

## MGB V8 Roadster restoration project – Report 25

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



Cleaned up the inside of the box section, as best I could, with a scraper and wire brush. Blew the loose rust and muck out with the air line.



Coated the areas that I could get to with Kurust. This is one of the most widely available rust converters on the market and has rightfully earned itself a good name for clamping down on corrosion. It's easy to apply, being runny, odour free and fast acting. Conversion of the rust starts immediately and is usually complete in around 20 minutes. I have used both Kurust and Jenolite, but there are now products on the market, according to Practical Classics that are more effective and

give the user far more confidence that rust won't be returning. They recommend Rustbuster FE-123. I will have to try it next time I run out of Kurust.



The Kurust turns the rust into something black I have forgotten the name of. All these rust converting products are a help to rusting areas. **If you can get to an area to actually remove rust do so.**



The floor over the chassis rail is tacked back in position. You can see, in the RH bottom corner that I had the MIG welder turned up too high. I really have not done much welding on car body panels for over 25-years. You don't forget how to do it; you just can't do it as well as when you were doing it full time. Anyway, that's my excuse!



Not the prettiest welding in the world, good job it will be hidden with seam sealer.

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Next problem. How to tackle this area? First clean up as much rust as you can.



Then make a paper, or cardboard pattern of the shape you want. Then glue it in position and paint over it. Sorry, that's one of my no so funny jokes!



As there are so many joining box sections underneath this area, and the spot welding on them seemed good. I decided against 'invisible' repair and decided to weld the repair panel on top of the holes. Not really best practise, but it would have taken all day to repair this one little bit.

The following photo shows the Silverline tool grinder I bought. I hope it works better than the air chisel of theirs!

Anyway it has not broken on its first use and it was remarkably cheap. If I was back working for a living using these sort of tools I would spend a lot more money on them. Being a poor hard up pensioner this is all I can afford – OK, I can hear the sob, sobs and violins playing!



The repairs etched primed and ready for seam sealer.



Remember – 25mm of weld will take about a 1-tonne load. So it should be a lot stronger than spot welds.

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### Friday 10<sup>th</sup> April 2015

Sorry that there was no report yesterday of the Saga Louts. I was only there for about half an hour. I had managed to get a bit of grit or rust in my eye from welding up the Triumph. My eye was sore and all I wanted to do was go to sleep with my eye closed. That's a lesson to you all – always wear **GOGGLES** when grinding or wire brushing!

Received an email from Victor this morning. *Mike, I feel many members would welcome a photo of the local pub and another with you with your chums at the bar! Report 24 uploaded - a good read and well illustrated. As a reader a question that ran through my mind as I have been reading the recent reports has been "what has still to be done, when will it be done - in effect an outline route plan or timetable to finish the rebuild?". The amount of work involved and the physical workload is a surprise for many readers, including me! So I feel the series of reports is becoming magnetic reading for many members. The gearbox crossmember point was most interesting. I recall we had a note from a contributor, Barrie Jones, a few years ago that on the Factory MGBGTV8 the gearbox support is handed.*

<http://www.v8register.net/FilesV8WN/Damask%200450%20rebuild%20report%2032R.pdf>

*I imagine you will have an LT77 or possibly an R380 gearbox with your V8 Roadster - does that have a handed crossmember? Regards, Victor Smith*

In reply to the above: I will try and get us together at the Black Boys and try and find somebody sober enough to take a photo! As regards to planning the restoration, everything changed when I bought the RV8 engine to fit in the MGB. With Dugald MacNeil's Teal Blue MGBGTV8, I cleaned it inspected it and wrote down what I thought I needed to do. As I took parts off I rebuilt and painted them and stored the parts away, ready for refitting, when the bodyshell had been repaired and painted. Being a Factory V8 it was easy, compared to this modified MGB. No parts had to be remade. As I have said previously, with Dugald's car you could see all the rust, etc. With this yellow one it has been repaired and repainted previously and you don't know what you are up against until you strip off the old paint. In addition I am eventually going to have to strip the whole shell of paint. Taking over a half finished conversion, I have to redo things that I am not sure have been carried previously to my satisfaction. There is no rush to get the car finished, although I had planned to have the car ready for the MGCC track day in May. This is now out of the window. After 32-years of owning Jaymic it is so nice not having customers and staff. At one point we had 25-staff. Too many when you have started on your own and never been trained to manage a company. The last 10-years of retirement have been great. If I don't fancy doing anything I don't have to. I do have a plan for the MG, but it is not set in stone. For around 30 odd years I have suffered from manic depression, or as they like to call it now, bi polar. It's under control and I keep taking the tablets. I also had a heart attack a couple of years ago and had a stent fitted in an artery. In addition to this I suffer from COPD after years of smoking and working in a body repair shop. The nurse tells me I have the lungs of a 136-year old. I asked where they found these 136-year olds to test, and she said "I don't know" in a rather gruff voice! I now take so many tablets and puffers that I don't need breakfast in the mornings. Hence due to the above I try not to push myself like I did in the past.

The grand plan at present is to get the engine running, get everything fitted and the MG MOT'ed and use it as it is for what will be left of the summer. During the winter the MGB will be stripped out and the bodywork and spraying will be completed. But plans may change. My friend John is desperate to hear the engine going. This has become a little more important now. On Wednesday I took him down to the Norfolk and Norwich Hospital to get the results of the camera down his throat. As soon as we walked in the Doctor's office I could tell things were not good. The biopsy shows that he has cancer at the top of his left lung. He now has to have a PET scan to see if the cancer has spread, before they attempt any treatment.

On a nicer note I have had an email from Dugald.

*Mike, I have booked my place at Kimber House on 6<sup>th</sup> June. I have ordered up the rotten tomatoes to throw at you and booked RentaMob to boo and heckle. Dugald*

You know who your friends are!

Thought I better have a tidy up this morning!



How come the fairies can make such a mess during the night? That's better.



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After a clear up of the car and the bench I tackled a couple of jobs that needed doing in the cockpit area. A hole for the seat mounting needed enlarging and another for a grommet needed opening up, where a previous plate had been welded underneath the floor pan on the rear right hand side.



I tried to remove some more sound deadening pads to check there were no rusty areas hiding behind the pads. The floor ones came off, no problem at all, but this side panel and the one under the top bulkhead panel did not want to budge. I tried the knotted wire brush with not much success. In the end I heated them up with the hot air gun and scrapped them off. It worked a lot better than I thought it would. I can now get on with putting the fixings in to mount the MGRV8 fuel injection ECU. I shall screw the brackets in first with self tapping screws to get the correct position. Then weld the brackets on. Finally I will remove the self tappers and weld up the holes. I am trying to have as few self tappers on the car as possible.

### Saturday 11<sup>th</sup> April 2015

Been thinking about the mounting for the ECU. It may be best to have it rubber mounted to stop vibration. Also it may be best to mount the brackets so they can be removed if I have got the position wrong and the glove box, or something else is in the way. I remember that the BMW 2002 has some nice rubber mounts on the air filter assembly. I will have a look at these, when my daughter comes to work on Monday. It has been slow start to the day. Last night when I got back from the pub, a guy I know who is into Shepherd huts and steam engines, turned up with a trailer, with an old petrol pump, Dunlop mechanical jack, ancient mechanical bench drill and a Castrol 3-pump oil cabinet. He knows I am into old things, he has seen the wife! (Sorry Jane that was a joke). A deal was struck and asked if he could come round at 9:30am on Saturday so I could get some help to unload them. It was a good job I did, because there was no way I could lift the petrol pump. I had to buy them, because if not, he would probably not come round again with any of the bits he finds in old barns. In the past I have bought some

great items from him at the right price. It will also help me to put more of my old rubbish that I have collected, over years, on e-bay. After a cuppa, John and I went to have a look at friend's Aston Martin DB7 that he is rebuilding and needs a hand with the wiring.

John took Jane and I out for lunch, nothing done on the MG, when we got back – z z z z z z z z z z.

### Sunday 12<sup>th</sup> April 2015

Would like to get a lot done on the MGB today. I hope no one rings up and says “do you fancy going for a pint at lunch time?” I am not very good at saying no! Anyway the Grand Prix is on at lunch time and I wouldn't mind seeing that. Re reading the stuff I have written this morning I realize that I have not answered all of Victor's questions. The gearbox mounting is handed, but I cannot see how you can get the gearbox support crossmember in the wrong way around? I tried it both ways round and it was fairly obvious to me that it only fits in one way round. It was the same with the other 3.9 EFi engine and gearbox that was in the car when I bought it. I suppose it would be more difficult when the gearstick aperture hole was covered with the leather gaiter. But before you take it off to replace the gearbox mounting bushes why not mark it left and right. As to the gearbox in the RV8; is it a LT77 or a R380 gearbox. I don't know. I have not looked. When the engine and gearbox comes out again I will try and remember to have a look.



This is the RV8 gearbox crossmember. The broken or sawn off rubber mountings ends were a beast to get off the gearbox to replace them. It was also very difficult to bend the new rubbers to fit into the slots. I may open the slots up a little next time the engine is out. To make fitting the crossmember a bit easier. I am sorry that this report has not been very technical this time. If you are getting bored with the way these reports are going please let me know at [mikemacartney@btconnect.com](mailto:mikemacartney@btconnect.com) I know at least three people are reading them.