

## MGB V8 Roadster restoration project – Report34

### Tuesday 19<sup>th</sup> May 2015

Wish I could get rid of this chest infection. I haven't been really right since Christmas. All I seem to want to do is sleep. Yesterday morning Howard, who is the friend who is rebuilding an MGBGT for his son, came round as I was making some bushes for his washing machine motor, which had fallen apart. I tried fitting the exhausts tailpipes just before lunch, but had not got the strength to push them into the ends of the silencers. Gave up for the day and went to bed. I need to check that the tack welded tailpipes fit before they go back to Freewheel UK Ltd to be fully TIG welded. I'll have a go later today or tomorrow.

### Tuesday 26<sup>th</sup> May 2015

One week gone of feeling ill and unable to do anything apart from finishing the Powerpoint presentation for the V8 Register Technical Day and sleeping. I had an appointment with the doctor this morning to get the results of my blood test and X-rays. All OK. She was still very worried about my breathing and put me on a nebuliser while she rang the Norfolk & Norwich Hospital. They said they would have a bed ready for me on the acute men's ward. This didn't sound good to me. Also, I had said to Jane that if my lung X-ray and blood tests were fine I would give up smoking! Got to the hospital and they did their stuff and let me out at 6:15pm, feeling a lot better than I had for months.

### Wednesday 27<sup>th</sup> May 2015

First day of no smoking and tons of tablets to take. Each time I want a roll-up I visualise all the old boys on their last legs, in the ward with me yesterday. Not only does it put me off smoking it puts me off living too long! I should have taken a photo for my screen saver! Anyway – enough of this, I am going attempt to go in the garage today. First I have the blaster to repair as Howard said it wasn't working properly last Monday week.



### Thursday 28<sup>th</sup> May 2015

I felt like a new man yesterday – no not that way! After the 8-steriod tablets, the normal 6-other tablets and the 3-puffers I take in the morning, I was ready for

anything. It was really nice to get back in the workshop and be able to do some work. I started on checking that the tacked up rear stainless steel exhausts fitted. Hooray – they fitted OK, so they can go back to Freewheel to be TIG welded.



I wish I could tack weld like this with a TIG welder. The problem is that the amount of work that I have that needs TIG welding does not warrant me buying a set. Next I got on with making up the pipe to go through the LH front radiator panel for the air intake pipe and air filter for the engine.



I had the stainless steel sheet rolled by Freewheel into a 3" diameter tube. They could not get it perfect on their set of rolls so a bit of panel beating was needed. I found a scrap of 3" diameter bar in my workshop and used this as a mandrel to beat the edges to shape on. First I fitted a worm drive clip to hold it in position on the 3" bar.

### Friday 29<sup>th</sup> May 2015

Woke up this morning full of the joys of spring. I had not realised how bad my breathing had got, now that it is a lot better. Decided to have a good clear-up in

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the workshop before I started doing anymore work. The stainless steel exhaust tail pipes won't be ready until next week so I made a list of the small jobs I can get on with that I have not finished yet. I am missing my motivator, John, although he has had two lots of chemo he is still working mornings and getting knackered and going back to the pub for a sleep. When I popped up to see him on Thursday evening he looked like 'death warmed up' and it was difficult to get any conversation out of him. Not surprising really. Anyway back to the MGB and the tube and the hole for the air filter to mount behind the front grille.



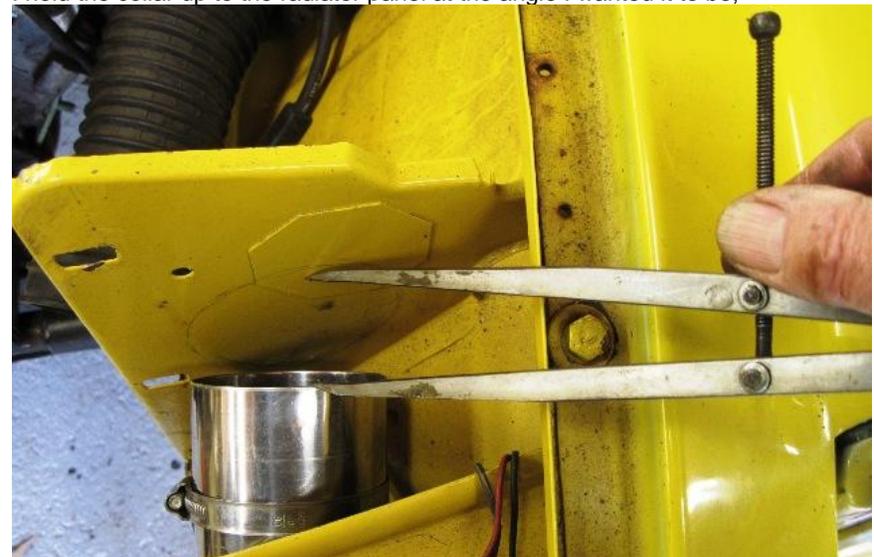
With the bent stainless steel sheet clamped on the mandrel I carefully panel beat the metal into the ring or I suppose you should call it a collar.



I then checked that the RV8 air filter would fit the collar. As you can see in the next photo the RV8 air filter looks as if it has had a bit of a battering. If the old age pension will stretch to it I may be tempted to invest in a new air filter. The next job was to make the hole for the collar through the radiator mounting panel. This is going to be difficult as the hole is going to be elongated,



I held the collar up to the radiator panel at the angle I wanted it to be,



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With a pair of callipers I approximately measured the maximum distance it was away from the rad panel at the widest point. Not easy when your shaking for lack of nicotine! The next job was to hold the collar at the correct angle and distance from a sheet of cardboard and mark the cardboard with the end of a short bit of metal ruler in as many places as I could. Sorry, no photo, not enough hands. I cut the cardboard out joining up the dots with the scissors to make the shape of the hole I needed. I then decided that I would drill 4mm holes in the metal to make the hole. So I got my old brass school compass and running it around the outside drew a line 2mm from the edge of the cardboard. I then marked 4mm spacings around the cardboard as you can see in the photo.



This report is reminding me of Blue Peter – ‘Get down Shep’ – sorry I am getting carried away. Many think I should be!



I taped the piece of cardboard to the radiator mounting panel and used a centre punch to mark the hole positions. For centre punching where the tape was I put two more bits of tape and carefully removed the first two bits of tape. After all the holes had been marked with the centre punch I removed the cardboard pattern. As the marks in the radiator panel were not very deep I centre punched them again. I used the automatic centre punch I had used before. This type of centre punch you just push and it makes the indentation to enable you to start the drill.



Instead of drilling straight away with a 4mm drill I started each hole with a 3mm drill instead. I just tried the top bit with the 4mm drill to see if my plan would work.



It seemed work, apart from a few holes that would not drill.



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With the bonnet slam panel in the way I had no option but to hold the drill at an angle. I did look and see if it was worth removing the bonnet slam panel to make the drilling easier, but then thought – ‘don’t be stupid Mike, we can get over this problem with the Dremel’. After cutting the thin bits of metal between the holes the centre came away easily.



I checked the collar in the hole and of course it would not fit as the jagged bits of metal would be in the way. Stick back the cardboard template and draw around it with a felt pen to give me an idea of how much metal to grind away.



Now I changed the small cutting disc for a tiny milling type cutter that would fit in the Dremel. I keep calling it a Dremel, but mine is made by Clarke. I suppose it is like calling a vacuum cleaner a Hoover, or are they now all called Dysons? I originally bought one of these tools to clean up the welding when I had to repair the 1899 alloy wheel for the Perks & Birch motorwheel that is another project!



As you can see the tool cleaned up the lumpy bits easily.



Nearly there, just a bit more metal to remove before the collar will be in the right place for the air filter and rubber induction pipe to air mass meter to fit. As it was sunny, I decided it was time to take the Arkley out, and drive down to Freewheel for them to TIG weld the exhaust pipes and this collar into a 3" long tube. All went swimmingly – until - they were very busy fitting a tow hitch to a motorcycle that had come up from London to pick up one of the motorcycle trailers that they manufacture. I said there was no rush and could pick the bits up next week. Pedro, who does the TIG welding, said that he would weld the collar up while Alan made me a cup of tea. Pedro plonked the finished collar down on the floor next to where I was sitting saying it is still hot. I finished my tea and arrived home with the collar still sitting next to the seat in Alans office! If I only had a brain!