Bay State MGA Club Spring Tech Session

May 7, 2017 had nice weather for the Spring Tech Session at Jack and Jan Horner's garage. Cars started arriving around 10 am and Don Tremblay was there early to help me set up. I had driven all the cars out of the garage and set up a table for coffee and donuts. Don also had on display the front suspension parts he had cadmium plated and then painted or powder coated. They are stunning to see. My MGA Coupe chassis was also on display with the new floorboards installed. Judy Krongelb and her husband Malcom drove her 1947 MG TC over for help with installing a new tonneau cover but we found out that it was not fitted for a MG TC. We also put the TC up on the lift to inspect and grease the fittings.

We also put a MGA up on the lift for inspection and found that the 1600 driveshaft slip joint was pretty badly worn and could be moved around because of worn splines. I had never seen this before. Although there was no noticeable vibration, it did indicate that this part had been left uncreased for quite a long time, causing the wear. The MGA also have perished front suspension seals. He is planning on replacing them.

Bob Freerksen, a former club member, came up and was gracious enough to provide his skills on the grille. We had hot dogs and hamburgers as well as all the fixin's. There was beer for those who wanted it. Paul Robinson (our NAMGAR Rep) brought the rear axle assembly from his MGA Coupe for work to be done. He had already painted the axle housing, but upon examination we found the threads for the hub nuts had been damaged. Don Tremblay and I cleaned up the threads and we were able to save the axle casing. We put in new hub seals and pressed in the bearings. We assembled the backing plates onto the axle housing, installed the hubs and torqued down the hub nuts. We then examined the differential and axles. Since these had come from a spare axle as a set, the splines all matched. BMC had three different spline counts during the production of the MGA. They started out with 10 splines (coarse) and then went to 26 splines for the MGA 1600. In later production of the 1600 and all MKIIs the spline count changed to 25 (carried on with early MGB). This occurred in December 1959 (about chassis 82749 for wire wheels and 82893 for disc wheels). It is important to know which differential wheels and axles you have for sourcing replacements of changing differentials. The spline count must match. Another thing to note is that there are two different kinds of hubs with four variations. The basic hub is essentially the same (as far as I can tell between disc wheels and wire wheels except in later cars (somewhere in early 1600 production) a rubber O-ring was added to help control rear axle oil leaks. This added an extra groove in the face to accommodate the O-ring. The main difference is that the studs are longer on disc wheel cars to accommodate the lub nuts where the wire wheel cars have shorter studs. If a disc wheel hub is used on a wire wheel car without replacing the studs with the appropriate shorter stub the wire wheel will not go onto the hub and seat all the way.

We had a number of other MGAs and MGBs at the Tech Session and Dana Booth's AH 100-4 with the Ford 5 liter engine. There were a number of guests who came as well. Thanks to everyone who brought food and drink to the tech session. It as a nice turnout

and we finished up around 4:30. We did not have any oil changes this time which allowed us to concentrate on more interesting projects. We had plenty of car talk and technical discussions. It was great to see everyone and their cars. I know there are a lot of cars still being put together, so, please feel free to share pictures and stories and I hope to see some of these cars soon on the road.

Safety Fast,

Jack Horner
President, Bay State MGA Club

The MG TC and MGA before going on the lift

Some of the cars at the Tech Session