

## MGB V8 Roadster restoration project – Report 41

Wednesday 8<sup>th</sup> July 2015

Carrying on from where I left off on report 40 regarding rebuilding the heater in the MGBGTV8 or any other MGB heater for that matter.



The heater motor was checked for working using a spare 12 volt battery..



As I now had two heaters taken apart I checked both motors and ended up using the original one from Dugald's MGBGTV8. The other parts were prepped as before and painted in aerosol primer with a guide coat used on the outer parts that show so that I could see any imperfections in the paint finish.



The casing parts and motor were then painted with satin matt black, again with an aerosol can. The parts were then assembled back into a heater unit again using new foam to seal the gap between the heater matrix and the casing. The left over bits I wasn't using were reassembled into a heater using Dugald's heater front heater panel and sold on e-bay for similar money to the heater that I had bought off ebay. The heater was fitted later with new seals and S/S set screws.



## MGB V8 Roadster restoration project – Report 41

### Thursday 9<sup>th</sup> July 2015

Just heard this morning that Dugald is coming to stay next week and bringing up his MGBGV8. I am looking forward to it and here's hoping that having a drive in his car and his help will give me some motivation to get on with my MG. I bottled out of the Saga Louts night out, slept most of the day and felt I could not cope with going out as I thought I had DEPRESSED tattooed on my forehead!

### Saturday 11<sup>th</sup> July 2015

Friday went the same way as Thursday. Only those who suffer from depression will understand my predicament. It feels like surviving in a grey/black cloud and everything you try and do is so difficult, like walking through treacle. Even simple tasks are hard. This is the worst period of depression I have had for a long time. I do hope that Dugald and Virginia coming up to stay will help me get out of it. Anyway, I keep taking the tablets as I have done for the past twenty odd years. All I managed to get done was grass cutting! Tomorrow is housework.

### Monday 13<sup>th</sup> July 2015

Again, this morning was housework before Dugald and Virginia arrived. I did manage a little nap after lunch before they arrived late afternoon. While Jane prepared the evening meal we retired to the Black Boys to quaff a few beers and discuss what we were going to tackle on the MG while Dugald was here. I had previously asked Jaymic to get me 5 litres of paint stripper as I thought that may be one of the jobs that we could get on with while Dugald was up in Norfolk. Dugald suggested "Why not get the bodyshell spit built up?" I thought this was a good idea so we planned to start on this on Tuesday morning.

### Tuesday 14<sup>th</sup> July 2015

After a hearty fried breakfast Dugald and I got started on building the 'spit'. The first job was to make sure all the parts were there. The instructions were on about 4-pages, with a list of the parts on the front page. All the parts were there with the lengths of box section cut to length and drilled in the appropriate places.



Checking all the parts were there for the bodyshell spit. I didn't realise I was so bald on top!



The tubes that make the 'bearings' for the pivots needed cleaning enable me to get a good tack weld. In addition, the 50mm x 25mm box sections needed tapering at the welding points so that I could get a good weld penetration. This I did with the angle grinder with a flap wheel attached.



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We managed to follow the instructions making the first triangular frame. The horizontal cross bar has various holes drilled so that you can adjust the frame to the height you need for the bodyshell to rotate. Then along came John. It was nearly half past ten so we retired to the kitchen to have tea and coffee. John was feeling quite bad and needed some of moral support. He had just come back from the hospital from having another 'nuclear' scan to see if the chemo was doing anything to reduce, or stop the cancer spreading. Dugald and I chatted with John until about 12 noon when we decided to go up to the pub for a pre lunchtime beer. I drove Dugald's MGBGTV8 up to and around the village green before parking in front of the pub. It was great to have a drive of this MG V8 again and really gave me enthusiasm to get on with my MG. One of the reasons that John was fed up was that he had just got over last week's chemo and was feeling reasonably OK, but tomorrow he was back down to the hospital to have another dose. Dugald and I went back for lunch and afterwards started back on finishing tacking the bodyshell spit together. The reason for tacking, rather than welding completely was; in case we had to take it apart again. I could weld it all up later when no help was available.



A headless Dugald, holding the locating pin in place for locking the rotating mechanism for me to tack weld to the upright. Working with me can make you lose your head! The next job was to make up the bracket that would eventually fit to the rotating plate (i.e. the round bit with all the holes in it.). At this point we both had no idea how this fitted to the other part that would eventually fit to the bodyshell and rotate. We both read the instructions and looked at the drawings in the instructions and still had no clue as there was no drawing or photo of the completed spit!

Dugald and I had both studied engineering at Southgate Tech in the 60s and both worked with technical drawings. What chance would a retired banker, solicitor or accountant have! Nothing for it but to go and make a cup of tea and look at the website of the manufacturer to see if we could find a photo of the completed spit. After much searching on Dugald's Ipad we found a photo that Dugald enlarged so that we could see that the round plate actually bolted to a 50mm x 25mm box section. We had two lengths of box section that came with the kit. At the centre of the lengths of box section was the large hole drilled for the pivot bolt, but the holes for bolting the plate on had not been drilled.



The locking pin and plate tack welded in place – but what does the plate fit to?



Tack welding the bits of spit together.

## MGB V8 Roadster restoration project – Report 41



Clamped at right angles and tack welded.



Dugald checking that the parts have been tacked at right angles with a square.



The parts successfully tack welded with the MIG welder. I had marked the position where the angle iron with holes in had to be welded to the box section with a ruler and a pair of odd leg callipers



Finding a drill that is the correct size to drill the part of the split that had not been pre drilled. To be continued. . . . .  
As usual; any comments, motivation, help, suggestions, abuse or encouragement to [-mikemacartney@btconnect.com](mailto:mikemacartney@btconnect.com)