

MGB V8 Roadster restoration project – Report 17

Saturday 7th March 2015

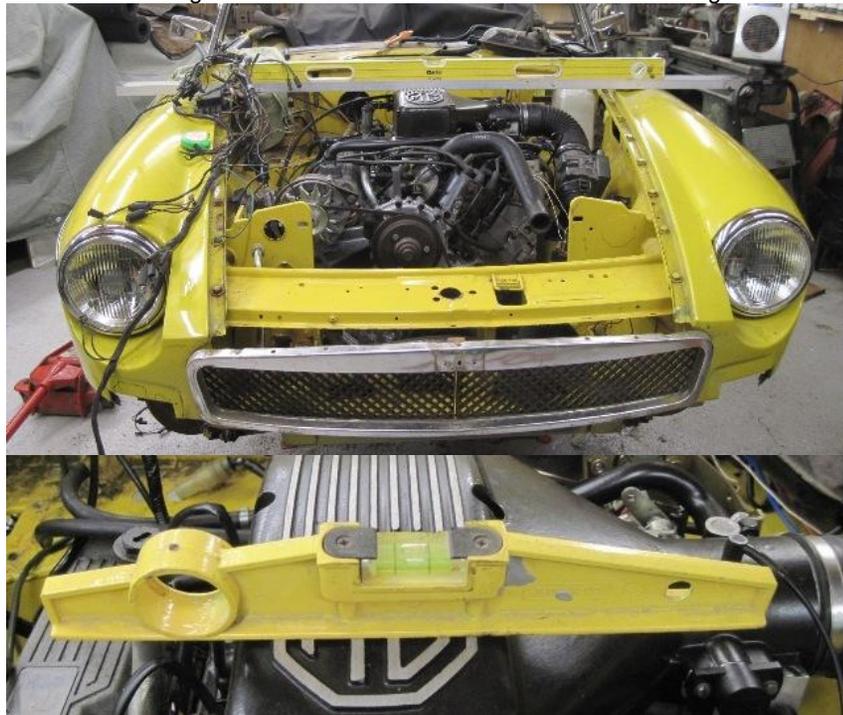
The day started well, although John thought I had collapsed in the garage as the red light was on outside the garage to show I was inside. I had left it on last night. I was actually up on the computer finishing off the last report and Jane was out, taking Darcy for a walk. Eventually, John came to the door when Jane and the dog got back.

On the answer phone was a message from somebody saying that the RV8 DVD to buy was the one from Brown and Gammons Ltd 01462 490049 and sales@ukmgparts.com. The part number is CDMGRV8. In addition was an email from Victor saying the same thing. So I ordered one.

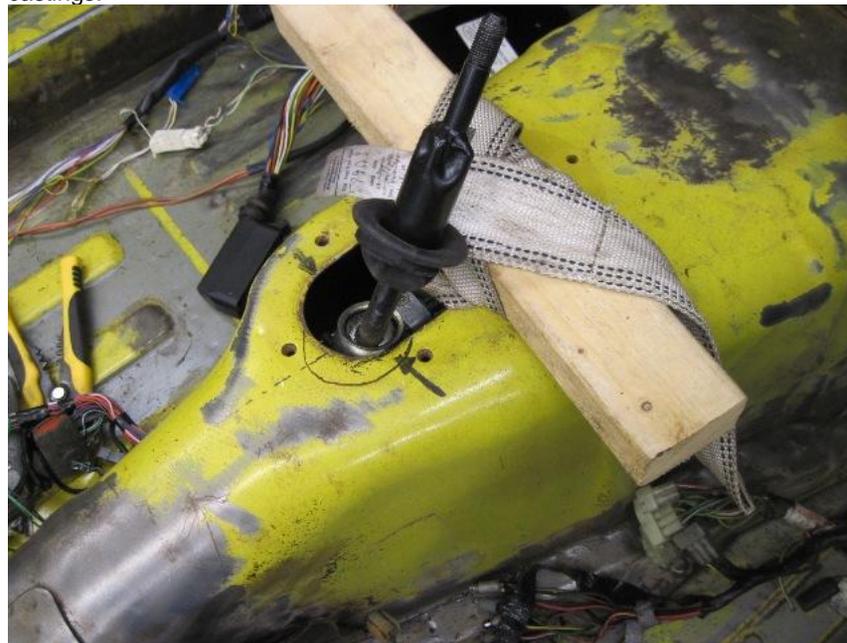
If I haven't got enough to do, a friend sent me a copy of the book he has been researching and writing for the last five years "The Quest for King Dick". No it's not a porno book! It is the history of the King Dick Company. Bill wants me to read it and suggest any alterations that I think are needed. I am trying to fit in, one hour a day.

Just after starting work. Robert turned up, with an architect friend that was staying with him. He wanted to have a look at my collection of cars and motorcycles. After that John and I got stuck into the MGB.

I have got a bee in my bonnet about getting the engine as low as possible. To that end we modified the original engine mounts, which fit on the chassis rails. I had cut these off previously. I forgot to take photos of the mods, but will add them later when the engine comes out. The car was levelled and the engine levelled.



The exhaust manifolds fitted and we decided that the RH rubber engine mounting could be of the thinner MGRV8 type. This was changed and the engine mountings bolted up. The engine was lowered into the position I wanted it. We tried on the bonnet and we are almost there using the standard MGB bonnet! Hopefully, I will get away with the minimum of machining the injection system castings.



The gearbox fit wasn't that bad either.



Bonnet fit; nearly correct.

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Next was to see if we could fit the steering rack

Looking at the steering rack mountings it appears to me that somebody had been playing with these! Is this BL welding or a bodge? The rack has had the holes in the casing filled out to fit the bolts. I think I will have to remake these steering rack mountings?



If I am to use this steering rack those elongated holes will have to be drilled out in the pedestal drill and stainless steel sleeves inserted to bring the diameter for the bolts back to original. I can make these in the lathe.



The next photo show how the holes should look – round!



Getting gearbox mountings off is going to be a pain due to being cut off. Trying to get the rest of the mounting off the gearbox is not easy as there is nothing to hold on to. May need a centre punch and hammer



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We bolted the propshaft on to the gearbox and diff to make sure that we had not moved the engine too far back.



Above is a photo of an original cross member. Are the rack mountings the same? The afternoon was again interrupted by visitors. Angus came round with his four year old car to have a look and sit in my veteran car.

Sunday 8th March

Awoke feeling refreshed after the best night's sleep I had had for a long time. Bright and sunny morning. Jane suggested we took the Abarth 595 for a drive. It's only done 3,500 miles in 2-years so I am loathed to use it when the roads round here are wet and muddy. This is one of the problems of living in the country.

John and I worked on the car until 12noon and planned our modus operandi. We then had a drive and went for lunch at a pub in Reepham. It rained on the way back so Jane offered to leather the car down in the garage – was I going to suggest I could do it!



Monday 9th March

Put front wheels on ramps to put the load on the suspension to check rack position. We noticed that we needed to cut out more of the inner wings for the

exhaust. We also found that the belt pulley on the crankshaft was bent. Perhaps I should have bought an MGB V8 Roadster already done?

Tuesday 10th March 2015

Discussed what we were going to do over a cup of coffee. I made a cardboard template for the ragged hole in the wing for the RH exhaust manifold and taped it to the wing around the RV8 type exhaust manifold. I then marked it with a felt pen and cut the material not needed away with a Dremel and small metal cutting disc.



It was easier than I thought.



The hard bit will be making the rings to fit over the holes. I won't do this until the engine is out and I'm getting on with the bodywork. We tried on the rack with the existing mountings but there is no way it is going to fit without some modifications to the crankshaft pulley. We eventually got the pulley off with some ingenious ideas. But more of this in the next report. Comments etc. to mikemacartney@btconnect.com