

## MGB V8 Roadster restoration project – Report 3



### Engine too far forward

I am finding that the V8 Register and its member are so helpful. Roger Parker came back to me very quickly and agreed that the engine was too far forward. He reckons that the previous owner read the first editions of Roger Williams' book, where he suggests an option of moving the engine forward 20mm that then allows the gear lever on the LT77 to sit correctly and avoid modification to the gear lever remote. Personally I would prefer to get the engine to sit as low as possible and as far back as possible and modify the alloy casting and gearchange linkage to put the gearstick in the best position for me.

### Better if you can see what needs to be done

Whilst waiting for Roger's comments I decided to have a look at the rest of the MGB I bought as a restoration project to decide what had been done, what was OK and what needed redoing. Although I am writing this for the V8 Register I thought it would be useful to give my 32-years experience of owning a bodyshop and carrying out restoration work to help others with any vehicle restoration. The photos alongside show that if you are going to restore a car it is often better to buy a car that you can see the work that needs to be carried out rather than one that has had problem areas hidden up by others before.

I purchased the MGB V8 Roadster project unseen as it came on eBay as a 'buy it now'. Realising that the parts included in and with the car would cost more than the price asked, I got back to the seller that I would buy it without seeing it.



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Here you can see on Dugald's Teal blue MGBGTV8 (top photo on page 1) that the car was original with rust. Nothing had been hidden up. At least you know what you are up against! In the second photo is my MGB V8 project with a new repair panel fitted, but how long ago was it fitted? The filler has not been covered immediately with a waterproof paint coat and the metal will have gone rusty underneath the filler. I shall have to remove the filler, check and remove any rust, check the other side of the new panel to see if it has been rust proofed. If the worst comes to the worst I will cut out the old 'new' panel and fit another new repair panel if I want to keep the car for many years rust free.

### Other examples of problems on the project car



**Rust in the rear wheel arch** although the MGB has been fitted with new wheel arch panels in the past. Micro blistering to the paintwork at the rear of the car where filler primer has been left without coating with a topcoat soon after the primer has been rubbed down. This will mean that the bodywork at the rear will need to be stripped to bare metal and any rust removed before painting again. Always use an acid etching primer straight after taking the panel down to bare metal. This will stop the panel rusting again before you put primer or filler on to it. You only need a very thin coat of etch primer to protect the metal. When restoring a car it is a good idea to always have a bit of heat on in the garage and a dehumidifier is an excellent investment. You will be amazed how much water it collects every day.

