



The curious case of the MGB V8 Roadster registrations in Switzerland by fellow Mark Weathley

This is not a Hercule Poirot story rather my experiences over 2 years re-registering my Swiss MGB V8 Roadster. I would like to share what I have learnt, some of which is quite concerning.

The V8 Roadster was never officially produced and therefore never imported into Switzerland. Only two 'one-offs' were approved for Switzerland. One owned originally by Eric Stuedli (Bassersdorf) based on an 'O' Series body shell but individually approved by the factory to obtain Swiss registration with a V8 and, my own. I have held approval from Bern for my Swiss LHD Roadster for a V8 following certification from the MG Homologation Department. I have owned this car for around 40 years.

Pooled knowledge at the time concluded that these MGB Roadsters were the only ones homologated in Switzerland. It was believed that there were also 2 MGC based Roadster V8's also registered in Switzerland which used their (homologated) higher power output to gain registration.

I had always suspected in the 1980's and later years that attempts were afoot to register other MGB V8 Roadsters. I have had no idea how this had been achieved.

In 1988, I returned to the UK with my car. Now retired and back in Switzerland I wanted my Roadster re-registered. I had retained a very large file with all my original documentation. Briefly, I have certification for almost every part of the vehicle, suspension, brakes etc. other than the V8 engine, which was not needed because of its original factory approval. The car is also a wide body.

What have I learnt?

- My intuition about other Roadsters has been confirmed by at least one other that has been built, and it registered in Switzerland using the factory documentation from my file and retyped.
- The use of 'O' Series bodies to use the higher bhp output to gain Swiss approval is fiction. There were a few body shells bought by the Beer family garage following the closure of the MG factory. It is considered most unlikely that there was any general homologation in the UK for the 'O' series engine version; certainly never in Switzerland. The Beer family installed V8's in these shells. (Source: Beer family).
- An assumption that the MGC roadsters mentioned above were indeed genuine MGC's.
- That the Club should maintain a register of all MG V8 Roadsters registered in Switzerland.

Many of the individuals involved have passed away, or the cars sold on. It is best to leave that part of the story untouched; although with an increasing number of V8 Roadsters now becoming Swiss registered that may require review.

The purpose of this note is to forewarn anyone purchasing or trying to register an MG V8 Roadster in Switzerland that they need to be diligent and study supporting paperwork (chassis numbers, etc) extremely carefully to establish provenance and authenticity. This is a question of legality.

The Service des Automobiles is aware and has a copy of this note.

For more details and clarification, please contact the author Mark Weathley directly by Email : markw16444@hotmail.com