

MGB V8 Roadster restoration project – Report 30

Sunday 26th April 2015

John turned up before I had managed to get out to the garage, although that's not unusual. I started making patterns for the metal plates for repairing the floor while John started having a look at the wiring for the fuel injection system. Working his whole life at BT he knows a little bit about wiring and seems to enjoy it.

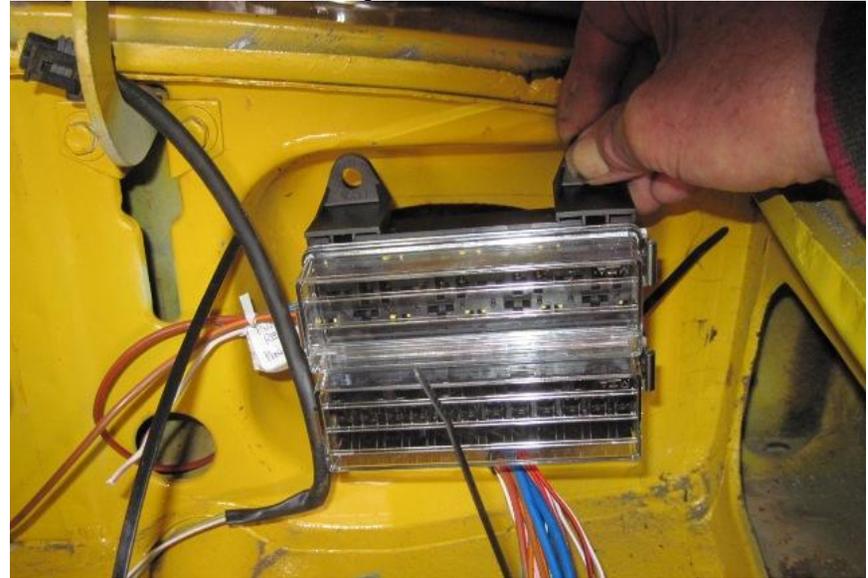


Wires routed as to whether or not they go inside the passengers compartment or into the engine compartment. He likes to use reusable cable ties to temporarily keep the wires that are going to the same area together.

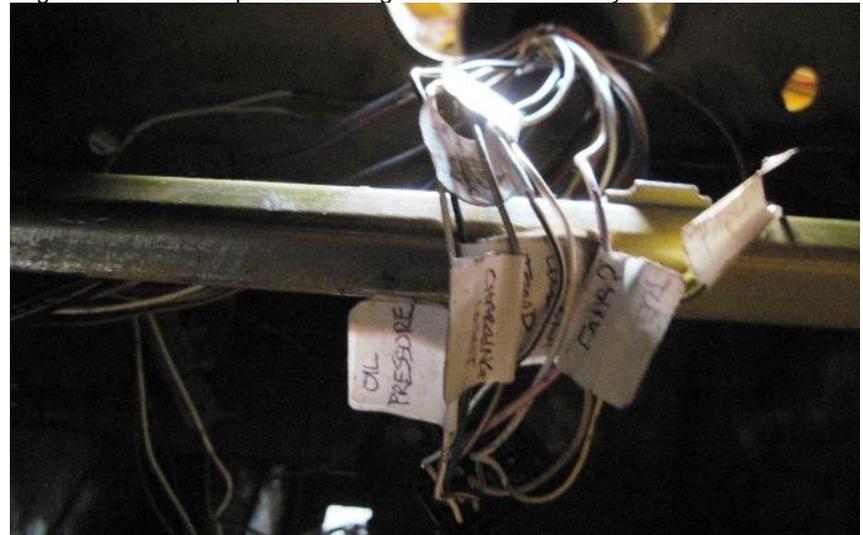


Unfortunately I had only got standard cable ties so he used these. He also asked Jane for some plastic bag wire twists which she found. The white connector in the photo is for one of the oxygen sensor (lambda sensor).

We discussed about the fuse box and relay box positions. We found that you could link them together, as shown in the photo. John gave me more metal work to do to make a mounting plate for the boxes on a plate that fits across the indent in the bulkhead where the steering column would fit if the MGB was left hand drive.



My work on finding out where all the fuel injection and other wires on the RV8 engine loom went helped with wiring for the fuse and relay box.



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The wires from the engine loom that go to the ECU and the other wires that go to the dashboard etc. will all be loomed up after we know the engine runs and everything is working properly.



As John was working on the wiring in the area that I was trying to make the cardboard patterns for the sheet metal work repairs to the passenger's floor and we were getting in each other's way, I decided to take out the bonnet hinges. The previous photo shows the bolt hole for the stud at the back of the hinge. The two at the front in the underbonnet area are easy to get at. The one at the back came off fairly easily with a small socket set, but it is going to be really hard to put back the plain washer, spring washer and nut as it is inside the steering column mounting box section. You can see the hole at the top of the photo.



You can see that the hinge was never painted with top coat, only some sort of transit primer. I will try blasting it in the cabinet to remove the rust and if that does not free off the hinge I may have to drill out the hinge pin and clean up the parts and rivet the lot together again. I will paint and oil the hinges before I refit them. Hopefully then they will last another forty odd years.

Monday 27th April 2015

Again it will be not much work done on the MG. The trailer, I borrowed from Rob in the village, blew a tyre on the A1 on the way back from collecting the yellow MG at the end of last year. The tyre managed to destroy one of the wings and bend up the 1/4" support bar for the wing. I am going to take the trailer down to brother-in-law Alan, at Freewheel UK, to repair the trailer, fit new tyres as they are all old and overhaul the braking system as when you try and move the trailer the brakes stick on and you have to hit the wheels with a copper hide mallet to free them. This afternoon I am going with John to see the oncologist at the Norfolk and Norwich hospital find out what they can do about his lung cancer. Also I better ring Angus 2's girlfriend to find out how he got on yesterday with his operation in a London hospital to remove a brain tumour. What a healthy lot we are up in Norfolk – it's probably more to do with the age we are getting to. When I wake up in the morning I think that's a bonus!

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Tuesday 28th April 2015

Had an email from Victor this morning. Apparently he is up to his neck in snow trekking across the wilds of Scotland. Boy - he must be fit. It does seem strange that we are having beautiful spring weather here in Norfolk and snow and ice in the Highlands of Scotland.

I didn't enjoy the visit to the hospital with John yesterday. His appointment was for 3pm and we finally go into see the Doctor at about 4pm. They are going to put him on a course of chemotherapy. At present his lungs are still about twenty times better than mine! This morning I am trying to get up the enthusiasm to get stuck into the MG. I need to get the brackets and fixings made up for the front, middle and rear of both the exhausts before I can finally finish making the tail pipe pattern.

Having gone through Brother-in-law's scrap bin for bits of aluminium and stainless steel, I made some strips of 3mm alloy and bent them over a 2" lump of steel.



Made the clamps so they would hold the 2" exhaust in place on the mounts.



Finished of the top clamp, and drilled the 5/16" clearance holes. Put the top clamp on the bottom clamp. Drill a hole at one end of the bottom clamp and bolted the two clamps together. I was then able to hold the other end of the two parts of the clamp together with mole grips and drill the second hole. Install the second bolt to clamp them together and cut the bottom clamp to the shape of the top clamp.



The next job was to file and clean the clamp to a reasonable finish and check that it clamped still clamped the 2" stainless steel exhaust pipe.

TIPS:

- When filing curves or circles, don't follow the curve with the file. Do the opposite and move the file in a curved motion away from the curve and along the line of the metal you are filing.
- If fitting stainless steel exhausts, try and use stainless steel clamps as any contact on stainless steel with ordinary steel make it rust in that area. Use grinding discs for cutting rather than a hacksaw.

Wednesday 29th April 2015

Won't be a lot done today on the MG, haircut this morning, hospital this afternoon.

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I will try and make the other bracket for the other exhaust if I get time today.

Thursday 30th April 2015

Managed to get both exhaust mounting brackets finished yesterday, plus one of the bonnet hinge brackets freed off. The hospital appointment was for a Cambridge University cancer research project that I have been a volunteer, or should it be 'Guinea Pig', since 1984. Angus 2's brain operation went fine and he even sent me a 'selfie' from his hospital bed. Due to the trip to the hospital I was late on parade for the [Saga Louts](#). Main topic of conversation was the election.



Cutting the aluminium plate into strips for the exhaust mounting brackets. With the disc cutter you can get very close to the scribed line on the plate and the amount of metal you have to file off is minimal, but it takes practice.



Filing the rough edges off the disc cut aluminium plate. When filing aluminium you need to use a file card to remove the bits of aluminium out of the file grooves on a fairly regular basis, otherwise the file clogs up.



Bending the aluminium strip around a 2" diameter bit of bar in the vice. I tried using soft vice jaw covers, but they kept slipping out.



Bending the exhaust mounting brackets into shape with the hide side of a copper/hide mallet. The other side of this bracket is harder to bend in the vice. I apologise if this report is a bit boring for those that know about metalwork. There are many who think restoration and building cars is witchcraft, so I am trying in my reports to cater for everyone. Comments, abuse, questions etc. to mikemacartney@btconnect.com