

## A Member Story: Scot Padgett and his Vintage Racing MGA

I first joined the Bay State MGA Club around the time of its inception in the early 1980s. A few years later, like so many of us, my car was put to bed for something much more family friendly. As the car languished in the garage, my attention went on to other things and it wasn't until many years later that I reintroduced myself to the group. With a great deal of assistance and expertise from several members, I had the pleasure of driving my 1958 MGA! (see article in the British Marque for March 2013). With a few seasons on the street after years of hibernation and subsequent light restoration to driver quality, I found myself once again with a car that was mechanically sound and decent at 20 feet .

As the complexities of life caused me to put the car aside, they also made it necessary for me to bring it back out and I made the decision to get involved with the Vintage Sports Car Club of America. As a result additional changes to the car have come with the territory as I began to attempt to navigate my way around both literally and figuratively.

My intent is to keep the car street legal and running on pump gas, as well as participating in other club events. While doing so at the Lime Rock Park Historics , one of the studs that hold the pancake air filter on came loose and was ingested. This needless to say eventually caused catastrophic damage to the engine. It's difficult to believe, but the stud must have sat in the manifold for some time before finding its way through the intake valve cracking a piston. When I purchased the car in the mid 70's it had an early B 1800cc under the bonnet and the VSCCA wants you to run the engine that was intended originally in the car so the search for a 1500cc block began.

Thanks to Jack Horner, a useable replacement of proper displacement was acquired. A complete rebuild was planned under the direction of Mike DiCola, the wizard behind all the magic that come out of Valley Vintage Cars in Hadley Ma. As of this writing, the flywheel has been lightened and the bottom end balanced. The block was decked, bored over and a mild cam installed. The head was massaged a bit as well and lightweight roller rockers and new rods added. Bushings were put into the carburetors during their rebuild and the pistons will be beveled to help smooth out the airflow on the way in. They will be topped off with a K&N set up and a ceramic coated header with a Supertrapp to handle the exhaust . Once completed and reinstalled, a trip to the dyno should show some results.

The goal is to be able to put some miles on as soon as the weather will permit and attempt to dial everything in before the season is upon us. Considering the heater has been removed and the roof and windows omitted, I'm guessing it will still be a little chilly. With any luck we will be back on the road and ready in time for the

Spring Sprints at Limerock come May. If everything stays together I will continue to make additional improvements as time and budget will allow.

I feel very fortunate to have been able to hold onto my car for all these years through all that life throws at us. I'm grateful to this community and for all the assistance from friends old and new. I am also thankful to have a supportive wife, Michelle, who tolerates and enjoys the MGA. It will be interesting to see just what's in store for the next chapter in the life of this old car...Hopefully I'll be able to keep up ! I look forward to taking a few years just learning how to really drive the thing while safely observing from the back of the pack. We are merely the custodians of these machines and have the responsibility to preserve them for the future enthusiasts. So get out there and use your car.... Whether it's for a sunny spring day and a leisurely jaunt for lunch , perhaps an ice cream with a loved one or a more spirited drive around the track with like minded individuals. Either way, you won't be sorry you did !

Scot and his MGA at Lime Rock Part Vintage Races 2015

