To whom it may concern

**Mgbgt NPC156L November 1972 Chrome Bumper Glacier White 1800 Manual 4spd with Overdrive**

In 2010 I was looking for a classic car project and so I bought this Mgbgt on 17th April that year . It looked original, unmolested and straight. It had a few months MOT and 61k miles. The clutch slave cylinder had just been replaced. The ebay advert suggested the car was solid underneath and the seller pointed out the wings would need replacing. So on impulse I bought it as a running restoration. Spares were readily available through MGOC and Moss.

When I collected the car it started first time and so I drove home the 50 or so miles without fault - no overheating despite the fact I couldn’t read the temperature gauge as the sensor had been removed. The gearbox was solid with smooth gear changes, the carbs were nicely balanced and the engine ran sweetly and smoothly. The first thing I did was drain and flushed the radiator put in anti freeze and replace the filter oil and plugs/points/condenser.

I soon realized the car was going to need a lot more than just having the wings replaced. It’s previous owners had probably stored it outside as there was quite a bit of rust. My wife and daughter were embarrassed to ride in it so I took the car to Pinchbecks bodyshop in Middle Wallop to get a better understanding of what could be done. It was clearly a case of whether to spend more money on the car, more money than it was worth . I was not daunted so went ahead with the plan to restore.

I sourced most of the replacement panels tailgate, aluminium bonnet, valances, doors, front wings on ebay and bought a new offside rear quarter, inner and outer sills, castle rails and jacking points rom MGOC. Pinchbecks agreed to take the project on as Kelvin owns several classics and knew what he needed to do with the Mgbgt. I stripped the car of all the chrome cards and carpets and handed the car and panels to him. Beforehand I replaced the springs and rear bushes and rear shocks.

I had thought and he had suggested he might need 3 weeks but as proved to be the case he needed between June and October 2010. He meticulously cut out all the rot, welded in new steel to parts of the floor and wheel arch, refitted all the panels and doors see photos.

In the closing stages of the rebuild the car got a full respray in glacier white as original and refreshed the MOT. Inside of panels were treated with a Dinitrol equivalent and the underbody recoated where repaired.

I refitted all the chrome bits which came with the car and some new bits from MGOC, see the receipts. It’s had a new carpet set, liner cards leather seats in the dark blue and white piping from Gabbat and Brown . Over time I’ve replaced the fuel tank and sender, water pump, thermostat, fan belt, water/oil pessure gauge and sensor, heater valve, steering rack all from MGOC. The Rostyles were refurbished and new tyres were fitted. I also fitted a stainless steel exhaust with bomb box which burbles along nicely. Probably spent circa £9-10k on restoration and all the bits and bobs. Box and engine are solid. Engine is sweet. No notchy gear changes. Kenwoood Radio with Vibe speakers.

Since 2010 the car has only done about 6k miles mostly on runs to Bournemouth, Ringwood and car shows. I did attend the MGB 50th at Blenheim in 2012 and passed other MG’s en route which had broken down in the traffic on the A34.

The car runs on unleaded with the additive. It always starts, it needs choke when cold but not usually in the summer. I have tended to only go out on dry days and never when the roads are salty. If the car is left in the garage unrun for a few weeks it’s best to let the pump prime the carbs before trying to start then run the starter till she fires (choke as needed). When the engine has warmed up she burbles along quite happily at 55mph in overdrive and there is extra if you really needed it.

I have always engaged clutch on start up and when switching out of overdrive (3rd and 4th). Be careful selecting second gear as it’s right next to the reverse. Drivers side window needs a bit of help by gentle winding as it’s winder mechanism can slip if used too quickly or roughly. Coolant level seems to be best just below the lower cap level rather than overfull.

I have never broken down on a trip ( in 11 years) except in 2019 when the battery died one afternoon and the RAC came to me and happily replaced it. The car has been dry garaged and on trickle charger since and occasional use. Oil filter plugs condenser points last changed 2019. Jt’s just had a visit to Frenchmoor Racing in May 2021 who put in a new nearside rear hub oil seal and greased the front bearings. They also did a road worthy check.

V5c in seller’s name, 9 former keepers, no previous history. Owner’s handbook. MOT’s 2011 to 2018, receipts and photographic record of rebuild. 2 ignition and fuel cap keys, 2 keys for doors. It’s a real time capsule so enjoy that early 70s experience behind the Mota Lita steering wheel along those country lanes.

May 2021