

MGB V8 Roadster restoration project – Report 26

Sunday 12th March continued

Had a brilliant day. John turned up early and we got stuck in to getting the steering rack in the correct position using wedges, steel rule, callipers, etc.



The rack carefully positioned with wooden wedges just where I wanted it. Next job was to make the cardboard template to cut out the metal for the left hand and right rack mounting brackets. I only made one so that I could rotate it to use for the other side and check that both mountings were the same distance from the crossmember. I then decided it was time for a cuppa. We went to take the box with the grinder and discs with us to drop down to the other workshop on the way to the kitchen. Where was the cardboard pattern I had made? It was no were to be seen! After 5-minutes looking – to no avail, I made another one and took it with us to the kitchen so I couldn't mislay it again. I blame the fairies! Whilst having our tea break Robert telephoned - "Do you fancy a pint at lunch time?" Well who am I to say no! "I'll pick you up at quarter to one" was the reply. John, who was going back to the pub at lunch time anyway, suggested we better get stuck in and get the rack mounts cut and welded in.



The plate for the rack mounting tacked in position.

Please note the bolts for the rack to mount will be cut down to the correct length. It was important to have the rack bolted to the mounts so that the hole for the mounting bolts would be in the correct position.



The rear bolt on top of the steering rack is very close to the oil pump base. Not a problem as I will remove it when the rack is out of the car, countersink the hole in the top plate and fit a socket head countersunk 5/16" UNF bolt.

I finished welding the two brackets onto the crossmember when I double checked the measurements were correct for the steering rack. I need to remove the rack to get to the other sides of the brackets to make another cardboard template for them and weld them in position.



Next job was to see if the exhaust manifolds would fit without having to jack the engine up.

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Bingo, not a problem. Even the steering column doesn't touch anything.



Let's try the second hand steering wheel I bought at Stoneleigh.



What's wrong everything is going too well? The engine position looks right. We tried the exhaust pipes and they also fitted well and the silencers looked as if they were happily positioned as well. Time for a beer, and back in time for the Grand Prix, a near perfect day.

Tuesday 13th March 2015

The least said about yesterday, Monday, the better! It is very embarrassing. It all started on Sunday night when I saw another MGB V8 project on eBay at a very cheap price with 2-Rover V8 engines, lots of new panels, etc, etc.

I thought I would put a bid on as it was finishing in a few hours. Forgot until Monday morning when I looked at my e-mails. To my surprise I had won the auction at £1,070. I went down to stairs to tell Jane.



I said do you want the good news or the bad news? She said "tell me the bad news first". I said "sorry I have got to tell you the good news first – we are going on holiday for a few days to Scotland". The reply was "you haven't bought another car?" She went berserk - the first time in nearly 50-years of marriage! I went up stairs with my tail between my legs and replied to the seller that I was not allowed to purchase the MGB. This is the first time I have backed out of an eBay purchase and am very embarrassed about it. I am awaiting a reply from the seller! The rest of the day I thought I better do the little jobs around the house and the garden that I have been meaning to do for ages!



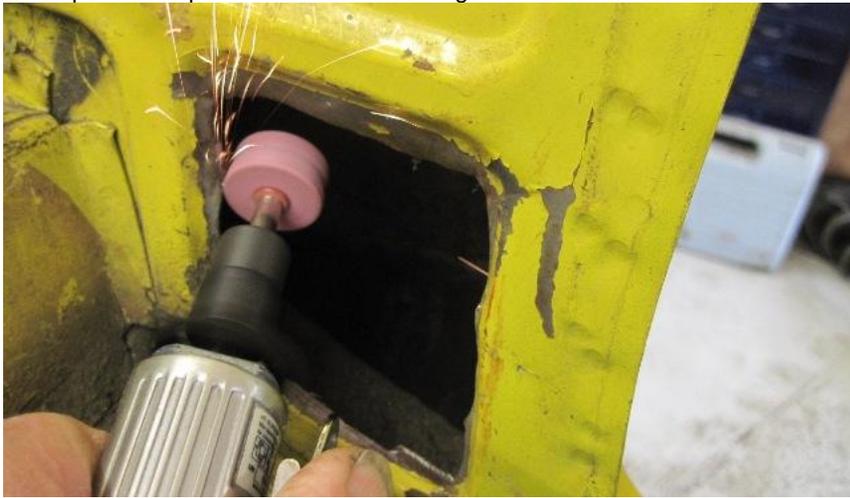
One 1/8" plate welded in for the steering rack mounting.

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I found some ¼" alloy plate that I can use for bracing between the 2-rack mountings when the rack is removed. This will make sure that the rack mountings will stay in the same place while the rest of the welding is carried out. I made the other two side plates up out of 1/8" steel plate but cannot weld them in yet until the engine is jacked up and the rack removed.



In the past somebody had hacked out this part of the inner panel behind the door shut. Although it is hidden I know it's there, decided I would fill the hole back in with a plate to help with the structural strength.



There had been no attempt in the past to tidy up this hole, so I set about cleaning the jagged hole up with the Dremel and then with the tool grinder. It is nice having air tools again after 10-years retirement without a compressor.

It is quite difficult taking photos with one hand and doing things with the other



Cut out the plate with the snips. There are three snips in a set. One pair for cutting in a straight line, one for left hand curves, one for right hand curves. I did blast this plate before I welded it in place.



Just a little tip, cellulose cleaning thinners, or ordinary cellulose thinners is ideal for cleaning out brushes. I have just cleaned the brush I used for etching primer. When you have finished cleaning the brush pour the thinners back into a sealed container, you can use it again. If you leave it open and a spark gets to it then it burns very rapidly and makes a lot of smoke – been there, done that. If anybody wants details of the MGB V8 project in St Andrews, Scotland, please contact me and I can send you all the details. You can have it at the same price I bid for it, if it is still available. You can contact me about this and anything else on mikemacartney@btconnect.com