## MGBGTV8 Restoration

Alex Curzon wasn't new to MGBV8s as he previously owned one from 1983 to 1992. When it was sold, the next owner tuned it into a race car, which Alex considered to be a waste of an original factory V8. Other commitments and family life kept him busy until last 2025 when he took the plunge and bought himself another MGBGTV8. It was another rubber bumper car again, outwardly quite respectable but underneath the inevitable tin-worm had worked away in all the usual places. Alex took the decision to have everything stripped back to bare metal with every last piece of rust removed and new panels and hand-crafted repair pieces installed and let in where necessary. That's a big decision and this type of restoration is not for the faint-hearted! Here we have Alex Cuzon's story of his very comprehensive restoration of am MGBGTV8.

The V8 on purchase and arrival was respectable at first glance

**Repair work throughout the bodyshell**

Alex engaged Beer of Houghton to undertake the work, as he has known Malcolm Beer (and Syd, Malcolm's father) since he was in his early 20s. It's worth stating here also that the view taken by Alex was that it is simply not worth 'missing' small areas here-and-there in the pursuit of excellence. Malcolm was in agreement with this approach. The rust will inevitably reappear at a later date when the car is put back together again, at which point the very last thing you want to do is take it all apart again.

So, as well as preparing for new front wings, inner and outer sills, splash guards, etc. minor repairs were required on both rear quarter panels, plus a repair to one castle rail and a partial repair to the boot floor and battery carrier areas. The prospect of dipping the whole shell was considered but as the floors were perfect and still had the factory sound insulation on them, which was also in good shape, it was decided to manually clean the car down to bare metal.

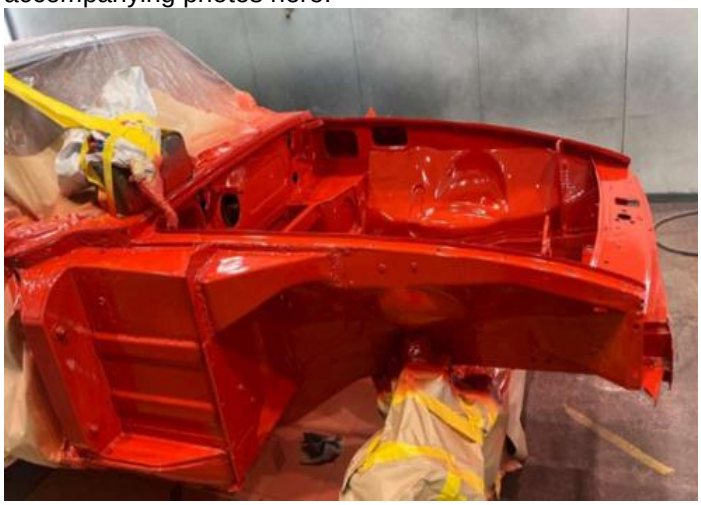
The usual areas up under the front wings had seen better days when the wings were removed, so these were cut out and repaired as necessary

This took a considerable time to complete on the underside of the shell and Alex is very grateful to Malcolm, Bob and Maliki (Malcolm's grandson – a real family affair!) for the time and effort taken on the preparation work (in all weathers) by everyone concerned. Alex considers this to be money well spent at the end of the day as the whole idea of this restoration was to end up with an original, Factory spec car, saving as much as possible and reusing original items wherever possible. There will be a few exceptions to originality, such as lowered suspension, a limited-edition front air dam and electronic ignition.

**Engine, gearbox and engine bay**
The engine and gearbox had covered around 46,000 miles, so these are both having a sensitive and careful restoration with the engine bay being presented as visually factory fresh.

Repair work continued throughout the bodyshell.

**Paintwork**
With the remedial work completed the spraying commenced, before putting the whole car back together again. Progress can clearly be seen from the accompanying photos here.



Malcolm Beer has chosen to prepare and spray all the removed panels, such as the doors, front wings and tailgate while they are off the car and then refit them. Great care is obviously needed here to avoid damage to the fresh paint at this stage during fit-up. The splash guards under the front wings have also been resprayed in the body colour.

During the work, a number of the smaller components were tidied up and resprayed, prior to fitment back onto the car. Wherever possible the team have reused and renovated the original components. This is a far more rewarding process than simply replacing parts. Frequently replacement parts are either no longer available or (as experience shows) don't always fit particularly well.

**Steering wheel**

Alex was lucky enough to source a very rare LE steering wheel, which will go on the car on completion. These are very difficult to find in good condition today, so although not original to the V8, it's an appropriate replacement.

**Restoration to continue**

The final stages and general recommissioning will be covered in a follow-up report.

Footnote: this restoration report was released in two parts in the V8 Newsletters in the April and August issues of the Safety Fast! magazine.