

MGB V8 Roadster restoration project



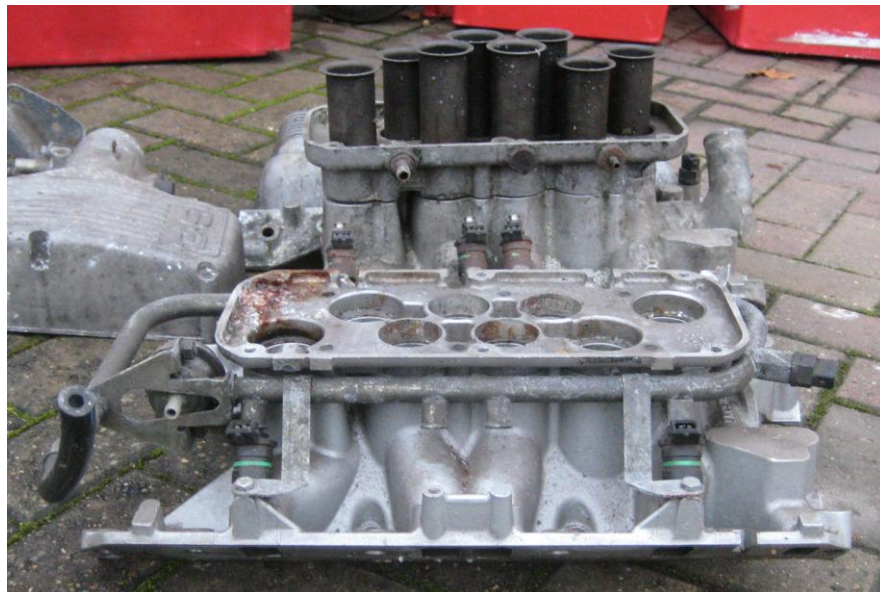
After completing the restoration of [Dugald McNeil's Teal Blue MGBGTV8](#) and driving it for over 1,000 miles, Mike Macartney started to love the MGBGTV8 before Dugald bought it back. From then Mike has been trying to find another MGBV8 project to do for himself. He missed getting a rubber bumpered Teal Blue MGBGTV8 that H&H had at their Harrogate auction sale by one bid but then another project car came up on eBay last week. Mike reports he has "bought it and it is now back home in Norfolk ready for him to get stuck into completing the restoration. It is a bright yellow 1978 MGB Roadster with a 3.9 EFI engine. The previous owner in Berkshire has spent the last six years on the project but as he is moving house has decided to sell it."

The main modifications to the car are:

- Rubber bumpers removed and the front chassis ends shortened ready for chrome bumpers or Sebring style valances.
- Fuel tank repositioned for twin exhaust system.
- Gearbox tunnel modified for a Rover 5-speed SD1 gearbox.
- Front inner wings cut out for RV8 style exhaust manifolds.

The body is in good condition with very good wing seams and has had a new offside rear wing section forward of the wheel arch - this needs filling and finishing ready for painting. A repair panel has been welded on the driver's rear floor. The car has had new rear arches at some time in the past. There is a small split at the top of the driver's door which could do with attention. Other than that I can find no

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other areas of rust which need attention. The engine bay has been resprayed and ideally the body could do with the same.

The engine is a rebuilt Rover V8 3.9 which has been rebored with new pistons, crank re-ground and new bearings. A new Hurricane cam has been installed with new cam followers. Steel shim head gaskets fitted to keep the compression ratio high. 2 x Hotwire EFI systems (to be fitted) with one 14CUX ECU and 2 engine wiring looms - one has had the plenum plate milled down to try and clear the standard bonnet. It has Clive Wheatley stainless steel RV8 style exhaust manifolds which pass through the inner wings, greatly aiding engine cooling, stainless steel front pipes and silencers. It needs rear pipes to complete system. It has a remote oil filter conversion with stainless steel braided oil pipes and a new water pump and P5 pulley. There is an ignition trigger wheel and Ford EDIS 8 module if you wanted to use a Megasquirt or similar ECU. There is a new MGB V8 radiator and a Rover 5 speed SD1 gearbox, new propshaft and a Quaife LSD fitted to MGB V8 ratio rear axle. It has a new oil cooler and a new EFI fuel tubing and filters.

The brakes have vented front discs (modified Peugeot 505), Princess 4 pot calipers (may need some pistons replacing), new brake pads, new front braided brake hoses and a new brake pipe set.

The suspension has reverse eye rear springs, new lowered front springs, new front suspension upright, new track rod ends, new braced Safety Devices rollover bar, new 7/8" front anti roll bar

Mike says "there is still a fair amount of work to be done but nearly all the right parts are there and it will be a cracking car when finished. The engine should give around 210bhp with the cam and exhaust mods."

