

MGB V8 Roadster restoration project – Report 31

Thursday 30th April 2015

I can't remember much about what happened yesterday (I'm writing this on Friday morning). I don't seem to have done much apart from making one rear tail pipe mounting and removing and start freeing off the other bonnet hinge. Oh yes, I do remember, friends turned up for lunch and didn't leave until it was time to go to the Black Boys!



The two forward exhaust mounting brackets in 1/8" aluminium plate, finished at last. Yes, I will cut off the extra thread sticking out of the cotton reels.



I blasted the area around the **hinge pin** and then soaked the area in penetrating oil. Left the oil for about an hour and then kept moving the hinge to loosen it off. I will wipe off the excess penetrating oil and blast the rest of the hinge.

Next job was to start the tailpipe pattern. Some of the bends were too long so I marked where I wanted to cut with a felt pen. Then used odd leg callipers to scribe the cutting line.



The 90 degree bend cut to size with the 1mm cutting disc.

SPOT WELD REMOVAL

I noticed under the bonnet I needed to cut off the rest of the oil filter mounting. The tool to use is a centre punch a spot weld drill and a drill.



This is a 10mm Cobalt spot weld drill. Buy good quality spot weld drills if you are going to have to drill out a lot of spot welds as cheap drills last know time at all.



The working end of the spot weld drill.

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Friday 1st May 2015

Another month gone! Woke up this morning at 9:15am so half the day has gone already. I did get up first of all at 5:30am but decided it was too early to get up and went back to bed. Apparently, if I had got up at that time and wandered down to the Black Boys pub I would have seen the Morris Men dancing outside on the village green – it takes allsorts! Personally I prefer Austin or MG dancing! Back to reality. Centre punched the two spot welds of what was left of the remote oil filter bracket, then started the holes with a drill just to give the spot weld removal tool a bit of grip and stop it wandering.



Drilled through the top surface with the spot weld drill. Don't go too deep or you will have holes to weld up. The peg sticking up is a location marker for when the bracket was originally fitted to the inner wing to make sure it was fitted in the correct place.



A light hit with a chisel and the plate comes off.



See the rust that was hiding between the bracket and the inner wing.



I finished making the pattern for the RH tail pipe from the silencer, although I would like to make a third mounting just behind the silencer. Thought the pattern would do for the LH side as well. I will have to think about this.

Saturday 2nd May 2015

Had thoughts overnight, and this morning, on how to use the RH rear exhaust tail pipe pattern for both the RH and LH exhausts. While the exhaust was still fitted I marked the bits that mattered with two green felt tip lines on the pipes. This is so the pipes can go back into the same position when I take them apart for making up the pattern for the other side. Once the other side is assembled I will mark the LH side with two red felt tip lines. I have noted in my book that I have marked the RH side in green in case I forget. Also the sailing and boating saying 'NO RED PORT LEFT'. I had to abandon making the fitting at the back of the left hand silencer due to needing somebody else to hold a countersunk Phillips screw while I undid the nut underneath at the bottom of the battery box. Then along came John, just a flying visit, but enough time to hold the screw for me.

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Before this I had painted the parts I had finished cleaning in the bead blaster with etching primer to stop them getting rusty again. Later, when I have enough bits to spray I will coat them with primer and top coat.



Hinge and spare wheel clamp, blasted and ready for etching primer.



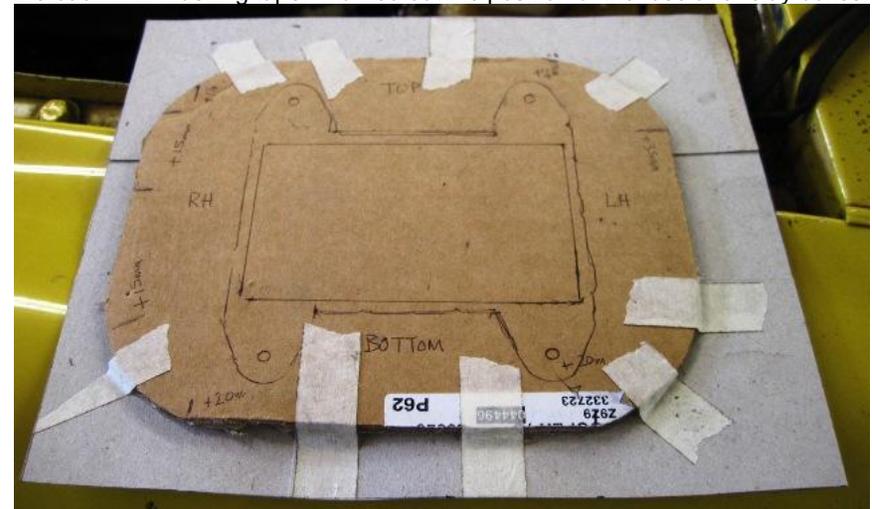
Hinges, freed off, blasted and painted with etch primer painted on with a brush. You don't need a lot of paint, only a light covering, enough to stop the parts rusting again before they have the primer and top coat. Sorry about the photo being sideways. I did it this way so I could fit some writing in. Some people might say they prefer me not to write but just have photos.

Next job was to make the **plate to mount the fuse and relay boxes on**. It started with measuring the hole that the plate needed to cover. Drawing this onto a piece of cardboard. The curves at each corner – how could I work out the radius of these? I thought about using engineers blue, that's messy and may not be that

accurate. In the end I held up the top to one of the coffee jars that I use for nuts and bolts, guessed the centre of where the centre of the curve should be and with a small steel rule measured the distance I had to add to the coffee jar lid. Draw this radius on my bit of cardboard and trimmed the cardboard. Right first time – 'wonder's will never cease'!



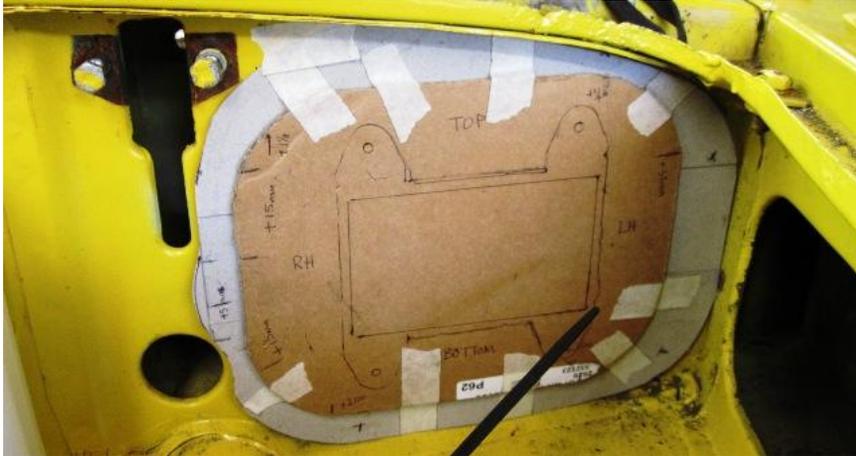
I then held the cardboard up to the hole and measured and marked how much room I needed around the hole for fixings. I then stuck some thinner cardboard on the back with masking tape. Marked out the position of the fuse and relay boxes.



Then marked on the grey cardboard the positions of where the cardboard needed to be cut to fit in the correct position. This wasn't as easy as I thought! I even had to add a bit of cardboard where I had cut too much off. The problem was that there was not a lot of room in some of the places, such as the LH hinge opening

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where there was not much room between the recess and the hinge. Determination helped and eventually I had a pattern that would fit in the correct place. The following photo was taken before the final pattern was finished.



I wanted the final metal plate to be stiff; I had a scrap of polished stainless steel that was large enough and has a plastic coating that you can draw on without marking the metal. It only has the covering on one side to protect it from scratches. The cardboard pattern still had the centre that needed to be cut out. This was cut out with a Stanley knife and marked on the metal plate.



After marking the position of the hole in the centre and the mounting holes for the boxes, I drilled out the corner holes with a 10mm drill as I did not want sharp corners of the square hole. The stainless plate was then cut out using the angle grinder and cutting disc. The more you do of this sort of job the easier it gets.

When you first start this type of cutting you leave too much metal the wrong side of the cutting line and give yourself too much metal to grind or file off as you are worried that you are going to cut off too much metal if you go too close to the line.



This is the back of the plate before deburring the holes and the centre hole.



I still need to do a few minor adjustments to the plate to make it fit properly and also decide how the hell I am going to fix it in place. There is not much room to get the rivet nut tool into some places. Although I loathe self tapping screws I may have to use them!. Comments, abuse, questions etc. to mikemacartney@btconnect.com