Old English Car Club – Central Island Branch
Christmas 2020 Virtual Restoration Fair

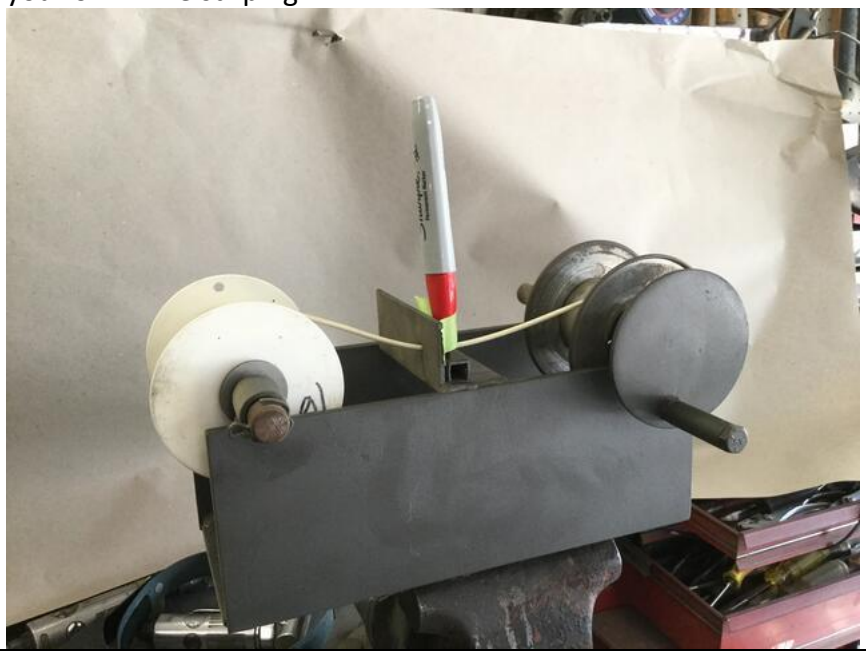
These people have expressed an interest in attending and/or contributing to the Virtual Restoration Fair, by all means, reach out to them if you have advice, have similar issues and would like to discuss their project/process, etc., (contact details are in the Membership Roster):

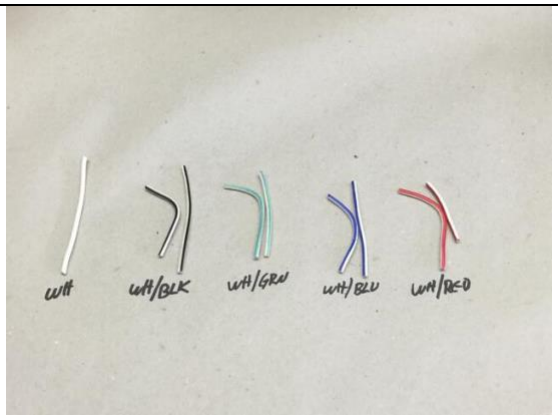
Wayne McCargar	Morris Barnett	Warren Hale
Ken Hedges	Kurt Lunenburg	Dave Stewart

Previous Editions of the Virtual Restoration Fair can be found by clicking the following link:

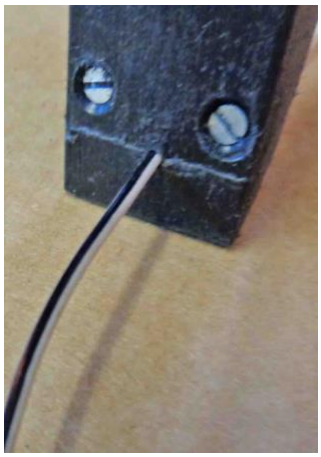
https://www.oecc.ca/cib/branch_events.htm

Projects underway, completed, issues at hand:

Wayne McCargar 1973 MGB	As part of my MG restoration project I needed to replace some wires but was a little bit miffed not to be able to find colour coded replacement wires. After thinking about it I really didn't need a whole roll of white wire with a black stripe a just 6" piece anyway. I did a quick search with Mr. Google and he came up with an interesting contraption to do your own wire striping. 



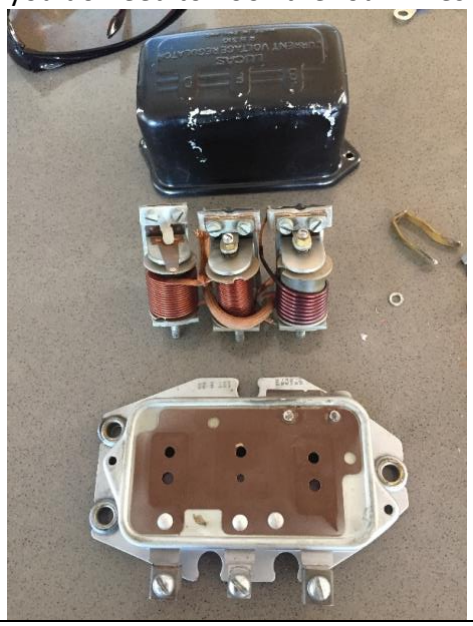
I thought how interesting but it seem like a lot of work to stripe a 6” piece of wire, there must be a simpler way. After several prototypes (which ranged from very complicated to simple) I came up with the following.

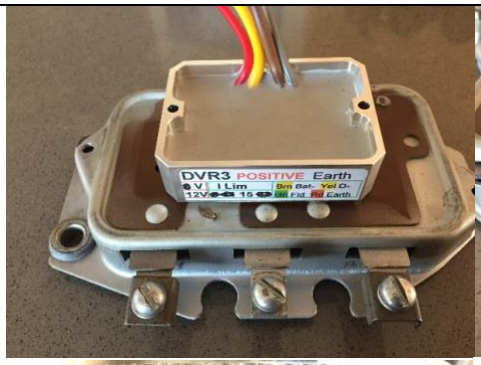


I took three pieces of scrap plastic and screwed them together, (I didn’t have a big enough piece to do it all in one go) drilled a couple of appropriately sized holes for wire and a permanent marker, ending up with a simple gadget for striping wire. Stick the wire through the wire hole, drop the marker in the top then maneuver the wire through the gadget (I didn’t want to say pull the wire) and you have a striped wire of whatever colour or length you need.

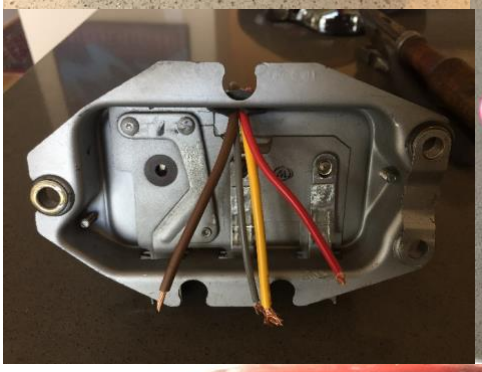
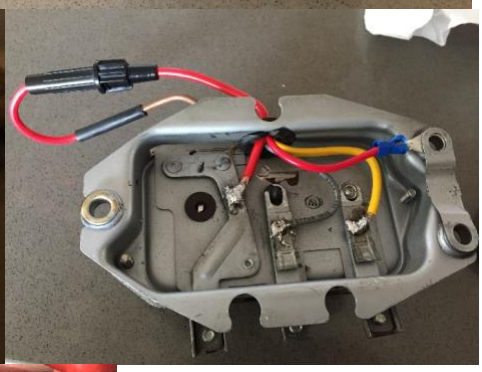
The wire hole was drilled in the middle of the joint between the top and bottom which gives the wire a channel in the bottom to ride in. Then I took the bottom off and used a forstner bit to drill a through hole in the top for the marker, screw the bottom back on and you’re finished. Permanent markers work well and won’t rub off unless you use a thinner.

As usual reinventing the wheel takes a lot more time and effort than using the original but what’s the fun in that. I hope that this may be useful to anyone wanting coded wires in their project.

Morris Barnett 1958 Jaguar XK150 OTS	**Lucas Voltage regulator upgrade to Solid state.** I have always looked after my battery on my Jaguar XK150, but I was always aware that the battery is being discharged when idling, I was always the last one to put my lights on in the evening hours, and even at higher engine speeds I was barely touching 13volts with no lights. Having the heater fan, lights and wipers going at the same time was a definitely a no no unless you wanted a drained battery. On the Jag web-page a member had installed a very small solid state regulator manufactured in the UK, so I decided to make a purchase. The company they said it would stop the voltmeter from flickering wildly and produce up to 14volts at 2500 rpm also it was able to maintain a minimum charge at idle of around 12.65v. You can get Positive or Negative polarity. The outfit is called Electro Dynamic Solutions Ltd. www.electrodynamicsolutions.com The item cost 84 pounds sterling total including postage, and as you can see by the photos a very simple conversion and installation process. My Regulator is a three bobbin Lucas RB 310, which is used with a two-brush dynamo. An easy-to-understand instruction is also provided. And it hooks right into your existing wiring loom, you do not have to use your existing voltage regulator as I have done, but you do need to hook the four wires into the existing wiring.  


DVR3 POSITIVE Earth



JAGUAR

Figure 1-Idle Speed 600 rpm

Ken Hedges
2006
Jaguar XK8

Earlier in the year, I removed the cigar lighter, and replaced it with a dual USB charging ports, which also has a voltmeter.

Looks like I need to charge the battery!

As our car came from the US, the speedometer is calibrated in MPH, so I thought I would add a Heads Up Display, so that I would not have to keep converting to km/h in my head.
The speed is calculated by using GPS satellites, so I only had to run a two wire power to the unit.

As you can see, not quite finished, as I want to get some material the same colour as the dash to cover the black case.

With the addition of the HUD, I added another switch under the arm rest, so I could turn it on or off.

Now really a James Bond car. **– ED: Rocket Launchers and ejector seat next?**

The switches control

Rear quarter lights up and down
Antenna defeat from going up
Heads up display
GPS on/off

Happy motoring, let's hope we can all get together in 2021
Merry Christmas and a happy New Year

Kurt Lunenburg

"The Green Bee Gee Tee"

I purchased TGBGT June 2020 after many (many) years away from Little British Cars (LBC's). My first car way back in 1986 was a 66 Sprite. It cost me $500 to buy, $500 to get running safely, and $500 to insure. The car had a leaky roof, leaky floor, leaky most everything else, suspect suspension, ok brakes, a strong 1275, and a weak gearbox. My neighbour at the time was Mike Owen and I spent many hours at Mike's learning about British cars. The Sprite was followed by an Austin 1100 America, a MG Midget, an Austin 110 Westminster, and finally a Mini. The Mini succumbed to Victoria traffic (and my girlfriends driving....) and so ended my brief but busy time with LBC's. New career, marriage, kids, and other real-world responsibilities meant that a British sports car was on hold. The one car that was always on my mind, the one that got away, was a blue MGB-GT that Mike had for brief period while he did a minor restoration on it. After he was finished, he gave me first right of refusal - $3500 – and to this day I kick myself for not taking it. Of course, this is tempered by hindsight; I couldn't afford it at the time, and it would have been impractical, but my love for MGB-GT's was born.

2020 and all things COVID arrive, and an opportunity opens up. I have the time, the money, the space, the desire (and most importantly – permission), to re-enter the LBC world. I know what I want, do the research, and a great opportunity presents itself. A 1966 Mk1 MGB-GT with 60,050 miles comes up for sale. British Racing Green, wire wheels, 3 synchro non-OD, great interior and dash, clean engine, and lots of work already done. I arrange to have a drive and head over to Owen Automotive for Mike to have a look – he knows the car! A thumb's up from Mike and a deal is done. A few weeks later the financials and insurance are sorted out in the new normal and back to

Photo 1 Top of the Malahat on the drive home

Mike's for a fluid change and tune-up before the 250 km drive home to Campbell River.

The car is solid but needs some refreshing. A restoration was done sometime in the 90's and age is starting to show. There's a small bubble of rust on the passenger fender, the driver's floor will need attention, and a few nicks, scrapes, and bumps that have been acquired over the years. Overall, the car is an excellent daily driver and to date I've put on 3735 miles (5975 km). As I get to know the car and research what options I have, a plan emerges.

1. The car is already converted to negative earth, so the next step is to switch from generator to alternator to get more amps and some "upgraded" fusing;
2. Tachometer was non-functioning so need to resolve this issue;
3. Lighting was weak. LEDs or relays seem to be the answer;
4. Seats, while ok comfort wise, have ZERO safety factor. Miata or Fiero seats seem popular;
5. New tires were put on almost immediately on getting home BUT.....two of the wire wheels are older and have corrosion with one resulting in a broken spoke. Expect more to come. Either new wires or convert to bolt on;
6. Rebuild the SUs.
7. With the type of long distance driving I like to do an O/D transmission would be nice; and last but by no means least
8. General maintenance and upkeep. Replace what's worn and needs updating.

The order in which I've tackled these (more or less) follows.

WHEELS AND TIRES

The car was in desperate need of new rubber. The tires were 18 years old and the spare was approaching 40! Wire wheels pose an issue for balancing but fortunately the Campbell River British Car Club has a special hub for balancing and OK Tire in Willow Point has the experience. Five new 185/70R14's and what a difference. It was like a new car. The volatile compounds in the tires evaporate and the rubber hardens. Hard rubber means harsh ride and deteriorating handling. If your tires are more than 10 years old, it's probably time to change if you do any sort of milage (or speed) each year. The new tires identified a bigger issue, corrosion of the wheels. The car has two newer chrome wires, two older chrome wires, and a painted spare. The older chromes are showing their age and while getting the new tires and tubes installed a spoke broke. Given the level of corrosion around the hub I suspect that further spokes will let go. So far, they are holding but I check frequently. Options are new wire wheels or convert to bolt-on. New chrome wires are pricy, looking at nearly $500 each. Painted aren't far behind. Bolt-on's are cheaper and easier to maintain (balancing, no tubes, etc.) but regardless of my route forward (swap rear axles or adapt bolt-on hubs) there is some work and expense involved. I do have all 4 bolt-on hubs, but I'd need new bearing, new longer M12x1.5 ARP or Moser wheel studs, spacers (wire wheel tube axel is narrower (~ 1.5") than a steel wheel tube axel) and other miscellaneous bits and pieces. I'm kicking the wheel issue down the road till I absolutely must resolve it.

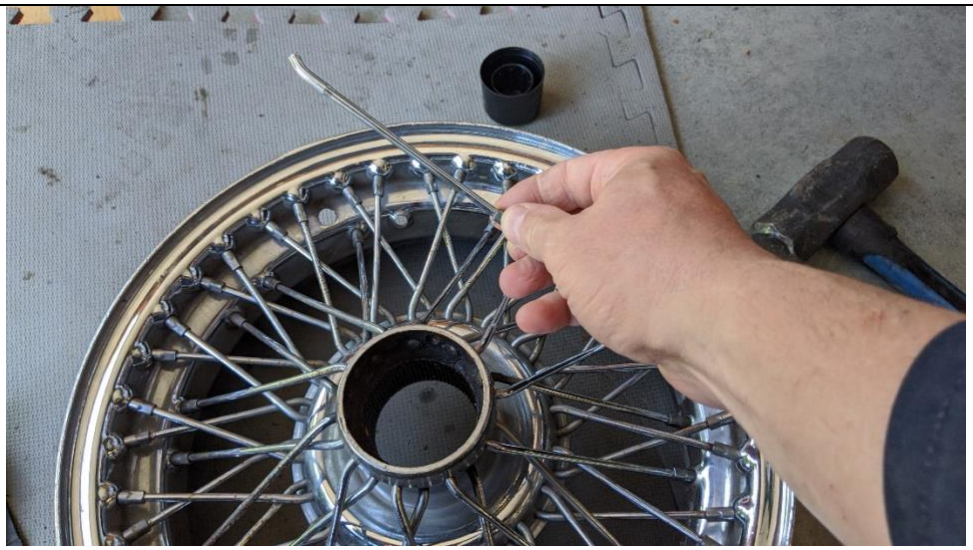


Photo 2 The Guilty Spoke

TACHOMETER

The tachometer had been modified to negative earth with the rest of the car but never worked, it bounced around 500RPM with the occasional attempt to read true. Nothing I could find electrically would fix it, so a bit of research led me to www.spiyda.com, a company in the UK who makes an RVI-RVC conversion board. Basically, you remove the old circuit board and replace it with a solid state one. Very easy job once you overcome having to open your tachometer and cut some wires. A few small solder connections and back in it goes. Made sure the wiring (both inside and outside the can) is done and works perfectly before reinstalling. Instruction were easy to follow and there is lots of help either online or through the company.

Photos 3-5 Spiyda Conversion

IGNITION AND CHARGING

The positive to negative was already done so up next was an alternator. I want some steady reliable power and going to a DELCO CS121 was a good choice. The body required a minor modification (unbolt the case bolts, rotate front 120° so bolt holes line up again, and bolt back together – should have taken pictures 😕). Had alternator shop put on a proper v-belt pully and done. The alternator cost me $40 at a wrecker and the

	shop charged my $13 to test the alternator and put the pully on. The best part is this is a two-wire self-regulating alternator, so wiring is very easy. OK, there were three wire coming out but only two are needed for my application and the shop marked the proper sense wire, so the red ignition light works! Installation it straight forward. Ordered up the alternator bracket from Moss (Drake's), removed the coil mounting plate from the engine mount (alternator is "fatter" than the genny so it won't fit otherwise) and used a couple of washers as shims to adjust the top bolt positioning to get proper belt alignment. Wiring is again straight forward. I used Rick Ashley's *MBG Electrical Systems* as a guide and car started up first time and all systems worked. Lights even shone brighter (or so it seemed). One important note on alternator installation is correct fusing and wire size. When I removed the alternator, I took the fusible link as well and it's important that this be used again on the install as a safety feature. The fusible link connects to a terminal then 6 AWG wire to the starter solenoid to provide charging to the battery and supply power to the car. I still have some cleaning up of the electrical to do as the wiring is, to say, a bit temporary looking. As part of the upgrade, I'm going to up the fusing with ATO blocks (one ten fuse block connected to the white switchable source and one 6 fuse block connected to the brown direct source). This will give the 54-year-old wiring added protection and allow for some potential upgrades. The goal here is to keep it discrete, neat, and tidy. Along with the alternator, the distributor is getting swapped out with a new 25D and Pertronix points, along with a Lucas sports coil, new plug leads, and new vac advance hoses. The old dizzy needs to be rebuilt and for the price it was worth going this route, plus the vac advance wasn't working.

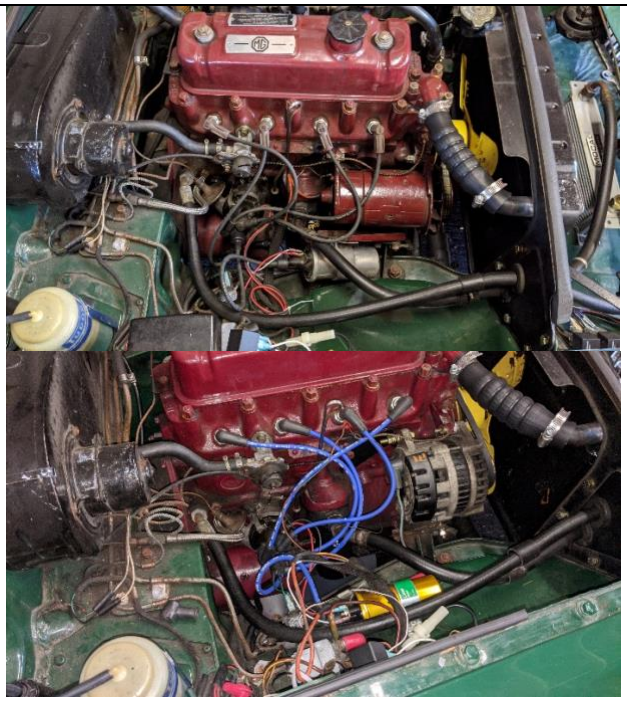


Photo 6-7 Before and After. Gen delete and alternator install.

Cooling

A simple cooling flush and small radiator leak lead to a complete cooling system overhaul.

After draining the radiator, I was unable to get anything out of the rear engine drain plug. The chamber was completely clogged. I pushed on with the flush, adding a bottle of flush chemical. Once this was drained, I ran 5 more clean distilled water flushes to clean it out. Even after all that the water was still brown. A job that hadn't been done in a while.

Photo 8 A lot of hazardous waste.....Drain, Chemical Flush, Water Flush 1 through 5

Island Radiator in Courtenay did a great job of fixing the leak. They checked over the entire rad (it had been re-cored at some point) and gave it a paint job. The rad was in great shape overall and it was $100 well spent. While the rad was being repaired I swapped out the three front hoses. I needed the car back on the road and I hadn't received the rest of the parts so another project over the winter will be a new water pump, thermostat and housing, and a fan. This should all help in keeping the temps cool.

LIGHTING

Lighting is notoriously poor so I'm in the process of rectifying that. The headlights had already been swapped for halogens so that's done. Going LED headlights is not necessarily the best course, it can be expensive to get good ones, and I'm not a huge fan of the look on a 1966 MGB. Not to say I won't go that route, but not yet. I opted for a relay kit from riley1489 though MGExp. He's located back east in Canada; you tell him what Mk/year you have, and the kit is a virtual plug and play. All the right wire colours are used with proper bullet connectors. A very easy upgrade.

Photo 10 riley1489 headlight relay kit in the correct location for a Mk1 MGB

The dash lights have been swapped for LEDs (except the ignition light – it needs to stay incandescent). I now have a plethora of bulbs as they are cheap, cheap, cheap, on eBay and I'm experimenting with what works best. Except for headlights, all exterior lights are now LED as well. There are three very important points to note when switching to LEDs:

1. Make sure your chassis grounding points are good – ALL OF THEM!
2. You will likely need to use a grounded flasher relay for turn signals. Your basic 2/3 prong "LED compatible" flasher at Can Tire, etc. most likely won't work. I had to use a CEC Industries EF33RL flasher with integral ground, and the lights now work perfectly.
3. LED must match the lens colour though not so critical for dash bulbs. Using a white LED behind a coloured lens will wash out the colour. A white light behind a red lens will give a nice pink glow. My brake lights and rear turns are red LEDs, front turns are amber (yellow) LEDs, and markers are white.

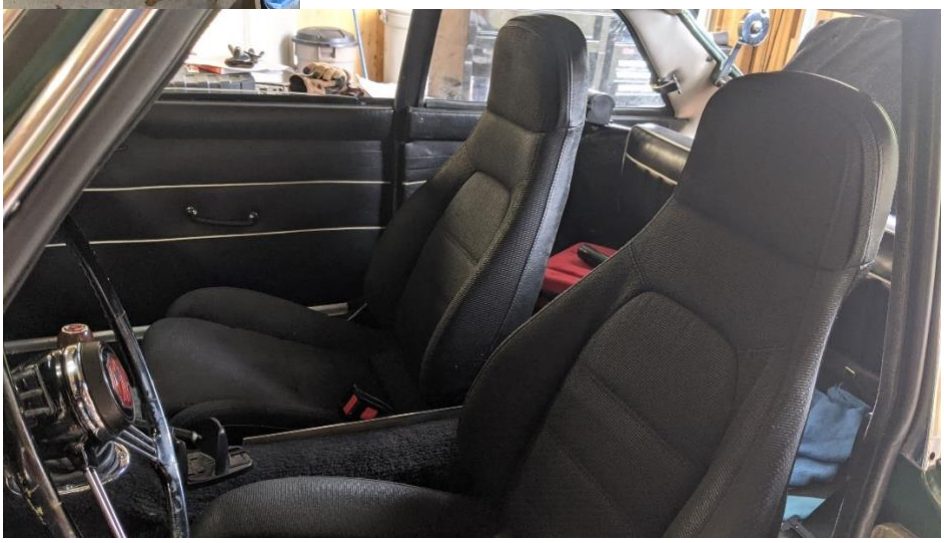
Photos 11 & 12 Dash looking very bright, dimmer works (sort of). Tail bulbs are both red LED, just different styles.

SEATS

I sourced some NA Miata seats in fantastic condition though the rails had been modified at some point. I have some unmolested NB2 rails (which fit) coming from WA State (yeah Facebook) and I'll soon be able to determine what the best route forward is. The current rails require a mounting plate to work and I've made up the passenger side. Not perfect but a start. The mounting plate uses the existing ¼" bolt holes and the seats then mount to the plates. Not pretty but it works. By using a stock rail, I could drill new holes through the floor and mount the seat with ½" Grade 8 bolts – nice and secure. As I'll have to replace at least one floor at some point not a huge deal. I could also go for a Mr. Mike's adapter kit, but this is $140 USD plus shipping. Currently the seats sit me a bit high (I'm 6' 2") so a foamectomy will need to be performed.

The seats will give me a more secure seating position, they are heated 😊, and have headrest speakers. Win, win, win. I'm looking at www.lseat.com as an option to get leather with white pinstripe to match the interior. The guy I bought these from had

lseat covers in another car and he was overall pleased with the quality. Their price is significantly cheaper than other leather seat suppliers.



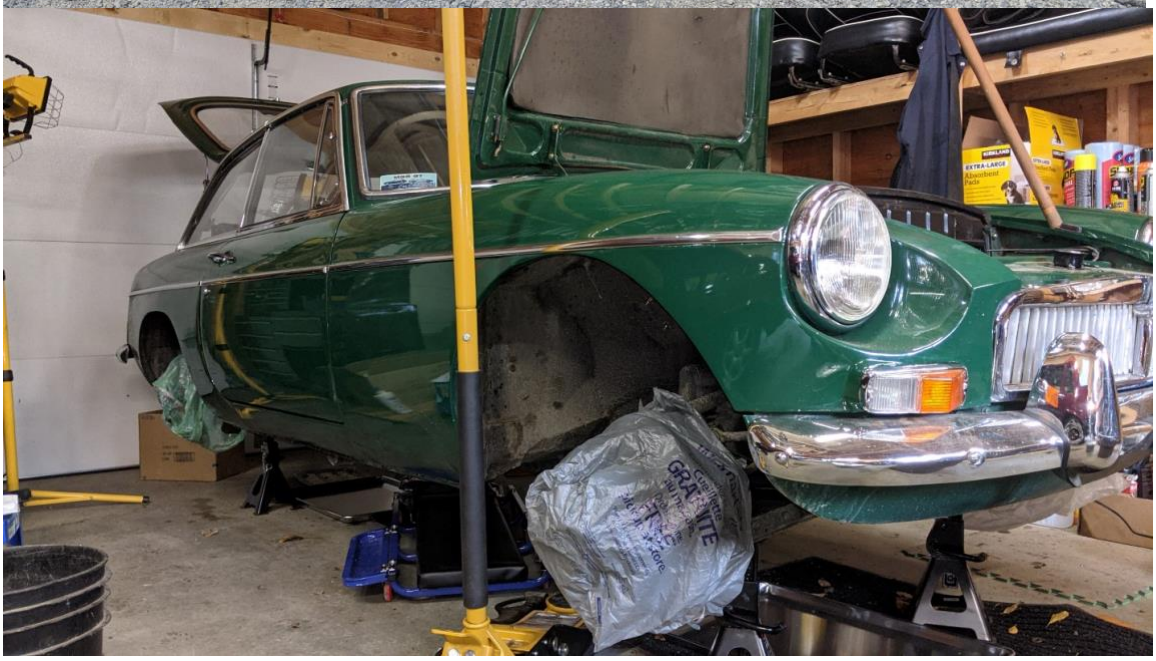
THE REST

There remain several other projects that may or may not be gotten to over the winter, and a few that are 21/22 (or later).

1. Moto-Lita steering wheel. This is waiting on the seat install to see how much room I need. Option is either a 15" wood or 14" leather.
2. Clean up instrument gauges. I have the parts (glass, gaskets) for the speedo and tach. A small but nice-to-do job. This will be done in conjunction with my ongoing dash LED testing.
3. Rebuild the twin SU carbs. I have the rebuild kit, but this will also entail redoing the heat shield and probably ceramic coating the exhaust manifold. When this gets done, I'm buying a SU balancer from British Tool Works.
4. Overdrive transmission. I have one lined up and it's currently undergoing a rebuild. It's an LH so there will be some work to get it into the car. Mike Owen has done this before, so he'll be providing some expertise on this one.

5. Tunes. With the seats having speakers (or will have when I order them) I'll be looking at music. There are some BT amps available for streaming music only (i.e. no radio). As I use my phone (Spotify) this makes perfect sense, and it can be tucked discretely out of site.
6. Replace brake hard and soft lines. Clean up and (if required) rebuild master. It's the original square metal so it would be nice to keep.
7. Same, same for the clutch.
8. Do I keep the rear seat or go to a straight flat deck (with access to the battery)? Maybe a project "just because".

This sums up some/most of what I have planned and/or in the works. This is all leading up to the eventual strip and paint in the next few years to reset the clock and get another 54 years out of her.
My aim it to make a reliable daily driver that has enough upgrades to be safe and comfortable while still holding true to its heritage.
Thanks for reading.

	 
<u>Dave Stewart</u> 1974 Triumph TR6	TRIUMPH TR6 DOOR MECHANISM REFURBISH - DECEMBER 2020, STEP 1 – Road Noise reduction - Refurbish the doors with Dynamat to dampen road noise which entailed taking off the door panels and all of the door and window regulators. I had noticed that when driving over any sort of bump that the door mechanisms had many little annoying rattles.

STEP 2 - After some online research I found a great article by Bob Danielson about refurbishing window channels to reduce window channel chatter. I won't go into detail and repeat his article, but the results were amazing, the rattles were silenced, see his online article, (www.tr6.danielsonfamily.org/WindowChannel.htm)

STEP 3 – You may notice in the Picture (left side) that I installed Mini door Activators to Create Power Door locks as part of the car Alarm System. (another topic)

STEP 4 - Lithium Grease – while the window winders were apart, I cleaned off all the old hard grease, from the window regulator gears, and all moving mechanisms, then regreased them with white Lithium Grease, this made everything move easily and freely.

STEP 5 – Window glass alignment to the A pillar. When I reinstalled the windows in the doors and did a test wind up and down, I noticed that the windows did not line up properly with the Windshield A pillar frame. The TR6 has six adjustment bolts, 4 bolts on the inside of the door, (the door panel covers this section), two at the bottom of the door, front and rear and two at the top front and rear. These adjust the window track alignment top and bottom and change the angle of the glass door to the windshield A pillar. There are also two more bolts one above the door catch mechanism on the back side of the door and one at the front on the door up by the door mirror bolts.These two

	bolts change the vertical angle of the window. The door windows have a perfect fit and smooth easy window motion. Here is a picture of the four inner bolts (GT6, SAME FORMAT) https://www.triumphexp.com/forum/spitfire-and-gt6-forum.8/window-regulator-and-guide- question.861330/ STEP 6 – Install a vapour barrier and refit door cards and window mechanisms, all done. Can't wait till spring 

MGB Parts Available	
Warren Hale Various MGs	OH… MG In an effort to reduce the clutter I would like to give away as much of my surplus collection of mostly '75 to '78 MGB parts. Doors, fiberglass fenders, hood and trunk lid along with some seat frames, convertible top frame, mechanical parts and roll bar – FREE!

Between my wife and I we have 5 MGs and have stripped several others so there is a ton of parts most of which I am happy to give away.

If you are looking for MG stuff, please drop me an email and let me know – it will be either be free to a good home or going to the scrap yard.

If anyone is interested in a winter project, I have a '78 chassis from Oregon that is rust free and has been BC registered along with a '75 parts car with twin carbs for sale at $3500 for the pair.

Below are a couple of additional items that someone may want – no cost – FREE!

Please email hale.w@telus.net if you are interested in any of these items.

	In the new year I hope to make some major components available at attractive prices.

TOOLS EXPLAINED

DRILL PRESS : A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL : Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t!'

DROP SAW : A portable cutting tool used to make studs too short.

PLIERS : Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER : An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW : One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VISE-GRIPS : Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH : Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW : A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK : Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW : A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST : A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER : Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER : A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR : A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER : A tool used to make hoses too short.

HAMMER : Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE : Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

ADJUSTABLE WRENCH: aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted buckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

Son of a b*tch TOOL : Any handy tool that you grab and throw across the garage while yelling 'Son of a b*tch' at the top of your lungs. It is also, most often, the next tool that you will need.

Christmas Quiz!!

Passing requires 4 correct answers, be honest;

1) How long did the Hundred Years War last?

2) Which country makes Panama hats?

3) From which animal do we get catgut?

4) In which month do Russians celebrate the October Revolution?

5) What is a camel's hair brush made of?

6) The Canary Islands in the Pacific are named after what animal?

7) What was King George VI's first name?

8) What colour is a purple finch?

9) Where are Chinese gooseberries from?

10) What is the colour of the black box in a commercial airplane?

Correct Answers to Quiz

1) How long did the Hundred Years War last?
116 years

2) Which country makes Panama hats?
Ecuador

3) From which animal do we get cat gut?
Sheep and Horses

4) In which month do Russians celebrate the October Revolution?
November

5) What is a camel's hair brush made of?
Squirrel fur

6) The Canary Islands in the Pacific are named after what animal?
Dogs

7) What was King George VI's first name?
Albert

8) What colour is a purple finch?
Crimson

9) Where are Chinese gooseberries from?
New Zealand

10) What is the colour of the black box in a commercial airplane?
Orange, of course.

Soooo, how many did you get right????