

## MGB V8 Roadster restoration project – Report 24

**Easter Sunday 5<sup>th</sup> April 2015**

Reading through the last report I noticed a 'spilling' mistake. My excuse is I did fail O-level English 3-times, although I have managed to have two books published on BMW 02's. I didn't notice I spelt 'hear' instead of 'here' sorry for that. Finished off the engine mountings today and then spent the rest of the day repairing the 'blaster' as it stopped blasting. Found the 'grit' had worn through two of the pipe unions. John was with me this morning and we were so engrossed in what we were doing I forgot to take any photos today. I'll try and go back in time tomorrow and take some then.

Anyway on from where I ran out of space in my last report. . . . . After the engineer marking blue had dried, I scribed a line around the outside of the cardboard pattern and around the inside of the holes onto the metal.

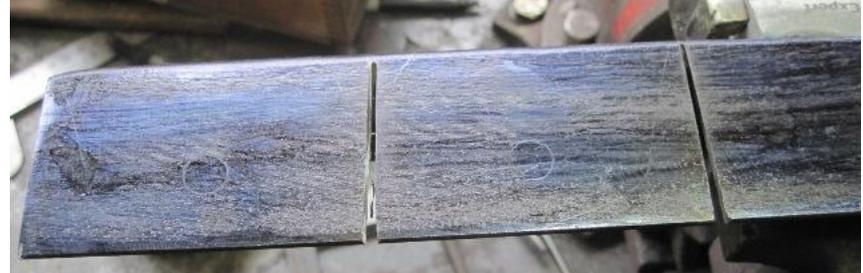


Folded the pattern over and traced it again onto the metal.



Marked my cutting lines with a small engineer's square. Cut out the angle iron I am using into two rough brackets and marked the centre of the holes with crossed lines. Centre punched the centre of the holes to drill and mounted them in the vice on the bench drill. When drilling, you should use the correct speed for the size of the drill. Fast for small drills, slower for bigger drills. Unlike me who uses a

medium speed if I only have a few holes to drill of different sizes. With drill bits you get what you pay for. Normally, the more you pay the better the drill.



I had measured the diameter of the bolt sizes I was going to use. 5/16" and 3/8" and picked out the size of drills I would use to give a clearance hole.



Always start with a pilot hole. I normally use a 3mm diameter drill to start with. I then used a 7mm and then finally the size of the clearance hole I needed. After the drilling I put the brackets in the vice and shaped them roughly to the desired shape with the 1mm grinding disc in an angle grinder. Finishing off with a flap wheel, and finally a file. When I was happy with the finish I bolted the original engine bracket on to the engine and bolted the new engine mounting bracket to it with a longer bolt to take up the extra thickness of the additional bracket. Then tack welded the two brackets together with the MIG welder, which is difficult when there is not much space and the aluminium engine block is soaking up the heat from the engine bracket. I then carefully unbolted the tacked brackets and removed them to complete the MIG welding. Blasted the brackets to get rid of any rust and then tidied up the welds, finished off with the flap wheel. A coat of etching primer and they were ready for primer and then satin matt black paint.

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**Easter Monday 6<sup>th</sup> April 2015**

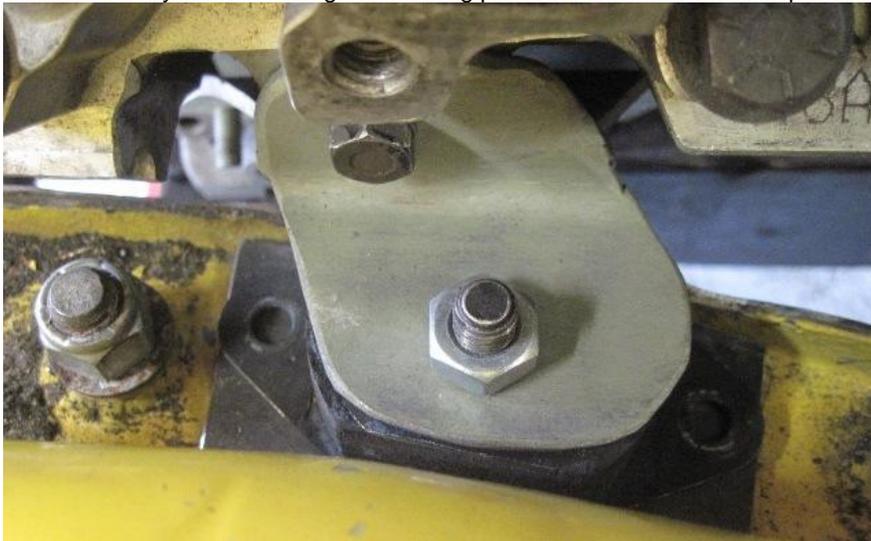
Finished repairing the 'blaster' first thing this morning. Tried it out on the battery cover opening plate. It worked better than it had since I have owned the blasting cabinet.



I must remember to etch prime this battery opening cover plate before it starts going rusty again.

Forgot again to take the photos of the modified engine mounting brackets after I had painted them. I will try and remember when I take them off to prime and top coat..

This is how they looked the engine mounting plates looked when bolted in position.



From the photo it looks as if it is only attached to the engine by one 5/16" UNC bolt. The part you can't see is the large plate underneath that has 2 x 3/8" UNC bolts that go into the engine block. Next job is to scribe the hole positions the threaded rod or high tensile bolt thread that will be threaded into, and welded to the 3/16" metal plate that will eventually be welded to the top of the chassis rail.



I will be fitting an extra engine mounting to control the rotational movement of the engine under load. A standard thickness MGBGTV8 rubber engine mounting will be used. This will be mounted to the bulkhead under the heater and connect to the RH rear engine lifting bracket at the RH rear of the cylinder head. I will have to modify this engine lifting bracket so that it connects to the bulkhead engine mounting.



As both the engine mountings were in the place I wanted to get onto the next job, which was to sort out the gearbox mountings.

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Only the front two of the four gearbox mounting bolts lined up with the threaded holes in the chassis rail for the gearbox cross member. Therefore I needed to fit a nut or bolt, with strengthening, inside the box section. To access this area I needed to open the floor above up to get to the area. Instead of measuring the position I put a drill bit in the battery drill the same size as the 3/8" bolt. Drilled lightly to get the centre of the hole and then put a smaller drill through both the lower chassis rail and the floor pan above it. I got John to check that I was holding the drill straight from both the side of the car and the front of the car. It is very difficult with varifocal glasses to see if the drill is being held straight. Next was to open up the floor above the chassis rail so that I could access the inside of the chassis rail to fit a captured nut. I should have used the Dremel to do this but as the angle grinder, with cutting disc attached was handy I used this.



What a mess! Anyway, welding can hide a multitude of sins. The trouble was I was so excited that we were actually getting somewhere at last. It has seemed to take forever to get the engine in place and fitted. I was pleased to see that the inside of the chassis rail had a good coating of wax protection. I will probably leave the 1/4" hole in the top of the floor panel and blank it off with a rust proofing plug. This can then be removed when the time comes to reinject more rust proofing material.

### Tuesday 7<sup>th</sup> April 2015

John is back at work today so I am on my own, although Howard is coming round to get me to weld a plate on the chassis rail of his Triumph 2000 Estate that he has recently bought. I hope it won't take too long as I am eager to get on with mounting the engine and gearbox. I can then continue with the wiring.

### Wednesday 8<sup>th</sup> April 2015

Not a lot done on the MG yesterday. The one patch on the Triumph chassis turned into six patches! Didn't finish welding until 1:30pm and felt completely knackered after lunch, so had an afternoon nap. Managed later to study the MGB wiring diagram and make a few decisions.

The **kit form bodyspell spit** arrived in two parcels, but I was even too clapped out to open these to have a look at what I had got for my money, although I did manage to visit the local for a couple of pints before dinner.



I got around to opening the parcels this morning.



It came with instructions on how to weld it up, the nuts, bolts and the cut and drilled metal, including the metal to make the brackets for the rubber bumper MGB. I was surprised there was only a round locking plate for one end of the car. When it comes to fitting the spit to the bodyspell I would prefer to make my own brackets that attach to the front crossmember to chassis rail mounting points, and at the rear the spring hangers rather than the bumper iron mountings. The reason; when the car is on its wheels the loads go through these points and you are more likely to have a bodyspell that the doors will fit. Although, as a matter of course I will brace the door openings, before mounting the bodyspell on the 'spit'. You will have to keep reading these reports as I will not get around to welding up the spit for a number of weeks.

Made a plate for the locking plate to fit into the chassis rail. Used a 2" x 1-1/2" x 1/8" plate drilled a good clearance hole where the nut was going to be. Cleaned

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the plating off the nut, so it was easy to weld. Fitted the 5/16" UNF bolt to the plate and welded the nut in position. Unbolted the bolt once it was cool enough and then bolted the LH side gearbox crossmember into position. The next job was to weld the plate with the nut to the inside of the chassis rail.



It was then time to weld the floor back in. First of all I tacked the corners.



Then tacked all around the outside of the plate removed from the floor, so as not to get too much distortion from the heat build up. After grinding the welds flat it was time to coat the bare steel in etching primer.



On the RH side gearbox mounting, I thought about it more, before rushing in. I used the small Dremel cutting disc and left a couple of bits of plate still attached so I could just fold the metal back. This should make it easier to weld back in position.



On the drivers side of the car when I lifted the plate I had cut out I found no rustproofing in this area. I will have to clean the area up as best I can and treat with Kurust or Jenolite. It may be possible to spray some down each side of the opening. I will have to make sure that this area gets injected with Waxoyl or similar after the MG is painted.



### Thursday 9<sup>th</sup> April 2015

Received an email from Maurits, in the Nederland's who has been following the reports on the rebuild / restoration. He has a factory MGBGTV8 and asks what modifications if any he should carry out. I recommended that he keeps the car standard, apart from maybe stainless steel exhaust and polybushes in the suspension. As I have said before this MGB roadster I am building is never going to be standard as the MGB was never made as a V8, hence I am not concerned with originality on this particular MG. [mikemacartney@btconnect.com](mailto:mikemacartney@btconnect.com)