

Ron Volkerding's Recessed Grille MGB, Featured Car of the Month

By Ron Volkerding

My first MG encounter occurred in 1973 at the tender age of 19 or 20 I was searching for a vehicle. I must have seen a sales flyer or ad for MGs, because it led me to Davis Buick on South Main Street in Dayton. The salesman took me to the second floor where they had new MGBs and Opal GTs. Once I touched an MGB, I knew I had to have it. I couldn't afford the model with wire wheels, so it became a choice between Green Mallard and Bronze Yellow. Being a British car, of course I choose the green. I don't believe I even test drove it; I just signed the papers and took it home a few days later. The MGB was a lot of fun and I had it for three years until I rear ended a 60s vintage Chey Impala on I-75 in Cincinnati. I walked away without a scratch, so Safety Fast actually meant something. Unfortunately, the MGB did not fare so well and the insurance company totaled it.

Twenty years later, my wife was suffering from a midlife crisis and was determined to purchase a small convertible. She set her eyes on a VW which I thought was foolish. Then she came across an ad in the Dayton Daily News for a 1971 MGB. All of a sudden, her idea didn't seem foolish after all. So, in August of 1994, we purchased it.

MGB '71 Convertible, racing green, tan interior, no rust, recent restoration, everything new or rebuilt, \$7500 OBO. Baby on the way, must sell! 436-1134

I imagine that baby is 32 years old by now and the parents regret selling the B?



With work, a house, and four children needing to be driven to all types of events, we seldom had time to drive the MG. Within a couple of years, I experienced a mechanical problem and parked it in the garage with the intention of fixing it and getting it back on the road. As often happens with these cars, weeks turned into months, and months into years. Then four years ago, I was given an ultimatum; fix it or sell it. Of course I wasn't going to sell it, so I made a call to MG Automotive and told Steve Miller I wanted him to revive it to good running condition.

Every so often Steve would give me a call to let me know the progress they were making and to stop by with my checkbook. After six weeks and five pages of itemized repairs they were finished. I am very grateful for the work Steve and Jeff did for me because I could not have done the work on my own.



Up until a year ago, I didn't drive it often because my wife became ill. After she passed away, I was looking for opportunities to get out and socialize. At a Biscuits and Tea event last September I met Ed Hill and Ron Parks. Ron encouraged me to join the local MG car club. I appreciate the warm welcome I received and the wealth of information I am able to glean from members.



Recently I have been addressing some issues that have popped up. A bad coil and a fuel tank that wasn't venting was causing the car not to run well. I recently replaced all of the exterior lighting with LED. I plan to replace the lighting in the instrument panel so I can actually see the gauges at night. I've addressed some of the trim issues and need to adjust the doors for better fitment. A chip in the windshield, small dent on a door and some cosmetic work on a fender are all on my to-do list. Thank goodness for You Tube videos, especially those by University Motors, which are very informative. Also, The MG Experience has a lot of information and the dialog can be quite entertaining.

I'm on the lookout for another vintage British sports car. I won't say it'll be an MG, which might upset some of the purists in the club. However, there's already one Ron in the club who has a Triumph, so this issue has already been broached.

