



## V8



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### New MGBGTV8 Owner

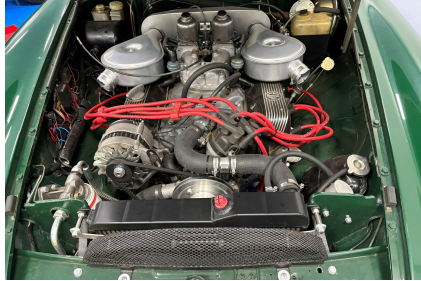
James White has recently become a member of the V8 Register, after acquiring his MGBGTV8. James takes up the story of his car as follows:



“My MGBGTV8 (UXC 57M) is my go-to classic and I do love it, but I don't get the time to do anything more than local drives and car meets. Before my ownership it had new sills, rear quarter repair sections and new front wings. Despite being waxoyl'd, the sills will need to be done again soon, as there are holes appearing in the rear quarter sections already. Also, the bonnet needs replacing!... and that's just the

obvious stuff!”

The V8 is in the attractive colour of Brooklands Green, (only available from the factory during rubber bumper production – 17 were produced in total)



but there is evidence of possibly the original colour of Glacier White in areas under the bonnet. A replacement Heritage shell has been considered, although James has been put off by stories of quality, fit and cost. He's also concerned that it will never be the original car again – opinions differ greatly on that point! James loves the car and would like to still be driving it in 20-30 years' time, rules permitting! The trim is non-original but again, attractive in cream and brown with a walnut veneer dash. These changes were completed before James's ownership, as was the interesting retro fit of wire wheels, which required all the hubs to be changed. Perhaps not for the purist

but James likes the car the way it is. During early ownership, James managed to strip the layshaft, so the engine and gearbox had to come out. It's currently running with a spare Rover engine and a refurbished gearbox – and a more experienced driver! The original engine and gearbox will be rebuilt at some stage in the future and replaced. The radiator has been upgraded to an aluminium unit, with Revotec fans to assist with cooling. The 'lobster claw' air intakes, (less the manifold warm air intakes) have also been reinstated. The car runs with stainless steel 'block hugger' tubular manifolds. As bonnet replacement is a possibility for the future James is considering letting in louvres for further cooling and possibly the inclusion of NACA ducts to feed cool air directly into the air filters. That said, the car is only used during the warmer months and cold starting isn't an issue. We wish you miles of fun with your V8 James!

