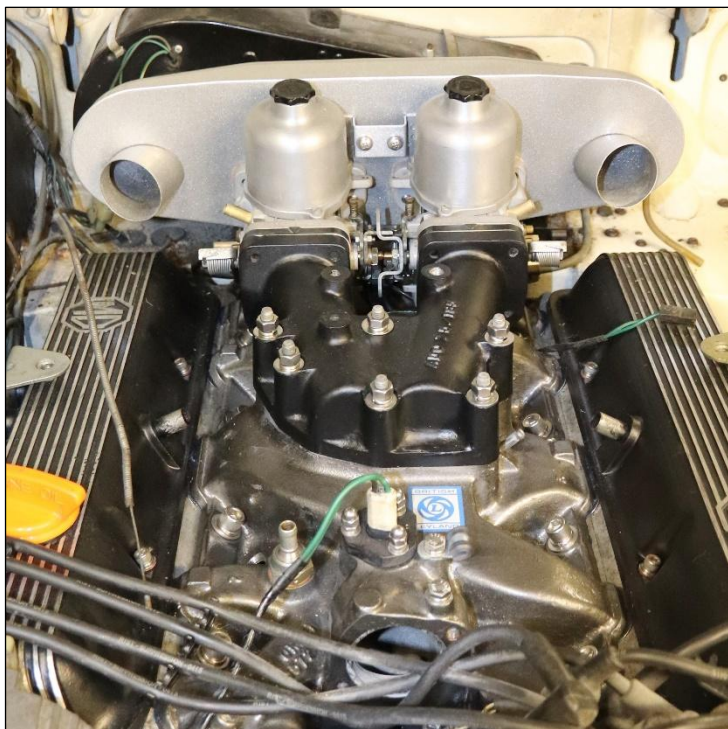


3621 MG Part II - The continuing story by Peter Ellis

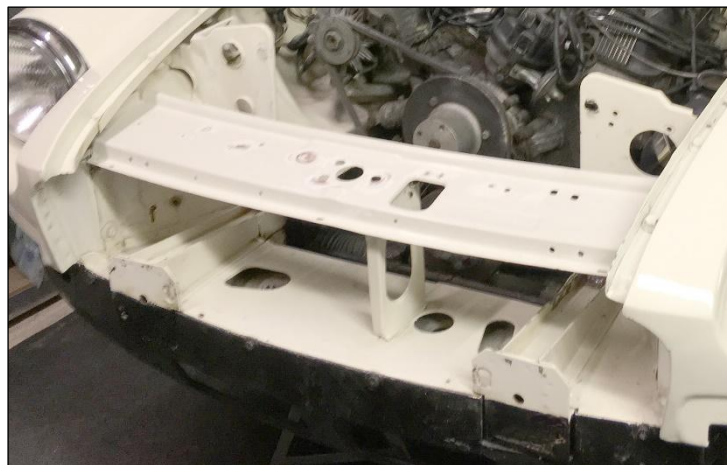
I had forgotten that I'd written part I of this story until Victor Smith recently asked if I could do a follow-up. As the car no longer belonged to us, I contacted David Gillingham, the new owner, to get his permission and to ask him to possibly provide the information for part III.

Initially, as I mentioned in part I, the car was built for and belonged to Barry Boyd, a friend we first met in the late seventies, and when he passed away in December 2018 we were able to purchase the car. We wrote an obituary for Barry which was published in Safety Fast! David, whose family had also been friendly with Barry, heard that he had passed away, googled 3621 MG and came across the article in Safety Fast!. He wrote to the MG Car Club office and asked them to forward a letter to us in which he mentioned his memories of Barry and his cars and said that if we ever wanted to sell the car he would be interested.

I ended part one rebuilding the carburettors and the picture below shows the re-installation on the car.



The work continued at the front of the car with the bonnet shut panel and surrounding area all being stripped, sanded, primed and resprayed and new/refurbished fan motors and brackets, new horns, new stickers and a stainless bonnet catch were all fitted along with a rebuilt upgraded radiator, a new oil cooler with stainless steel hoses and a refurbished coolant overflow tank.



In an effort to enhance the braking system to cope with modern traffic conditions I decided to fit a Clive Wheatley MG V8 Parts V8 4-pot Caliper Brake Replacement Kit but I definitely wanted to keep the Dunlop composite wheels. I knew that the wheels would not fit without some alterations (a few of the wheel rivets interfered slightly with the caliper) but after a few hours playing around with washers, I found that a 3mm wheel spacer would cure the problem and I managed to locate a spacer manufacturer in Barnsley. Their spacers had the right thickness and stud PCD but the stud holes were metric and slightly large for the V8 studs so some small rubber o-rings were used to 'centre' the spacers before fitting the wheels – whether this was necessary or not I don't know but it felt right! (I also always refitted V8 wheels using 2 MGB conical wheel nuts to centre them before fitting the V8 Nuts!). After fitting the spacers there was still over 19mm of wheel nut in contact with the stud.



I fitted five new tyres and a new battery. All the lighting including the side mounted USA-spec running lights, the front wired as repeater flashers, but excluding the rear lights was new and all the bulbs were replaced.

I fitted a new fuel tank with feed pipe and Aston style lockable filler cap along with new petrol piping.

A new hood was fitted but still needed adjusting and the boot was Dynamatted and carpeted including the spare wheel.



As the car had been damaged when broken into and stolen, the nearside quarterlight, dashboard fascia instrument panel, ignition switch, steering cowl and boot lock were all replaced along with some of the switches and instruments.

I wrapped the rear springs in hemp and oiled them with WD40 then old engine oil. I also replaced the bonnet and boot lid supports with hydraulic struts.

I changed an awful lot of other smaller parts (either for new or from 'stock') – too many to mention and I used new clips and stainless steel fixings (for anything not stressed) as I had done with my V8.

In late 2021, I finally decided I that lying on a cold concrete floor under a BV8, when I still had a MGB GTV8 to look after as well, was an over-rated pastime so we reluctantly decided to sell the car. The cabin still needed completing i.e. Dynamat, new carpets and trim to fit (all parts were 'in stock!'), the hood needed adjusting to fit properly (it was initially fitted in mid-winter) and some fine detailing would still be required – rebuilds never truly end, do they?

I rang David and he came down to see the car within days and decided he would like it but asked if we would we get it running and roadworthy as he was not particularly mechanical. We agreed and used a local garage, who had repaired the bodywork and sprayed my V8 to fit the replacement brake master cylinder and servo and get 3621 MG roadworthy and MOT'd.

Then David organised transport to collect the car and we sadly said 'good-bye' although we were happy that 3621 MG was going to a good home.



3621 MG Part III – Dreams can come true by David Gillingham



Back in 1983, I could never have imagined that one day I'd become the custodian of 3621 MG. I still remember sitting on the car's wing with my mum — it was simply part of the scenery of my childhood. Fast forward nearly four decades, and, thanks to Peter and Jean Ellis, that childhood memory became a reality when 3621 MG arrived on a transporter in October 2021.

I knew the car had been off the road for many years and only recently coaxed back to life. My plan was simple: run it, enjoy it, and see what needed sorting. The first few months were spent on short shakedown runs — some more



successful than others — and, inevitably, one of those ended with the car coming home on the back of a recovery truck. Most issues were minor, but when the Otter switch and one of the fan motors failed, it called for some proper attention. I'm no engineer, but after sourcing the right parts, I tackled both jobs myself and soon had the car back running sweetly. A few intermittent electrical gremlins, later traced to a bad earth, were the only remaining hiccups.

Once confident the car was mechanically sound, I turned my attention to the interior. Chris Flanigan at Retro Sport Cars in Brighouse worked his magic, fitting the various switches and trim pieces that came with the car. Peter had done most of the hard graft sourcing components, but I made a few personal touches — swapping to classic black-and-silver plates (not quite period-correct, but they just looked right) and adding a discreet V8 badge to the grille. The car had always hidden its V8 heart; I felt it was time to wear it with pride. When the original retractable seatbelts began to misbehave, I replaced them with red ones as a small tribute to my MG Metro from 1988.



By March 2022, everything was complete, just in time to fulfil a promise — to take the ashes of Barry Boyd for one last drive before they were scattered. Since then, 3621 MG has been proudly displayed at MGB 60, the V8 Rubber Ball, and MGFest, as well as many MG Car Club runs around Yorkshire. Now, in 2025, the car has clocked over 20,000 miles, with only a loose fan belt and a split water hose to report — not bad for a near 50-year-old!



These days, 3621 MG isn't just my car; it's a family affair. My daughters and I regularly attend MG events together, and I hope that one day, they will take the keys and continue the story. After all, some journeys are meant to be shared — and this one began on a car wing in 1983.