

HOODS



Hood unassembled

From 1963 to 1970, all Australian-assembled MGBs were sold with a locally produced ‘pack-away’ hood. There was the hood, which was a PVC material, the frame, which came in two separate pieces to be joined and the two bags to carry each part when not in use.



Mounting Point



The two separate components (which interlock) Hood frame assembled

The MGB hood was considered to be a fairly efficient design, with little ingress of water or wind. However, there was always concern about the seams. In 1966, after laboratory testing, instructions were given as to how to treat the hoods with 3M Bitrile sealer (complete instructions found in ‘Good Stuff’). In 1968, a more serious attempt at rectifying the problems was carried out at Zetland, from YGHN4/669 onwards. Seams were double-stitched; needle size reduced from 22 to 20; redesign of hood at A post for appearance and water sealing; redesign of flap attachment at B post area to overcome draught issues and a jig made to improve fitment.

Another attempt to solve the issue with the seams in 1969, this time using Carson’s Polyurethane Trim Sealer (complete instructions found in ‘Good Stuff’). It seemed the problem was never going to go away.

MICHELOTTI HOOD

Finally, it seemed that the previous issues with sealing were resolved. From cars YHN9/1063 and YHN10/537, a new foldaway hood with welded seams was introduced.



Michelotti fold-away hood (this one has zip-out rear window)

TONNEAU COVER



Optional Tonneau cover

Always an optional extra in Australia, the tonneau cover came in a variety of sizes and patterns. At the time (and I guess today also) many auto trim firms would make them.

HARDTOPS:

The following article, by Tom Aczel details the history of the various hardtops that were around during the '60s and '70s for the MGB...

http://mgbsmadeinaustralia.org/wp-content/uploads/2015/06/Cover_Up_Downunder-SAFETY_FAST_MAR_2011.pdf

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