

BSMGAC periodic COVID-19 activities Report

Well, as all of you are aware, we have not been able to hold any events this year (so far) and don't have any scheduled. If and when the restrictions are lifted, we may have a small event for anyone interested in getting their MGA (or other British - or anything) out for a group tour/event. In any case, I have been active in my garage working on my MG TC restoration. I have made some progress with getting the body media blasted and then I primed the parts myself with a new HVLP (High Volume/Low Pressure) system from Eastwood Corporation (a Apollo Co. product). It does not require a compressor per se, but comes with a 5 stage electric turbine that produces the pressure for the spray gun. I was going to paint the Urethane Enamel single stage paint myself, but with COVID-19 I did not want to try to find the paint at the local Auto Paints store, so, I took all the parts over to Nashoba Valley Auto Body (the same place that painted my MGA Coupe a couple years ago) and had them spray it in Sequoia Cream (an original color for my TC) but it is a 1939-1949 Buick color (close enough since there does not appear to be a set formula for MG).

I dropped the body back onto the chassis which I have already been working on for a while and I did paint the firewall and toe board myself with the new sprayer (Using and engine enamel from Bill Hirsch). I am in the process of installing the wood floorboards which I made myself from marine plywood (as per original specs) and have been buying lots of nuts and bolts and sundry items from "From the Frame Up" which specializes in T Series MGs.

Also, with all this extra time Jan and I have had a couple lunches with club members Dana and Kathy Booth (you remember I helped Dana get his MGA put back together again last year) following appropriate physical distancing. I have been over to see member Roy Crane and help him with his Austin Healey 100-4 BN1 project a few times as well. His son, Jon, and I came over one time and helped get the engine started for the first time since it was rebuild and put into the car. We sorted through a number of initial issues and identified others that Roy needed to deal with. Since then I have been over a few times for assistance and to view progress. He gave me a ride in the AH down around the neighborhood and it was running just great.

I went to see Don Tremblay for lunch and to discuss various parts he is selling on The MG Experience. He has so much NOS stuff that he has collected over the years! We have been collaborating on a few shipments to MGA owners in Australia as Don has some parts and I have some others the people are interested in for their projects. I have met some really great folks via email from Australia and other parts of the world through vending the odd MGA part.

I have been hearing from Geoff and Andrea Rogers now and then regarding parts for which their customers are looking. So far, not much has transpired, but there is always someone out there who needs a good used MGA part (or MGB, or Midget, or T-Series, etc).

Dana Booth has acquired a 1937 Packard and has been sending me photos of his progress with the engine. Apparently someone had removed some of the main bearing caps before the car was put in storage and now Dana has been able to examine the cylinder bores, and put the main caps on and turn the engine through a few times to ensure nothing is stuck. The entire car requires restoration or at least servicing to get it running again, so, we shall see how Dana progresses.

One of the things that is very time consuming is the restoration of hardware on an old British car. I like to use the original hardware with the correct labeling from the original manufacturer when I can. Don is similar and does a terrific job of cleaning the nuts and bolts and having the cadmium plated before putting them on the car. It is amazing how many odd bits I find on cars as I work on them. There are course thread metric (there was no metric on the MGA or MGB), course SAE (Standard American Engineering) threaded nuts and bolts (again, only coarse thread was on the transmission into aluminum housings), and the odd stainless steel bolt, usually coarse thread) that someone put in to help prevent it from being seized by corrosion. I have been using liberal amounts of anti-seize on all my nuts and bolts so that sometime in the future, if someone takes the car apart again they will not have parts that must be cut away to service the car. One of the difficult parts of restoring an old British car is that a lot of the nuts and bolts are not common to the US. There is Whitworth threads, Fine Metric thread (called Mad Metric), and British Standard Fine thread which is different than SAE. Fortunately there are vendors who can supply many of these odd nuts and bolts new such as McMaster Carr and British Fasteners as well as companies that specialize in British cars like Abingdon Spares, Moss Motors, and From The Frame Up, among others.

I have also talked with several club members on the phone over the past couple months, just to stay in touch. I talked with Phil Roy, John Hall, Judy Pruitt, and Dick Fabrizio among others. I am sure I am leaving off some, so, don't be offended. Please feel free to reach out and call or come for a visit to keep the interest alive in our beloved MGAs and other British cars. I hope all are doing well and able to get out from time to time to drive their cars. Stay safe out there!

Safety Fast,

Jack Horner
President, Bay State MGA Club

Roy's AH 100-4 BN1 project



The MG TC project



