MGBGTV8 restoration project

Long trip overseas has delayed the rebuild and unfortunately the next foray overseas starts on the 13th for 3 to 4 weeks.

Took time out while in Japan to visit Takeda Castle again to get away from the office as there is no signal for my phone so peace and quiet reigns other than the laughter of the children and barking of the dogs.







Unfortunately, it was raining as we climbed the mountain. In October I will be going to Peru to visit the real Machu Picchu.

Now on with the rebuild. The rear disk brake conversion kit had not arrived so the next part of the rebuild is the power train.

Back when I stripped the old body it was my intention to rebuild the original engine and I removed the heads and valve gear however a couple of years ago I bought a 4-litre engine and SDI gearbox conversion kit which will now be installed.

I started by checking what parts are required to be used from the old engine and what other parts need to bought to allow the power train to be installed.

I laid out the equipment I have and made a list of what is needed from the old engine and what parts are missing.






I put the old engine on the engine stand and removed all the parts needed ready for cleaning, painting where necessary and assembling on to the new strip engine.










With all the parts removed the old engine will be cleaned and the heads and valve gear replaced. The engine was about the only part of the car that ran correctly when I bought it so I hope it can be used by someone else in an MG V8.

Unfortunately work called again and I had to cut short my stay in the UK and head back to Japan.

The immediate effect of Brexit hit home when I exchanged money to yen, when I left Japan last month I was getting ¥156 to £1.00 this time I got ¥130 making everything here in Japan 12.5% more expensive!

Hope to return to the UK on the 8th August from Hong Kong and resume the rebuild, hopefully the disk brake conversion will be available so I can get the body shell to a rolling chassis state.