



REGISTERS

V8

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Concerns with the relative visibility of classic cars

Classic car enthusiasts are increasingly aware that with the growth of bright Daytime Running Lights (DRLs) on modern cars which have become much larger, the relative visibility of a car like an MGBGT V8 is becoming a real concern. They are also aware that when you drive on UK roads today you sense that MG V8 is much smaller than many modern cars which seem to get larger and larger - not to mention the explosion of the numbers of even larger SUVs and 4x4s. With the combination of these factors a classic car driver

naturally feels concerned their car from the 1970s is less noticeable on a relative visibility basis and consequently is aware it can be less easy for other drivers to see a classic car on the road or in their rear view mirror.

See our full article on this plus a comparative analysis of the size of an MGBGT V8 with a VW Golf from the mid-1970s and a Golf in 2020 – even a modest hatchback has become so much larger. They are on our “More” webpage on the V8 Website.
www.v8register.net/more.htm

What are the day time lighting options for a classic car?

Mike Howlett has an MGBGT V8 Conversion which he uses frequently throughout the year and he commented on a V8BB thread that "having just driven 400 miles on the M4, M5, M6 and M74 today I can assure you that having DRLs on the front of the car is very valuable in dark gloomy weather even on a dual carriageway. If you want to pull out and overtake you need to be able to see vehicles coming up behind – and be seen too! The current trend for dark grey paintwork on modern cars makes cars nearly

invisible when you steal a quick glance in the mirrors. I use my headlights whenever I think it makes the car more visible, and on today's drive they were on pretty much all the time". The question for many MG V8 enthusiasts thinking of a DRL upgrade is what are the daytime lighting options?

In an article released on the V8 Website we reviewed three options: using dipped headlights upgraded with Halogen bulbs and fitting DRLs either within the headlamps or as separate units in the grille or elsewhere. An article on installing DRLs in replacement H4 Halogen headlamp units using a rubber bumper reflector with a pilot light fitting for a sidelight which is used for the DRL is available on our “More” webpage

Visit to the Workhouse at Southwell

Ken Clayton has arranged a group visit to The Workhouse in Southwell in Nottinghamshire on Sunday 5th July 2020. For full information and booking details see our “More” webpage.

V8 Kent Tour 2020

The event organiser Ian Quarrington reminds members that the next V8 Tour is fully booked.