



REGISTERS

V8

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Rare pre-production RV8

The first RV8 Adder, which was effectively the first pre-production RV8 with the vehicle identity number "900000" and build reference "ADD VAL03", will be for sale at Classic Car Auctions on 24th September 2022. It was the first recognisable RV8 finished in Flame Red and retains its original registration K638 WOK. The proud owner is Peter O'Hare who bought the car from Richard Higgins in 2006.

Pre-production role

At first glance it looks like a production RV8 but a closer examination reveals a

number of differences from its pre-production role, when it was used as a high-speed validation spec test vehicle. The side sills of the body kit are GRP rather than the "RIM" (reaction injection moulding) plastic. Peter has replaced the GRP bumpers with production items but has kept the originals. The bonnet and boot latches were still MGB specification and there is no bonnet stay. Other prototype features include Rover Mini windscreen washer jets and a, plain Rover plenum chamber rather than the MG one, developed at a fairly late stage in pre-production. The spare wheel also sits proud of the boot floor, unlike the production RV8s. The trim inside is not original but taken from the discarded interior of the "so-called Frankfurt show car", as later in the production period "900000" was used by the team creating the Krafthaus hardtop. Peter says people are often surprised when he opens the bonnet and produces an old broom handle as the bonnet stay which is retained that as an original feature.

St Swithin's Day on 56 Cylinders

Simon Williams writes to tell us of a seven car RV8 gathering in Lostwithiel in Cornwall. With all cars arriving with their tops firmly down, this must mean

that they will be down on every outing for the next 40 days!

Peter Cutting (who has two examples himself) extended a very kind invitation to a gathering, with participants joining from the Tamar Valley through to Carrick Roads. Time was taken afterward to explore the foibles and individuality of each other's cars. For a one-model car, there proved to be a surprising variation, all worthy of discussion! Walnut dashes and door trim replacing burr elm, chrome bezels vs black, etc. Also 'hotly' debated was the subject of keeping the aircon or removing it. The opportunity was taken to re-gas Peter's aircon whilst there, using a Thompson's kit. The aircon retained repressure but sadly, the changeover switch was not working so more work is required. The colours of the cars formed a pleasing balance, as can be seen in the picture.



Further information is available via the 'More' webpage at www.v8register.net/more.htm

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