

The MGB case of the 'Bends' (Part 2)

Diagram #1 – MGB (as designed)

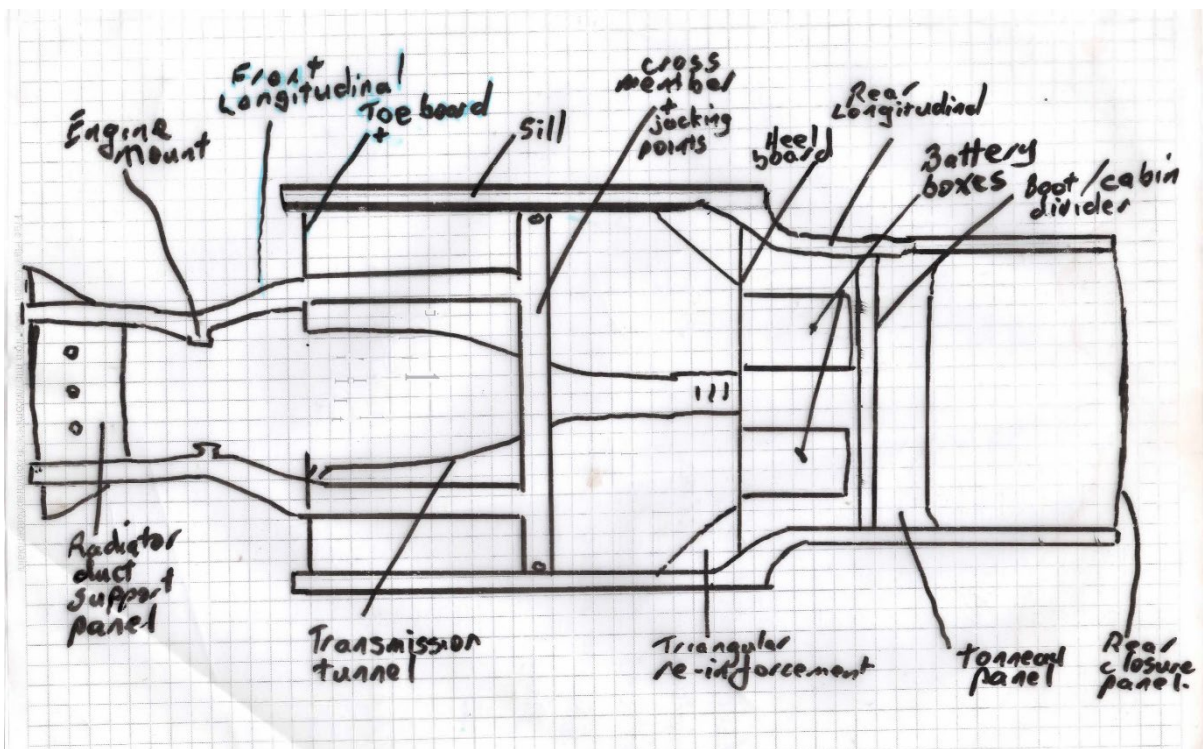
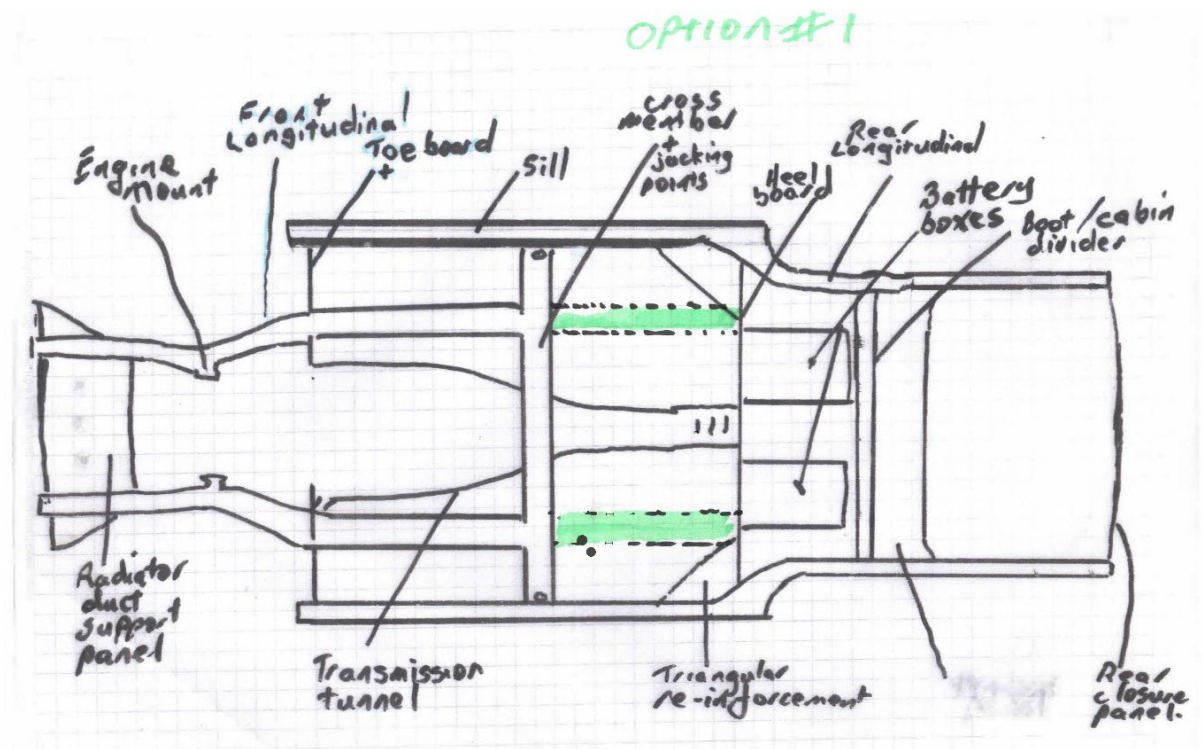
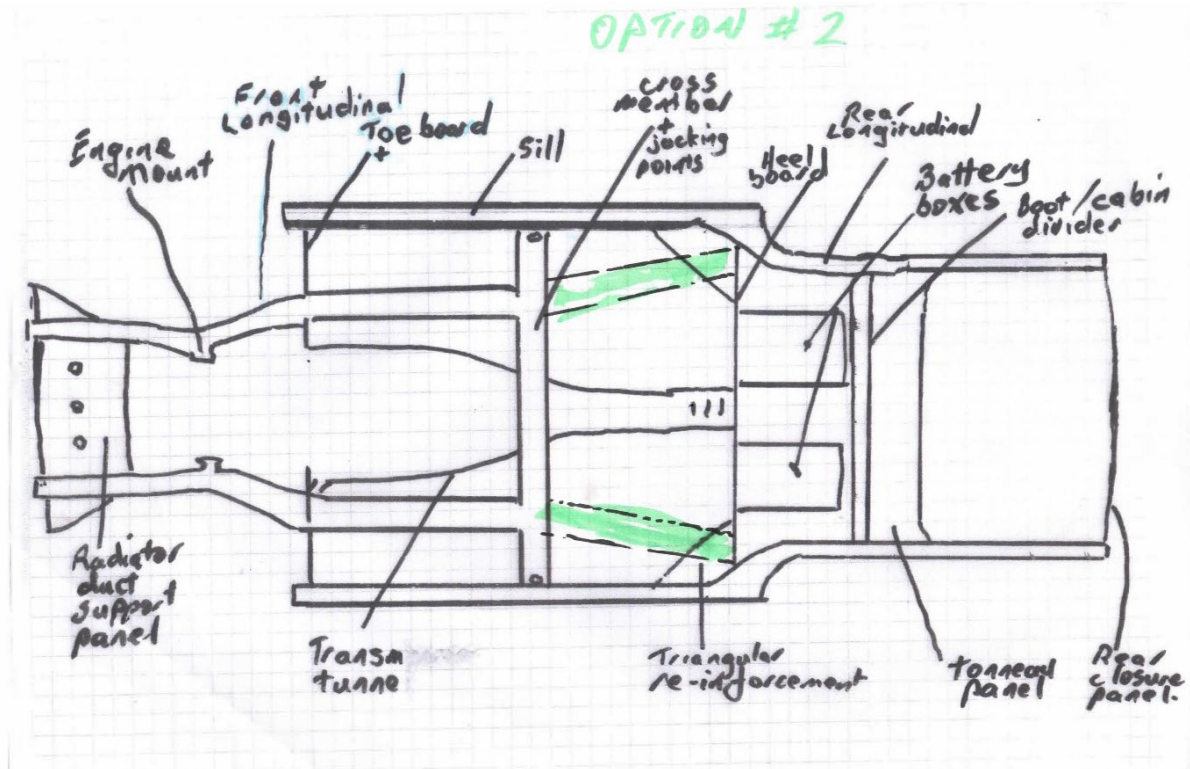


Diagram #2 – option 1



Option 1 has the advantage of leaving room for the exhaust system. It would have supported the "floppy" floors behind the cross member. It may have also have contributed to some greater resistance to the "bend in the middle" the MGB has some tendency to demonstrate, though given the relative sizes of the transmission tunnel and sills compared to the longitudinals, the gain in additional integrity may not have been that great.

Diagram #3 – option 2



Option 2 has the disadvantage of making routing of the exhaust somewhat problematic, but had the advantage of uniting the front and rear longitudinals. It would have also conferred support to the original arrangement where the floors are really just floating in their rear halves, exactly where the majority of the driver's and passenger's weight is concentrated.

The drawings are just sketches. One must appreciate that the inner guards, front and rear are an integral part of the car's three dimensional structure, as are the front bulkhead/speaker console, rear (welded on) outer guards, the uniting tonneau panel, the diaphragm vertical panel between the boot and cabin. If you look at an MGB on a hoist you can appreciate how even the two battery boxes are integral to the car's structural strength.

Tom Aczel, Jan 2024.

