

MGB Restoration: Update

It's been over four years but at last, my MGB is back on the road.

It all started as just trying to fix some water leaks, then one thing led to another, as they do, and soon I was stripping out the entire car down to the front and rear suspension and wheels.

The previous Red paint job, though I loved the colour, was poorly done and barely covered the original Primrose Yellow. Plus the engine compartment was covered in nasty Black paint. It looked awful. Add some accident damage to the bonnet and it was easy to see what needed to be done.

Over the past four years the body has been sorted and repainted in a wonderful Mercedes Benz "Victory Red" inside and out. The engine was taken apart, inspected, and reassembled

with new valve train and cam. Then painted Red to compliment the rest of the car. New wiring, fuel tank, oil cooler and hoses, dash, window seals, chrome, heater seals, and many other bits replaced what were old and replaceable. The original Rostyle wheels and aging Dunlop tires were replaced with a new set of Bolt-On Wire Wheels and new tires.

After putting the engine/gearbox back in the car, I installed what I could, then shipped the car off to Ken Miles to do all the difficult

work of installing the new dash and instruments, filling with vital fluids and basically turning it into a running and driveable car again. The decision to buy a White hard top from Bob Hawkins made me change the look of the car. There are any number of plain Red MGBs on the road so I decided to make mine a little different. With the addition of the hard top, as Bob pointed out, it looked like the Factory race car that ran at Nurburgring in 1967.



My later purchase of a Scalextrics slot car, a tribute to the Factory car and in the same colours, decided the fate of the car's looks. I've recently finished installing the decals on the body to match the original car.

There is no interior at this point. As all suppliers were closed in April due to the pandemic, I bought the wheels instead. So a new interior will have to wait until the Winter. As the car was now driveable, I bought a pair of cloth seats from a GT from Steve Chambers. Last week I installed the seats, (a hated job!), and seat belts. Then DROVE the car back to Ken's for more work, including replacing seized brake calipers, before driving back home again.



In the last few days I've enjoyed 200 miles of great, top down motoring in a great car. The engine runs strong and sweet. The car rides and handles well, both in the city and on the highway.

As for the cost so far...I've no idea as I have no intention of adding up the box of receipts I have gathered. All I know is that when I'm behind the wheel with the engine on song and the wind in my (now longer) hair, it is all worth it! This morning I read a quote from the man who spent \$70 million dollars on a Ferrari GTO. He called it a "Cry Once Car"... If you don't buy the car you really want, then you will cry every time you see one. However, if you get the best car you've always wanted you'll only cry once when you write the cheque.

I'm very lucky to have two great and different MGs that I can drive any day and they cost much (?) less than \$70 million.

I'd like to thank some of those who helped me in the process of reinventing my MGB:

Phil Johnson.
 Ken Miles.
 O'Brians Collision.
 Bob Hawkins.
 Various Club members.
 Moss Motors. USA.
 Rimmer Bros. UK.
 MWS Wheels. UK

Cheers,
 Harry Midgley