



# REGISTERS

V8

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## Refurbishing the ash tray

Peter Spurrs has a useful refurbishment tip following his refurbishment of the ash tray in his 1973 MGBGT V8. He says "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

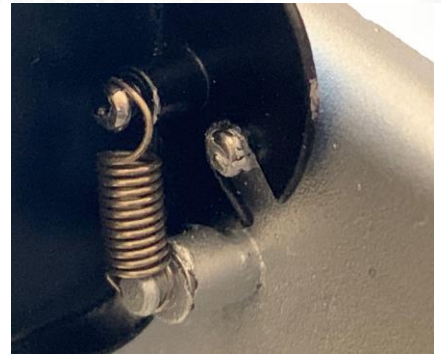
done, I needed to find some springs for under the lid.

I found Springs And Things at <https://springsandthings.me.uk/> from an internet search. 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.

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.

## 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. I use a **Can Gun 1** which makes the spraying job so much easier. It fits on top of the aerosol can and the hand is at a more natural angle and the pressure on the spray nozzle is even and perpendicular. They're £6 from Halfords".



Left: finished ash tray and lid. Above: replacement spring. Below: a Can Gun 1.



**Footnote:** 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

More available via a link at:  
[www.v8register.net/more.htm](http://www.v8register.net/more.htm)