

MGB V8 Roadster restoration project

Saturday 9th May 2015

I got what I wanted to do done. The Singer Le-Mans was found under the pile of MGB bits and the covers removed from both the Singer and Crestmobile. Decided to put the Crestmobile battery on charge as the car being 1903 does not have a dynamo or alternator. I will try starting it tomorrow. Tried to start the Singer – it started with no problem at all, apart from a rattle at first, but when the oil pressure built up, no problem. I had bought a new set of plugs for the Singer but as it seems to be running OK I shall leave well alone. It seems to survive the winter better in the new garage with the MG and a dehumidifier than in the damp garage we used to keep it in. Jane wants me to look at the brakes as she says last time she drove it, it pulls to one side. That can wait until tomorrow. Watched practise for the F1 and didn't fall asleep!

Sunday 10th May 2015



This week it looks as if the MGB is going to be a storage container for the bits that I had laid on the cover over the Singer! The Crestmobile seemed to be a beast to start. It normally isn't a problem. Looking underneath there was green slimy stuff.



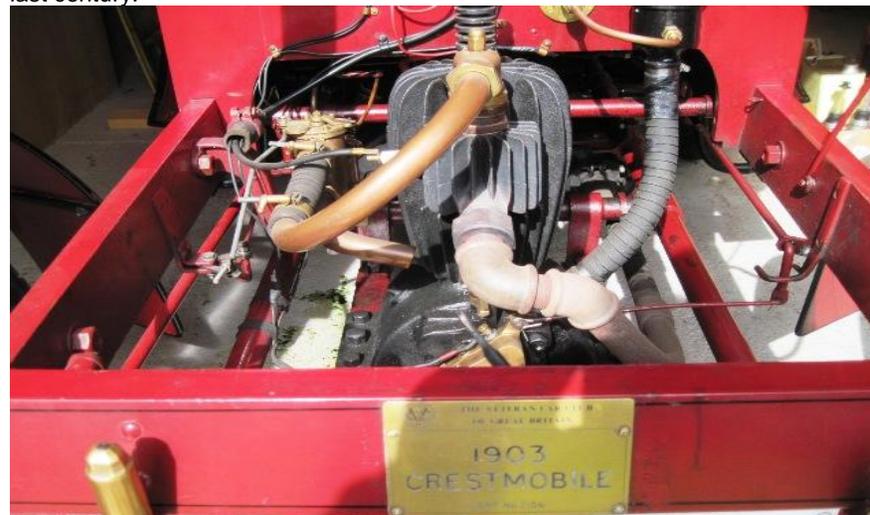
This appears to be petrol with ethanol in that has dissolved some of the bronze from the carburettor and copper from the tank and fuel line – maybe. After attempting to start the car, I decided it may be time to look in the fuel tank. What no petrol. I poured some

super unleaded that I had in a can, but it wasn't enough to get it started. We

pushed the Crestmobile out of the garage so we could get the Singer out for a road test. Jane drove and we just went up to the village and round the green, trying the brakes on the way. The RH rear and the RH front brakes definitely locked up, but no sign of locking on the LH side. I will have to have the brake drums off to see what the problem is.

TIP: If when you try the brakes hard on your MGB, or any other car for that matter. If the car pulls violently to the right or the left, whichever side it pulls to, it is the opposite front brake that isn't working properly. On an MGB it would be a seized brake calliper piston, or pistons. If the car gently pulls to one side or the other, or a wheel locks up, it is usually the rear brake on the opposite side that is causing the problem, probably a seized wheel cylinder.

I thought I would show you a simple single cylinder engine of the beginning of the last century.



Instead of a camshaft for operating the inlet valve it has a light spring. When the piston goes down on the inlet stroke the valve is sucked open and the fuel and air are sucked in through the basic carburettor. You can see copper air inlet pipe on the LH side of the photo with the air fuel mixture pipe from the carburettor above it, leading to the automatic inlet valve. The exhaust valve is opened by a cam. There is very little oil in the sump. It is a waste oil system where you pump the oil in from a pump on the dashboard every 7 or so miles. That oil comes through the black pipe on the RH side of the photo. Ignition is from a trembler coil which is in a box on the dash. When the points are closed it makes the spark happen at the plug. The opposite way to an MGB or other cars with coils that work where the spark happens when the points open. There is only one brake; it is in the rear axle, with a band that tightens around the differential crownwheel. This makes for some interesting driving or should I, say trying to stop!

Monday 11th May 2015

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Got petrol for the Crestmobile. No joy would start and then cut out. 'Blast' – or words to that effect beginning with B. Need to take the carb off and clean up the damage that the modern fuel has done to the carb over the winter months. Decided that as we were not taking the Crestmobile on Sunday to put it in its trailer (friends call it the nuclear flask carrier). That will give me more room to work on the Singer.

Managed to get to take the exhaust pattern for remaking in stainless.

Roger Aldridge sent me some ideas that he and Victor Smith had come up for my restoration talk to the MGCC V8 Register. Son-in-law, Peter, found that I had Power Point on my laptop. As I have not done a talk on anything for over ten years I decided to try and have a go playing with the programme. I will have to have a go every day, I think, if I am going to get the presentation ready in time.

Tuesday 12th May 2015

I do hope I don't find too much wrong with the brakes on the Singer. If I need bits – I'm stuffed for the weekend show, as bits are not as quick to obtain compared with MG bits. Sods law – found both the front wheel cylinders were seized up. Managed to get the LH wheel cylinder pistons out. Honed out the bore and got the LH front brake working. Took off the RH front wheel cylinder and found the pistons seized absolutely solid. Enough for today.



That's what you call a seized wheel cylinder. With an MGB you would just buy a new one. A bit of a problem finding a new one for a 1934 car! You just have to unseize it and hone out the bore. The seals were fine to reuse.

Wednesday 13th May 2015

Went with John first thing in the morning for his first chemotherapy, in case he did not feel like driving afterwards. Got back home

at lunch time and felt unwell, especially with my breathing so spent the rest of the day in bed! Even missed a night at the pub with the Saga Louts. Will be nagged next week for being absent without leave!

Thursday 14th May 2015

I am feeling a bit better this morning so hope to complete the Singer today. Although, I am being nagged by Jane to go to the Doctors to arrange a chest x-ray. The nagging worked. Got sent by the Doctor to hospital for blood tests and chest x-ray, plus given a course of antibiotics. Felt knackered by lunch time and spent the rest of the day in bed.

Friday 15th May 2015

Amazing what sleep and antibiotics can do. Had a full day doing stuff – finished the mechanical work on the Singer, collected the trailer that had been overhauled, and collected the ring and that had been made up for the air intake on the MGB, plus the tacked up stainless steel exhausts to try on the car before they are fully TIG welded up. Hopefully next week I will be able to get back to working on the MGB in earnest.

Saturday 16th May 2015

Today will be taking the Arkley and the Singer for a run to check they are OK before going to the Skyton Goat Classic Bike and Car Show on Sunday. I suppose I will have to clean the cars as well – I hate cleaning cars. At least both of them don't have chrome bumpers to cut your hands on when you wash them. That's the reason the MGB V8 I am restoring is having no bumpers. Had another look this morning at my presentation for MGCC V8 Register technical day – why did I volunteer? Now it's getting nearer I am getting more nervous about it! I haven't done any public speaking for over ten years.

Sunday 17th May 2015

Weather stayed good for the local car and bike show. The 3-cars behaved themselves all the way there and all the way back. There was a fantastic collection of many varied makes and models from 1907 upwards. No MGB V8s, but some immaculate MGB's. How do owners keep the underbonnet areas so clean and tidy? Far better than the cars ever came out of the factory. I spoke to one owner and he said it takes him an hour on each chrome wheel to clean it before a show. To me that is madness, but each to their own! Looking around the autojumble was at first like a local car boot, but then I found a stall with lots of new interesting and useful MGB bits and spent most of the dosh I had taken with me. Managed to keep enough back for a pint or two of the local brew. It's OK, I wasn't driving. I had a chauffeur, by the name of Sue, she drove me there and back in the Arkley. She is an amazing driver, seems to be able to get in any age of vehicle and just drive it with no problems. mikemacartney@btconnect.com Back to MGB stuff tomorrow.

