

My MGB 1963. NO 501 Bev Robinson. Gold Coast MG Car Club.

I first went looking for a MGB with the full intent on restoring it for my pleasure; little did I know the significance of this car when I found this treasure. It all started in 1989 I had found some advertisements of MG's for sale in the Brisbane Courier Mail at the time and saw three MGB's advertised at Sandgate Road Wholesale Cars, Virginia in Brisbane. I took time off work to go up and have a look. To my recollection there were two red and one black, I could not decide so I returned to the Gold Coast and asked a mechanical minded friend who worked for us at the time would he mind helping me. Back up to Brisbane I went and with his help I decided on this little red MGB roadster (sold to me as a 1965 model) looking very tired but looking pretty good for the restoration job that I wanted to do. When I purchased the car it was painted red and the upholstery was a red maroon colour, which I believe looked original. I drove it home to the Gold Coast. I did not think I would make it, as all I could smell on the way home was petrol fumes. When I arrived at my destination I opened the boot to find it full of fuel, I am so pleased I did not blow up. It would have been an early cremation.

I was recommended a person in Currumbin who restored cars and so it all started. Upon talking to this gentleman who owned the family business he suggested I become involved in the restoration and of course I jumped at the chance. I do like to get my hands dirty so it was arranged that I would come in one full day per week or more if possible to start dismantling this sad little car. My teacher would set me the tasks, I learnt how to sandblast, gurney, use a rattler, spray painting the parts and many other devices over the years. Every nut and bolt was taken off and cleaned. The whole car was eventually dismantled to start from fresh. Sadly after spending 3 years getting my hands dirty and grease in my hair his business closed down and my car was then taken to Classic Trimming and Motor Bodies in Southport to be completed. As this business was a much larger establishment I was unable to help personally with finishing the project, (much to my disappointment). But never mind, the bulk of it was done. It just needed the body painted and the trim to be done as all the mechanical work was completed. Some five years after the restoration project started it was finally finished in 1994.

When the car was being dismantled we noticed that dates on the windscreen wiper motor were stamped 1962. Looking at dates on other parts, some inquiries were made. Mr Brian Darke from Maintaining The Breed at Mudgeeraba (who had been supplying us with bits and pieces for the car) alerted us to the fact that the first car off the production line was stamped No 501 and Chassis No 1737. Yes these were the numbers stamped on my car. The cars were originally shipped out from the UK as a "CKD Complete Knocked Down" form to be assembled here in Australia at Nuffield (Australia) Pty Ltd, factory in Zetland, New South Wales. I do not know any other history of ownership except for the previous owner, as I have now owned this car 23years. Had I known the historical value of the car at the time of my starting the restoration I would have done things differently. The original colour was Nurburg White with red upholstery. I had it painted BRG with a Tan interior. I must admit it does look good with these colours, but in saying that I would dearly love to restore it the way it should be, because of the history.

Just a little story on the personalised number plates I had applied for MGB 63 but they were taken so I settled for MGB 53. Some two years later the local car yard at Tugun there sat a Harvest Gold Colour MGB 1965 for sale with MGB 63 number plates on it and yes I swapped them for a carton of beer. As I explained to the caryard owner the plates were not significant as the MG was 1965 model. I was meant to have those plates, this was 5minutes from my home and they could have been anywhere in Queensland.

Since the restoration I was reluctant to drive the car, but my good friends Brian and Marie Darke in 1999 were heading off with a small group to Wagga Wagga for the GOF Meeting (Gathering Of the Faithful) they invited me to join them, since then I have driven to Adelaide and Shepparton for National Meeting just to name a few. I have just completed a 7000 kl journey to Tasmania for our National Meeting taking 23 days. Wow that took some driving, and the car never let me down. **I dearly love my car and my wish is that when I pass on my ASHES go in the glove box. (HA HA!)**

