

## Restoration of a rubber bumper MGBGT V8 by Roger Powell

Roger Powell reports he is "getting stuck into restarting the restoration of the MGBGT V8 abandoned in the 1980s having been rebuilt into a brand new V8 shell (with V8 body number) supplied direct from the Factory. Originally finished in Brooklands Green but now in Tundra, I'm intending to return it to Brooklands Green over the next year or so. So far I've not come across anything to suggest this is anything other than a brand new shell as claimed and all the unique V8 bits are there with numbers matching".



Photo 1

**Photo 1** - The MGBGT V8 as I first saw it near Oxford where it was in storage alongside vehicles owned by fellow MG Car Club members; Anthony Binnington and Steve Dixon. The story goes that the V8 suffered an engine fire in the early 1980s and was subsequently purchased by Mr Harry Hartman who undertook the restoration using a brand new Factory V8 bodyshell purchased direct from the Factory. For reasons which are not known Mr Hartman decided on a different shade of green (Tundra) rather than the original Brooklands Green.

**Photo 2** - Following relocation to the USA, Mr Hartman never returned to complete the restoration, so the car was garaged and left gathering dust close to forty years or so here in the UK.

**Photo 3** - Having purchased the V8 from fellow MG Car Club member Steve Dixon (a well-known MGA racer), myself and my good friend Tony Carter transported the car to Dorset and set it up in my workshop where I have begun removing items such that the bodyshell can be resprayed back to its original Brooklands Green. It has been heartening to see Mr Hartman did not merely swap parts from one shell to the other, but he attempted refurbishment of items like the front suspension at the same time. Some of the work has been done to a reasonable standard for the day. I may try and

improve on some aspects given these cars are more highly regarded today than they would have been in period.



Photo 2



Photo 3



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Photo 4

**Photo 4** - The bodyshell, although resprayed by a previous owner, was not to the best of standards, however lashings of rustproofing fluid was injected anywhere and everywhere which has proven a godsend. The body has never been on the road so remains factory original and rust free.



**Photo 6** - It's a similar story in the boot. Various spurious items were found in the car such as this scissor jack and a huge pair of 7J 15" brand new alloy wheels!



**Photo 5** - Lifting the carpets in the offside front footwell reveals solid metalwork, like new in fact.



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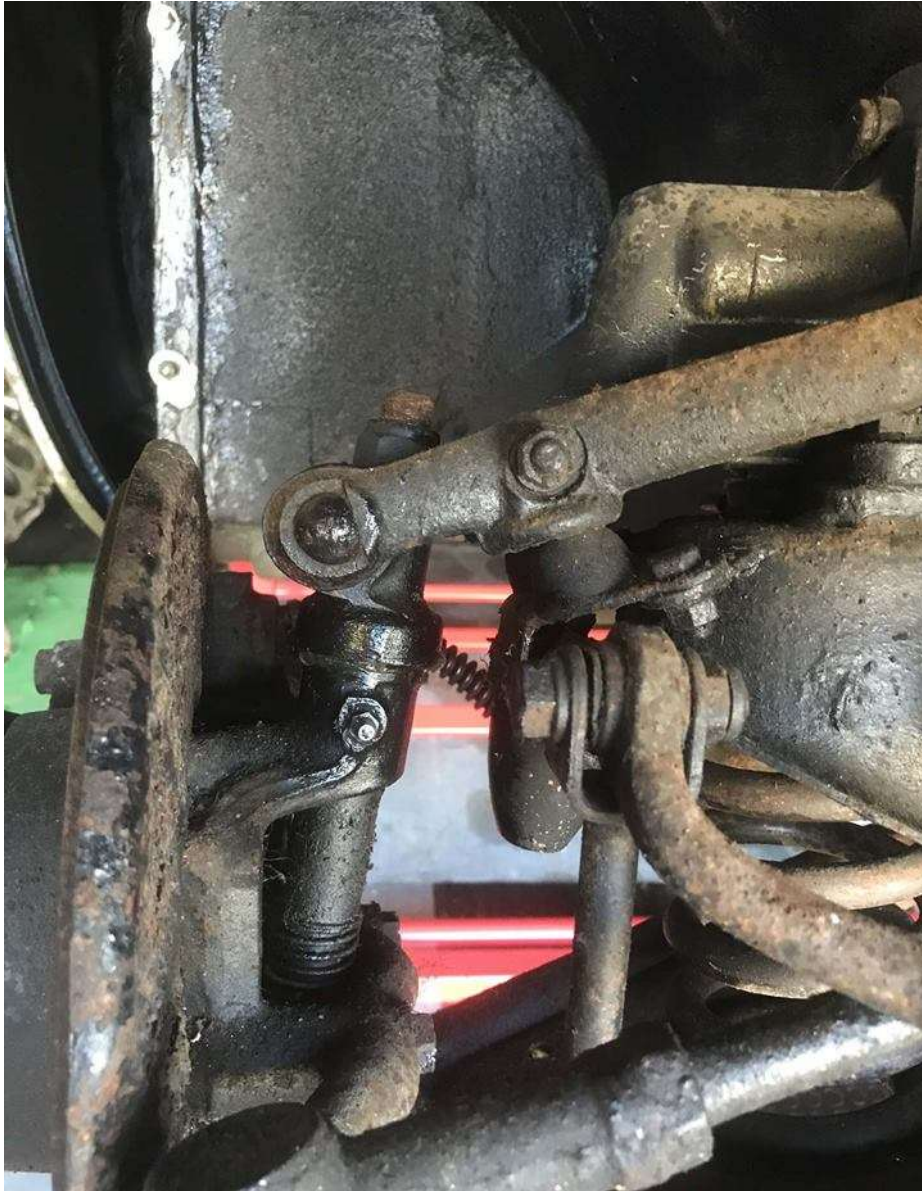
**Photo 7** - Crude but thick and heavy front wing splash guards had been fitted. I was keen to remove them and replace with Ashley Hinton stainless steel versions that are pretty much factory spec, in fact better than. Good news awaited behind the splash guards, good solid metalwork soaked in ancient rust proofer.



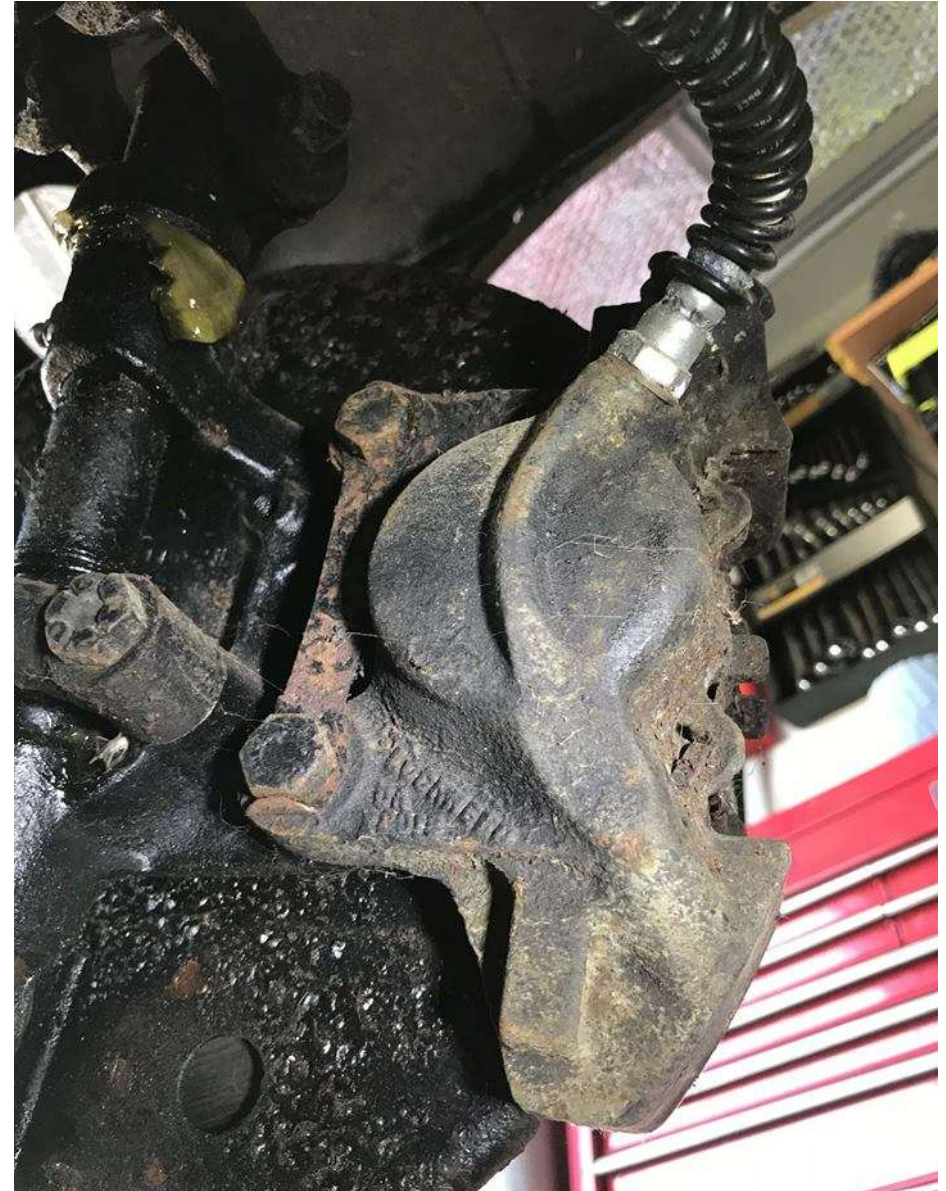
**Photo 8** - Removal of the nearside front wing splash guard revealed more solid metal work, great news.



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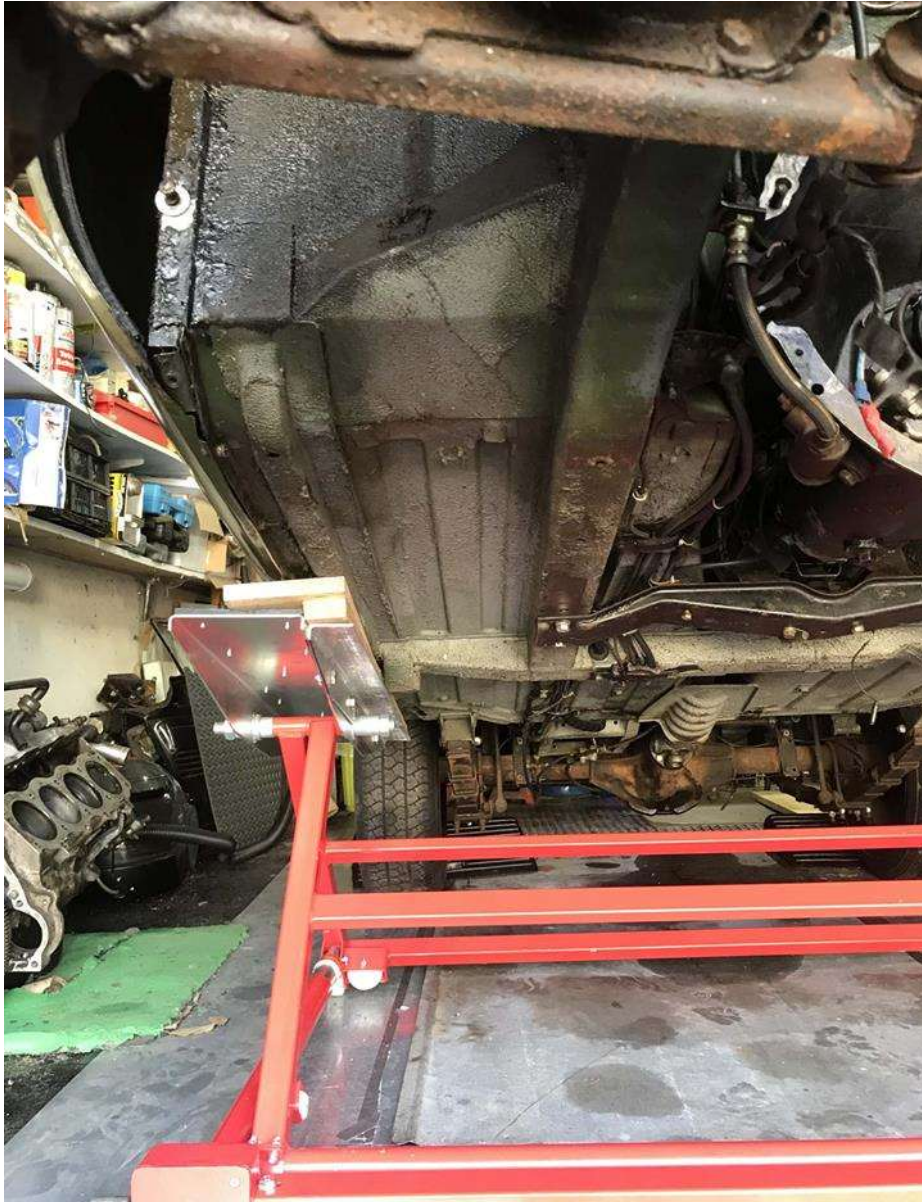
**Photo 9** - The front suspension has been cleaned and refurbished by a previous owner. I've regreased everything and will replace the rubber items such as bushes and hoses. rusted together.



**Photo 10** - Original V8 brake calipers are still fitted to the car, along with V8 fat discs. It's been nice to work on a car where things come undone easily and are not totally with V8 fat discs.



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**Photo 11** - A view under the offside toeboard shows metalwork pretty much as it left the Factory bar protective coatings that have worked exceptionally well. I'll be applying a lot more once the shells been painted.

190301-MGBGTV8-Tundra-rebuild-RP2



**Photo 12** - Even the seats have survived well, no rot, although the webbings seen better days. New webbing is available direct from Brown & Gammons which is great news.