

MGBGTV8 restoration project from David Smith – Report 2

So I had to start somewhere, not sure where really so I decided to tackle the bits and repairs that had been carried out before and I wasn't quite sure about. I haven't bothered to show all the stripping photos as they are about as exciting as watching day time TV. However I took many as this car was an original and it had never been apart in its life. So when it goes back together and you get the usual "it wasn't like that from the factory" I can produce the photos as this one left the factory, not that it really matters.

The chap that had started the repairs had done a good job but one thing that didn't seem right was the sill to door alignment; gap was tapered and just too tight. The castle, inner etc. had all been replaced but as this was going to be a nut and bolt resto it had to be right now, so the new sill had to come off. I also wanted to see what sort of protection was on the insides.



The back end to the sill was a bit tatty so it gave me a chance to tidy it up, even though it will be hidden behind the outer sill. The protection he had done was great; however I gave it all another coat of epoxy sealer and then some weld thru zinc primer on the welding faces, as a token gesture



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With a good grind and wire brush applied a coat of epoxy sealer to all the inner sections and rear wing internals and trial fitted the rear wing and door. Much better.



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The front turret inner wing reinforcer again had been fitted but it all seemed a little bit off and I wanted to repair the foot well areas so they looked Factory. They didn't need any major panels, just the usual repair pieces. The foot well panel seemed to pull the side in. I found it had been repaired, technical term, pissed, so you can see the tapered fillet needed to get it to align. I have either butt welded or joddled where not seen as I want the appearance to seem factory or as near as possible without repairs. The other bit that was rusty was the support panel in the 2nd pic, not being available I had to make one up and fit this.



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Footwell side in and a bit of wing gutter replaced. Didn't get a photo of the inner wing turret before I got the front wing on for a trail but I can update this later.



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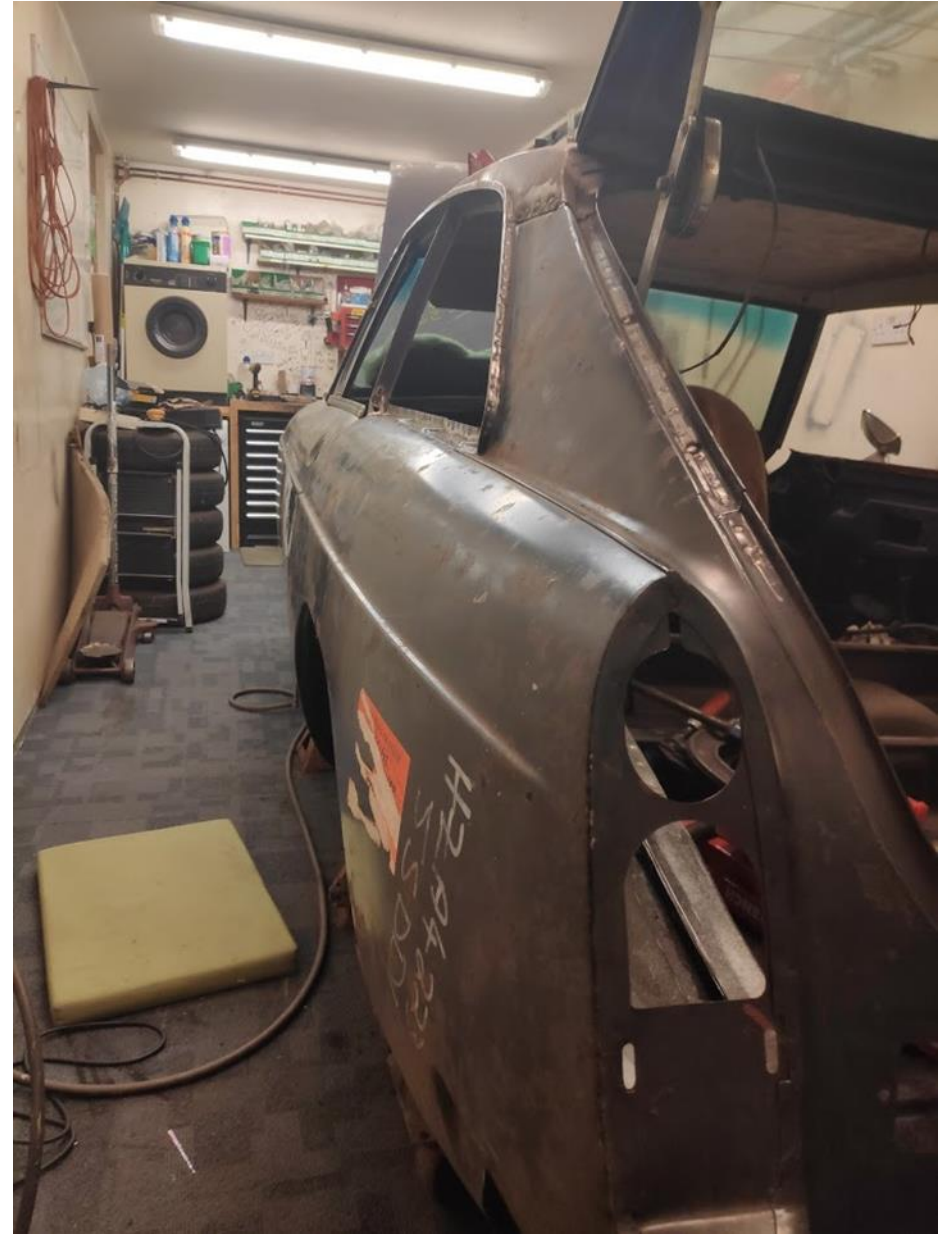
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And so on with the front wing, bit of fiddling and adjustment and the wing is on and bolted up tight for now.

Body swage aligns quite well and is fairly straight. What doesn't seem any better though from the BMH panels I used to use years ago and now is the fit and curvature around the wing to sill areas both front and back, and the general curvature of wing to door, however all manageable later on.



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Managed to spotweld the rear on as much as possible, hopefully avoiding the grind and just being able to prep and paint over to give some sort of factory fit. Just the small fillet of the B post to wing to do.



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The rear heelboard extension piece was rusty and cut out. Again a where not being welded a coat of epoxy sealer and then on the weld thru edges a coat or zinc weld primer. Also a small section of the spring hanger needed replacing, hadn't rusted thru yet but now it was easier now than later on. Got carried away with the hole punch here but this was almost the same amount that the OE piece had in it, just means a load of grinding coming up.



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And finally for this side the floor pan. The chassis outrigger leg and jacking point will get done once the car is on the rotisserie, easier that laying on your back with welding splatter rattling about in your ear. Also the obligatory grinding session for the mig plugs in the floor pan.

Follow the resto on my blog at <https://classicandsportscarsrestorations.home.blog/>

