

Frank's Filler

More A

Things have been moving along. We had a group workshop at the beginning of July that saw us install most of the interior panels. We even got some attention to the vent hoses at the front of the car.

Ron tackling the left door panel.. We were able to fasten most of the panels into the original holes.. Ron said it was easier to see the holes lying down.. it got done so pretty sure he didn't doze off.



John and Neil fettling the heater vent hose.. much better fit now and we may get some more air out of the heater box.



There was a fair amount of fettling and tweaking as we went along but in the end the door and three of the four interior panels were on. We got the door felt weather stripping installed too. This was a new kit from Clarke's Spares in Doylestown PA. Supposed to be like the original and all I can say it was very nice to install. I went back the next day and installed the last panel so other than a few bits and bobs the interior is done. It was time to move on to other things.

The workshop wrapped up on time.. we try to go 9 to 3 and we're close most times.



Looking very nice.. though missing few bits and pieces..

Neil agreed to a workshop the next week but there were a few things I had to do before we could continue with work. First was to install the new Scarborough Faire's Brass Grill (made from factory drawings.) Not something I bought lightly but I'd heard good things and on the A the grill is fairly important.

There is an issue with A's.. if the bonnet release breaks or fails to release you're in real trouble trying to get the bonnet open. There's an option that I was going to try.. Fitting rubber hose and brass tube into the upper bolt holes in the body. Then put the bolts in the other way around and slide them into the hose. Then



That's Purdy...

valance had taken a twist or two after sitting in the shop for 20 odd years. Okay maybe even longer but anyway I couldn't push, wiggle, jiggle or move the panel into place. Didn't help that sometime this year I hurt both my shoulders.. Technology came to the fore. I had a hydraulic ram kit and with the kit it didn't take too long to move things around. The bumper mount also decided that as things had moved it didn't want to let me fit the last bolt into place so the ram got to work there too.. Think I've



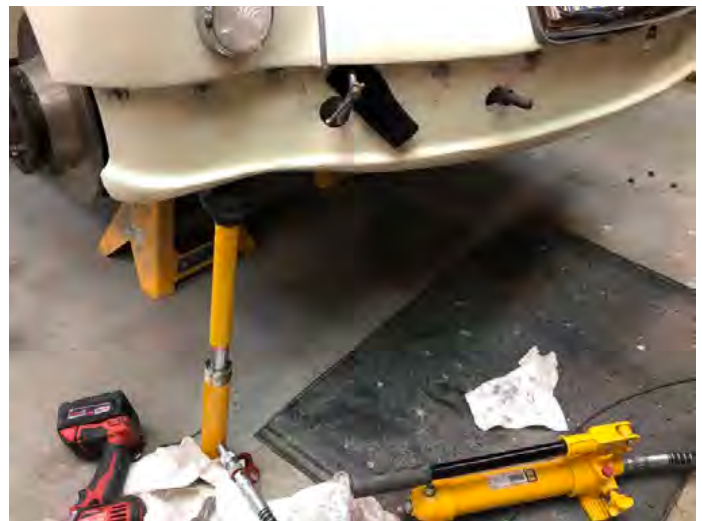
bolting the bottom in as usual. No brainer as shown in this link.. <https://tinyurl.com/yyjnx99s>. Though of course their mounting holes were as original.. mine were modified a few times, still it worked mostly.



With the grill in place the valance could be installed.. though with all the painting I had to tap all the bolt holes to clean them up. The first few bolts went in okay but the



There's a tap in the drill.. Phil Johnson's trick..



used it four times this year, which likely paid for it in avoiding injury, damage and frustration. Injury to me, damage to the car when I throw something and frustration because I made more work for myself.

With that done we could move forward another step.. This restoration was just whipping along..



Left is blade-less wiper,



Then the new Canadian Blade

The A needed new wiper blades, the ones I'd installed a few years ago when the windscreen was installed, literally fell apart.. Blade-less blades aren't a good thing.. Off to Sportscar Centre for new blades, Bert warned me they weren't cheap and he wasn't kidding but they were needed.

That left me with two 'new' blade-less blades so a trip to an auto parts store, and buy a blade and slide it into the holder and clip the excess, repeat and voilá another pair of blades.. Good to know if you're on the road and a blade goes bad.

My A came with a rebuilt MGB engine so B carbs and A Air Filters. The A's filter covers are threaded all the way through, so I ran a die down the bolt only to find I couldn't tighten the air cleaners on to the MGB threaded U brackets. Neil being an engineer explained it to me though I think my eyes glazed over for awhile till we hit the what you have to do information.. Thanks Neil your idea did work..

A call to fellow club member Art and we were able to bring the bolts to him to put in the lathe and turn them down just enough to remove the thread going through the air cleaner. They tightened up nicely..



Art had also taken some measurements of the Saab wheels I had purchased years ago to put on the A. This was before the market caught up.. the Saab wheels have a cap that's an octagon and I'd been looking for a complete set for years.

Art thought that might be a good experiment to use on his 3D printer. There were a few visits, sample caps, and he'd go off and come back again.



This last time he handed me five caps that fit like a dream. I glued on some MG logos from the Rostyle wheel caps and my rims now look complete.. Very impressed.. Thanks Art..



Before Neil came over for yet another workshop I still had a few things to do.. one was coat the back of the new bumpers with rust stopper and this time I went with 3M's Schutz. I'd used it under the fenders of the A and had an partial can left over. Didn't take long to do two coats which will help protect the back side of the bumpers. The Schutz can be painted too which I may do in the proper silver sometime down the line..



We were pretty well ready when Neil came over and we got to work installing the bumpers. Somehow he managed to stay out of any pictures.. There's one photo of me bending the bumper iron so the fender would sit level.



And then a shot of the MGA with the front bumper on but no overriders. I had thought of going

without them but then one of the companies I have dealt with for years was closing down and they had a 50% off sale and showed seven in stock so I ordered four only to find out they didn't have any.

Luckily Bob Small had had some at the club's boot sale so I got in touch with him and he kindly gave them to me.. something about my giving his son a B engine that I had lying around.. well really it was out at Phil's but it was lying around.

It had been going to go in the J4 but wouldn't fit.. With his overriders and what I had we came up with four fairly decent ones..



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Before the next rapid-fire workshop I had to clean and prep the overrides. Neil had brought over his buffer motor and so I sandblasted the backs of the used overrides and then coated them with some Eastwood Black Rust goop.



We got the overrides on the front bumper and when Neil came over we reassembled the back bumper which was removed to coat the backside of the bumper. Both bumpers mounted sure made the car look much better.

We had one more workshop after that.. I had a hood that I'd bought out of Florida from an ad in the NAMGAR magazine. It sat in my shed for over twenty years.. At the start of these workshops I dragged it out.. it looked a



little worse for wear. Some sanding and aerosol spray had the frame looking pretty good.

To mount it I hung it over the car on the engine hoist and Neil and I got it installed without



too much trouble. We did have to tap all the captive nuts and there's still a bit more work to do on one bracket, but surprisingly it fit everywhere but we haven't mounted the turnbuckles yet. Still impressive after that length of time wrapped up in the shed. We mounted the mirrors and that's one more item checked off the long list.



Next.. well we still have to get the grease fittings working and the grease guns for that matter. That's a story for another time.

Thanks to all those who have come out for these workshops. I figure that might not happen on a purely internet club. Neil's got his TR3 project to get going and Dean has his A so I figure I'll be busy paying it back.. Hopefully we'll have a bit more news in the next issue. ff