What has been happening around the club

August and early September have been interesting months of distance socializing and socializing physically distanced. I have met with several members for lunch and also for working on MG and other British Car projects. The "Car Guys" Lunch has resumed and talking "car talk" has been a healthy pass-time. Working in the garage on the MG TC and my MGAs has kept me busy and entertained. I have had several visitors drop by to talk about MGs and have has several inquiries about buying an MGA. I am becoming more comfortable with Zoom calls and perhaps we will see about having a remote club meet up on Zoom since we have not had any scheduled get togethers because of current health concerns.

Dana Booth got his new radiator (from Scarborough Faire) installed and I went over to help diagnose some issues. We got the car started up again after sitting for a year and sorted out issues with the generator. We now have to troubleshoot the voltage regulator and replace the light switch. He is also working on the top bows getting them ready to paint. He also bought a top and tonneau cover and we will work on those once the bows are painted.

Roy Crane has completed his AH 100-4 and it is inspected and ready for the road. He had an issue with the throttle linkage slipping on the bell crank clamp, but discovered that his accelerator return spring was too short so that when it was stretched out it was exerting too much pressure on the linkage causing it to slip. He used a longer spring and now it works perfectly.

I drove down to Bolton, MA and installed new gaskets on the rocker cover and side tappet cover on an MG TD for a friend. It turns out that there was not enough pressure using the side cover studs to clamp the gasket when an alloy side cover is used. He had to ship the nuts with extra washers to get it tight. This is something I have not seen before. This is one of the things to be cautious about when using aftermarket parts and accessories as unless they are engineered correctly or have special instructions for application it may not be straight forward in the installation.

Ken Cervenka is selling his MGA. It is listed in the British Marque. I had a call from a prospective buyer asking what I thought of the car. He thought the asking price was too high based on Hagerty's price guide. Knowing the car the way I do, I suggested that the price was correct for the condition of the car. Many of us are used to the prices of the cars back in the '70s and '80s when you could buy a driver for between $150 and $2000. Now a driver is between $9000 and $18000. So, a car that does not need extensive rust repair is a much better buy at a little higher price than a freshly painted "restoration" that is not done correctly underneath the paint. I see a lot of cars for sale where the outside has been painted but inside the engine compartment is a different color (was not painted when the outside was done) and often the welting is painted over and the seller thinks the car is worth $25000!

I have been driving my MGs a little. I just rebuilt and installed the original SU carbs on Jan's MGA Coupe and gave it a test drive. I still have a little adjusting to do, but they worked correctly. I am also building another set of carbs for my MGA roadster to have the correct pair on them. Most of the cars that I see at shows do not have the correct carbs. I see 1500s with 1600 carbs and vice versa pretty often. As a side note, if you are a NAMGAR member my article about SU carb date coding and originality was published in the September issue of MGA! Each day there are various projects to keep me busy on one car or another. For me, that is what retirement is about.

I hope that we can have events again soon, but it will probably have to wait until next year when we see how the current health issues have been dealt with. Stay safe out there and drive your cars, but do stay connected with club members and enjoy some distance socializing.

Safety Fast,
Jack Horner
President, Bay State MGA Club

MGA carbs