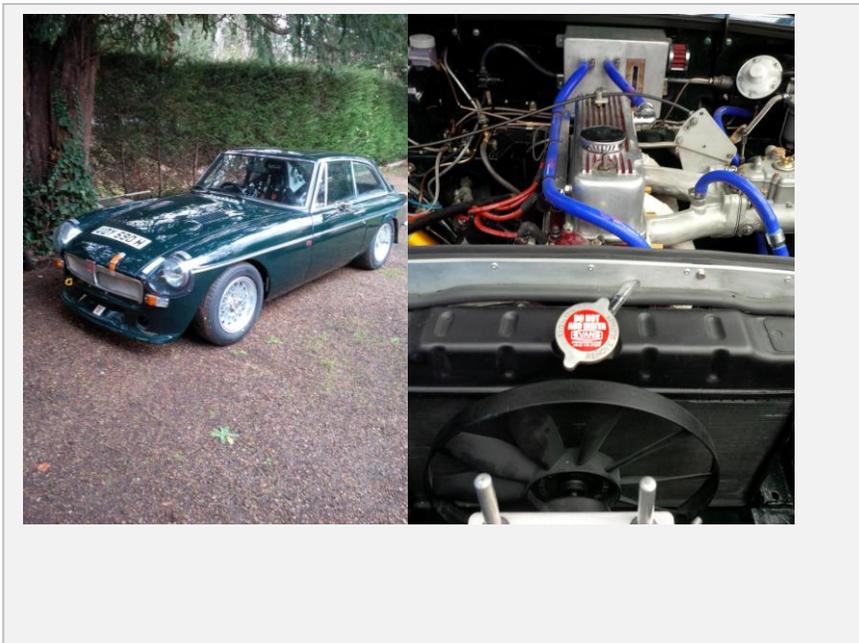


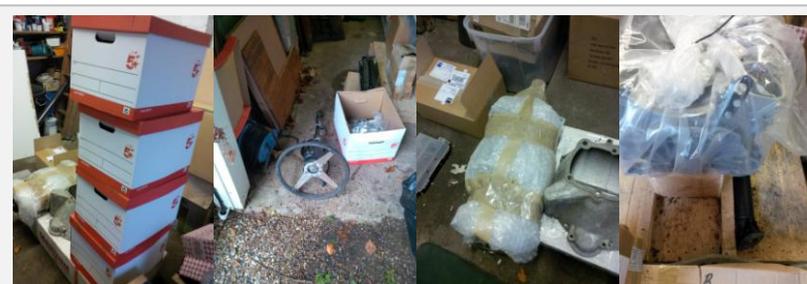
MGBGTV8 restoration project



My MG TC found in Durban South Africa in 1999. Shipped to the UK in 2000



My MGB GT bought in 1980 fully restored 2014 - 2015



My MG GT body in the workshop for the restoration

A bit of the background behind the V8

I have been involved with MG cars as a hobby for many years, back when I was 16 a friend of mine's father bought him an MGTD which we stripped and re built over a two year period much to his father's surprise we completed it and got it back on the road. Unfortunately I lost contact with my friend and the car but by then had joined the MGCC and had caught the MG bug. In April 1980 I bought my first MG an MGB GT first registered on the 3rd September 1973 and No 4 on the MGB Register. I used this car on the road for a few years before I was provided with a company car. It then became my second car and it still is.

In December 1986 I bought an MGB Roadster first registered in August 1969 with the intention of rebuilding it for historic track use and then in May 1988 I bought the

MGBGTV8 restoration project

V8 with the intention of rebuilding it for road use however work got in the way on both projects as I was posted overseas. I returned to the UK in 1996 and in 1997 stripped the V8 as the body shell was a write off; I ordered a new body shell in August 1997 which was delivered in January 1998. Again work intervened as I was sent overseas, but whilst I was based in Durban South Africa I found and purchased a 1946 MG TC which was shipped back to the UK in January 2000.

For the next 14 years I traveled the world on business spending over 280 days a year overseas whilst being based in Kobe Japan. During this period as a Senior Design Engineer for Mitsubishi Electric I flew over 4,000,000 miles involving in excess of 150 flights a year so when I was at home in the UK the last thing on my mind was the MGs however at no time did I contemplate selling the cars.

In 2014 I became a consultant to the company rather than an employee which gave me much more time at home in the UK although I did and still do have to visit Japan, Hong Kong and Singapore on a bi monthly basis.

I decided to rebuild the MGB GT first as I mistakenly thought that it would be the easiest to get back on the road --- two years and £3,500.00 later I completed the rebuild in December 2015. Now which to do next --- as the Roadster needs a new body shell and the TC will only ever be used on high days and holidays I decided that the V8s turn had come so in January 2016 I started the rebuild by making room in the garage by moving the now renovated MGB to a new home.

The Restoration January 2016

I started by making a list of everything that I have and what would be needed, to my surprise I found that over the years I have accumulated a lot of parts including a complete interior with leather seats purchased in 1996 from Moss, through to a 4.0 I engine, SDI gearbox, Evolution 3 front suspension, 5 link rear suspension Quaife limited slip diff and numerous other parts. Looking back at the receipts I noticed that back 1996 through to 2000 every time I saw a special offer for something that I would need I bought it. Looking at today's costs this appears to have been a very good investment.

I started in earnest in mid-January with the intention of getting the car to a rolling chassis state as soon as possible.

I removed the wings, bonnet and front valance to give me easy access to the engine bay and front underbody. I decide due to space limitation to prepare the body in stages.

The first stage being the front underside, inner wings and under bonnet area, I removed all surface rust, etch primed, sprayed the inner wings and under trays with stone chip protection then white undercoat and three coats of Glacier White cellulose.



The body was now ready to accept the front suspension. Some considerable time ago I bought an Evolution 3 double wishbone, independent coil and damper suspension with top and bottom ball jointed stub axles, the system is adjustable for both camber and castor. To install this I had to renovate the cross member,

MGBGTV8 restoration project

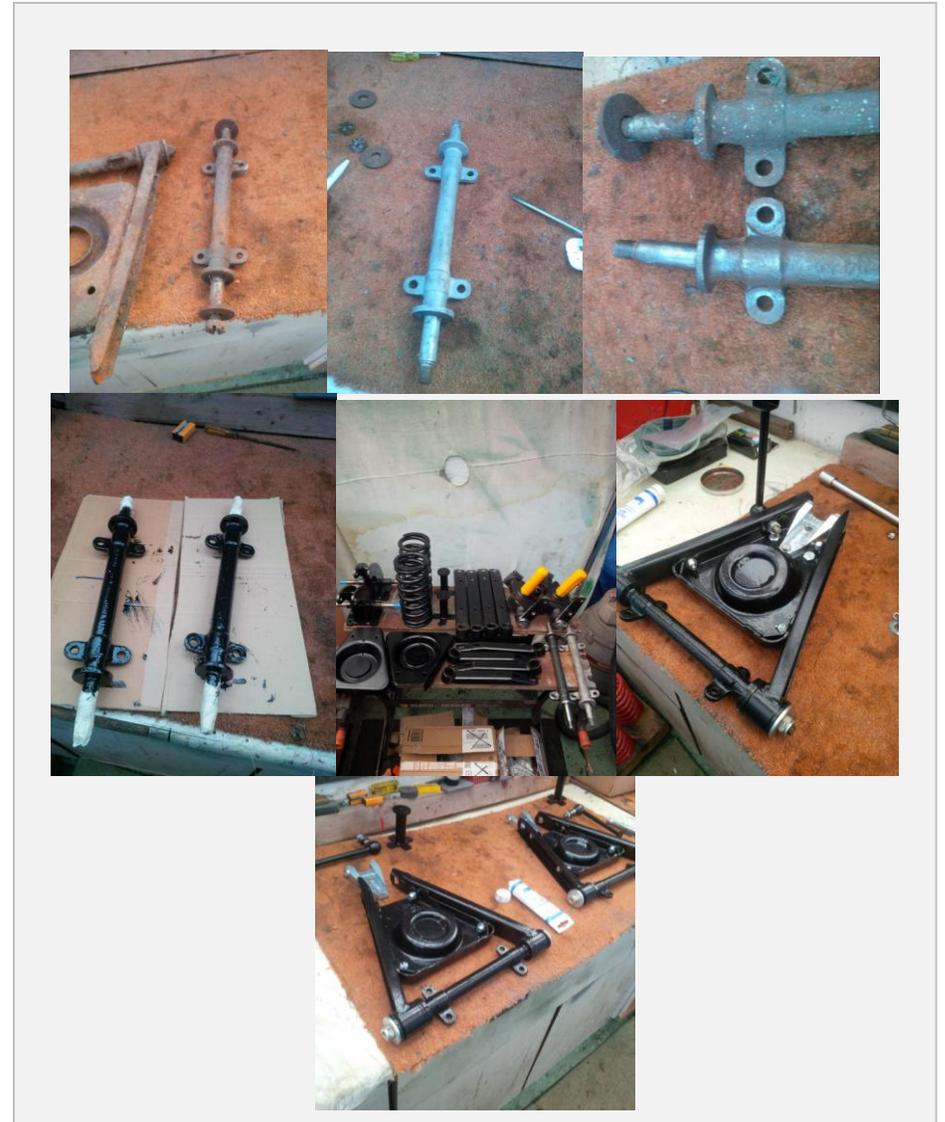
replace all mounting bolts. Additionally I decided to paint all of the evolution 3 components with rust proofing paint.

The cross member had been outside for a considerable time and had moss growing on a lot of the surfaces, it had also been used as the jacking point and the underside was dented. After high pressure washing and pulling out the dents I modified it to accommodate the evolution 3 system and painted with rust proofing paint.



The next job was to renovate the wishbone pivots which are re used with the evolution 3 system and prepare all of the other components ready for installing on the cross member. This involved cleaning, de rusting, de greasing and painting all the various parts.

During the preparation of the wishbone pivot I noticed one of them was bent so a replacement unit was ordered.



At this point I had to put the restoration on hold for a month for a trip to Qatar, Hong Kong and Japan.