

Report on Spring Tech Session and Social

We had beautiful warm weather and sunshine for our Spring Tech Session on May 13, 2023. Fourteen cars showed up including cars and guests from both clubs with 15 participants besides Jan and myself. There was lots of tire kicking and comparing of cars and discussions of originality vs. modifications that folks have made on their cars. New member, Eric Thomsin, had several questions/issues to discuss. One of which was how to fold down the hood correctly. So, Bill Yoder had the same question and we demonstrated on his car how to properly collapse and fold the hood on an MGA. Eric also had an issue with his heater controls, so, I found a problem and fixed that, but the valve was still very hard to operate, so, we lubricated it and he will see if that helps down the road or whether he needs to take the valve off and repair or replace it. We put his car on the lift first and discussed his "clunk" issue. It looks like he needs to A arm bushings as the old ones (original style) are sagging. This is a common problem and generally I have been replacing bushings with Urethane bushings instead. He also wanted to know about filling the shock fluid. The front shock one can get to, but the rears usually need to be unbolted from the frame and dropped down to access the fill bolt. I also explained that these are a Whitworth size, but an adjustable wrench will work, or sometimes a close fitting SAE or Metric will work.

Don Tremblay put his car on the lift and it didn't need anything, but he wanted to take pictures of the underside of his car. Robert Fish had an issue with his low beam lights not working on his 1968 MGB, so, we took a look at that and found two problems. The column switch from Moss had poor connections at the rivets where the wires could be moved about easily. Since the headlights have pretty significant current draw, any place where there may be increased resistance (such as a poor connection) can cause them not to work. We took the switch off and soldered the poor connections and also had to bend some of the contacts to make both low beam and high beam work correctly. We also found that the connection in the wiring harness up front behind the grille was a replacement aftermarket connector made of steel and it was making a poor connection to both headlights. I replaced this with a cleaned up original nickel plated brass connector and this finished fixing the low beam problem.

Charles Dyer manned the barbecue grille and prepared the hamburgers and hotdogs. We gathered on the rear deck and enjoyed lunch and conversation. After lunch we continued looking at issues and as the session drew to a close members departed for their drives home. We looked at John Gill's (Jan's former MGA) as he had an ignition light on. We determined that it is probably the generator and he will have it serviced by a local automotive electrical repair shop. We had a great turnout, good food, good friends and lots of talking. It was good to see everyone and so many cars!

