

Next restoration project for David Smith

Exhaust constructed and mocked up, also instead of the norm under the axle I decided to go over, and at the moment clearance measures up.



Hi flow alloy rad fitted. Spaced to fit to give a bit more clearance for the electric fans.

The fans I wanted to cover all of the radiator rather than hanging over the edges as the standard kit dictates.





Best Birmingham Screwdriver adjusted the inner wing for the manifolds.

Something MG should have really done, chassis frame removed to give proper clearance for the oil cooler hoses and any engine movement.

As the project progresses I will do the write up with photos illustrating the work involved and describing key stages – for example fitting engine mounts for the V8 engine, a topic which has featured in a recent thread on the V8 Bulletin Board which hopefully the link is here:-

<https://classicandsportscarsrestorations.home.blog/mgb-roadster-v8-conversion-2/>

As well as the main page for the MG there are now 2 sections in progress. I have added some additional bits within the pages not just tagged on at the ends, so re-reading may be required.

David Smith

