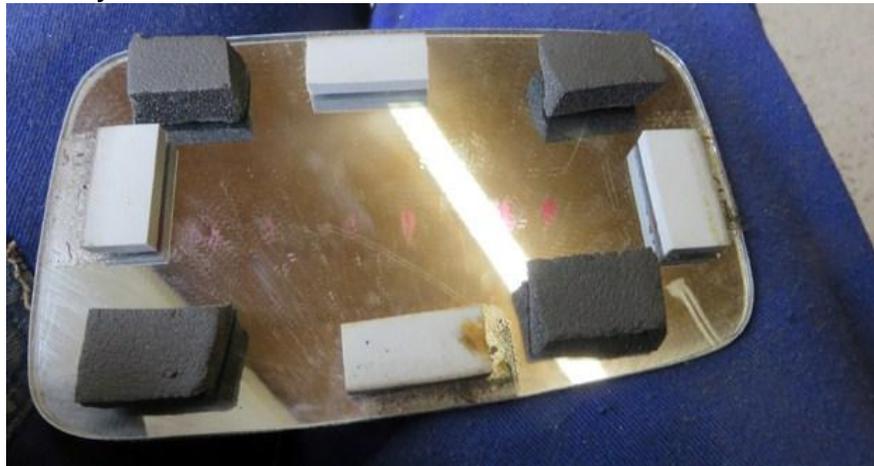


MGB V8 Roadster restoration project – Report 158

24th July 2017. A DOOR MIRROR THAT RATTLES



The black plastic moulding that holds the door mirror glass in place on the driver's side was loose in its stainless steel housing. Very carefully I tackled getting the black plastic part away from the glass and the housing without breaking the plastic. Eventually, it came away in one piece and was reusable. When I took the glass out the four grey flexible pads seemed to be too thin to hold the glass in place. I used four more bits of closed cell foam that I cut from some spare sound deadening material. When I refitted the glass and the black plastic moulding the mirror glass had no rattle. A cheap fix for a change!



Oooo, look there's an MGB with an unusual grille!



The next job on the list was to fit the front wing and door waist mouldings. To help against corrosion I coated each hole and clip with Waxoyl before fitting it. Luckily I did not need to drill any holes in the front wings for the clips, Apart from drilling one extra bolt hole for an extra trim clip at the front of the wings. With only one bolted clip at the front the trim sat about 1/8" away from the wing on the curve. Two bolted clips brought the trim in line with the wing.



The inside of the mouldings also got a coat of Waxoyl.

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When it came to the door waist moulding the snag raised its ugly head again. It looked as if the waist moulding would not line up nicely with the front and rear mouldings, if I used the existing holes. To check this I put one pop rivet type trim clip each end of the door and pushed on the stainless steel door trim. Sure enough, it was too low at the back and too high at the front. I was happy with the door fit so it looked as if I would have to do some more body lightening by drilling some more trim clip holes in the correct places. At some time in the cars life I think it had been 'tarted up' by a dealer and a new skin fitted to the driver's door. So that I didn't drill holes in virtually the same place I put a strip of $\frac{3}{4}$ " masking tape over each existing hole to mark its position. I then put a length of wider tape along where I needed to drill the new holes. A long straight edge was placed between the top of the front wing moulding and the top of the rear wing moulding. A line was then drawn along the straight edge to show the top line of the required moulding position. The same process was then carried out under the rear wing and under the front wing mouldings. I then had the top and bottom of the waist moulding drawn on the masking tape. The centre of the gap was then measured and marked both at the front and rear of door. I could then use the straight edge to draw a line where the trim clip holes should be. The new trim hole positions were then marked, lightly centre punched and then drilled at the correct diameter for the rivets. The new holes were treated with etch primer and later clear Waxoyl. By having the masking tape on the door it not only is useful for marking on, but it also helps stop the drill slipping. Use a short drill or fit the small drill bit as far back into the drill as it will go, a sharp drill is much better than an old blunt drill that you have to push hard to make it cut. The tape was then removed and the trim clips fitted. I like to fit at least two bolt on type trim clips rather than the one on each moulding that the factory originally fitted.



Jane and I have been trying to work out if the steering wheel rim is actually leather or some sort of plastic material. If anybody knows I would like to hear from them. Jane has tried to get the 'leather' rim darker; it was rather grey, using black leather dye. I suggested black shoe polish, but she shot my idea down in flames!

FITTING THE PASSENGERS SEAT



After fitting the driver's seat I thought the passenger's seat would be 'easy peasy' as there is no handbrake to get in the way on this side of the car; I was mistaken!

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After trying for ages to get the rear fixings bolts in first, I then tried to get the front fixing bolts in first, still no joy. In the end out of desperation I removed the seat and put it upside down on the work mate. Took out the runners and tried fitting them without the seat. The inner rail by the transmission tunnel seemed too long and was stopping the hole in the rail from lining up with the thread nut in the box section below the floor. I cut off about 1" from the front of the rail and then the rails fitted in place. (See photo on the previous page). I then refitted the rails to the seat and decided to leave it until the next morning when hopefully I would be fresher and less tired. The next morning after about an hour and a half I managed to get one of the seat mounting bolts in place. It took me until about lunchtime to fit the other three bolts. To get to the back bolts you need to slide the seat forward and to fit the front bolts, you need to slide the seat backwards.



The rear set mounting bolts fitted at last. At least with these rear threaded holes you can push a scriber up from the underside first, then a drift, to use as a 'poddger', to line up the holes. With the front bolts they fit into threaded inserts that are in a closed box section so any 'lining up' has to be done from the top where the bolt goes in. In the end I had to taper the thread on the new stainless steel bolts on the bench grinder. Always put a nut on the bolt you are going to taper before you grind the bolt as the nut will 'tidy up' the thread when you take the nut off the bolt. I think moving the seat backwards and forwards is going to be difficult with the extra sound proofing in the car. I'll have to discuss with Jane the possibility of having her legs stretched or my legs shortened so that we do not have to keep moving the seat when we change drivers. I wonder if the Chamber of Horrors would let me use their torture rack to lengthen Jane's legs?

FRONT NUMBER PLATE MOUNTING



I suppose I have put off fitting the number plate for long enough. I got Jane to hold the number plate in the correct position. We had used masking tape, a rule and a black felt pen to mark the position previously. While she was holding the number plate mounting bracket in position I tack welded the arms to my curved number plate mount. It was then unbolted and the brackets fully welded away from the car.



Etch primed.



Sprayed and number plate fitted with double sided sponge tape.

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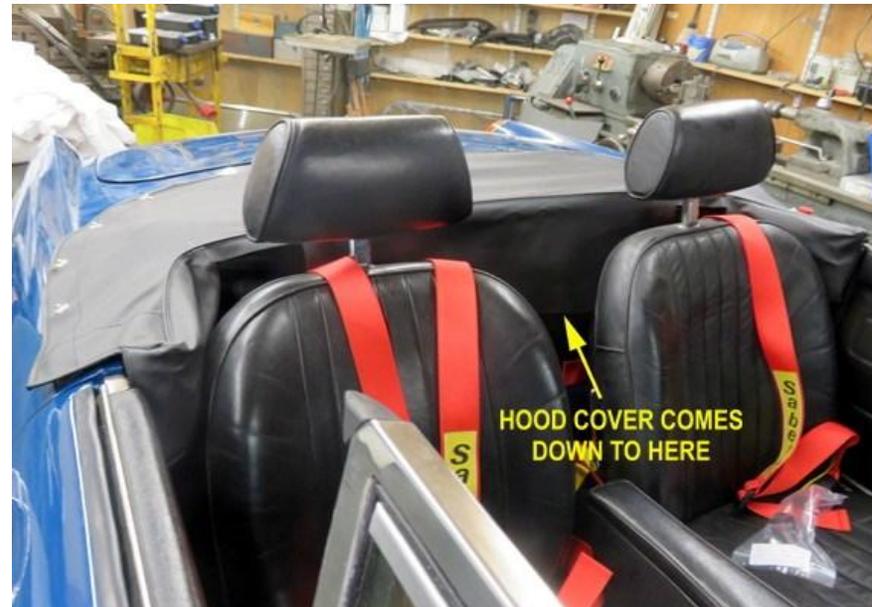
When I purchased the project it came with four Minitor alloy 15" Minilite replica wheels but only three centre caps for the wheels. I had to purchase one centre cap and four centre cap badges as the badges are only available in sets of four. The three original cap badges were a lot nicer than the new ones that I bought, which I think are too glossy, I had to use these as I only had three of the others. Before I fitted the wheels I brushed on a thin coating of copper slip grease on the front hubs and rear brake drums where the alloy wheel presses against to help stop corrosion between the alloy wheel and the steel hub or brake drum.



Although the MG is now running and it appears that the clutch is working I still have the MG on stands as there are a few nuts and bolts on the underside that I wanted to check for tightness before I lower the car to the ground. I also need to touch up some of the black on the gearbox crossmember.

When the engine and gearbox were out of the car and I adjusted the gear change, the gearbox seemed to change gear quite easily. Now it is in the car it seems rather stiff and difficult to change gear which worries me a little. Another problem is the speedo does not appear to be working. I will have to check whether or not the speed cable is turning at the speed transducer or whether the problem is with the cable to the speedo from the transducer or the speedo itself. With the car being in the garage, on axle stands, I can't run the engine for too long as the smoke from the exhaust manifold wrapping and heat proof paint baking off gets too much after a short engine run. I hope today, if it does not pour with rain, to drive the car outside to leave it running for a period to finish baking the exhaust manifold and then check and record the advance curves on the original RV8 distributor. I have a 123 programmable distributor to fit. I need to have a basis from where to start when I input the information into the 123 distributor. I can then optimise the advance curve for both centrifugal and vacuum advance on the road, or on a rolling road. The 123 distributor does have the facility for checking acceleration times with a built in stop watch.

HOOD COVER



The full tonneau cover when folded up behind the rear seats seemed a bit bulky. It also got in the way of the full harness seat belts. I tried looking on the internet for some photos of how the hood covers fitted behind the seats and how far down the cover came behind the seats. Try as I could, I could not find a photo showing this view of the hood cover, all the views seemed to be of the back or side of the MGB. I contacted Moss and managed to purchase a hood cover to try, on a sale or return basis. I have included the above photo as it may help others in the same predicament.

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CLEANING THE OLD VINYL HOOD



Now this is a rubbish photo! It was supposed to show the name of the product I used to clean the plastic windows. Some idiot, has put their thumb over the name. If I remember, I shall take another photo, as the product worked really well on the plastic windows and the vinyl hood material. I know it was called plastic polish.



Although the hood isn't brilliant it will do for the time being as it still has a few years life left in it.



This photo shows the polish label better, it is called One Grand Plastic Polish. Now I have done the outside of the plastic windows I need to have a go at the inside, with the hood up that's going to be difficult. "Jane", I've got a little job for you!



I have played about with fitting a chrome finisher to the top of the front door seal. I tried cutting down an old rear one to fit to the front, I think that may work. I am still 'cheesed off' that I didn't realise you had to fit this chrome trim before the screen and the dashboard were fitted.

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NON WORKING SPEEDO PROBLEM

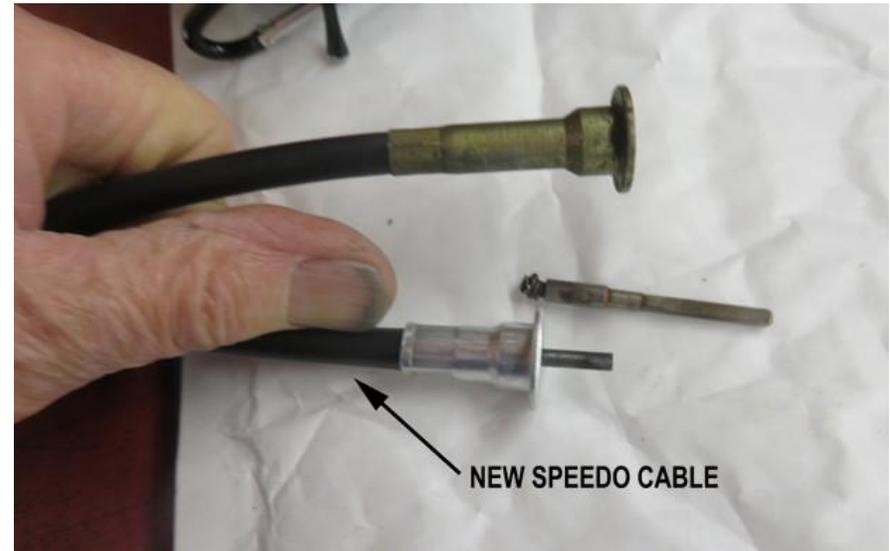
The first check was to disconnect the upper cable from the speed transducer to the speedo head at the transducer end as this was going to be a lot easier than attempting to undo the speedo cable at the speedo end. I had an old MGB speedo cable that I screwed onto the transducer and started the car and put it in gear. If it was a problem with the speedo the inner speedo cable should turn. It didn't!



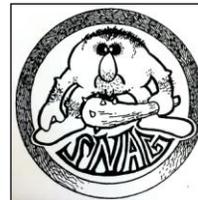
Now turn off the engine and disconnect the speedo cable from the gearbox end of the speed transducer. Try again starting the engine and putting the car into a gear. Still the inner speedo cable didn't turn. The problem must be with this cable or 'heavens forbid' the speedo drive in the gearbox. Now I need to undo the cable at the gearbox end and see what I find.



'Hey Presto' – I've found the problem, a broken inner cable at the gearbox end. I firstly I phoned Clive Weatley, but there was no reply, strange, not even an answer phone message. Panic; I had better try B&G, luckily they had one in stock and hopefully it will be with me tomorrow.



The new speedo cable arrived. At first I thought it maybe the wrong one. On close inspection, before trying to fit the new cable, it appeared that the construction was different to the original. Fitting the cable appeared to be easy as the old one came out at the gearbox end with no problems. Grovelling about on the floor, with the MG on axle stands, trying to line up the square end of the inner speedo cable with the female square drive in the gearbox speedo take off was no mean feat. I meant to take a photo but I forgot to take my camera underneath the car with me and no way was I going to get out from under the car to get it. Once fitted the forked retainer was fitted back on and bolted in place with the M5 bolt. I got out from under the car with an aching back, which I have still got, and connected the other end of the speedo cable to the speed transducer under the bonnet. The cable was then clipped out of the way of the left hand exhaust and manifold. Now, start the car and put it in gear to see if the speedo worked.



First problem, the engine started but would not go into gear. OK, let's put the gearstick into 5th gear and start the engine with my foot on the clutch. Engine started, rear wheels spun, clutch driven plate stuck to the flywheel after being sat in the workshop for over a year. Next try leaving the clutch pedal down, give the throttle pedal a 'boot full' and yank on the hand brake – BIG CLONK and the clutch disc came free. Slip the clutch for a few seconds to clean up the flywheel and clutch. The speedo still did not register any speed but during my experimentations with freeing the clutch the MG had travelled 1.4 miles so at least I now know that the speed transducer must be turning and the trip meter and odometer work. There is a moral to this story. Check that all your instruments work before you fit them to the dashboard! Today, I will be using the Rover Gauge to calibrate the tachometer. You can email me at: mikemacartney@btconnect.com with any hints or tips which may help me, or other V8 Register members. 29th July 2017.