

MGB V8 Roadster restoration project – Report 49

Mid June 2016



More hard work with the muleskinner to get the paint and rust off the crossmember.



I should have sent this with the bodyshell to SBL. Shame they are not nearer



SBL had the shell and the 'spit' to make life easier for them to blast.



The old paint soon comes off. If all the old yellow paint comes off there may be no reason to stay with the yellow. Perhaps I may change the colour?

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The underside of the shell starting to look nice and clean. I think the soda is used first and then some blasting media used to clean up any rusty bits.



Apparently, body filler is a bit of a problem to remove with soda and blasting media. SBL did clean this area up to bare metal.



I hope they don't find too many rust holes!



I am really pleased with the work that SBL did for me. I had heard about them via my daughter's company, Jaymic. The television show Classic Car Rescue restored a 1970's BMW 2002 turbo. Classic Car Rescue purchased the majority of the BMW 2002 turbo parts they needed for the restoration from. When I saw the finished programme on the television on Channel 4 I saw that Classic Car Rescue had had the bodyshell stripped before welding by SBL. Their contact details are as follows:

Telephone: 0800 774 7632 and email: info@sodablastingltd.co.uk

SBL, Unit 10 Loxdale Industrial Estate, Northcott Road, Bilston, WV14 0TP

I found them extremely helpful and have no hesitation in recommending them

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The bodyshell etch primed to stop the clean metal going rusty.



They coated inside and out with etch primer.



The bare bones of the bodyshell. SBL, blasted, etch primed the two doors, both front wings, bonnet and boot lid. I asked them to etch prime the shell so that it would not start to go rusty. They also, free of charge, painted the shell in 2-pack primer as they said "It came in yellow; we did not want it to go back yellow!"



The front wings are just resting on the inner wings in this photo.



These photos above are from Soda Blast Limited for their website.



The guys from The Jaymic Workshop came to help unload the bodyshell when it arrived back from SBL. They also helped me load it back onto the 'spit'

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The bodyshell mounted on the spit and turned upside down. Just to prove the shell does rotate easily.



The other panels unloaded from the transport ready for any repairs that are needed. Now not a sign of any yellow in sight, I am now thinking that I may change the colour of the MG. Having kept on seeing Dugald's MGBGTV8 perhaps I may go for Teal Blue?



OK, let's get down to some work. Centre punch the spot welds.



Drill out the spot welds with a cobalt 'spot weld' drill.



Use a chisel to start breaking the rusty part away from the top of the inner wing. Any comments, suggestions to mikemacartney@btconnect.com 18th June 2016