



# REGISTERS

## V8



Peter Berry 07595 120559  
peter.christine8@gmail.com  
www.v8register.net



### Historique Monte - Carlo

An MGRV8 was on the 2026 rally which set off on the 1,500 mile route from John O'Groats to Monaco on 29<sup>th</sup> January, with Tony Smith and co-driver Richard Jenner. The route south was via Glencoe and Stirling Castle to North Queensferry for an overnight stop.

Then on via Jburgh Castle and York, down to Hull for an overnight ferry to Rotterdam. The route through France went via Reims and Bourg en Bresse, then on to the mountain village of Gap ending at Monaco. Tony reached the Mediterranean and enjoyed the celebrations there with other

participants. You can read reports of their journey on our 'More' webpage. <https://www.v8register.net/more.htm>

### V8 Leaking Manifolds

Further to the November 2025 News Column on leaking exhaust manifolds, Ian Ailes (Glacier White, 1561) wrote in with the following useful information. "I saw the article on leaking manifold gaskets in the November News Column and recall obtaining a set of extra thick gaskets years ago from Dave Vale at V8 Conversions. These quietened down my V8 considerably and 'absorbed' the inevitable movement of the s/s tubular manifolds, due to the repeated heat cycles." Ian replaced the gaskets himself but experienced problems with some of the bolt threads on removal. He therefore had to Helicoil some of the threads. This was just possible using an angled drill, as shown in the picture. For readers unfamiliar with the Helicoil process, a Helicoil is a precision-engineered, stainless steel wire coil, which is used to repair stripped, damaged, or worn internal threads, (as is often the case with the alloy threads in the V8 and RV8 heads) to create a new, stronger thread in the alloy material: effectively restoring a component to its original strength with standard bolts.

The process involves drilling and tapping a new hole, installing a thread



insert coil with a special tool and breaking off the remaining tang. This results in a durable, high-quality thread.

Ian advised the use of an anti-seize, heavy duty lubricant, (such as the product sold by Loctite instead of the 3M EC776 product mentioned in the V8 manual, to reduce the chances of the bolt seizing in future. A further recommendation is the use of stainless-steel bolts. Clive Wheatley sells a set of 16x Allen-head bolts, with washers for £22.50, incl, VAT, which is good value.

### MG Fest'26

MG Fes'26t will be held on Sunday 16th August at the iconic Brands Hatch circuit in Kent. This promises to be an enjoyable event with an interesting programme on and off the track. See the NEWS item on the V8 Website with full details via our "More" webpage..

The V8 Register will have a gazebo there. We will also hold our V8 AGM in the gazebo during the event. Don't miss this great day out in the south east for the whole family.