

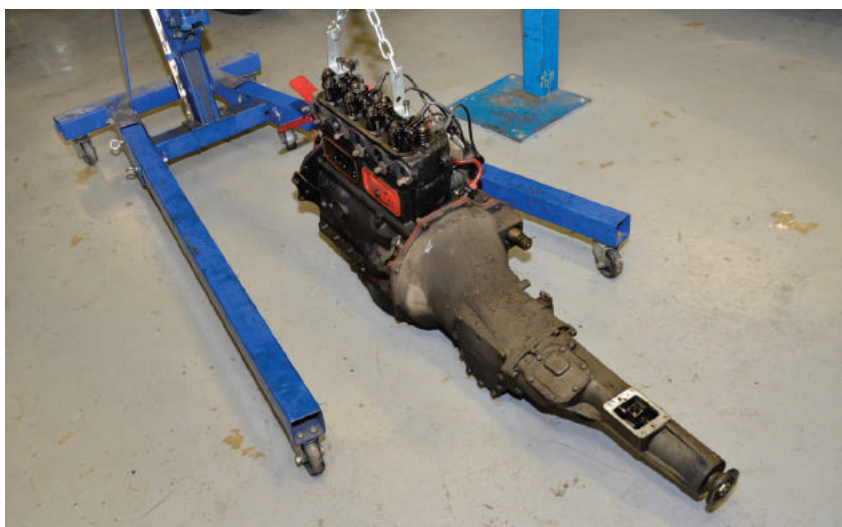


PROJECT MGA

PART III

Time to strip the chassis and remove the engine, Ben and his colleagues, Josh and Brooke, start the next stage of the restoration.

Having assessed the condition of the bodywork, which is in amazing condition, it came as no surprise to find the strip down of the chassis went well with all the suspension parts coming apart with ease. The chassis itself was virtually rust-free, the only issue being the battery holders. It had been decided to convert the car to a single 12 volt battery, doing away with the troublesome 6 volts. So one of the battery frame holders was removed and cannibalised to repair the other.



Engine after being removed from the chassis





Engine ancillaries being removed



Ben removes rear springs



Prop-shaft being removed

The frame was also slightly widened to accommodate the replacement battery. Most of the screws holding the wooden floor in place had to be drilled out, though, but having removed the floor boards it was found that the floor locating rails were in excellent condition when normally they can be

very corroded. Obviously, coming from the dry American state of California was again contributing to its overall good condition. The engine was left in place whilst the front suspension was stripped, as Ben has found the weight of the engine helps when removing the front springs.



Gearbox cover about to be lifted off



With the oil fully drained the engine is nearly ready for removal.

Next came the removal of the engine. A hoist was set up to do this and lift hooks and chain were bolted to the top of the engine. Next Josh and Brooke removed the ancillaries from the engine, being carbs, exhaust manifold, dynamo, etc, while Ben removed the prop shaft, exhaust, rear springs and axle. Ben felt that

the rear springs and shock absorbers could be renovated and reused on the rebuild as, like the front items, they were in very good condition. The axle will be checked, refurbed if necessary, and powder coated. The splined hubs were also in amazingly good condition and could easily be reused. Brooke also removed the

remote control on the gearbox to ease the removal process. The hoist was attached to the engine lifting chain and once the mounting bolts were removed the engine/gearbox was literally pulled away from the chassis. This engine, which was a replacement and not the original engine, will not be reused as a 'B'

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Grinding out the unwanted battery carrier



Ready and poised with the welder



Welding the battery carrier



Engine about to be removed.



Engine being guided away from the chassis


series engine with a Mazda 5-speed gearbox conversion will be fitted. This will enhance its drivability, particularly as once completed it will participate in charity events up and down the country and be exhibited here at the Club and other locations.

The next stage will be to get the chassis and ancillary items shot blasted

and then powder coated together with the painting of the bodywork. As RPS does not undertake this type of work two local firms have been commissioned to do this.

Mike is being kept up-to-date with the car's progress and we asked him why he chose RPS to carry out the restoration work on his car. "I have

used RPS before to carry out work for me and have found their professional approach linked with a 'no problem too great' attitude is confidence-inspiring. This, backed up by their experienced mechanics, means they turn out top-quality work".

We continue with part four of Project MGA next month. 



Rally Preparation Services is a specialist rally car preparation, maintenance and support company, located near Oxford. They specialise in long-distance and endurance rally car preparation, also offering over 30 years of professional preparation and event support expertise, enabling historic and classic car aficionados to enjoy the excitement and romance of all kinds of events. They feel

Preparation is everything and that good results start when the car first arrives into their workshop.

From their custom-designed premises, Rally Preparation Services concentrate on ensuring that the competition cars they work on are prepared with the kind of attention to detail that can only come from enthusiasts with the engineering skills to build vehicles designed for success.

They also offer a service helping the driver and navigator with training and support to get ready for their event, making it a complete rally preparation package.

They do have more strings to their bow than just rally prep and rebuilds. Classic and vintage car restoration is also their forte. The Rally Preparation Services team boasts some of the best restorers in the business – be it a Great British sports car, Pre-war American or a retro rally car. RPS has an enviable reputation in restoring classic and competition cars of any marque.

Other services on offer are maintenance, car storage, sales and shipping, and even tracking services. For more details contact RPS on 01993 358009 or visit their website at www.rpsrally.com

