

Recent Services Used for the MGAs

I do most of my own work on my MGAs and other British cars, but once in a while there is a component that is best left to the professionals. This article is about some of the services I have used as well as some of the services other club members have used. When I got my MGA Coupe on the road this past spring I used several parts that were not quite working completely or were not quite the right part. I found that the speedometer that was in the car when it was parked 25 years ago was actually an early MGB speedometer. I found a MGA speedometer in my parts box and installed it. It worked fine except the odometer was not working. I have been using Mo-Ma Manufacturing in Albuquerque, NM for several years on gauge rebuilds and have been very happy with the prices and their work. I sent off the MGA speedometer and just got it back after about three weeks. They did a beautiful job. I did not ask for a restoration, just a repair. Now it is ready to put in the Coupe. In the past I had them do the tachometer in my MGA roadster, converting it from mechanical to electronic as I don't have a tach take-off on my engine. They also rebuilt and calibrated the speedometer for the roadster based on the tires that I am using and the rear differential which is from a MGB. You can contact them through their website at momamanufacturing.com.

This summer I talked with Rob Medynski of British Vacuum Unit and this fall I sent him two Lucas DM2 distributors to work his magic on for both my MGAs. They came back all cleaned and sorted and they look great. This winter I will install them, ready for next season. I had been using some Lucas 25D distributors which work just fine, but they are not quite right for my car's authenticity and Rob ensures that the advance curve is correct for the engine as well as installing the correct vacuum unit on the distributor. I am a believer in points and condenser as I think they are easier to troubleshoot issues with and with the few miles that are driven each year they will last forever. They are also a lot cheaper than the electronic ignitions.

I have a local shop that rebuilds starters, generators, alternators, and other electric motors and I have been very happy with their work. It is called Chelmsford Auto Electric and they are located at 141 Middlesex Road, Tyngsboro, MA. They can be reached at 978-649-4448. Speaking of electrical, when I was at GT-43 with Don Tremblay this summer I encountered an old acquaintance: David Ahrendt. He has a company that converts the Lucas voltage regulator from relays into a solid state electronic regulator. These require no adjustments and are very reliable. He takes an original regulator and changes the guts so it is using your original housing and it looks authentic, not like a reproduction. His website is vintagemecha-tronics.com.

I have not used this next resource, but I have known him since I lived in the Seattle area and participated in the MG T club there in the early 1980s. Don Tremblay had Dave Dubois rebuild his SU fuel pump and convert the points to electronic. So, Don has to remember to never hit his SU pump with a knock off hammer again. I plan to send off a pump soon. Here is Dave's info: <http://userwebs.donobi.net/sufuelpumps/>.

I did some work on Brian Denis' car and he has been asking me about some engine rebuilders that I might recommend. The last engine I had rebuilt was for an MGB and I had J&M Machine Co. in Southborough, MA do the work (<https://www.jandm-machine.com>). I was happy with the work. Roy Crane has been using R&L Engines in Dover, NH and is very happy with their work (<http://www.rlengines.com>). Brian may use them for some engine work, but has not decided yet.

This is just a small sampling of resources available to keep our cars on the road and running well. There are some additional links to information for parts on our website at www.bsmgac.org. Let me know if there is a service or source that you have used and are happy with and perhaps I will include that information in future articles. Now is the time to get

those nagging issues worked on over the long New England winter so that your car is ready to go in the spring.

Safety Fast,

Jack Horner
President, Bay State MGA Club

The speedometer after repair



See more below:

The distributors after rebuild

