**FOR SALE: 1971 MGB**

1971 MGB for sale. Car came out of Texas, and has not been exposed to snow/ice, etc. Therefore, the original body is very solid. This car has an overdrive transmission, which improves highway drivability significantly. The unit has always worked well, and I have changed the oil and screen regularly. When I had a local body shop get the car up on a lift to look for any potential damage, he said it was the best looking unrestored MGB he had ever seen. The one small rust area (about 4 square inches) he found, was behind the driver’s side door. He cut out the rust and completed the repair, so that you could never tell that the work was done.

When I bought the car in 2014, I decided to do a complete mechanical restoration to improve the performance of the engine and the handling of the car. With that in mind, I did a complete restoration of the engine about 3 years ago. The crank passed magnaflux inspection, and was reqround, as needed, and polished and balanced. The rods were reconditioned, a new uprated oil pump installed, and a performance cam installed. High compression pistons were used, and the head was milled a small amount to achieve a 10:1 compression ratio. The overhead was completely replaced/restored with competition parts. Competition valve springs & retainers, a new tuftrided rocker shaft & rocker arm bushings were installed. Competition push rods and lifters were used, as well as a multi part steel Cometic head gasket and new water pump, belts, hoses, etc. Pertronix electronic distributor and matching coil installed.

The carburetors were uprated with 1 ¾” HS-6 carbs installed with a new manifold to adapt these carbs to the stock head. A custom heat shield was developed and a new clutch kit, slave cylinder and related parts installed. New solid engine and transmission mounts were used. The spreadsheet lays out all the new parts and machine shop work done on the engine.

Handling was addressed with complete front and rear suspension rebuilds, including stiffer springs and shocks, and lowering by 1” front and rear. Custom lower A arms were used to increase camber and new swivel axles installed. All suspension parts were sand blasted and powder coated. All bushings were replaced with solid bushings. New competition coil springs and shocks installed. New stiffer and lower rear springs, rear shocks and all bushings (solid) and check straps installed. Total brake system replaced with new master cylinder, new rotors and calipers, new pads and shoes, new wheel cylinders and all new hoses.

Other updates/replacements included: Stainless steel headers and complete exhaust system, Stainless Steel fuel tank, new alternator, new aluminum Valve Cover.

The interior was completely gone through. Seats completely disassembled and restored with frames sandblasted and painted, new foam, new webbing, and stiffener and leather seat and headrest coverings. The trim panels on the top inside of the doors (above the door panels) were recovered. New interior trim panels, new pedal pads, new tonneau cover and hood stick cover, as well as trunk fitted carpeting. A number of new switches were installed, including the headlight rocker switch on the dash, the heater/defroster knob on the dash, the stalk which turns on the wipers and overdrive, and the other stalk, which actuates the high beams and turn signals.

New wheels and top installed by previous owner in 2006, or 14,000 miles ago. Including the purchase of the car, I have invested $24K, and have the receipts (or at least all of those I could find, which adds up to $24K). In addition, I have personally spent hundreds of hours doing most of the mechanical work. I built this car to be my driver, which it has been. Unfortunately, I’m out of space and need to sell it. I am asking only $16,900. Many spares included.