

Member Featured Car of the Month May 2010

Bob & Cheri Farrell's '71' MGB Roadster

By Bob Farrell

My initial involvement with British sports cars began in 1965. While in the Air Force stationed at Lackland AFB. I flew home on leave and purchased a BRG 1960 Bug Eye Sprite. I drove it for eighteen months, put about 20,000 miles on it and only replaced a broken rear axle, repaired the first-reverse idler gear, had new rings installed, replaced the little rubber hose between the block and head (without removing the head), replaced the clutch assembly and bought a new set of tires. Practically trouble-free. I traded it for a 1965 GTO convertible.

My fiancée (now wife) Cheri bought a new 1967 BRG MGB from Davis Buick. She had it when we got married in late 1967. She only had it for about eight months because we traded it in on a 1965 Corvette convertible.

The next purchase of a British vehicle was a 1978 MG Midget in 1985. The original engine had been replaced with an earlier 1275cc motor. Our two children were young at the time and the four of us would wedge into the car with the top down and drive around and have a terrific time. (This was before strict seat belt laws.) I used it as a work car for three years. It didn't like the rain. It would start missing and running rough. I wiped the distributor, coil and plug wires off by the side of the road many times.

Our current foray into British sports car ownership is a 1971 red MGB roadster. We purchased it in late May of 2009 from Craigslist. The car had Ohio plates that were last registered in 2002. It had been setting at a house that was going thru foreclosure and the owner didn't want it. The man who was refurbishing the house took it home and sold it to us. Overall, the car is in reasonable shape. The odometer reads 77,000 miles and works. The interior, carpets, and top look new and the gas tank is new. It wasn't running when we bought it, but it would turn over easily. After four weeks of tracing wires and replacing ignition parts, we had it towed to MG Automotive where Steve had it running by the next day. Reverse wire on the ignition switch was shorting out. While it is not currently running, we are looking forward to fixing it and enjoying it for quite some time.



