



Refurbishing the ash tray on an MGBTV8

Here Peter Spurrs has a useful refurbishment tip he posted on the V8BB.

I have just refurbished the ash tray on my '73 V8. The last owner had spread pebble dash on it with a whitewash brush. For the last few years I have put up with a moulded plastic tray, but decided that it didn't really fill the bill. When I got back down to the metal, it was all quite pitted and needed to be painted. That job duly done, I needed to find some springs for under the lid.

My internet search found **Springs And Things** at <https://springsandthings.me.uk/>. They have lots of compression and tension springs which they will make to any length. I ordered two 9mm tension springs which arrived the next morning and were a perfect fit. I have no link with the company, just a satisfied customer. They do old Meccano parts too.

Replying to a query from Keith Belcher, on examination of my order I found the spring length was 9mm. The spring specification is: **3.18mm OD Tension Springs - 0.36mm Stainless steel R0.22.**



Finished ash tray and lid

Paint

The high build primer tends to smooth out the pits in the metal, but not entirely. Satin

Black gives a less glossy finish to the lid, which I quite like - I don't know what the original was. Aluminium Coat gives a reasonable looking aluminium type finish to the tray itself. [See useful tip](#)



Editor: the ash tray is an ideal place to store a few replacement **compressible copper washers** ([6K431](#)) for the sump drain plug so there is always one handy when changing the engine oil.