

My Pull Handle MGB

Gordon Lindsay

I purchased my 1965 MGB on April 2, 2019, with an extra set of wire wheels and tires (at least it wasn't April Fool's Day). As near as I can figure, my MGB was manufactured in the spring of 1965.

The last of the pull handle cars. Somewhere along its travels, it was merged with a 1968 MGB (engine, grille, bonnet, seats). The car has a good engine and a strong transmission.

The car's original color was BRG, but now it is at least 3 different colors of red. The car had 4 holes in the boot lid for a luggage rack. Thanks to Carole and Terry the holes are now filled with a luggage rack. Thinking of how to secure items to rack, I don't remember bungee cords in the 60's. So, I visited The Pudgy Pony Equine Thrift tack shop and found four 1 inch by five foot used leather straps. She sold them to me for \$ 2.00 each. which I was thrilled with.

The lights at the rear of the didn't work. So, after attempting to get them to work, a big failure, I had the car hauled to MG Automotive. Steve fixed the taillights, brake lights, flashers, map light also replaced the horns, fuse box, steering rack boots, transmission angle drive, and installed a working speedometer. To continue, refitted the fuel pump from the boot to the proper location. Replaced the hot rod steering wheel with an early 70's Momo Prototipo steering wheel (which I purchased for a six pack of beer. I felt I got the better of the deal, so I gave him two six packs of beer).

After Steve's work, I rebuilt the slave cylinder, rebuilt the driver's door opening





latch mechanism (to keep the door from flying open on right turns). Replaced window flex channels, door top seals, refitted padded dash rail. Replaced the red grille badge with the correct black grille badge, correct fuel cap, and added quick release seat belts, purchased from the same guy I got the Momo steering wheel from, for two beers. Replaced the amber side/flasher lenses with clear lenses.

Still have to refit the copper fuel line from the tank to the fuel pump, I have been doing a lot more thinking than doing on that task.

The car came with no door mirrors, but two bullet mirrors still in the boxes, were included. So, I located the mirror to the fender at the rear of the bonnet opening. I disliked that job so much; I don't think I ever put the passenger side mirror on. Work on the B would have been much easier if I didn't have to replace the P.O.'s (previous owners) work with correct MG parts. I'm looking forward to tooling along for many miles when the weather warms up.

