



Old English Car Club – Central Island Branch

April 2020 Virtual Restoration Fair

These people have expressed an interest in attending and/or contributing to the Fair, by all means, reach out to them if you have advice, have similar issues and would like to discuss their project/process, etc., (contact details are in the Membership Roster):

Joe Smith	Graeme Cook	Doug Unia
Wayne Peddie	Sandy Smart	Dave Stewart
Don Manning	Julie McKay	Malcolm Hargrave
Warren Hale	Farrell Vanderree	Steve Roebuck
David Netterville	Bill Grace	Bob Colclough
Garth Clare	Joe Smith	

Projects underway, completed, issues at hand:

<p>Don Manning 1967 Austin Healey BJ8</p>	<p>Every year I do a project with my Healey, it is a very original, unrestored car, and I want to keep it that way. This year, I decided to restore the radiator to as original, re and re, deciding whether to changeout the water pump, stripping and repainting the tropical fan that it came with, keeping all the factory tags on the rad, and stripping and repainting the body of the rad. Why? For all the years I've owned this car, I'd never worried about the rad, it has never given me trouble, so I thought it was time. While we were at it, we serviced the safety gauge, the temperature gauge, which needed repair, so I feel now that I did something that makes the car better.</p>
<p>Graeme Cook 1966 Triumph TR4A</p>	<p>It is 20 years since I restored my white TR4A and have I considered that some areas need attention. Over the next two months I plan to strip the front and rear suspension, steering and brakes for cleaning, inspection and replacement as necessary. The front trunnions on TRs are susceptible to wear and need checking, the flexible brake lines will need to be replaced and I will replace the top ball joints as life expired.</p> <p>I have a considerable number of spares in hand so I hope this will be a low-cost exercise. However, as I work in a care facility, I am still fully engaged at work so this project will be in my spare time.</p>
<p>Julie McKay 1975 & 1976 MGB</p>	<p>At the moment I've got several projects on the go ... as per usual ;) I just replaced my much overdue & very leaky valve cover gasket on B2...so far so good! And as the weather has not been the greatest, I've moved indoors and just started to replace the failing zippers in the Tonneau/storage cover & drawing up a pattern for some seat covers (for the Nissan 240sx). I will be needing to replace my brake master cylinder in the near future as it is original & leaking. I was wondering if</p>



	<p>anyone in the club might have some suggestions or possibly a spare? I was also hoping to get some good advice on the best place to get British parts from or if anyone was interested in combining parts orders to save shipping?</p>
<p>Malcolm Hargrave 2008 Mini Cooper S</p>	<p>Cleaned & polished 2 weeks ago! Might need assistance if you have nothing better to do!</p>
<p>Warren Hale 1995 Jaguar XJS</p>	<p>I am also working on 95 XJS 6L and would dearly like to borrow a front under pan to make a mould and replacement for my missing pan.</p>
<p>Farrell Vanderree 1973 Triumph TR6</p>	<p>I will be removing the hardtop and re-fitting the soft top soon and could photo document this or video it.</p>
<p>Steve Roebuck 2007 Jaguar XK Convertible</p>	<p>1997 Jaguar XK8 Convertible in Carnival Red - For Sale!</p> <p>—*—</p> <p>Issue #1 - radio loses a note or pauses for .25 second or so, once in a while, like the record or speaker has skipped. Keeps happening with radio or with CD player.</p> <p>Issue #2 - When pairing cell phone to the car, the pairing screen freezes at "Pair phone" screen, I keep pressing Yes to no avail. I even tried using the phone to look for the car, nothing found there either.</p> <p>Issue #3 - the dash screen rebooted while driving for no reason, Jaguar logo came back on and the system (radio etc) rebooted. No effect on driving but an odd thing to happen at random.</p> <p>Suspect battery replacement needed, it's 4 years old.</p>
<p>Bill Grace 1980 Triumph TR7</p>	<p>Right now, the door pins on my TR7 keep popping up. I use screw driver and a rubber hammer to pound it down every few days. Applies to both doors.</p>
<p>Bob Colclough 1974 TVR 2500M</p>	<p>Restoration and modification underway</p>
<p>Doug Unia 1980 Triumph Dolomite Sprint</p>	<p>Last fall when I took the Sprint off the road, I had two items I wanted to address.</p> <p>First, an oil leak from the back of the engine, and second better engine mounts. The oil leak seemed to be coming from inside the bell housing which pointed to the rear crankshaft seal. I had used a dye that can be mixed with the oil and then shows up as yellow under ultra violet light. This revealed the leak was coming from the oil pump and it turned out</p>



	<p>to be a crack in the housing that contains the pressure relief valve and spring. Replacing the oil pump has cleared this leak.</p> <p>Members of the Triumph Dolomite Club in the UK have tried several different mounts from various manufacturers in an effort to improve the poor-quality aftermarket ones available. One of the suggestions was mounts from a Jaguar MK 2. The Jaguar engine is almost twice as heavy as the Sprint engine so the sagging that the aftermarket Triumph ones should be eliminated. To allow the fitment of the Jaguar mounts, spacers need to be added to both sides of the front of the engine to meet up with the sub frame holes. After some careful measuring I determined the thickness needed and Fred Gray was able to arrange machining of some 1-inch thick aluminum to the correct size. I now have the engine installed and the mounts lined up perfectly.</p> <p>As some of you are aware, whenever you are spending time with your car, there is always something else to address. I decided to renew the vinyl on the roof and side panels, and Brian Collings offered to assist and he had worked in the field in the UK. I was able to obtain a kit for the roof and side panels, as well as new headlining material from Aldridge Trimming in the UK. As the roof on my car has an aftermarket metal sunroof some additional vinyl and headlining material was obtained. The windshield was removed and, after I had completed some repairs to the sunroof we started by recovering the sunroof with vinyl and the underside with headlining material. We had removed the sunroof previously. Next, we added the new vinyl to the roof and the reinstalled the re-assembled sunroof. I had previously taken the stainless trim off the sides of the roof and around the back window and side panels. I have re-installed the trim with new clips and fixings from Bresco in the UK. Unfortunately, this is as far as we got with the trim when the lockdown occurred, so it will be a while till this is completed.</p>
<p>Garth Clare 1976 Triumph TR6</p>	<p>Overdrive Conversion</p> <p>Conversion bullet points:</p> <ul style="list-style-type: none">· Why do the conversion· Sourcing· Conversion considerations· Old gearbox removal· New gearbox installation· Was it worth it



Dave Stewart
1974 Triumph TR6

I had been mulling over performing a full conversion on my Triumph TR6 changing Incandescent lights to LED lights. Now seemed like a logical time to complete my project since I'm practicing self-isolation and need to fill my time with some projects.

Led (light emitting diode) lights have been around long enough to see about their practicality and reliability. I came up with six primary reasons for making my decision to go ahead with a full conversion.

LED's, the benefits;

- 1) They are about 85% more **energy efficient**.
- 2) They operate at much **cooler temperatures**, safer with old plastic housings.
- 3) They are much **brighter**, (50% brighter for better night vision is what it used to be) a Caveat is don't get them too bright.
- 4) They **activate much more quickly** making them an excellent choice for brake and signal lights.
- 5) Less power draw increases battery life. Also a prime consideration is my TR6 stock alternator produces about 43 amps, so it has its limitations.
- 6) They can still relatively expensive, depending on where they are purchased, but they **far outlast incandescent lights**.(up to 30,000 hours)

THE LED LIGHT PROJECT

Step 1: The conversion two years ago by replacing the car's headlight H4 (hot) older halogen bulbs with. 4500K LED bulbs (\$26 CDN) . I didn't want lights too bright, warmer light rather than bright white, with heat finned cooling rather than a cooling fan that will fail. My initial night driving impression was I didn't have to strain as much to see road signs.

Step 2: A year ago I replaced all of the gauge cluster dash lights and Signal, head light indicator, alternator warning light indicator. (make sure that the colour of each bulb matches the lens of the light housing (on my TR6, green for signal lights, blue for high beam, etc.) The result, gauges are much easier to read, especially important for the speedometer and fuel gauge. I also replaced the front and rear signal lights with amber LED bulbs. (my car requires ballast resistors across the power source to ground to stop current trickle to the lights.

Step 3; This is my self-isolation project, I have replaced, rear brake/stop lights and rear running lights, with red LED bulbs, the side marker lights with amber LED bulbs, reverse lights with clear LED bulbs, and finally



	<p>the rear license plate lights. Night testing revealed dramatic improvement.</p> <p>The car is now fully converted and ready for the driving season.</p>
<p>Joe Smith 1973 MGB</p>	<p>Last summer was not a good year for my 73B. Nothing major just a whole series of little things that required parts not available locally. This of course resulted in the old waiting for parts game that caused me to miss a lot of things like Brits on the Beach. In fact my mileage for the season was only half of what it would normally be.</p> <p>The good news is that I now have two new leaf springs, finally bit the bullet and installed an electronic distributor along with a new coil and have rebuilt the carbs. By the time you read this a new brake and clutch master cylinder will have been installed.</p> <p>Next on the list is to replace the rear chrome bumper ... someone, a few years ago when my car was parked at the hospital decided to play bumper cars. It is not a brand new bumper but it is original, in fair shape and cost me \$25. I don't drive the B to the hospital anymore. Biggest challenge will be a new paint job but that is down the road a ways. In the meantime there's lots of little things like a snapped soft top hook ... you know the one just behind the door that takes every ounce of energy to stretch the top so the tongue can slide into the slot. Then there's a loose sun visor bracket that requires new pop rivets, install a battery cut off switch and finally for this year re-wiring the horn. Not big stuff but just enough to give me something to work on.</p> <p>Biggest challenge to date has been the SU HIF4 carbs. Hopefully with the rebuild they will work much better although I am somewhat challenged to get them running right. John Twist makes it look so easy. I even have the unisyn tool. Just not the touch yet.</p> <p>At the rate I'm going with this one piece at a time I'll have something to do for years to come.</p> <p>By the way I now have a set of new points, condenser and rotor for a 25D distributor. I'll throw them in the boot should anyone need them. Hopefully when we get over this crisis we can get out and about.</p>
<p>Wayne Peddie 2000 Jaguar XK8 Convertible</p>	<p>We have a 2000 XK8 which was previously rode hard and put down wet!</p> <p>Have to buff out some marks on the rear bumper. Thanx to Malcolm for rubbing compound.</p> <p>Under tray for front bumper is broken so I am trying to rebuild.</p> <p>Side marker is coming off so will probably use 2-sided tape to adhere.</p>



	<p>I think the daytime running lights were wired haphazardly. My problem is I am not mechanical at all. OH, also check engine light is always on. Supposedly the timing chain which has been changed is stretched a mm or so. But the car runs great.</p>
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Assistance Requested:

<u>David Netterville</u>	<p>Could you ask if there is anyone in the club who could help me understand what is written on the German language invoice that I have for the restoration I had done on my '74 TR6 when I lived in Europe. I want to have more work done but need to understand what has been done before proceeding.</p>
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Tips & Tricks, assistance offered:

<u>Ken Hedges</u>	<p>While self-isolating for 14 days after returning from California and now a stay-at-home advisory is in effect, and then sitting around too much; playing Candy Crush, I thought I had better get some in-house exercise.</p> <p>What to do, ah! there is the old treadmill downstairs that has not been used for quite some time, went down dusted it off, plugged it in, turned it on, it started first time (had to get a car saying in there).</p> <p>So, shorts on, comfortable shoes, speed up to 3 mph and I was off walking.</p> <p>Now I don't know if any of you have used an exercise machine, but all I keep looking at is the odometer, looking for when my distance is finished.</p> <p>Next day I thought why not watch a video on YouTube to pass the time while walking, so off using my iPad, Bluetooth headphones in search of a movie. Didn't want to watch the news, too depressing so thought why not a car related show.</p> <p>I scrolled down and came across a British show called</p> <p>FOR THE LOVE OF CARS</p>
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	<p>It is bit of a humorous show based on restoring and auctioning 6 classic British cars, as well as visits to car clubs.</p> <p>The episodes included the following:</p> <p>Ford Escort Mexico. https://youtu.be/RM9ldflq0Rs MG TC. https://youtu.be/JBL6deZs7oE Mini Cooper Mk1. https://youtu.be/OLp2bnGsklw Land Rover Mk1. https://youtu.be/U5jUntA42WM DeLorean DMC 12. https://youtu.be/S6iTLuLuw-A Triumph Stag. https://youtu.be/Pc2dLy8bB_Y Coys Auction London. https://youtu.be/_iuedDYfz6U</p> <p>Each episode lasts about 50 minutes, enough walking before tea time.</p> <p>If you haven't seen this show, you may enjoy watching.</p>
<u>Farrell Vanderree</u>	<p>I like the idea of updating each other on our car projects by e-mail or other electronic means. It would be nice to follow what other members are up to! My Tr-6 is ready for the upcoming driving season but I would contribute what I have experienced with insuring through Hagerty insurance and ICBC that may be of some interest to others. Also, I will be removing the hardtop and re-fitting the soft top soon and could photo document this or video it.</p>

Parts Available:

<u>Warren Hale</u>	<p>I have several MGB projects underway. Rebuilding/restoring 3 + a V8 project. I have also broken up several parts cars. The result is that I have a tonne of MGB pieces many to give away. Cars are 1973 to 78.</p> <p>The V8 project – I will listen to any reasonable offer – includes a 78 solid Oregon chassis (BC registration), Rover 4L + Buick 300 heads and crank to turn it into a big valve 5L, Tremac 5 speed and conversion bell housing, 4 Barrel Carb & manifold, 4 downdraft 48 IDA Webers, Fiberglass Sebring body kit + fiberglass front fenders.</p>
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