

My BRG MGB

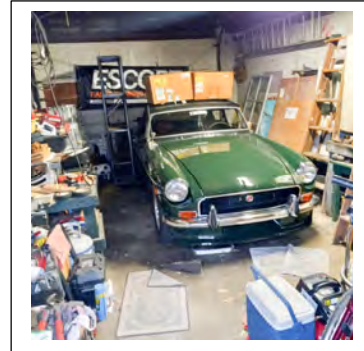
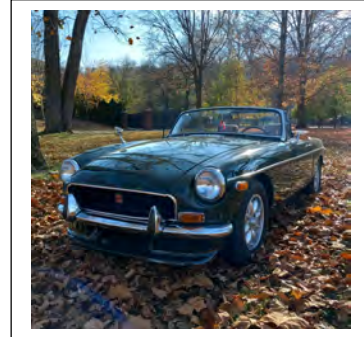
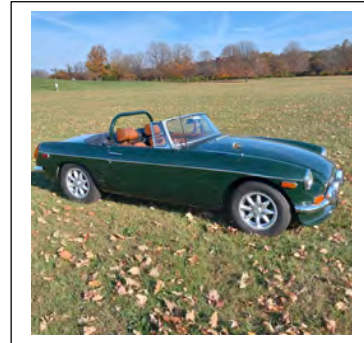
Ed Hill as interviewed by Ron Parks

I purchased my MGB in April of 1976. I was a young Airman newly arrived at Travis Air Force Base in California. I needed wheels. I saw this BRG MGB setting there for sale and I bought it. It was my daily driver my entire time in the Air Force. The only improvement I made to the car while I was in the Air Force, was to install the roll bar. When I got out of the Air Force, I drove the car to Colorado, where my brother lived. I pulled into his driveway late at night and the next morning the car would not start. Determined that the fuel pump was the culprit. My brother, being a Nissan mechanic with a Nissan electric fuel pump on hand, installed it in my MGB. It fired up and ran for many years on that fuel pump. I spent the summer with my brother in Colorado and drove my B to Ohio in the fall of 1978.

My MGB was my daily driver in Ohio for a couple of years. By then it was tired and worn out. So, it got parked in a neighbor's garage for several years. Then, in 1994, when I was married and my wife said fix it or sell it. It went to MG Automotive to make it road worthy. The engine was overhauled, and new brakes, new clutch, and new transmission were installed to make the car road worthy. I was taking some schooling in 1995 and so did nothing to the car. I stripped everything off the car in 1996 and sent it to the body shop to have it painted the same original color (BRG). I purchased the air dam from the special tuning section of the MOSS Motors catalog and had it painted to match. When the car came back from the body with new paint, I refurbished the interior in the original Autumn Leaf color, installing new seat covers, new interior panels and carpet. Also, installed new rear springs at this time. It came with the original rostyle wheels, which I began to restore when I found out that two were mediocre and two were toast. So, I decided to purchase new Mini-lite wheels that were on sale from Victoria British through club member, Dick Smith. At last, my MGB was back on the road!

My first long trip after my restoration was to attend Indy '96' with the MG Car Club Southwestern Ohio Centre. The car ran flawlessly and continues to run flawlessly,

However, I've had the car towed twice. The first time the car was starting to act up on Riverside drive and quit when I turned Shoup Mill Road. It was sputtering and putting out no power. The fuel pump was not working. So, I thought this would fix it, but, no it was still sputtering. The next thing I replaced was the condenser. I was feeling all fat and sassy, but no, it still was not running right. Turned out there was a vacuum leak in the vacuum



line behind the carb. The hose was cracked and split. A new hose got the car running again. The second time it got towed, was during the COVID pandemic. This time the clutch went out. There was an internal failure of the clutch. Had it towed to MG Automotive, where Steve Miller pulled the engine and replaced the pressure plate and clutch disc. There was



another breakdown when I was still in the Air Force in California. The battery cable attached to the starter broke cutting all power to the car. This happened on Interstate 80 driving home from Sacramento one night and lost all power. Fortunately, I was able to coast off and exit and saw the wire dangling under the car, re-attached it sufficiently to get me back the Travis Air Force base. I made a permanent repair later.

I took my MGB to MG Automotive to have an oil leak fixed. I assumed it was the rear main seal on the engine that was leaking. But it turned out to be the front seal of the transmission that was leaking instead. This is when I decided to install an overdrive transmission. I also replaced the rear end, when it became too noisy to tolerate.

I have enjoyed driving my MGB on club tours, pub runs and such. I drove it to Cleveland in 2000, to Mid-Ohio for the British Car Corral in conjunction with the Vintage races, to Louisville for MG2016. I plan to enjoy driving my MGB for many years to come.

