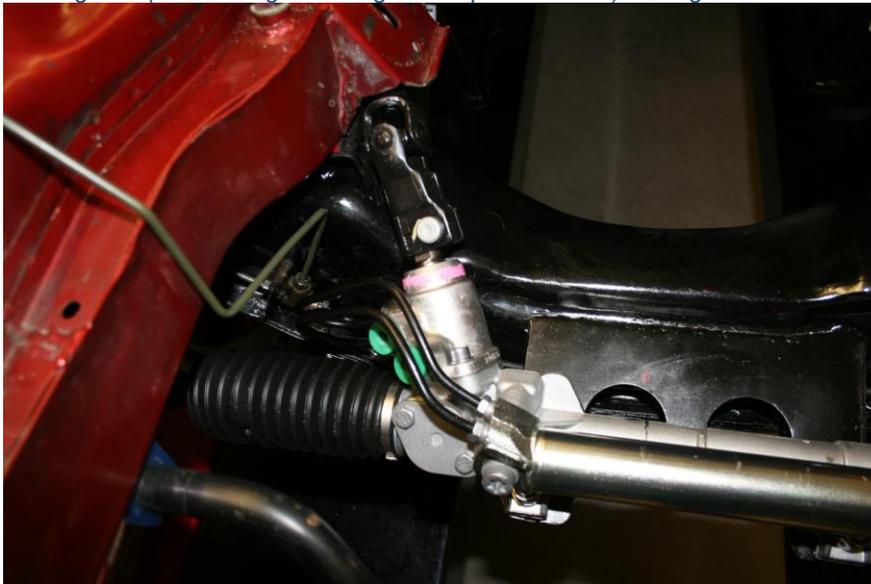


## MGB V8 Roadster restoration project – Report 5

A better day today. I got on quite well yesterday and was pleased with what I achieved, apart from forgetting to attach the copy of the report to Victor. He rang me at 9:30pm to remind me as he wanted to put the report up on the site before he went to bed.

Along with the engine mountings and MGB V8 parts supplement. Moss sent me some pensioner porn – their latest copy of the catalogue 'Essential tools & consumables for restoration'. I normally use Frost [www.frost.co.uk](http://www.frost.co.uk) 01706 658 619 but it is useful to have a couple of suppliers. Catalogues in paper form are better for me, I'm that age, I find looking for bits and reading information on the computer screen more difficult than flicking through the pages of a catalogue.

There have been a couple of emails. One from Nick Houslip:  
*May I add a comment; I'm in the midst of working on an MGB Roadster that has been fitted with Rover P6 derived 3500 V8 and an LT77 box. I also have an RV8 so just want to make the point that moving the engine back seems eminently sensible as it gets pretty busy at the front, especially if the water pump has the usual long nose. My Roadster is actually modified to about '78 standard so has the radiator well forward but it is still cramped. The RV8 I fitted with electro hydraulic PAS and the area down by the oil pump, where the hydraulic pipes feed the steering rack (where the green bungs are in picture below) is a nightmare.*



*The RV8 radiator had a downward facing pipe and a u bend in the hose that went up to the water pump. I had my local radiator man rotate the outlet about 170 degrees and took the pipe with silicon hose directly to the water pump and this makes getting everything together much easier.*

*Tip, If you have a radiator, don't pay a lot of money for a new one, there is a radiator man in almost every town in UK who can re-core with more efficient heat exchange tubes for about £120 instead of paying nearly three hundred for a new one. The standard V8 rad is man enough for the job, as long as everything else is*

*right. Incidentally the rad in an RV8 is same as in a Land Rover Defender! My local man recognised it and said "That's off a Defender" when I asked if he could re-core it.*

Another email was from Mel Watts:  
*I was going to relate the saga of my car when I stripped it of the interior and then stripped it of paint – no less than 8 coats. I stripped parts of the paint off like wallpaper – 18" long pieces in places, perhaps I'd better not unless you're particularly intrigued - it's a bit of a saga and just makes one wonder what some "restorers" are about. I feel heartily chastened having bought a car that appeared to be in good bodily condition to find it to be nothing like.*

Answer: before cars become 'classics' they become 'old cars'. 'Old' sports cars or convertibles have always been worth a few more bob (5p to you younger members). Therefore when a car fails an MOT and the owner does not want to spend the money on having the car repaired properly it goes into the trade or private hands and they think they will tart it up, give it a blow job (cheap respray) and sell it on for a profit. **Buyer Beware** - always ask for photographic proof of the restoration. Good restorers will always keep a photographic record of restorations or rebuilds.

You are not going to get much 'blurb' from me today as I want to get on and do some work on the MG. This morning was messed up with having to repair the lavatory flush in the Jaymic parts stores at the other end of our barn.

I took some more photos yesterday. I decided to make some proper plywood spacers the same thickness as the new MGBGV8 rubber mountings. I will probably have to leave trying to fit these until the weekend when my friend John comes to help me. All will be explained then. They will help with the final positioning of the engine.



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Why does the paint flake off so easily from the glove box lid? It looks to me as if the undercoat was gloss black and had not been prepared properly. Were they painted grey on the later MGBs? I am considering fitting an earlier dashboard as I think they are a lot prettier than the rubber bumper MGB dash. Anybody got a spare MGBGTV8 one complete with the instruments?



While I was waiting for the Gorilla Glue to go off on my plywood engine mounts I decided remove the sound deadening tar from the floor to see what lurked beneath. Guess what I found?



Rust holes covered up by perfectly good tar. More welding to do later! The tar comes off very easily with a hammer and sharp chisel.

