

# Member Featured Car of the Month, February 2011

## My MG (75 MGB)

By Charley McCamey

On Sep 4, 1975, I purchased my '75' Harvest Gold MGB new from Davis Buick in Centerville, Ohio and since then have thoroughly enjoyed driving it through all the years. According to the door tag, it was manufactured in May 1975. Prior to owning this sports car, I had owned a '60' "Bug Eye" Sprite for five years while serving in the Air Force in the Southwest. The fun my family and I had had with that car probably influenced my decision to get the "B."



The day I picked it up from the dealer, I was looking the engine over at home here in Beavercreek, when I noticed that the oil dipstick was missing. I thought that was interesting. (Some "dealer prep"!?) I immediately drove it back to the dealer. They said they would order one for me, but I convinced them to take one from one of the other new cars on the lot instead. A few days later, with about 400 miles on the car, I noticed it was a quart low on oil. When I took it back to the dealer for that problem, I was told by the service manager "that was normal for foreign sports cars". After a little discussion over that remark, they discovered that a leaky oil line was the cause, which they replaced.

For the first five years of its life, I drove it everyday to and from work, not missing a beat even during the famous Blizzard of '78.' It was very reliable! On a couple of occasions it wouldn't start. The cause turned out to be a bad coil. In fact, on one of those occasions it had been at the Dayton Airport for two days, and had the coil been functioning, the car probably would have been stolen. I could tell someone had messed with the wiring harness and apparently tried to "jump start" it. That was one of the few times I have had to tow the car home. The worse part about the above incident is the fact that the would-be thieves stole my maintenance book that I kept in the glove compartment. I pride myself





in the records I have kept on the car. So, my detailed maintenance records start Feb 15, 1979, at 47,615 miles.

Since November 80, I have driven the car essentially from April to November of each year, and stored it in the intervening winter months. For nine straight summers (1986 thru 1994), my daughter, Kathy, and I drove it to Grand Rapids, MI, to participate in the University Motors Summer Party in August with no problems. That round trip is approximately 700 miles from Dayton OH. I'll never forget the first time we went and saw a total of approximately 250 MGs on the same field at one time; all makes and models. It was truly an amazing and exciting experience!

When I stored my MG this past November, it had 170,980 miles on it. When it was new, I had it Ziebarted which certainly helped to keep it from rusting. This has been a plus for preserving the car, but at the same time, all that undercoating in the engine bay has prevented me from showing a "clean" engine at car shows I have attended.

Some interesting maintenance items:

- The original water pump failed at approximately 20,000 miles and I am still driving on its replacement.
- The original fuel pump lasted for 78,503 miles and I am still driving on its replacement.
- A Weber down-draft carburetor/header system was installed Jun 10, 1985, at 82,823 miles (after I had re-built the Zenith numerous times).
- The clutch was replaced at 86,175 miles

- The battery has been replaced five times (fortunately, the first replacement had a life-time guarantee so I have had to pay only for that one)
- The top has been replaced twice
- The car registered 100,000 miles on Jul 28, 1988; and, it was repainted in Nov 1994 (original Harvest Gold color).
- The engine was re-built in March 2003 (151,672 miles) by Steve Miller of MG Automotive.

Each spring I really look forward to taking it out of storage and driving it throughout the summer and fall, particularly on those warm summer nights with the top down. It is the first MG I have ever owned and will probably be my only one, considering my attachment to this car.

