

MGB V8 Roadster restoration project – Report 40

Wednesday 24th June 2015

I managed to get on with bracket fabrication for bits on the car. There were as only two interruptions. The Church Warden of Erpingham church turned up with a set of four bells that had lost one of its threaded brass balls that held one of the 'clangers' in place. I said I will try and make a replacement before the Sunday service. Since retirement I seem to get a lot of work from the local churches, probably because I don't charge them anything! The most amusing story was when they brought down the thing they swing around with incense in. The Church Warden put the burning charcoal in and presented it the Vicar to spoon the incense on. The Vicar then swung it about and one of the chains broke and sent the burning charcoal over the Vicars surplice, alter cloth and rug. I bet there were some sniggers in the congregation.



This is a mounting plate for a battery cut off switch that I am going to mount on the driver's side behind the centre consol.

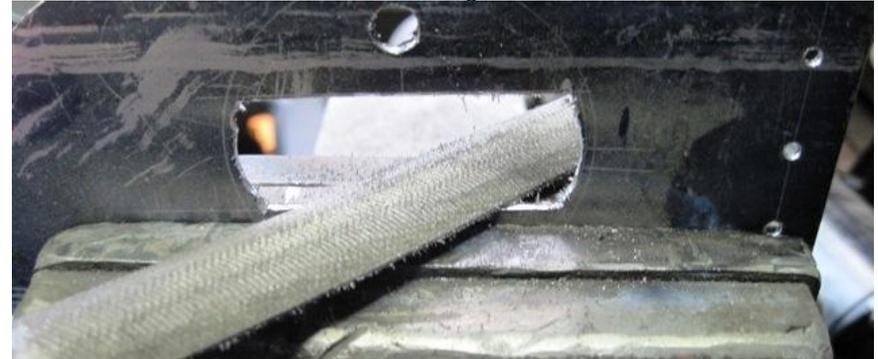


Cutting the centre out for the battery cut off switch

After painting the 16 gauge metal sheet with marking out blue I scribed the line for cutting out the centre for the cut off switch, drilled holes were I wanted them and proceeded to use the Dremel to cut out the inner section where the switch will mount.

Howard then turned up to have a brake drum skimmed and to blast the brake master cylinder and some other bits and pieces of his sons MGB GT. The master cylinder fluid reservoir was perforated at the top so I suggested using Araldite to flow on the top between the seams if he could not get a new one or a good secondhand one. I used this 'Araldite' technique on the Singer Le-Mans a few years ago and it seems to have lasted well. Once painted you could not tell it had been repaired.

Back then to my bracket fabrication. After cutting most of the spare metal away with the Dremel tools it was a matter of filing the hole in the centre to fit the switch.



Filing the centre hole for the cut-off switch.



The battery cut-off switch finally screwed to the new panel. Ready to blast, clean and paint with self etching primer before being fitted into the body shell, I am going to rivet this plate in place rather than weld it just in case it fouls with anything.

MGB V8 Roadster restoration project – Report 40

Saga Louts was a good night. The weather was very pleasant so we sat outside all evening. Although you are not meant to discuss politics or religion in pubs we discussed the Scottish Nation Party refusing to give the Queen her 15% from the Crown Estates Income in Scotland, the Middle East problems, Qatar buying out F1, Bernie still being in control, the cat hitching a lift on the microlight, Buckingham Palace repairs and the Houses of Parliament. Sue, who worked as a PA for Jack Straw for ten years, joined us and told us of the terrible condition that the Houses of Parliament was in. Crow was still moaning about the price of grain and how much per acre they will lose this year on their farm.

Thursday 25th June 2015

It's now 10:30am and I have been on the computer all morning doing yesterday's report. I have been invited out to lunch today in exchange for Angus 1 to have a drive in the Abarth 595, I don't expect much to get done on the car today as I have got the grass to cut! Jane is out to Blakeney all day with the Aylsham Historical Society, or as I call them the Hysterectomy Society! OK – let's go and do some work. Just as I started doing a bit 'Drains-R-Us' turned up with a digger to repair our drain that has been blocking up. I managed to do some work on the brackets I was making. After a drive in the car and lunch out I got back to find that the guys digging the hole needed refreshments, so I was tea boy for the afternoon. I didn't even get my after dinner kip! Grass didn't get done because the digger was in the way of the garage that houses the mower (that's a good excuse I hear you say). Then it was time to go up the Black Boys to see how John had been getting on. Found out he had had a serious nose bleed at work in the morning and had to be taken to Norfolk and Norwich Hospital. They found that his platelet count was 18 when a normal person should be 250 to 350. They pumped his blood stream full of 'repair stuff' – I suppose similar to 'Radweld' - and sent him home. Another customer, Dave Buchanan, for those who know the Black Boys regulars, had a stroke and the ambulance came and took him to hospital. I think most of the NHS spend must be going in Aldborough direction this year!

Friday 26th June 2015

Just as I was starting on writing yesterday's report John turned up. Could I go and look at a Rover 25 that he was buying to give to a lad in the village. He has been looking out for Liam for a number of years. Supposedly, the Rover had a leaky water pump and a blown head gasket. I went with him and although there was a little oil residue in the radiator overflow bottle I suspect this was from a previous head gasket problem a few years ago. There was no water in the oil and after cleaning out the small amount of oil from the header tank the engine ran beautifully. £80 changed hands and John was now the owner of four cars. He is getting as bad as me.

It's now nearly 1pm so there is not too much work going to get done on the MG today as the grass takes just over an hour to cut. I will leave that until later as there is a possibility it may rain and I will then have to put the grass cutting off to another day! Decided to **pressure test the swirl pot**. I needed to block off one of the outlets and connect a tyre valve to the other side of the 'swirl pot'. Looked in my biscuit tin of spare short lengths of rubber tubing and found suitable diameters of rubber tube that would go up to 10bar. To block off the 12mm diameter hose I

used a scrap of mild steel rod and connected this with good quality stainless steel hose clips. The 8mm end of the 'swirl pot' was fitted with a tyre valve extension.



Swirl pot ready for pressure testing under water, with compressed air.



It was difficult taking a photo with one hand and holding the tyre pressure gauge with the other. I did take it up to 100 psi but as you can see the gauge in the picture is just under 90 psi. Good enough to show any leaks. After looking for a tyre valve for about 5 minutes I gave up and used a tyre valve extension. This is a part with which you can extend tyre valves if they are too short to get the tyre pump onto. I fitted this into the rubber hose and firmly connected it again with a

MGB V8 Roadster restoration project – Report 40

hose clip. The next job was to immerse it in water and pressurise the 'swirl pot'. At first I could see no bubbles coming from the 'swirl pot' I turned it over in the water and found a stream of extremely small bubbles. I have never seen such small bobbles before. I made a mental note of where they were coming from.

Next, I let the air out, removed the pipes, dried the 'swirl pot' with compressed air and gave the swirl pot a blast in the cabinet. In the next photo is the area where the bubbles were coming from.



I then re-welded that area by heading the 'swirl pot' up in that area and melted the nickel bronze and flowed in a little bit more weld. I also repaired the bit of welding I had missed on the bracket that you can see in the photo. I will pressure test it again tomorrow just to check it again in case my heating opened up any more holes. I can then etch prime and paint it. It was then time to get on with cutting the grass. I nearly finished the grass in the vegetable garden before rain stopped play. Hopefully tomorrow Liam is coming to cut our hedges and clear out the guttering on the barn. It is meant to be the hottest day of the year tomorrow so it may be nice if Jane and I manage to go out in the Singer or the Arkley for a run.

Saturday 27th June 2015

Had a nice meal out last night consisting of Cromer Crab starter and half an Overstrand Lobster – yum, yum, along with a number of pints of Wherry, which is a local brew.

Woke up this morning and looked out of the window to see a heron eating the fish from our pond. He keeps coming back at the moment at dawn and dusk. It looks as if there are no big goldfish left. A heron cleared out our top pond a couple of years ago. Last year an otter had a lot of the large fish out of the bottom pond. These are the problems you have to put up with when you live in the country. What can I say – progress is slow on the MG! I managed to finish cutting the grass, although I did manage to smash a large pane of glass in the greenhouse with a stone flying out from under cutting head of the ride-on-mower. Honest, I am

not trying to get out of the mowing! Jane helped me pressure test the 'swirl pot'. No bubbles this time and I took it up to 120 psi. I was surprised that the rubber hoses did not blow off the ends of the 'swirl pot' at this pressure. Dried the pot and gave it another blast before coating it in etching primer. I started to grovel about under the back of the car to sort out the other brackets but soon got overtaken by the heat in the workshop. It ended up being a rather lazy day! A mechanic friend from the local garage came round in the afternoon to show me his V8 TVR that he had just finished. The sound of the engine gave me some more encouragement to get stuck in to my MG.

Sunday 28th June 2015

If I don't pull my finger out this might turn out to be a rather long restoration/rebuild!

Tuesday 30th June 2015

Guess what:



I am waiting for the awesome bit, after two days hidden away in bed! John came round looking like 'death warmed up'. He brought his headlamp from the VW Golf to repair. That repaired, I got him to try and motivate me with a list of things to do on the MG. We only got to list: finish off the fuel system and check the fuel pump then John was knackered so I took him back to the pub in the Singer. I had got it ready before John came ready to go out to lunch with Jane in the car. I had about an hour left before Jane came back from driving the village bus from Aldborough to North Walsham and back, so I decided to do some weeding in the vegetable garden. Half an hour of this and the sweat was pouring off me and I was worn out. Nothing for it but to put my feet up. Had a nice lunch and it was like being on holiday. We did have one breakdown on the way. The ignition cut out, but I fiddled with the battery terminals and the wires to the starter solenoid and it started. Snoozed for the rest of the afternoon and woke up just in time to go for a pint before dinner. Took the Singer and spent most of the time showing the pub customers around the Singer which is now 81 years old. Many had not seen the car before. I must of done a lot of nattering as I only drank a pint and a half in an hour and a half. Many were surprised that a car that old had hydraulic brakes.

Wednesday 1st June 2015

Nothing done on the MG yesterday, apart from buying some petrol pipe off Fay. I really must try and get some enthusiasm together to get some work done on the MG. As we have so little nice weather in the UK it is a shame to waste it stuck under the MG in the garage. I am really missing the motivation and enthusiasm that John had been giving me previously.

MGB V8 Roadster restoration project – Report 40

Thursday 2nd June 2015

Just enjoyed the weather yesterday and Jane and I took the Arkley out for a drive around the country lanes. It's difficult around us at present to push it around the corners as the grass on the banks is so high and the car so low that you can't see what's coming round the corner. So we had a leisurely enjoyable drive. Had an e-mail from Dugald this morning asking if I need some motivation, as he had not seen report 40 yet, I e-mailed back 'YES PLEASE'!

Poor show of Saga Louts last night, Robert, Bob and me. Cricket was being played on the green and an American vertical take-off Osprey aircraft circled the village for about half an hour. The price of a pint is now £2.70. I suggested to Julie that she charged visitors £3.00 a pint and us locals £2.50 a pint, but my brilliant suggestion fell on deaf ears. As there were only three of us we had rather a lot of free sandwiches to eat.

Saturday 4th June 2015

Friday disappeared in an all day sleep. Bloody depression is a pain in the bum! Here's hoping that today I am not so tired and can at last get on with some work. At least I have managed to open the computer and write a bit for my report. It is surprising how feeling depressed knocks it out of you. Jane said this morning that we had a bad thunderstorm and rain at about 4am – I heard nothing! Looked at e-bay and saw a Ferrari 400i for sale at a very reasonable price. I have always fancied one of those with the 4.8 litre V12 engine. The only problem is I don't think Jane will agree with me. I would also need to build another shed or get rid of some of my other toys. I wonder if he would swop it for Jane's Singer Le Mans? I think I am pushing my luck with these thoughts!

Tuesday 7th June 2015

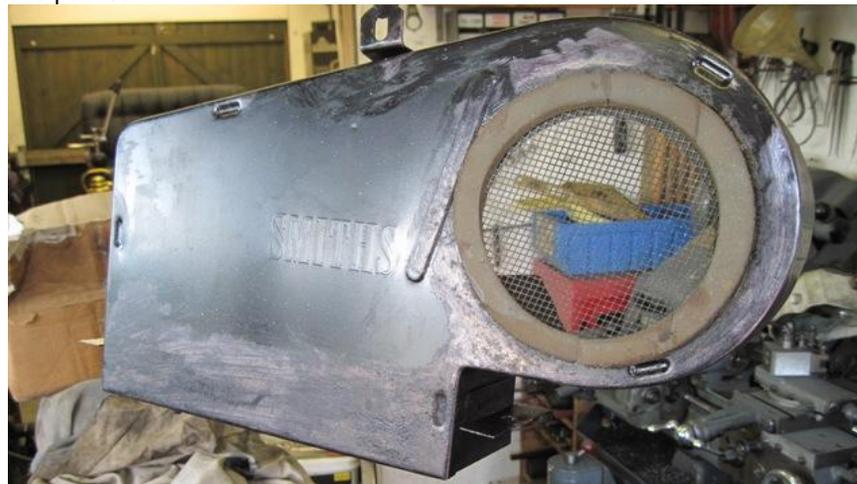
More days wasted! Don't ask me where the time goes.



As I don't seem to be able to get on with the yellow MGB at the present time, I thought I would finish off this page with some details of the teal blue MGBGT V8 that I sold back to Dugald. The first photo is of the heater assembly as it came out of the car. You can see that casing was split at the front where one of the heater pipes comes out. I decided to buy another heater off eBay and use the best parts to make one good heater



I took this photo to remind myself where the felt fitted after the heater was rebuilt and painted.



The rust was ground out as much as possible and the dubious parts coated with Kurust. At that time I did not have the blast cabinet so the rust had to be removed with wire brushes a mule skinner and 40 grit production paper. When the Kurust had done its job I etch primed and painted with a spray can of grey primer and finished off with satin matt black.

Sorry for the long delay in producing this report. I will try and do better in future. As usual; any comments, motivation, help, suggestions, abuse or encouragement to [-mikemacartney@btconnect.com](mailto:mikemacartney@btconnect.com)