

MGBGTV8 (Tundra 2130) seen at the Barons auction on Tuesday 4th June 2019



Dunlop composite wheels have been given an interesting "spruce up"

It appears any corrosion on the steel rims, which forms near the join between the chromed steel rim and the alloy centre, has been removed and then the metal painted with a narrow strip of silver paint. Unless you make a very close inspection, spotting that remedial work would be easily missed. The removal of corrosion on the chromed steel rim appears to have left a slight drop in the surface on the chrome rim as you run your finger over it, so presumably the thickness of the steel rim will have been reduced slightly near the join with the alloy centre.



Chromed mesh in the air vent in front of the windscreen is a sensible upgrade – it stops leaves and other muck collecting at the bottom of the vent and blocking the drain via "[Ted's Knob](#)".



Mileage shown was 79,879.



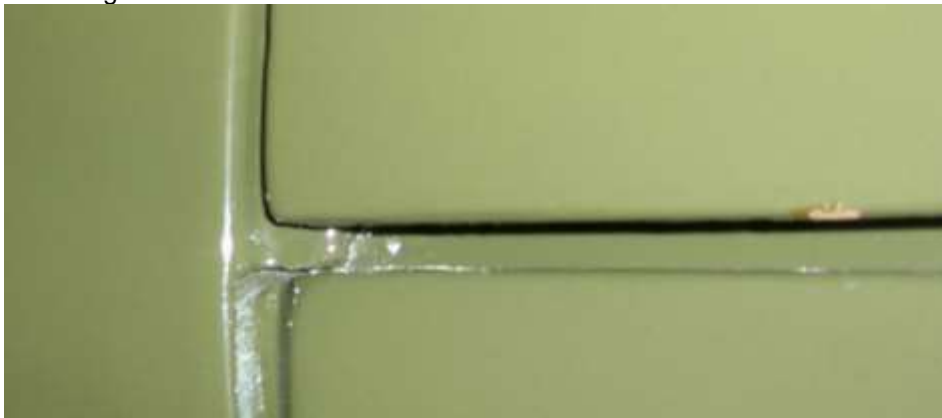
Ugly speakers fixed to the surface of the trim either side of the luggage platform.

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Front edge of the offside door slightly out. The cills looked good.

Front edge of the nearside door looked reasonable.



Seams on top of the front wings in front of the windscreen looked good.



Seams on top of the rear wings behind the side windows looked good too.

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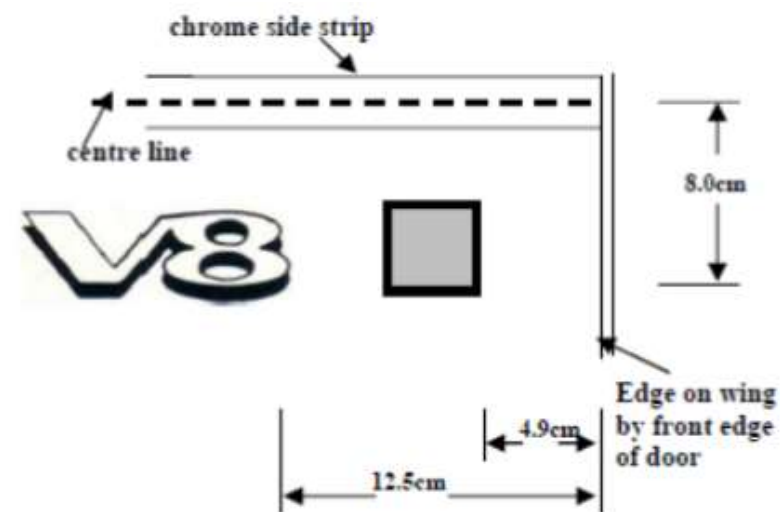
"V8" badge has been fitted to the nearside of the grille.



Nearside wing badging is a mess



Correct nearside wing badging.



Correct positioning of the badges on the nearside wing

<http://www.v8register.net/FilesV8WN/150830-MGBGT V8-badge-locations.pdf>

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Checking the Car No/VIN on the plate fixed to the offside inner wing adjacent to the remote oil filter shows GD2D1 2301G.



Checking the colour of the engine oil – it was slightly black but reasonably clean. On checking the dampers on the twin HIF SU carburettors, they were very nearly out of oil.



"V8" badge has been fitted to the nearside of the grille but as part of the chrome bumper conversion the restorer has used the wrong grille mesh. The correct mesh has a dominant mesh member going lower left to upper right – see below.



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Although the paint finish from a recent restoration of the bodywork was good, the engine bay had not been similarly restored and there was some corrosion evident there. The horn is in an unusual position on the nearside in front of the coil.



Corrosion on the chassis legs below the cast iron exhaust manifold.

< The carburettor airbox and air filter holders and the attached air temperature control units (or claws) have been resprayed in a plain silver/grey paint.



The flat panel alongside the brake and clutch reservoirs and master cylinders is an area which often shows signs of corrosion, not least from its proximity to the brake fluid. With his Tundra MGBGTV8 the area had been cleaned up but no restoration to the standards seen on the external bodywork. There were signs of earlier anti-rust treatment, possibly the Zeibart treatment mentioned in the auction listing description of the car.