

## Rebuilding an MGBGTV8 – Damask 0450 (Part 17 of a series of reports)

The strip-down of Damask 450 is now almost complete.

When cleaning up the surround for the rear quarter light, it became obvious that the panels were holed in several places. The small panel underneath the window is not available separately, so I have had to get a specialist MG breaker to cut this part out of a scrap GT.



**Under OSR window** - the area behind the rain channel is also a common rust area, and this one proved to be no exception.



**Behind OSR window**

There is some evidence of accident damage to the nearside front of the vehicle, and when the bonnet slam

panel was removed, it was found to be attached by brazing, not welding.



**Front slam panel**

The radiator duct panel underneath this was also badly buckled, so a new one will be fitted. Here we see the space below this panel, with the front cross-member visible. Note the two pairs of captive nuts inside. It appears that 1973 V8s were already receiving a modification that would not appear until rubber bumpers arrived in September 1974 – moving the oil cooler underneath the crossmember.



**NSF radiator duct panel removed**

As work now begins to fit new panels, the quality and fit of the replacement panels has been found to be fairly poor. For example, a genuine Heritage outer sill

panel needed to be cut and extended by approximately 40mm because it was too short.



**New OS sill extended**

On the other side, things were even worse. I bought a sill which was not a genuine Heritage panel, and it was 5mm shorter again. Not only that, but the pressing was poorly done and mis-shapen. I have now bought a genuine Heritage panel, and placed them alongside one another. Here you can see the difference.



**Sill panel quality**

Progress continues, and I shall be sending another report shortly.