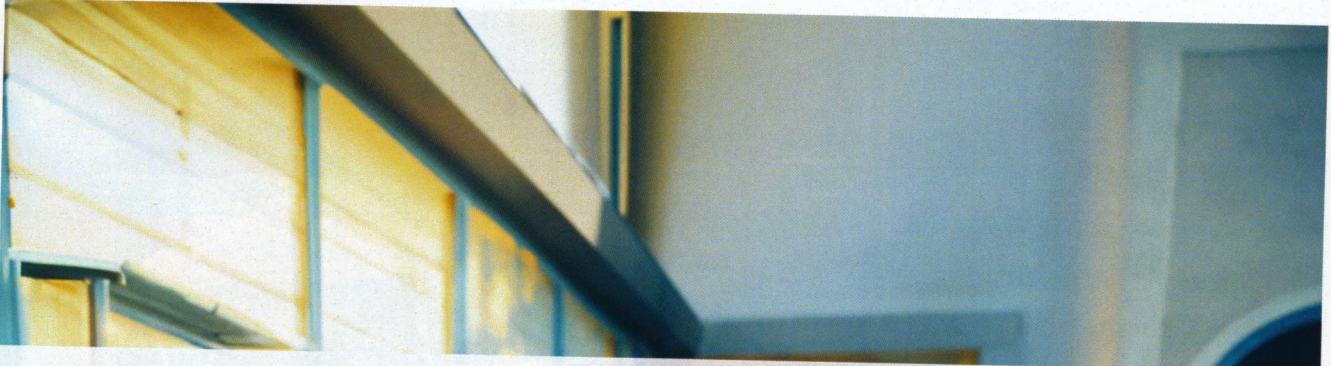


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THREE CASES OF BLOOD, SWEAT AND TEARS





Ken Evesson owns one of the most easily recognizable British cars in the world.

How can that be? Well, his MGA proudly wears a larger than life Union Jack flag on each side of its curvaceous body.

The flag, emblazoned in brilliant blue and raucous red colors, spans just a few inches from each front fender to just beyond each of the rear fenders. The largest and most dynamic portion of the flag is displayed on the MGA's driver and passenger side doors.

The car's gray color provides a fantastic

base for the car's vivid paint scheme. And it's truly a sight to behold.

But it's only one example of one man's infatuation with MG's A-Type. The flag-bedecked roadster is the second of three MGAs owned by this Humble, Texas enthusiast.

"My love for MGs started when I was a kid playing in my grandfather's 1960 MGA imagining what it would be like

being a race car driver," he recalled.

Just a kid, he had to stand on the driver's seat holding the steering wheel with one hand, which enabled him to mess with the gauges and buttons with the other hand.

"My love for MGs started when I was a kid playing in my grandfather's 1960 MGA imagining what it would be like being a race car driver," he recalled.

The only thing better than playing with the MGA was "getting to ride with granddad... that was the coolest thing."

His grandfather bought the car on Dec.



10, 1959 and drove it to the beach near his home every weekend "till his license was taken." He passed the car to Ken Evesson's father, who stored it for 10 years. He was unable to drive it because of health reasons.

"One day, I get a call from my dad who was living in Savannah, Ga. at the time. He asked if I would like to have the MGA." Needless to say, "That was one of the happiest days of my life."

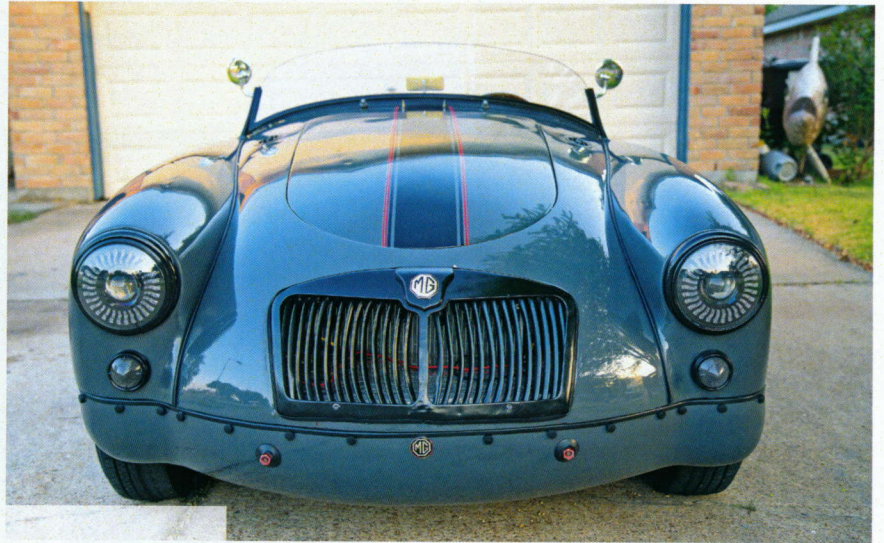
When Ken Evesson and his wife picked up the car, Ken mentioned to his dad the idea of replacing the original A-series engine with a V8.

He had read about others modifying their MGs in this fashion.

The idea failed horribly. His father threatened to take back the car. "Your grandfather would roll over in his grave. He then made me swear to keep its four-cylinder in it."

Ken Evesson blamed his "lack of mechanical knowledge" for putting aside the car for several years before mustering the courage to work on it and get it running.

He also was overwhelmed with the



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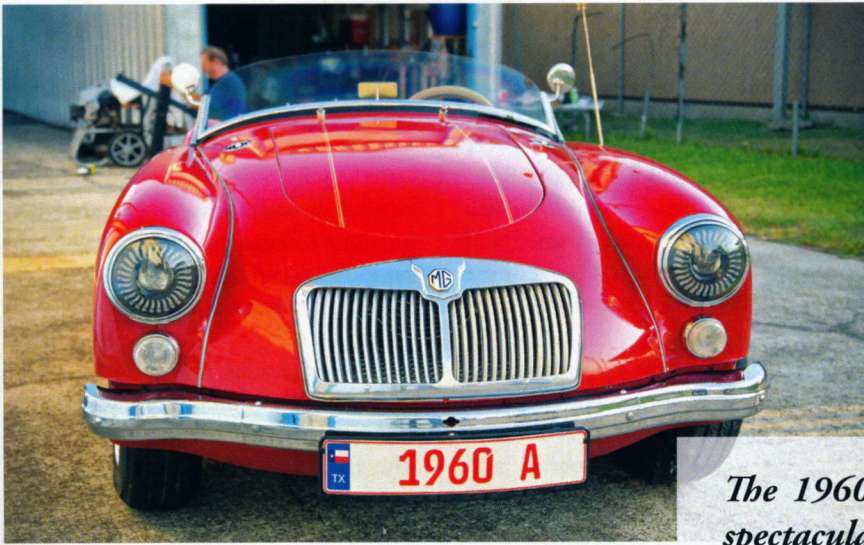


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The 1960 MGA looks spectacular in its bright red color. But it also wears an eye-popping golden graphic. It begins midway on the lower portion of the body along the rockers and expands until it ends in front of the rear wheel wells.

cost of having someone else restore the car. "I got a few broad quotes, but \$15,000 to \$20,000 and a year's wait was out of reach for me."

While pondering what to do next, he discovered the Houston MG Car Club and was inspired by the enthusiasts he discovered there. He also enlisted the help of his older brother, Ed.

Together, the two got the car running for the first time in almost 20 years. "Armed with determination, some books and a shoe string budget," he said, Ken Evesson started diving into other projects on the car.

He set a budget of \$2,000 and six weeks to provide the sorry looking MGA with a facelift. "It looked terrible, like a fire extinguisher that sat in a corner for 50 years."

Once timid about doing anything to the classic MG, Ken Evesson decided it was time to paint his roadster. "I covered our driveway with roofing felt and parked the car under a canopy. I removed the fenders, wheels and all the chrome."

He chemically stripped the paint with aircraft paint remover, sanded everything to bare metal and applied an epoxy primer and base coat. The car's clear coat was applied in a neighbor's garage.

Evesson also addressed a few other items, including the installation of a new radiator, alternator and Weber carburetor.

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body along the rockers and expands until it ends in front of the rear wheel wells.

He is justifiably proud of his work -- getting the car back after so many years. But even more satisfying are the reactions he receives from people.

The finished product speaks volumes for itself, but also prompted him to want another project MGA. He discovered a 1958 MGA that had been raced in the SCCA from the late 1950s to early 1960s.

"I was so excited it was off the frame and boxed up with a thousand pieces, like several puzzles -- some of them missing

pieces or mixed together in boxes with no pictures and no instructions."

But it didn't take too long for him to ask what he had gotten himself into. "Every square foot" of the car, he said, needed sanded, primed and painted a couple times over.

He also modified the car with a rebuilt 1800cc 5-main MGB engine and a 5-speed T-9 transmission.

Two years after acquiring the project, which was one year longer than he had planned, the MGA was finished and is "a blast to drive."

He also decided to go a step further with the roadster. "I wanted to have some fun and go a little bolder. I saw a Union Jack on a Morgan and thought that would be kind of cool."

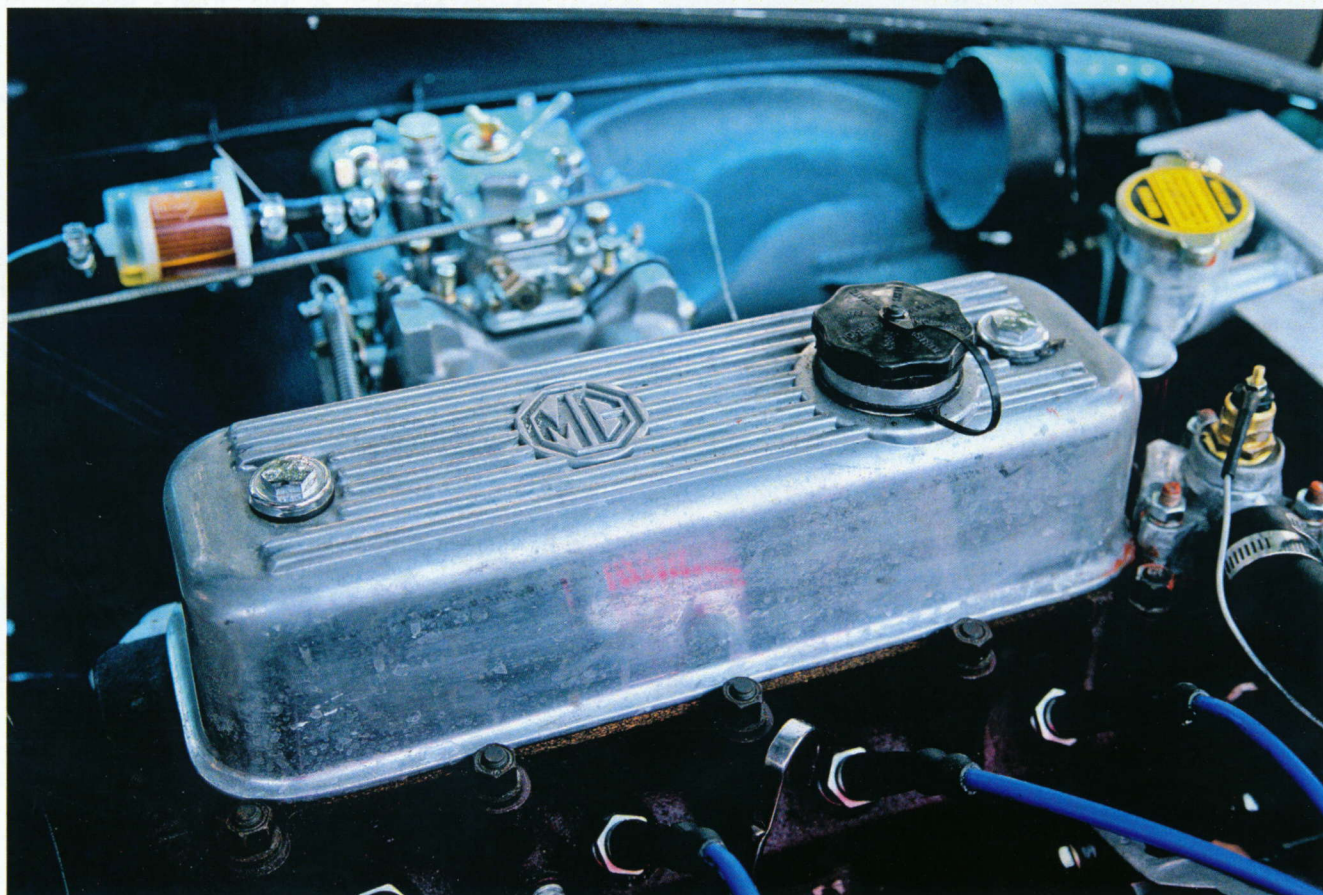
Evesson found a graphic close to what he wanted, chose an appropriate location on the body, applied the graphic to one side and duplicated it on the other side.

He then did what most people would never think of doing. He painted over the vinyl to give it a weathered look. The enthusiast also decided to remove the front and rear bumpers, and install a front valance.

The car is a show-stopper and modern day tribute to the MG Car Company.

A third MGA, a 1961 model, is next. "A lot of people may hate me for this, but I

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will be installing a Rover V8.”

He's torn between painting it black or pomegranate, and setting up the MGA to give it a drift car appearance.

Some might ask if this Texas enthusiast is a glutton for punishment considering the time, effort and money he has spent bringing these cars back to life.

He explained his reasoning in a single sentence.

“There's nothing like the feeling you get from driving something you put your blood, sweat and tears into and seeing the smiles from everyone around you, and looking up and feeling your dad and grandfather are smiling too.” ○

WORDS: LARRY SANATA
PHOTOS: KEN EVESSON

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