MG MGB (ROADSTER / GT)

Engine: **1798cc BMC B-Series Inline-4**
Transmission: **4-Speed Manual w/ Laycock Overdrive**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1962–1980)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE TUB & CASTLE SECTIONS

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Sill System & Castle Rails**	3-part assembly: outer sill, central perforated membrane, inner castle rail. Tap full length; check jacking points. Sagging sills cause door gaps to pinch at the top.
☐	**Front "Doglegs" & Wing Seams**	Lower rear edge of front wings behind wheel arches. Silt collected behind splash plates rots the doglegs and the forward castle rail ends.
☐	**Twin 6V Battery Trays**	Pre-1974 models use twin 6V batteries in wells under the rear deck. Acid leaks combined with road water rot out the battery cradles and rear chassis crossmember.
☐	**Rear Spring Hanger Mounts**	Check forward mounting brackets for the rear leaf springs. Salt spray from rear wheels corrodes mounting boxes, causing axle displacement under heavy braking.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**B-Series Oil Pressure** **Spec: 50–65 Cold | 20+ Hot**	Check dual oil/water gauge on dash. Cold running: 55–65 PSI; Hot idle: 20–25 PSI minimum (under 15 PSI indicates worn main/big-end bearings). Listen for cold startup valve rattle.
☐	**Laycock Overdrive (D / LH)**	Test in 3rd and 4th gear under steady throttle. Engagement should be immediate (within 1 second) without clutch slip or engine rev flare. Check oil level if sluggish.
☐	**Front Kingpins & Swivel Hubs** **Lube: Regular Grease**	Jack up front wheel and rock at 12 & 6 o'clock. Vertical play indicates neglected kingpin bushes. Inspect front lever arm shock absorbers for oil misting.
☐	**Cooling System & Heater Valve**	Check for crusty white/green coolant tracks around water pump and brass heater control valve on cylinder head. Check oil filler cap for milky condensation emulsion.

Model & Identity Verification: Commission plate on front bulkhead or inner wing. Roadster prefix begins with GHN; GT coupe prefix begins with GHD. Stamped engine number on block boss begins with 18G / 18GA / 18GB / 18V; ensure 3-main or 5-main bearing engine matches V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Full 3-Part Sill Replacement & Castle Rails (Per Side)	£1,100 – £1,700 (Panels, welding & paint)	£
Rotted Battery Wells & Rear Crossmember Welding	£450 – £750 (Steel fabrication & single 12V swap)	£
Failed Laycock Overdrive (Overhaul / Solenoid / Pump)	£650 – £950 (Unit rebuild & gearbox drop)	£
Worn Front Kingpins, Swivel Bushes & Alignment	£320 – £480 (Parts, reaming & tracking)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£