

Member Featured Car of the Month October 2011

Bill Hunter's '63' MGB

By Bill Hunter as interviewed by Ron Parks

This is the first MG I have ever owned, although it's not the first British car I have ever owned. I kind of went to the dark side back in the eighties right out of school and bought a Triumph. This was before kids so I only had it for about three years. I think I ended up getting that car because I couldn't find a B that was satisfactory at the time and feeling the urge to get something, I kind of settled for that. But then, as time went by and kids came along and life happened it just didn't fit into the time or budget. I actually

moved to Asia in August of 2000 and one of the guys I worked with who was kind of a British car nut had a couple of British cars and we got to talking and I ended up buying the B that I now own in June of 2002 or thereabouts. Having planned to be in Asia for three years, my grand scheme at the time was to buy the car in 2002 and kind of do the work when I came back in 2003. The schedule changed a little bit and I ended up staying a lot longer than three years.

So, in 2004 I decided to turn it over to someone to do the restoration work. I ran into a guy in Indianapolis by the name of Bob Connell who did some body work and mechanical work and turned the car over to him with some general instructions on what I wanted out of the car when it was all said and done. So, he took care of it while I was gone. Floyd Miller was his body man and did all the body work first. The basic guidelines I had given were to make it look like it did when it rolled off the production line floor. I wanted it to be stock, original; I didn't want any extra additions or modifications.

The body work was started in October of 2004 and think it probably took three years to get everything finished and working the way Floyd did. Great body man, great work, I'm very pleased with it! And, since I was in Asia at the time there was no particular rush to get it done on any schedule. So, it drug out a lot longer than it needed to, but that was OK since I was living overseas.

After the engine and transmission were rebuilt, Bob and his crew began putting the body back together installing the engine, transmission and interior. I finally picked it up in June of 2009 after a five year plus restoration. I've had it ever since. I drive it as much as I can, weather permitting and take it to a car show once in a while.



I had done some research, getting the Heritage certificate and determining what equipment it had; the color, the interior, etc. We were able to match all of that quite well. The car was white when I got it and I mean a real white or refrigerator white as some folks say, as opposed to Old English White, as the heritage certificate indicated it should be. I was very pleased with the color. White would have been fine with me at the time, but I am just so much happier with the Old English White. I think that little bit of a creamer color just adds character to it.



I am very pleased with the interior as well. I have always been partial to red interiors and so was very pleased to learn that the car originally had red interior. The one thing we weren't sure of was the color of the piping. So, we took a shot and did the white piping, just to kind of match the color of the car and were very pleased with the way it looked. Later research confirmed that choice as being original to the car. So, I got lucky on that one.

The only thing I have not been able to find is a top (hood). The Heritage certificate indicates that the car originally came with a gray pack away top (hood) and I haven't been able to find one yet. I have the frame and header rail; I just need to find the right color top (hood). This will be the finishing touch. I've had the car and driven it all these years without a top (hood) and have either planned well or more likely have been lucky to not get caught in the rain.

There have been two really special moments since I've owned the car. My father helped a great deal with the restoration work since I was in Asia during this time. He was one of the first to enjoy a ride when the restoration was completed. He passed away less than a year later. Although I didn't get a picture to share – I can still see the smile on his face.

The second highlight was my daughter and her new husband taking their first ride after their wedding this past August. They were both pretty nervous but it worked out just fine. I did get a picture of them driving away!

I enjoy driving my MGB very much and was fortunate enough to win first in class at British Car Day in Dayton this summer.



