



September 2016, new boot floor & repair to panel by the reversing light

### Progress with an MGBGT V8 restoration

In an email to the V8 webmaster Michael Pancheri says "we corresponded at some length earlier this year about my planned restoration of my V8, and you very kindly 'put the word about' which resulted in lots of helpful people contacting me with their various thoughts for which I am very grateful. I wanted to update you on the progress with the restoration".

The car was in a pretty poor state after being **off the road for over 25 years**. She had suffered from a lot of rust to the floors and around the headlamps, and also in the rear wings before she was taken off the road due to a broken gearbox, and certainly would have required attention to those even then. By the beginning of 2016 corrosion had also eaten through the roof by the rear corners of the sunroof, and it was this factor above all else which caused one reputable specialist firm to advise me that the shell would not be repairable, and that I should order a new one.

I wanted a second opinion, and following discussion with someone who had carried out a top end rebuild on my son's MGZS for a very competitive price, and to an excellent standard, I agreed to let him collect the car and take it to his workshop for a full appraisal. His conclusion was that there was nothing about the body that could not be repaired. His firm specialised in crash repairs and photos of his workshop and work that was being carried out was impressive. So as his rates were attractive, I let him get on with it. He sent me frequent reports of progress, both on the body repairs and the engine rebuild, all of which turned out to be pure fantasy. He did not have a business, nor a workshop and staff, and before very long I received a phone call from a gentleman in Hertfordshire to say he had purchased a V8 in very poor condition as a restoration project, without a V5C, and having received a new V5C from DVLA showing my name as the previous owner, he quite naturally was interested to learn a little more of the car's background. He was very cooperative in helping me to get my car back, and it turned out that he had also been stitched up by this bogus operator, and the V8 was passed to him in settlement of an outstanding debt arising from a previous fraudulent transaction.

To cut a very long story short, I delivered the car to a specialist firm in Poole, **Phoenix Classic Cars**, at the beginning of June 2016. They also told me that the shell was repairable, that there was more good than bad in her, and that their policy was always to retain as much of the original

car as possible. I had seen examples of their work and liked their set up. I have been very pleased with progress to date.

### What repairs were necessary?

On the near side, a complete new front wing, new door skin, complete new sill, new floor and new lower rear wing panel below the chrome strip were required. The front inner wing was sound and looked almost like new. Some repairs were required to the structure under the rear of the front wing panel, which are not normally visible, also to the bulkhead on the passenger side. The sun roof was beyond repair, and I managed to find a very good second hand Britax sunroof which was still attached to the surrounding section of the roof panel. The **rusty corners of my roof section** were cut out and new repair sections fabricated and welded in.



July 2016, rusted corners of my roof section were cut out and new repair sections fabricated and welded in



September 2016, new nearside lower wing panel & complete cill ready for finishing



July 2016, early stages of nearside heavy surgery

The **boot floor had had it** and was replaced with a new floor together with new side bracing sections. The rail below the tailgate was removed and repaired around the fuel filler opening, and has been re-fitted. The off-side rear wing was

not salvageable and a complete new rear quarter panel has been fitted, along with a new floor, complete new sill and new front wing. The bulkhead on this side also needed repairs, as did the hidden section under the front wing near the 'A' post.



November 2016, engine bay, bonnet shut panel & oil cooler mounting panel ready for finishing plus two new wings

Some parts of the chassis legs also had to be cut off and new repair sections made up and welded in. When the paint was stripped from the bonnet, the rear of the bonnet was found to be like a piece of lace, so a **new bonnet has been ordered**. The tailgate however was found to be sound and has been refitted.



January 2016, towing the car out of hibernation after the brakes had seized

**Interestingly, the engine wasn't seized**, and turned over freely with the plugs out. However one of the valves was found to be broken, although when the car was taken off the road, the engine had been running perfectly. This is a mystery, since there wasn't a mark on the respective piston and bore, which certainly would not have been the case if the valve had broken while the engine was running. Perhaps the valve was stuck or seized in some way during the long years of inactivity, and was broken as the engine was turned over by hand. The crank and rods were found to be in very good condition, and after the bores had been honed, were fitted back in their respective locations with new pistons and rings.

We expect the car to go to the paint shop in January 2017, in the meantime the engine will have been rebuilt ready to be mated to the gearbox and installed in the car. The wheels are a problem as MWS no longer offer a full refurbishment

service. The best option seems to bead blast and paint the rims with chrome paint, then buff it up. A lot better than they are at present. See chronological photo report. [More](#)



June 2016, corrosion to the structure under the rear of the nearside front wing



August 2016, severe corrosion to nearside rear structure



August 2016, boot floor & rear lower panel removed for extensive repair



August 2016, severe corrosion around the offside rear panel