

MGB V8 Roadster restoration project – Report 8

I am very sorry for the delay in writing this report. It's still due to the trapped nerve in my neck. I have done a bit of work on the MGB this week, but not a lot. I did think that I had cured it! Saturday evening I was working on the MG on my own. I came out of the new workshop and the outside light failed to work, I groped my way down to the lower workshop where there is another outside light which I started to wave at to try and get it to light. Next thing I knew I had fallen over a large metal cabinet that was laying by the lower garage, waiting to be pressure washed. My glasses flew off: my hat fell off; the book I was holding went flying and I had pains in my chest, ankle and knee! I went indoors and Jane asked what the crash was that she heard. I told her and she said "you are a walking disaster area". No sympathy there. I sat down to 'lick' my wounds and suddenly realised that I had no pain in my neck or arm! My neck had gone back into place and repaired the trapped nerve. Or so I thought! A couple of days later the pain in my arm has come back. Went to the dentist this morning and that's made it even worse! Tonight I am off out with the 'Saga Louts' for our weekly drinking session, so four or five pints might help!

I am very sorry to those members who want a sensible report on just rebuilding the MGB V8, but for me it makes the writing more interesting. Comments, advice and abuse to mikemacartney@btconnect.com.

Parts from Clive Wheatley

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I had a long chat with Clive Wheatley, which was very useful, helpful and interesting. I bought his RV8 engine mountings, V8 bellhousing cover, stainless steel exhaust clips and a high torque starter motor. I had used one of these on Dugald's MGBGTV8 and thought it worked especially well and was a lot easier to fit than the standard MGBGTV8 starter motor. The only thing he could not supply was a Rover SD1 gearbox gear lever, cap, part number UKC3159. Can anybody help me with one of these? I would even buy a scrap gearbox to obtain one.

Managing the bolts and fixings

For some unknown reason the previous owner had just put all the bolts and fixings he took off in one box, water had got in the tin box and they had all gone rusty. This is not the thing to do.

The rusty nuts bolts and fixings awaiting the wire wheel for a clean up. What you should do is either put the nuts and bolts back into their holes, put them in either a clear sealable plastic bag and mark them up where they come from. A pile like this is a pain in the bum to work out where they go when you come to put the car together.

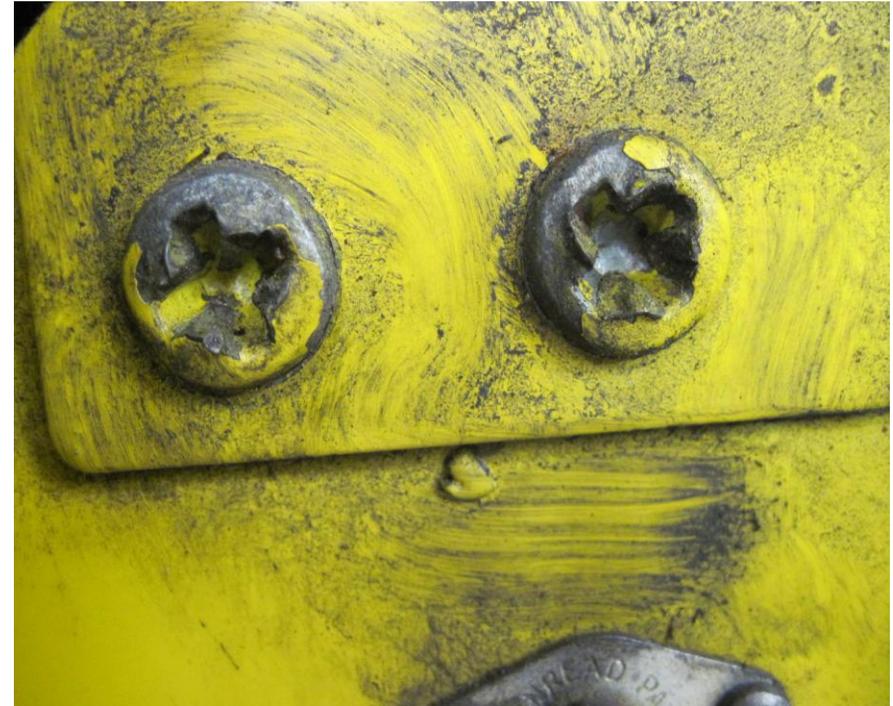
Some of the bolts cleaned up on the wire wheel and sorted into thread sizes ready to either sort as per the next photo or put into plastic bags if I know where they fit. I find cleaning the bolts quite therapeutic.

The next job to do with the nuts and bolts is either to replace them with stainless steel bolts, socket head cap screws or clean them in thinners and then coat them with etching primer to stop them going rusty on the car.

In the box of rusty nuts and bolts there appears to be some metric threads. I assume that these maybe off the Rover 3.9 EFI engine? Does anybody know when Rover or BL changed from AF to Metric threads?



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Yet another sign of a bodger

Why put knackered cross head screws back in the door hinges? Another reason to have a good look at a 'bright and shiny' or 'restored' car before you buy it. Those screws are going to be a pain to get out and replace.