

MGB V8 Roadster restoration project – Report 11

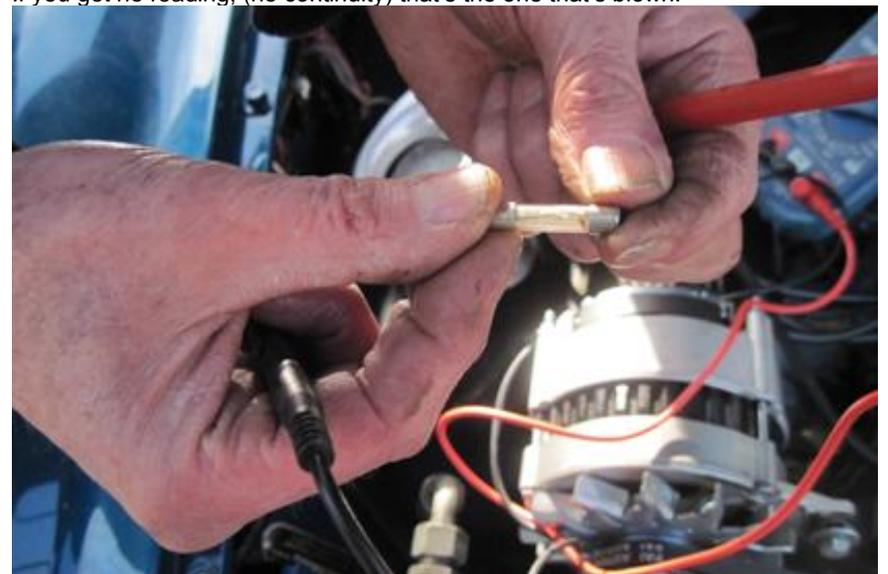
Friday 20th February 2015

Not much has happened since my last report apart from breathing problems. I helped my friend John with removing the sump off his 'Torrey Canyon', a Toyota Hi Ace diesel pickup truck that leaks oil from the sump. John had got embarrassed about parking the truck around the village green as the Parish Council was wondering whether to start fracking in the area as there was so much oil, it seemed, rising out of the roads around the green! It took all day last Friday to get the sump off. Saturday was spent getting rid of the glass fibre that had been put on the sump to try and stem the flow. In the end we burnt the GRP off the sump with a propane torch. We knelt there saying why "does the smoke always seem to blow into your face"! I then proceeded to burn out all the left over oil that was imbedded into the rusty sump so I could weld to it. I then made a plate up to weld over the main oil leak area. Then many more holes appeared, so we then blasted the sump and found even more holes. Why not buy another sump? They are around £350, and the truck only cost John £400! Second-hand sumps don't seem to be available. It must be a common problem. Saturday night was a nightmare! I woke up about 4am not being able to breath; I suffer from COPD anyway so my breathing is not very good at the best of times. Sunday morning John came round in the morning, but Jane banned me from going out to play – I was grounded! John was told to go and find somebody else to weld the sump!

Jane and I then took 3 days off travelling to South Wales to collect the MGRV8 engine, gearbox, electronics, etc. At present the engine is still sitting in the Transit van.



It is easier to put a meter, on ohms, across the fuses, to check which one is blown. If you get no reading, (no continuity) that's the one that's blown.



Sure enough, that's the blown fuse.

To get the dash light out you have to remove the centre arm rest and gearstick gaiter retaining ring, then the centre console. You can then get to the back of the interior lamp to hold the nuts while you undo the fixing screws. We spent about half an hour trying to reassemble the lamp switch and gave up and I suggested that Dugald bought a new one. I wrote down which wire went where so that it



Problems with an interior light

Dugald came up from London on Wednesday in his MGBGTV8 to help me with my MGB V8 Roadster. He had a couple of problems with the rebuilt MGBGTV8; the new interior lamp had fallen apart and blown a fuse that also stopped the horns working. The 'Micky Mouse' replacement dash lamps do not seem to be fit for purpose.

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would make it easy for fit the new one when it arrived. He forgot to take the note with him so it is in my book for when he rings.

Sorting the parts

We then got down to sorting all the parts that had not been put away yet and the parts that would not fit in boxes we put screws in the plywood walls and hung them up. If you have something like this steering wheel that you don't want to damage put a bit of rubber tube over the screw.



Dugald did well on his first day of his apprenticeship. He swept the floor and helped me fit casters to my press, but I ended up having to make the tea!



Preparing to remove the present V8 engine and try the new RV8 engine

Another friend Howard turned up and I got him to work too. They put the slave wheels back on the MG, took the MG off the axle stands, moved the car back, and got the engine lift out so that John and I can take out the original V8 engine and try the new RV8 engine in the MGB. Has anybody got a "Bodyshell Spit" I can buy, rent, borrow or steal? mikemacartney@btconnect.com