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V8

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Buying an MGV8

Which is the better choice when looking to get an MGV8 – a high priced, low mileage example or a well maintained car with a moderate mileage of more than 60,000 miles? In many ways the justification for the premium for a low mileage car can be doubtful because an MGV8 that has had such low use, sometimes with extended periods in a lay-up, can develop problems that require considerable expense when recommissioning them for even modest use. Also once a low mileage car is used even in a moderate way, for example 5,000 miles pa, and the recorded mileage begins to grow the annual reduction in value becomes a

significant cost for the owner. A recent article on the V8 Website looks at the potential maintenance outlays and other costs with low mileage MGV8s and reviews the benefits that can be had when buying a well maintained car with a higher mileage at a lower price.

Buyers with more modest budgets may feel that an RV8 with 50,000 to 80,000 miles that has been regularly serviced and well maintained is not something to cringe away from but in fact is likely to be a car in better mechanical and electrical condition from regular use, plus the purchase cost as a Condition 1 car will usually be much lower. So overall their car could be much better value for money and after the first five years they could have a better investment.

Cooling system pressure testing and leak detection on the MGBGV8

In a new V8 Workshop Note Jim Livingstone explains the issues which need to be addressed if sealing the MGBV8 engine cooling system is to be successful as it is challenging as the system includes a large variety of joints both bolted and clipped. Of the bolted joints the inlet manifold to cylinder heads would appear to present the greatest challenge as they require the



Worm drive clip showing distortion if the wrong size is used

simultaneous sealing of two junctions with four water ports at opposite corners. In practice, if assembled carefully these joints appear to be relatively trouble free. The other bolted junctions, thermostat housing and heater valve, are simple joints with gaskets and relatively easily made leak proof if the faces are flat and undamaged and new gaskets are fitted.

More troublesome are the numerous hose to pipe joints. With 8 hoses and 16 joints, sealing requires careful

See "More" on both items above at:
www.v8register.net/more.htm