

MGB V8 Roadster restoration project – Report 6

I have a very painful shoulder today. I think it was repairing that toilet flush yesterday for my daughter. Even moving the computer mouse is painful.

Just realised that on the MGB V8 project I am doing what I recommend not doing. With a restoration on a motorcycle or car I take one part off at a time. Restore the part. Wrap it up in bubble wrap, put a label on it and put it on the shelf to fit later. I think the problem has occurred due to the fact that I have bought a half done project car that came with boxes and boxes of parts. My original intention was to concentrate on the position and mounting of the engine and gearbox before starting any work on the bodyshell. Unfortunately my friend John who helps me can only come at weekends. I don't like having engines and gearboxes balanced on jacks when I am alone in the garage. Therefore I have been doing other work on the MGB while I wait for the weekend.



All the bits and boxes that came with the MGB V8 project.



What a bead blaster can do. The rocker cover was originally like the one on the right of the photo. I wish I had had a bead blaster when I restored Dugald's MGBGT V8 it would have saved me a lot of time.



The EFi trumpets bead blasted. The mounting plate is scrap due to the last owner machining (or had machined) too much metal off both the bottom and the top of the casting. Underneath is my book that I make copious notes in about what I need to buy, where things fit, etc. etc.



This is the best bit of kit I have ever bought for £300. Hydrovane compressor, Gunson bead blaster and filter system.

Sorry for a short report today, but my shoulder is really hurting and I need to rest it. Comment and advice on my on my reports to mikemacartney@btconnect.com