



REGISTERS

V8

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V8 Marquee at MGLive! 2022

Alongside Clive Wheatley's MGV8 replacement parts stall in the V8 Marquee, V8 members will be able to enjoy meeting up with plenty of room to sit and enjoy their refreshments. On Sunday we have the V8 Annual General Meeting at noon when four new volunteers are standing for election to the V8 Committee. They are Keith Belcher (an active contributor to our 6 monthly MGV8 price guides), Peter Berry (V8 Scribe), Peter Ellis (workshop notes editor) and Dugald

MacNeill (V8 Registrar). Victor Smith will stand down as V8 Chairman at the end of his term. The main focus for the following 18 months will be planning and arranging the programme of events to celebrate both the 50th anniversary of the launch of the MGBGT V8 in August 1973, the 45th anniversary of the formation of the V8 Register in October 1978 and the 30th anniversary of the start of RV8 production and sales. Full details of the V8 AGM and the anniversary events in 2023 will be available via our "More" webpage: www.v8register.net/more.htm

V8 Scottish Borders Tour 2022

The next V8 Tour from Friday 9th to Monday 12th September 2022 will be in the Scottish Borders and is planned to give a taste of the attractions of this interesting area which classic car enthusiasts enjoy touring. Tour organiser Tony Smith says the tour will be based at a 4-star hotel near Peebles where he stayed recently and found it very comfortable.

The tours will include a visit to the Jim Clark Museum. Tony says he has "several generous sponsors". Further information on the tour and booking arrangements is available via the "More" webpage.

Hazard Warning Switch Failure

Peter Spurrs reports the failure of his hazard warning light switch during recent routine checks. He moved the switch to the ON position and all four lights came on as normal. On turning the switch to the OFF position Peter noticed some resistance and no click. Thinking nothing of this, the next morning he used the left turn signal on his journey and nothing worked. Pulling over to the side of the road, Peter flicked the hazards on but they didn't work either. He promptly returned home to investigate. On examination, none of the circuits could be made to work. He gently prised the switch open to find part of the main rocker broken, which probably occurred the previous evening. A quick look at the wiring diagram shows that the live supply for both hazards and indicators is controlled by the single switch. When the indicators are active, hazards are isolated and vice versa. When the switch fails, both systems fail with it. A new switch was purchased and normal service was resumed. More details are available in the full copy of Peter's article, via the "More" webpage

RV8 rear lamp units available again

Good news on the "More" webpage.

Editor: please crop the photo to fit the copy to a half page.