

**MGBGTV8**  
**restoration**  
**All because the**  
**Lady loves !!**

LORRAINE  
NOBLE-THOMPSON



Search found a chrome bumper MGBGT V8 1973 that had a heritage shell & painted in Old English White but was then neglected for at least ten years stored outside. Originally Harvest Gold 0870.

Timing August 2022 local to my home

Body poor condition but engine OK. It wasn't drivable at this stage.

Interior completely water damaged apart from the seat covers so new headlining, door cards, trim cards, radio speakers, steering wheel, carpet and underlay, new visors, and interior lights.

So, a lot to do and a lot of the replacements emerged during the project.







Full restoration began October 22- bodywork specialist near Glasgow with a body colour change to Aconite and an engine rebuild by the Dreadnought Garage in Callander. Dreadnought did the original rebuild and Paul Mcfadden from Motherwell rebuilt the original gear box, so I spoke with both people before purchasing to get the history - It was colourful 😊



Immediate exterior repairs to do:

New driver's door, rear hatch repair, all chrome work including a new grille, all exterior lights, rear and front quarter lights door seals, screen rubbers/chromes and door locks. The biggest item being 4 new alloy 175/15inch wheels with Goodyear Efficient Grip tyres.

Mechanical renewals and repairs consisted: oil cooler, radiator, water pump, hydraulic cylinder/reservoir, clutch/gearbox/prop shaft, rear shock absorbers, disc/drums/pads/shoes, fuel pump/tank and filter, front suspension bushes.





The re-chroming of all the bumpers, riders with help and advice from Clive Wheatley at MGV8 parts





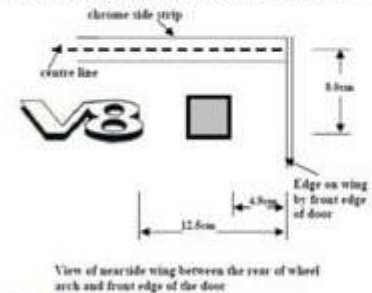
Make sure you get the badge on the correct side and at the correct level  
... says Victor!

All information available on the MG Car Club V8 Register website

MGBGT V8 – refixing the V8 badges to the nearside wing, tailgate and grille panel



Location details for positioning the badges on the nearside front wing  
Note – no badges were fixed to the offside wing as it is so often seen with cars that have been refurbished at some stage. The V8 badge for the wing is flat.



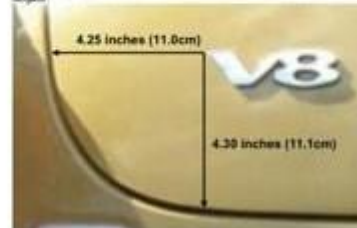
See V8NOTE253 in Volume 7

V8 Register – MG Car Club

T00000480003 T/V8 V8 badge locations-R1



Abingdon production line jig details for positioning badge on the tailgate  
This information was provided in 1981 by Peter Laidler and featured as one of the "Tail End Tips" at the end of the first volume of V8 Workshop Notes known as the "First Fifty" or V8NOTE1. These production line jig details were later confirmed by the late Geoff Allen who had worked at MG Plant for 27 years, much of the time in Rectifications Department. The V8 badge is fitted to the LH corner, as you look at the tailgate, with the top LH edge of the "Vee" 4.25 inches from the LH edge of the tailgate and 4.30 inches up from the bottom edge of the tailgate. The V8 badge for the tailgate has a slight curve for fitting to the gently rounded shape of the tailgate.



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Steering rack refurbishment, gearbox (during first drive only 1<sup>st</sup> and 3<sup>rd</sup> available) replaced now by a Mazda box and believe it or not 3 front windscreens !

The project involved trailering to/from Callander (twice). To/from Whitburn (Bodyshop), East Kilbride (interior trim), Motherwell (gearbox), Newton Mearns (shakedown)

A lot of tasks to be managed into a very tight timeline which included much effort in sourcing both new and refurbished parts.

Its larger on the outside! Paul takes the Engine and gearbox out at Dreadnought garage.





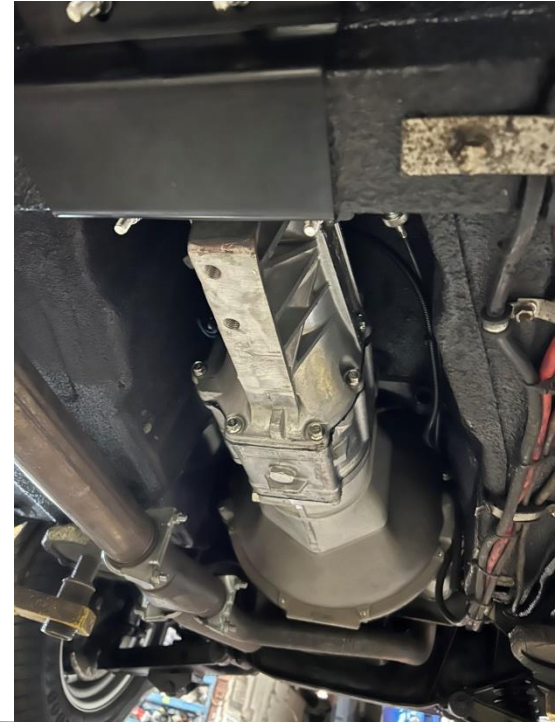
The Engine was previously rebuilt by  
Dreadnought of Callander and they took this  
out of the car in preparation of a full paint job  
...

The spiders and mice were not best pleased!

*Make sure your dash pots are topped  
up at all times !*







Some of the worst bits!





Suppliers included MGV8 Parts, MGB Hive, Moss, MGOOC, Chrome platers and steering specialists and help from Brian Luti Dreadnought Callander, David Brown Spectrum Bodyshop Whitburn, Craig Byers Coach Trimmers, Paul McFadden Classic Sports Cars and Alan Rankin APR Garage Services.

Lots of sound and positive advice from Victor Smith and Clive Wheatley together with tenacious project management by Tony Smith.

The result is that Cadbury was in the Timeline at the Borders Vintage Automobile Club at Thirlestane Castle on the 16<sup>th</sup> June – So 9 months of concentrated activity to achieve and a GT V8 saved.

My thanks go to everyone who has helped me to get there and here today !



### **Grateful thanks to:-**

Victor Smith V8 Register, Clive Wheatley, Tony Smith ( project manager)

Brian Luti Dreadnought Callander,

David Brown Spectrum Bodyshop Whitburn,

Craig Byers Coach Trimmers,

Paul McFadden Classic Sports Cars

Alan Rankin APR Garage Services.

### **Suppliers Include:-**

MGV8 Parts, MGB Hive, Moss, MGOOC, Chrome platers and steering specialists.

And my Bank manager!





Cadbury

