

MGB V8 Roadster restoration project – Report 13

Wednesday 25th February 2015

I really want to get the MGRV8 engine out of the Transit van and lower it into the engine compartment into position. I need some help from John to do this. I went down the pub on Friday night to have a drink with him and he came down stairs to see me, (he lives there), and he was doubled up with chest pain. After much harassing, I managed to get him to ring the doctor. The doctor told him ring 999 and ask for an ambulance. I waited until the paramedic and ambulance came to make sure he actually went to hospital. He got chucked out yesterday as they wanted the ward he was in for an MSRI isolation ward. Apparently he has got pneumonia and has got to go back for a scan as an outpatient! What a healthy lot we are in North Norfolk.

Attacking the rust on the floor pan

Instead of the engine work I decided to attack the passenger's floor pan. I suspected some rust under the raised parts of the floor that were between the original black sound deadening material.



First of all I used a knotted wire brush on my De-Walt angle grinder to remove the British Leyland tar that they used as seam sealer. Also it stripped the paint off the suspect bits of floor and uncovered the spiders webs of rust that you seem to get with BL cars of the 70s. The knotted wire brush seems to vaporise the tar so it can easily be swept up. As you get a lot of dust, I use a Power Cap mask that filters the air into the mask. The aerosol next to it is a visor cleaner for motorcycle helmets.



Sure enough under the paint were the **rust spiders**. Next I used the reversible drill with the "mule skinner" attached to grind out the rust spiders.



Rust spiders ground out.



New engine mountings

These are the new metal engine mountings that I am replacing as I cut off the old ones as they had been much abused. I think I will bolt them to the engine before I lower the engine in place, just so I can tack weld them in the correct position, before lifting the engine out to finish welding them in properly.



Next a thin coat of **Kurust** to stop any of the rust spreading. Leave the Kurust for a few hours and it will turn the metal black. It can then be coated in etching primer for even more protection.

I forgot to mention that you need to clean the surfaces between any coats of paint with panel wipe (thinners) to clean off any oil or grease.



Blasting the bodyshell

I am considering using a company to blast or soda blast the MGB bodyshell. Does anybody out there have any experience of using any companies that will carry out these processes? What were the problems involved? Was it successful? Were you happy with the results? What were the costs involved? Comments or suggestions please to: mikemacartney@btconnect.com

Tomorrow I must contact Clive Wheatley re purchasing the surrounds for the MGRV8 exhaust manifolds, gearbox mounting rubbers and talk to him about stainless steel rear exhaust pipes for the twin exhausts.