

YGHN3 2882

2882 is alive and well after all these years. Here's a run-down & some recent photos attached for your interest:

- I bought my Mk1 MGB in 1990 when I was a 19 y.o. university student. I couldn't afford the extra \$'s for, or find at that time, a decent MkII which had the desirable overdrive and reversing lights. In hindsight, I like my Mk1 more as each year goes by... they're raw & clean compared to later models
- I recall that I paid ~\$9000 to a guy who lived in Sth Melbourne off Clarendon St. It was his everyday drive and the car was 'all there' in terms of mechanical, body, bright ware etc. At that time parts were expensive and buying a B intact was important to me.
- It was my everyday car for about 5 years through to 1995/96. From the pre-purchase vehicle inspection through to today I have always relied on David (Cars to Go www.carstogo.com.au) who completed his apprenticeship at British Leyland on Bell St and is an absolute Top Gun on MGB's and anything British for that matter. Yes, 30 years with the one mechanic and me as a weekend warrior tinkering about when I have time...
- The rolling restoration commenced in 2002/3 and she was back on road in 2007. I lived overseas during most of the restoration period and the restoration was a not only a storage solution for the car but was something that I always intended to do. The strip-down and reassembly was completed by a guy in Eltham North. Paintwork/bodywork was completed in Bacchus Marsh, new floorplans, boot floor, wheel arch section replacements. Note: Castle rails and sills I did in mid 1990's, so all good.
- The car was Leyland red (I think) when I bought her in 1990 and I assume that the previous owner to the guy I bought it from had it painted red from marine blue. It's now Tartan red. She was painted in 2003/4 and there is no rust 16-17 years later, fingers crossed.
- So many things have been replaced or repaired over the years. All metal parts have been either CAD plated, re-chromed, crinkle painted dashboard, new glass, new baffle fuel tank, stainless exhaust system etc. etc.
- I have more recently finished things off bit by bit, \$ by \$. E.g. rear differential and tail shaft rebuild, windscreen surround rebuild polish/anodise, new hood (first new hood in 30 years was fitted only 2 years ago), upholstery, new hubs and chrome wire wheels, replica steering wheel, etc. You know it doesn't end.
- I drive her as often as possible and I still pay full Victorian registration for my 'black & white' plates and simply cannot give them up for those hideous burgundy club plates. On that point, I'm not sure why a simple solution such as a classic car sticker/badge cannot be used instead of giving up classic plates... beats me.

Jarran Niel 20.6.2020

In summary, she aint' perfect but I think I have a pretty good example of a MGB Mk1 motoring history. I'd be interested to know if anyone has knowledge of my car prior to 1990.