

## MGB V8 Roadster restoration project – Report 27

**Thursday 16<sup>th</sup> April 2015**

Took John yesterday for his PET scan. I asked him which vets we were going to! It turned out it was the hospital we were going to. I went in with him to make sure he got there and listen to what was said before the procedure. The nurse said that they were going to inject him with something radioactive and that he should not go near to babies and pregnant women. I asked if it was OK to sit next to old people, as I was taking him home, she said “No problem, they are dispensable”. We had a spirited drive back from the hospital in my Abarth 595 along the country lanes. Something seems to happen to my brain when I switch on the sport button. At the Saga Louts night at the Black Boys we didn't need lights as John was glowing in the dark! Again I forgot to take the camera to show the pub and how old we all are. Today I am thinking about sorting out the routing for the exhaust pipes and maybe looking inside the tank to see if anything has been done with this. The tank has previously been moved to the centre to enable 2” exhaust pipes to go either side. But plans may change as we are looking after my grandson, William, as my daughter and her husband have gone to Tecno Classica to have a meeting with Classic BMW. Prices on the BMW classic parts have increased in prices dramatically over the last year - £485 for a 2002 oil pump is just one example. Stick with MGB V8s, the parts prices are very reasonable.

### Exhaust System

Started looking at fitting the exhaust, but on your own this is quite difficult. I was balancing bits of the exhaust on axle stands and trying to work out the angle that I need to have the rear pipes bent to. Getting on nicely until the front pipe dropped off the manifold and the whole lot collapsed on the floor! Enough of that I will get on with something I can do on my own.

### ECU Mounting

I remembered I had bought last year a second hand Wurth tool for fitting rivet nuts.



Opened the box and found no instructions.

It was nothing like the one we used to have at Jaymic. Being a bloke I thought it can't be that hard to use! A quarter of a hour later with the machine jammed up I thought I better have a look on the internet to see if I could find the instructions. The Wurth site in New Zealand had some English instruction. I had a practise on a scrap bit of metal plate before using it on the MG.



I had some 5mm rivnuts left over from when I fixed some nuts in a petrol tank on a veteran motorcycle, so I used these. The Wurth HES 412 Rivet nut tool was about the most complicated hand tool I have ever used. I am sure the tool I borrowed from Jaymic was easier to use. The rivnut is like a pop rivet with a thread down the centre. I drilled the brackets I had made previously to accept a 5mm set screw with a hexagon head and drilled the self tapping holes in the bulkhead box section to 7mm to take the rivnut. The 7mm drill out of my normal set of drills was blunt so I got my sets of metric drills that go up in 0.1mm. I have found these sets incredibly useful, when you need them. The 7mm drill was just too small and so I opened it up with a 7.2mm drill.



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Enough practise. Now for the real thing.



Hooray, success.



I cleaned the brackets up in the blast cabinet and then coated them with the etching primer, as well as the cleaned metal on the bulkhead where the brackets would fit. Then a couple of old friends turned up in their motorhome for lunch. Just as we were about to start lunch the local tree surgeon arrived to drop off a truck load of logs for next winter. Bob had to move his motorhome for the truck to get in. Halfway through lunch the carers for Jo, our friend in Sheffield who is bedbound with MS, called to say the heating boiler had packed up. Finished my lunch and then got on to the internet to find a heating engineer in the area to go round and service the Jo's boiler. That sorted I could get back to working on the MG.

With the paint on the brackets now well and truly dry I could fit the brackets. Checked that the set screws would fit. A bit tight so I decided to put a 5mm tap through it first.



Next thing was to cut down the thread length on the set screws and the bolts holding the ECU in place. I hate threads that stick out of nuts too far. It must be something to do with my sticky out ears. I was really pleased when long hair came into fashion in the 60s! The problem with threads sticking out too far, especially under the car and open to the atmosphere, is that they rust. When it comes to undoing them years later it makes life difficult. Also think of the extra weight you are carrying about with you.



No it's not pissed, it's an optical allusion! Anyway you have got to have some deliberate mistakes for others to find. You can say "It's a deliberate mistake to see if you were paying attention". 5pm, time for a beer.

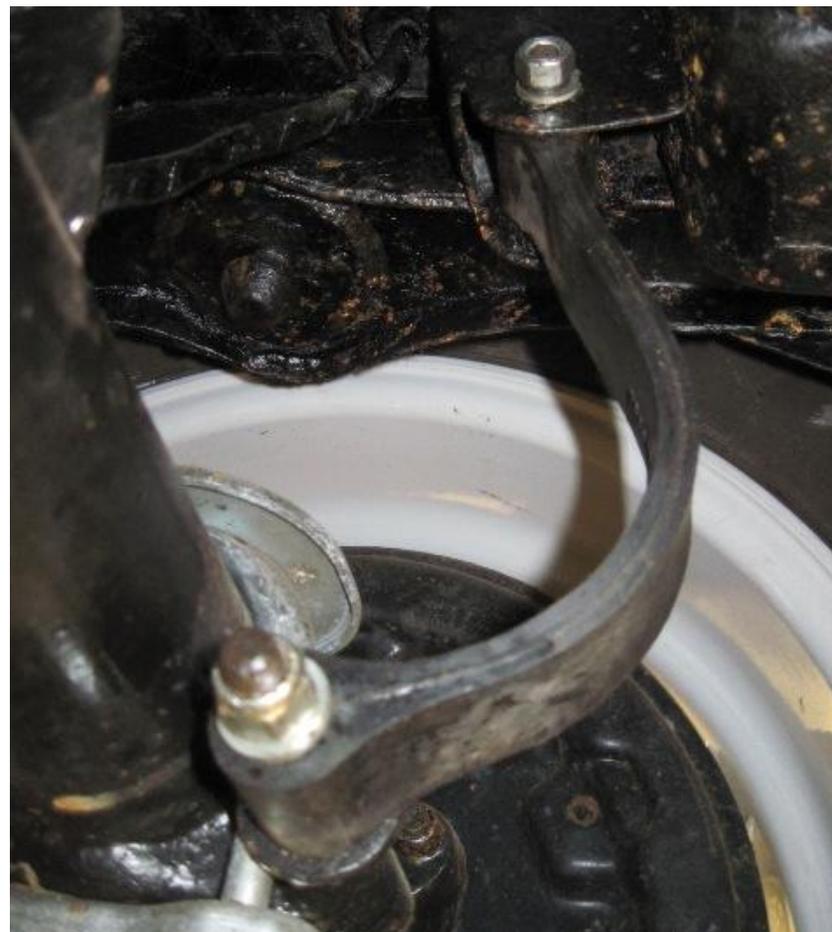
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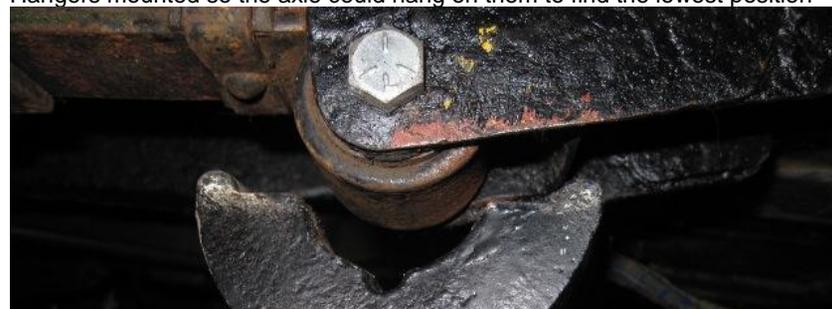
Had a rubbish night's sleep and feel like death warmed up. This rebuild, restoration seems to be taking forever. One of the problems is that I have not followed my own mantra – Do one job at a time. I seem to have started a lot of different jobs on the car and not finished many. With the blue MGBGTV8 it seemed a lot easier project. As I took parts off the car I restored them. Today I am wondering what to get on with, and my usual enthusiasm seems to have disappeared. I think I may jack the car up and put the body on axle stands so that the rear axle hangs on its rubber hangers. This will enable me to work with John tomorrow to work out the angle the rear exhaust pipes need to be bent at to miss the rear axle. Also I will be able to remove the wheel ramps at the front, remove the front wheels, jack the engine up and remove the steering rack to finish the welding of the steering rack mounts. I feel better all ready just writing about it.



The bushes that go in the rubber hangers for the rear axle were missing. I looked in my coffee jar of spacers to see if I had any left from the MGBGTV8, but no joy. I found a couple of stainless steel spacers that I could drill out and cut down in the lathe. I had a look on the shelf of the parts that came with the project and found two old hangers that were cracked. Luckily they still had the bushes (spacers) in them. I pushed them out and cleaned them in the blast cabinet. They also had the nuts and bolts with them so I cleaned them up to. Copper slip was put on the bolt and Vaseline on the outside of the bushes to aid fitting them into the hole in the rubber hanging strap. I used new ordinary 5/16" UNF nuts and washers. As the rear axle will eventually need to be removed from the MG for checking and overhaul. I prefer to use lock nuts only once. The ordinary nuts will be replaced with lock nuts on final assembly. Unfortunately, for the lower 3/8" UNF nut I had to use a lock nut as I had run out of new standard nuts. Once the straps were installed I could jack up the rear axle on the diff and move the axle stands on to the front of the rear spring hangers.



Hangers mounted so the axle could hang on them to find the lowest position



I did not like the look of how the top of the axle stand might touch the sheet metal so I inserted a piece of wood between the spring and the axle stand.

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Front axle with a length of wood to spread the load on the chassis rail.



They make a rubber inset for the top of trolley jacks. To me they seem rather expensive for what they are. I use a hard lump of foam pad so as not to damage the front crossmember.



With the rear axle hanging down I could get on with setting up the exhaust for mounting. Why are there only 2-bolts holding the differential back plate on? I better investigate this when the exhaust position and mounting is completed. Supposedly, the diff has been fitted with a Quaife limiting slip diff. I dug out the new stainless steel exhaust silencers and stainless steel exhaust piping that came with the MG.

Like a fool I had ordered 2" (50mm) stainless steel clamps from Clive Wheatley without measuring the inlet and outlet pipes of the silencers. They are actually 55mm diameter. Oh blast, or words to that effect!



Anyway, I carried on without the correct size clips and held the silencers and exhaust pipes in place with spare axle stands and bits of wood. This was so I could work out how I am going to fit the rear pipes that will have to be made up.



John popped round this morning to see progress before he went off to the Aylsham beer festival. You must think we are a load of alcoholics in North Norfolk – well possibly! John suggested I try the exhaust down pipes the other way round so the run to the rear is a straight line. OK, I'll try it tomorrow. The talk I am doing at Kimber house for the MGCC V8 Register on the 6<sup>th</sup> June. If you are going, please can you let me know anything you would like me to talk about specifically? Apparently, I have got half an hour with ten minutes for questions, You can contact me about this and anything else on [mikemacartney@btconnect.com](mailto:mikemacartney@btconnect.com)