



Number of mods most adopted

| | Modification | No members | Total score |
|----|---|------------|-------------|
| 1 | Replacing 'Top Hat' battery terminals with clamp type | 16 | 228 |
| 2 | Upgrade Headlights & fitting Halogen bulbs | 15 | 284 |
| 3 | Fitting a 12v battery upgrade, replacing twin 6v | 15 | 243 |
| 4 | Petronix or Lumination electronic ignition | 12 | 202 |
| 5 | Fitting brass or stainless steel replacement coolant filler | 12 | 171 |
| 6 | Fitting chrome or stainless steel fresh air intake mesh | 12 | 149 |
| 7 | Fitting uprated suspension bushes | 11 | 173 |
| 8 | Adjust standard tyre pressures for improved ride & handling | 11 | 162 |
| 9 | Fitting alternative carburettor needles | 11 | 156 |
| 10 | Replace tyres for improved ride & handling | 9 | 162 |

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Number of mods on weighted score

| | Modification | Weighted Score |
|----|---|----------------|
| 1 | Upgrade Headlights & fitting Halogen bulbs | 62.40 |
| 2 | Replacing 'Top Hat' battery terminals with clamp type | 47.30 |
| 3 | Petronix or Luminiton electronic ignition | 44.60 |
| 4 | Fitting uprated suspension bushes | 38.65 |
| 5 | Fitting a 12v battery upgrade, replacing twin 6v | 36.45 |
| 6 | Adjust standard tyre pressures for improved ride & handling | 36.20 |
| 7 | Fitting alternative carburettor needles | 34.50 |
| 8 | Replace tyres for improved ride & handling | 34.25 |
| 9 | Fitting brass or stainless steel replacement coolant filler | 33.50 |
| 10 | Fitting chrome or stainless steel fresh air intake mesh | 26.65 |

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1. Replacing 'Top Hat' battery terminals with clamp type

It's not surprising replacing the old fashioned and troublesome top hat type battery terminals with the far superior modern clamp-on type is a popular modification. For a small financial outlay and simple DIY job, the benefits in reliability; especially when considering the difficulty of access we all enjoy to the battery, are considerable. Many members confirmed that this modification was completed at the same time as a conversion to a single 12 volt battery. Improvements on all fronts, the effect on originality is not visible. 16 (88.9%) members adopted this modification.

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2. Upgrading the headlight reflectors and fitting halogen bulbs

This was the most 'valued' modification and carried out by 15 (83.3%) of the 18 members. It is seen as a worthwhile modification by all those having it, on the basis of night driving safety. If not already fitted to the car on purchase, members purchased from MGO, SVC and B&G. Cibi seem to be the most popular, with Hella and WIPAC Quad optics mentioned. Gavin Bailey has upgraded using Lucas H4 units without side lamps. He reports 'Good performance with appearance very similar to stock'. All members confirmed upgrading the headlamps was worthwhile, scoring not less than 4 for VFM.

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3. Fitting a 12v battery upgrade to replace the twin 6v batteries

Another high scoring modification having 15 (83.3%) members modifying their cars in this way. Two members Bob Owen and David Heaton, stated they had fitted two batteries in parallel for increased reliability. Julian Holmes, 'limited knowledge' fitted the 12 volt battery himself after reading the V8 Workshop Note. However, it was not all acceptance as Richard Ashmore advises standard batteries are fine if you look after them and for some originality is important. Most members confirm that when the time comes to replace the batteries, the cost, availability and reliability of a modern battery, outweigh the option of the standard of 2 x 6 volt batteries.

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4. Petronix or Luminition electronic ignition

12 (66.7%) members replaced their points distributors for a system utilising modern electronics. The main reasons were for improved reliability, economy and ease of maintenance. All members using a modified distributor appear to be satisfied with the modification. Both Gavin Bailey and Graham Cornford have had a system fitted for many years without problems, declaring it a 'good mod'. Michael Lloyd says his timing was all over the place and now it could not be more consistent. It's not all acceptance, however, Bob Owen advises 'Original equipment in good condition is fine. Points require little maintenance, but are easier to repair if you have a roadside failure'.

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5. Fitting a brass or stainless steel replacement coolant filler plug

A low cost, easily executed modification adopted by 12 (66.7%) members, interestingly a lower ratio to that achieved by the RV8 (84%). The coolant filler has a different location to the fuel injected RV8, but it remains a weak link as the glass reinforced plastic plug becomes old and brittle. Members reported purchasing new plugs from B&G and Bob Owen had his given to him! Kai Knickmann has a modified plug to accept a domestic heating bleed valve. David Heaton has it on his 'Must Do' list.

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6. Fitting chrome or stainless steel fresh air intake mesh

Another low cost modification which improves appearance and has an added benefit of preventing leaves and other objects from entering the fresh air duct and blocking it. Dead leaves and other small debris can also block the water 'drain bulb' which in turn lead to water ingress to the foot wells and corrosion. Martin Ashby made his own from a piece of mesh he found, others bought from B&G, and Clive Wheatley. 12 (66.7%) members fitted this modification, but Richard Ashmore dislikes the look, so he is going to remove his.

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7. Fitting uprated suspension bushes

Fitting new suspension bushes made from polyurethane in various grades of hardness, defined by their colour. 11 (61%) members have adopted this modification. They are often fitted during a suspension repair and generally reports indicate an improvement in handling and control, although a few question the value for money. We can again draw a direct comparison with the RV8 survey here. 11 members from 18 – 61% have fitted polyurethane bushes to their cars against 9 of 25 - 36% of RV8 owners. Bush kits are readily available from Moss, David Manners, Clive Wheatley, or direct from Poly Bush, or similar.

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8. Adjust standard tyre pressures for improved ride & handling

Again 11(61%) members reported making adjustments to their tyre pressures, for various reasons from lightening the steering to improving handling. Pressures advised, F/R ranged from: 28/25; 26/30; 30/30; 24/24; 2.2/2.4 bar (32/34 psi); 28/26. Stephan Proepsting said he takes guidance from Ron Gammon's technical service notes. From the remaining 7 (39%) members who reported keeping to the standard tyre pressures, Richard Ashmore considered 'The ride is fine on standard pressures'. It remains, therefore, a very individual preference.

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9. Fitting alternative carburettor needles

Another score of 11. Members found it necessary to change the needles in their carburettors, in all cases as part of an engine upgrade or change to K&N filters. Tony Lake fitted K&N filters but suffered a 'monumental acceleration flat spot', Clive advised changing the needles - 'Problem solved'! Martin Ashby replaced his needles as part of a filter upgrade to K&N and set up his carburation with the help of Peter Burgess's rolling road. Other suppliers mentioned are Beech Hill Garage and Joe Curto Inc. New York. All members who changed their needles, for one reason or another, considered it to be good value for money, probably as a result of the improved performance and fuel economy.

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10. Replacing tyres for improved ride & handling

The final of our top ten, 9 (50%) members had answered Yes, with a score of 162, to Replacing Tyres for Improved Ride and Handling. This question may have caused confusion for some members - were the tyres changed because of age or wear, for the same size as fitted by the Factory or were they changed for a tyre of different size? So we are left with the dilemma - 'What Tyre' and 'What Size'? As anyone will confirm replacing an old and worn tyre with the same make and size, will transform the car, especially when fitted to the front wheels. So when changing to a different make or tread pattern and a different size it's almost impossible to establish a quantifiable result. All views are subjective.

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Is there a modification you wish was available for the MGBGTV8?

Modifications suggested by members:

Tubular manifolds & stainless steel exhausts

Fuel tanks

Wheels and tyres

DAB Radio

Engine Modifications including Camshaft Upgrades

Daytime Running Lights

Smart Screen Wiper Delay

Interior light dimmer:

Panhard Rod:

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Mods you wished you might have continued

- Larger diameter front anti-roll bar:
- Engine torque stay:
- Stainless steel exhaust - very good value for money
- Oil pump upgrades
- Relocation of Earth Points for Front Lamps and Indicators, to a dry location.

- A 'sobering' thought from Richard Ashmore, 'I much prefer to keep my car original'. 'There are not many left'.