

Featured Car of the Month: Steve Torre's MGB GT

Steve Torre

My first car was a 67 Camaro SS and most all of my friends had American muscle cars also. But I took a new job and a few of my new co-workers had Triumph TR6's . After trying one of those, I wanted something similar but different. Those cars were so much more fun to drive than the clumsy, heavy Camaro. So ,50 years ago I bought a 73, Black Tulip ,MGB GT. It was a beautiful car!



I had that car about 3 years, while I was dating my future wife, Debbie. I had waaaaay too many speeding tickets in that car. Had my license suspended a few times along the way and even had a pretty bad wreck with a Pinto wagon and a VW Bug. They were much worse off than that solid MGB GT was. So, I ended up selling it because of my skyrocketing insurance rates. And after a long line of Capris, Pontiacs, VWs, Hondas, Nissans, Crysler Minivans, more Hondas, a Kia, & a Toyota, & my lovely wife, & 4 wonderful kids, I always regretted selling that MG; The one car I enjoyed driving and owning more than any other. I still have the kids, & the wonderful wife of over 45 years, but until 3 years ago I didn't have the MG. I found this one on eBay motors. It was in Arkansas & had been in a barn with absolutely no maintenance records. It is a 74 with OD and unknown mileage as the odometer doesn't work. I had Steve Miller give it a once over and a quick



It was in Arkansas & had been in a barn with absolutely no maintenance records. It is a 74 with OD and unknown mileage as the odometer doesn't work. I had Steve Miller give it a once over and a quick

The Octagon News – March 2025

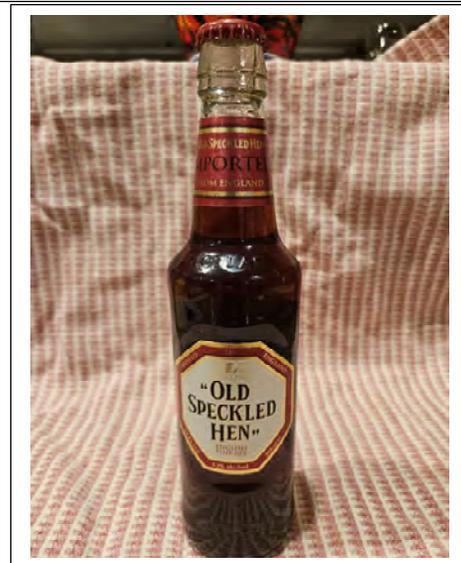
tune up. It had a "boom box" & big amp installed and those were the first things I took out. A large fuse box had been installed and the old wiring had been "upgraded" to accommodate the Amp & boombox. I have left that as is because everything seems to work electrically and I am not quite ready for a complete re-wiring expedition yet.

It was full of leaves, dead mice, hornets' nests, acorns & pinecones. So with new door panels & door locks, fuel gage, and sending unit, fuel pump, new brakes and tires, a new master clutch cylinder, new leaf springs, plugs, plug wires and points, a new heater valve and flushed cooling system and of course a couple of oil changes, and most recently a new electronic distributor to replace the Mallory dual-point one that was on it. It has a Weber carb on it currently but I have the original SU's that it came with that were in a box in the trunk. My next project is to rebuild them and get them back on the car.

I have thoroughly enjoyed having an MGB GT back in my life again! I am a little larger than I was in "74" ,and it is a bit harder to get in and out of than it used to be but still worth it! And the grandkids enjoy riding around in Grandpa's "Little red car" & my wife really enjoys our rides in the country & around town again! (even though she doesn't like the old car and gasoline smell too much"



I have really enjoyed being in the club and everyone has been very friendly and helpful. I am looking forward to going on some outings with the group in the future now that my wife and I are both retired as of last July . And a special shout out to Terry and Carol Looft for their help, and helping with the storage of it during the winter months! And to Ron for reminding me to write him this little narrative! And an added treasure that was in the car when I got it was a bottle of "Old Speckled Hen" commemorative Ale with a coaster that was tucked under the passenger seat. I found these when cleaning out the car!



Safety  *Fast*