

Rebuilding an MGBGTV8 – Damask 0450 (Part 6 of a series of reports)



After a holiday break, work resumes on Damask 0450. The time has come to remove the outer sill on the driver's side. The floor pan has already been removed, so to prevent the shell from losing its shape a steel bar has been welded across the door frame as a temporary measure. Below is the view from inside the car . . .



. . . and here we can see where the new spring hanger reinforcing panel has been inserted. The new floor pans will not be inserted until after the shell has been sand-blasted.

If you are considering modifying an 1800 shell to take a V8, you may find the following photos of a genuine V8 bulkhead useful. Note how the squared tops were chamfered back to clear the V8 cylinder heads. Note also that genuine V8 shells do not have any provision for LHD steering column or pedals.



This is the sixth report from Barrie Jones, part of a series on his major rebuild of Damask 0450.