



# REGISTERS

## V8

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### Rubber Bumper V8 50<sup>th</sup> Anniversary Event



The V8 Register will be celebrating the 50-year anniversary of the production launch of the rubber bumper MGBGT V8, which went on sale to the general public late in 1974. Planning is now well advanced for a display of pre-production and other notable rubber bumper V8s at the Inter-Club International Weekend at the Three Counties Showground in Malvern, Worcestershire over the weekend of 28<sup>th</sup> to 30<sup>th</sup> June 2024.

The 1974 introduction of the rubber (more accurately, 'Bayflex 90' polyurethane) bumpers caused howls of dismay from traditionalist marque enthusiasts who bemoaned the apparent loss of the MGB's balanced proportions and delicate detailing. As is well known, the revisions were necessary to meet the US Federal Government's 5mph crashworthiness impact standard, and without which the MGB would not have continued to be on sale in its largest market.

As far as the MGBGT V8 was concerned, the rubber bumpers came two thirds of the way through the production run with the result that only 735 cars were so-equipped (compared to 1856 chrome bumper models), and were

scarce when new and even more so today – particularly as so many have been converted to chrome bumpers.

V8 Register member John Davies professes a preference for the later cars. Having previously owned the first-built Teal Blue 2101 (that originally belonged to the former V8 Historian Geoff Allen), John now has the second-built Black 2102 that was owned for many years by MG Car Club Director, the late Dave Saunders.

John thought the RB V8 50<sup>th</sup> Anniversary in 2024 would be a suitable moment to revisit these interesting and rare machines. He is seeking fellow enthusiasts to bring their RB V8 to the Malvern event in June with a view to creating a display of 50 cars. John is delighted to report that Teal Blue 2101 will travel from Switzerland with Jacques and Stephanie Milliet, and also the last-built of all V8s, Flamenco 2903, will also be present.

A separate display area for the rubber bumpered cars will be set aside and there will be an arena display of notable vehicles during the weekend.

If you would like to display your RB V8 over the weekend, please contact John via [pgk733@hotmail.com](mailto:pgk733@hotmail.com). Further information is available via links on the 'More' webpage at [www.v8register.net/more.htm](http://www.v8register.net/more.htm)

### GFE-121 Oil Filter, or is it?

Member Robert Rose (Citron 1646) was recently in touch with news of a V8 curio which he recently purchased. At first glance, it seems this is an original looking Unipart GFE 121 Oil Filter, used on V8s the world over. Closer inspection shows that rather than the usual central exit point, the 6 surrounding



entry holes and the sealing rubber ring, the top is a blank plate and a telltale ring pull is present.

Rob has no idea of the contents, although clearly, it's a promotional item from Unipart 'back in the day'. The can and contents weigh approximately 300g whereas a Unipart Oil Filter GFE 121 weighs approximately 450g.

As Rob points out, the simplest option would be to open the sealed tin but that would destroy the item! If you've come across one of these cans before, do please get in touch and enlighten us all with details of the mystery content.