



Old English Car Club – Central Island Branch

July 1, 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). Names in **GREEN** have new information or contribution to the show for Canada Day:

Doug Unia	Brian Collings	Malcolm Hargrave
Warren Hale	Farrell Vanderree	Steve Roebuck
Mark Whiteley	Ken Hedges	Lynn Morpak
Mike Holliday	Morris Barnett	Julie McKay
Fred Grey		



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

April- https://mcusercontent.com/4312ce1b3ee89f603db703ad8/files/6f7de221-e2d4-4b7e-a6da-31aeae0f8f93/Virtual_Restoration_Fair.pdf

May- https://mcusercontent.com/4312ce1b3ee89f603db703ad8/files/3e77de5e-53c9-4aca-a2b7-da06f75d44d6/Virtual_Restoration_Fair_May.pdf

June- https://mcusercontent.com/4312ce1b3ee89f603db703ad8/files/2cf8a71d-245c-4c60-9629-e92b7c060035/Virtual_Restoration_Fair_June.pdf

Projects underway, completed, issues at hand:

<u>Malcolm Hargrave</u> 2008 Mini Cooper S	<p>May Update:</p> <p>Just to let you know that I have now finished both of my restoration projects, and there are no plans for any further exhausting or time-consuming restorations.</p> <p>Phase 1 was to wash and wax my car, Phase 2 was to wash and vacuum the inside.</p> <p>Here are photos of both completed phases.</p> <div style="display: flex; justify-content: space-around;">   </div>
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Warren Hale
1995 Jaguar XJS

May Update:
Projects: June and Hale



Some maintenance on the E, Big Red is just parked and I am working on some intake modifications on the 95 6L XJS.

In addition, we have some MGBs My wife's is a 74 which is in the process of getting a new interior although in this photo I am not sure what the project du jour is.



Our current long weekend project is installing a hoist. My back just won't take climbing around under cars any more. As you can see we are being assisted by our 2 standard Poodles.



In the corner of the photo is my GT which is getting some engine work.



June and I seem to find things to do.

July Update:



Big Red finally rolled out of the shop after getting some cosmetic and mechanical upgrades.

She is now sporting uprated Jaguar 16-inch refurbished wheels with new tires, daytime running lights, new front shock absorbers and front brake pads.



	<p>I also replaced the destroyed front spoiler and fabricated a new inner wheel well panel.</p> <p>Next on the agenda is new rear shocks and an interior upgrade including replacing/repairing/refinishing the wood trim.</p> <p>The 944 Turbo (the German version of the MGBGT) will now be taking up residence on the hoist as I rebuild the power steering. I have been putting this project off for quite a while as I find working on German cars make British cars look easy to fix.</p> <p>I am looking for a Jaguar parts car to donate bits to the other Jags I have. Any 2 door or V12 is of interest.</p>
<p><u>Farrell Vanderree</u> 1973 Triumph TR6</p>	<p>May Update:</p> <h2>TONNEAU RE-WORK</h2> <h3>MAKING IT FIT</h3> <p>My TR-6 project car came with lots of parts, some of them I think collected from other cars. An original tonneau cover was one such item. It seemed to be in perfect un-used condition but just could not be stretched enough to fit the length of the cockpit. Even on a hot sunny day it would be an inch short. Did it shrink over the years or did the car grow?</p> <p>Christine, my wife, has an industrial style sewing machine we purchased years ago for sail and canvas repair on our sailboat so we decided to attempt some modifications to the tonneau ourselves. We obtained some automobile vinyl from Eldorado Upholstery in Courtenay. Apparently, there is no way we could get an exact grain match so we settled for similar. Usability over originality was our goal. We added about a 4-inch addition to the rear of the tonneau tapering out along the sides which would allow us to install all new snaps spaced to match the ones on the car and extend the cover by about 2" in length. The extra width of vinyl was needed for hems and overlap of the original.</p>



This worked out well but as you can see in the photo we were left with puckers at the corners in the rear. This is partly to do with the new fabric convertible top creating a hump the tonneau has to wrap over. We opted to do a modification and cut a slit in the corner and with the use of bias tape remove the pucker. The next photo shows the result. We were pleased with this adjustment.



I ended up having to redo all the snap locations except 2, even those on the doors, as they just didn't quite align. By removing the old snap and sewing a small reinforcement patch we could install the new snap in the right location. We even ordered a grommet tool from Amazon and replaced 2 of the dashboard grommets that had been damaged by



trying to stretch the original tonneau. We already owned a snap attachment press tool – see photo of the vise-grip pliers with custom jaws. We use this tool a lot on our boat with very good results.



The final test was installing the tonneau on a cool day. We did not have to stretch the vinyl avoiding stress on the attachment points. Our solution cost under a \$100 in supplies and tools and gives us a good looking and serviceable tonneau. I really like using the tonneau as I can easily enclose the cockpit when I leave the car parked and avoid tree debris collecting or bird droppings especially at the marina. Driving alone, I leave half the tonneau snapped on and the cockpit stays warmer. As well I think the tonneau makes the car look like a grand sporting automobile of the past.



Photos and text by Farrell VanderRee
Sewing by Christine VanderRee

Steve Roebuck
2007 Jaguar XK
Convertible

May update:

Issue #1 and #3 resolved, new battery installed thanks to Ken Hedges for the suggestion, and main computer reset. Radio has not skipped

since, nor has the main computer rebooted since the new battery installed.

Issue #2 remains but the existing Bluetooth chip appears to have failed and has been removed from the process while a replacement is located. A replacement costs about \$1,000 and is only compatible with iPhone 4 which is absolutely useless. Why would Jaguar have a generational discrepancy like this for their not very old cars? One consideration here is that a replacement can pair with newer phone technology. No guarantees as it appears older cars with Bluetooth may not be compatible with newer phone models. This has affected the garage remote and cell phone link. In the meantime, we'll live without the phone feature since everything else seems to be working fine now.

June update:

A couple of small scratches I wanted to address on the 2007 XK, I purchased a colour match at Scratches Happen online and received a kit of primer, colour paint, clear coat, several brushes and small foam tipped sticks, gloves and a card to "play with the paint flow and colour match" before getting brave enough to splash colour on the car. I'll keep you posted as to how this works out.



Another issue is to clean the fabric roof and add fabric protector on to get the rain to bead up instead of soaking in. I bought the AutoGlym product for this. Stay tuned for updates here too.

**Doug Unia**

1980 Triumph
Dolomite Sprint

May Update – Brian Collings:

Replacing a vinyl roof and headlining on a Triumph Dolomite Sprint. During April and May Doug Unia wanted to replace the vinyl roof on his Triumph Dolomite Sprint and he asked me if I would take a look to see what was involved. After checking the car over, I felt it also needed the headlining replaced as it was old and brittle as well the headlining was black on the sunroof and the rest was originally white. This over the years had discolored.

After checking around for the materials for the replacement vinyl and headliner, Doug discovered a company in the UK that had vinyl roof kits and headlining kits for the Triumph Dolomite. This was ordered up with additional vinyl and headlining material to cover the sun roof cassette and roof panel.

Job 1 Remove the front windshield and the sun roof complete with the cassette tank, this involved removing the interior black plastic headlining trim strips that hold the headlining into the underside of the sunroof. Then remove the headlining from around the inside of the sunroof cassette tank and let it drop down. Removal of all the sun roof fixing screws from the inside of the car holding the cassette complete with roof panel and lift the sunroof cassette and sun roof off from the top of the car

Job 2 Remove the headlining from the car (with the large hole that fitted around the sun roof cassette) and unstick it from all the door and front and rear window apertures. Also removing the two separate headlining coverings from the inside C-pillars.

Job 3 Peel off the old Vinyl roof from the car and then peel off the vinyl from the sun roof Cassette and the sliding roof panel. Removed all the old glue from car roof and sun roof, vinyl on the C-pillars was also removed along with the glue. We had to ensure that there was no glue lumps or bumps left behind as this will show up on the new vinyl.



Job 4 Once the roof kit arrived from the UK, we took the extra material that was shipped for the sunroof cassette and sliding panel and with the headlining we covered the underside of the sunroof cassette tank, then we covered the underside of the sunroof sliding panel.

Job 5 next using the extra vinyl that was shipped we glued up the top of the cassette roof and the top of the sliding roof panel. Glue was applied to both the metal surfaces and the vinyl surfaces. Stretching the material with one person at each end we gently laid the vinyl down onto the roof panels. This has to go down right first time due to the spray glue we were using is not forgiving if it is wrong. Careful trimming is needed when trimming at the corners to prevent any bulk vinyl that would not allow the sunroof to slide or the cassette to sit right down when reinstalled on the car.



Job 6 using the same techniques as used on the sunroof we then applied the vinyl to the roof of the car this was started from the center of the roof at the front and the back stretching the vinyl material tightly and laid down onto the roof. Carefully we smoothed out any wrinkles and air bubbles until the roof was nice and clear and smooth. Finally, we used hard wallpaper rollers to roll the vinyl to give good adhesion. The front of the vinyl was tucked into the lip where the windscreen will locate; the rear window wasn't removed so this had to be tucked under the window rubber using wallpaper scrapers.

Job 7 Sunroof was reassembled before fitting the assembly back into the car. Now the car has matching vinyl on the car roof and the sunroof. When the vinyl was pressed right down into the gutters and windscreen aperture, excess vinyl was trimmed off and chrome gutter moldings refitted.



Job 8 vinyl was then applied to the two C-panels at the rear of the cabin, this was a real tricky area as there were 90-degree folds and large curves to get the vinyl around without getting any wrinkles. This took a couple of attempts to get right. Finishing trim and badges were then installed.

Job 9 (still under installation) installing the headlining, this proved to be the hardest job of all, due to the large aperture that gets cut out of the headlining to fit the sunroof.

A few more hours will see the headlining finished and the windscreen installed.




July Update – Brian Collings:

Triumph Dolomite Sprint new vinyl roof and headlining.

Final Tasks for the refurbishment of the Sprint headliner and vinyl roof. The Head lining was fitted after the sunroof was installed in the car, this was because there was a lip around the sunroof perimeter that the headlining material tucks into then it gets four black trim sections to clip over the lip. Getting the headlining tucked in under the rear window rubber proved to be a challenge, certainly easier if the window gets removed first. Tucking the sides of the headlining around the door frame was an art and it is held in place with the rubber door seals. Once the headlining is stuck around the front windscreen aperture, the sun visors and the interior mirror had to be reinstalled. Much difficulty arose trying to locate the holes in the right place.





	<p>Finally, when the headlining is all installed, the windscreen was refitted using string around the outside rubber surround and windscreen sealer caulked in the rubber surround.</p> <p>Last job was to remove any baggy parts in the headlining using a head gun. This worked out really well thanks to help from Doug and Judy's experience with material.</p> <p>Job completed and looking very smart.</p> 
<p><u>Ken Hedges</u> 1968 Triumph TR250</p>	<p><u>May Update:</u></p> <p>A while back, I thought I would do some cleaning on the engine bay of the Triumph, and started to poke around areas that don't get too much attention, and found that the bushings in the firewall that the accelerator rod passes through where cracked and falling apart, it should have occurred to me earlier that something was wrong as it took more travel on the gas pedal to rev up the engine.</p> <p>If anyone has a TR 4, 4A, 250 or TR6 and had to replace these bushings in the past knows it is just about impossible with the engine in place, even after getting the bushings installed, threading the accelerator rod through in the footwell is also next to impossible.</p> <p>So I started to look around on the internet for other solutions, and found an answer to installing the bushings an easier way, they are not like the original design, and can be slipped in easily from one side. I got the idea from a picture on the web. (I should have taken pictures of the ones I installed.)</p>



As I was impatient to get the job done, I asked a good friend if he could make me some, again I found a drawing of the bushing on the web, emailed it to our friend, the next day an envelope with the parts were delivered to our front door.

The installation went perfectly, and with a little tightening up of the carburetor linkage all is fine again.



The above picture shows the driver side (LHD) bushing installed with the locking collar which holds the bushing in place.

Although it is not original it solves a very hard and frustrating repair.

Mark Whiteley
1972 Triumph TR6

Hi fellow enthusiasts! My name is Mark Whiteley, an ex-pat from Lancashire UK. My family and I have been here in Nanaimo for nearly 13



Years and love life here on the Island. I hope this finds everyone well during these changing times. Working on my vehicle restoration has been keeping me busy during this lockdown, I thought I would share my story so far as I have a bit of time on my hands.

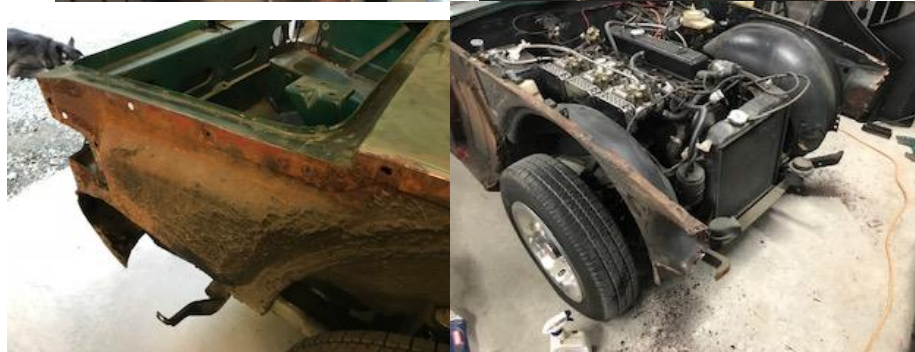
I bought the TR6 in 2016 from a former OECC member who lived in Nanaimo, it had been sitting in his garage for nearly ten years and hadn't been run for at least five years. It needed a restoration but was a decent runner before being carefully parked up in Edgar's heated garage. Edgar was reluctantly selling the vehicle for personal reasons and always wanted to restore her. Being unable to fulfil this ambition, he generously threw in an engine lift, engine stand, parts bath, trolley jack with the sale. We agreed a very reasonable price, and I had the old girl towed to my place.

I managed to get the car rolling again after changing out all the fuel lines, fuel pump and fuel tank, along with plugs, points and a quick brake check-up, she ran ok and I had summer fun for a couple of years but she was in poor shape due to major corrosion. The time came in November 2018 to begin the restoration project. Within a couple of days of starting to pull it to pieces, I soon realized this was going to be a full restoration, and not a quick fix.

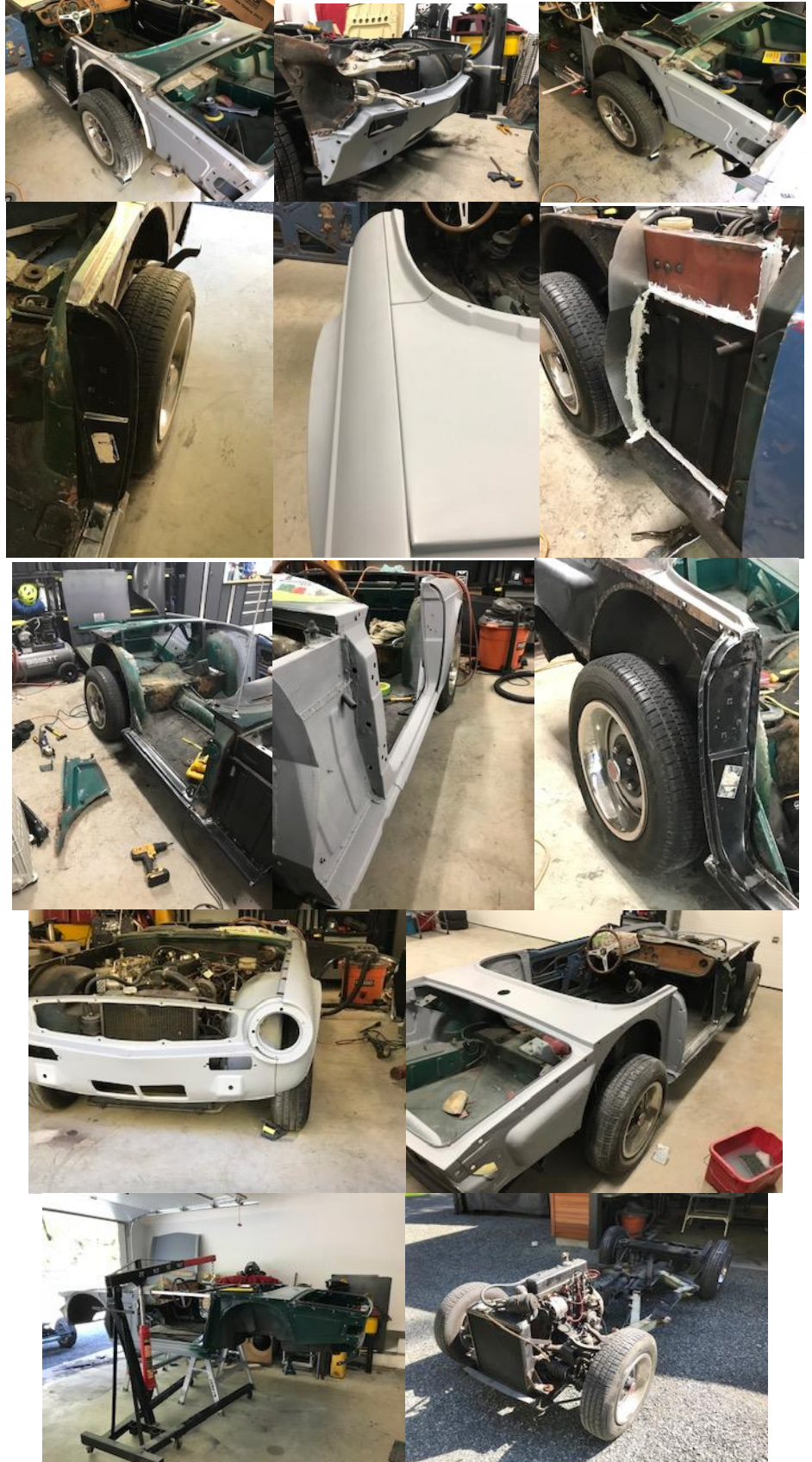
I was lucky enough to find 90% of all the body parts I required from a great guy in White Rock. He had restored two TR6's himself, the third being beyond repair, meaning he had lots of body panels stored away in his shop. All were either Heritage parts or had Rover stickers on them and were new, so I loaded up my truck with two new front and rear fenders, two B posts, both inner rear fenders, two used bonnets, plus various other new panels for the bulkhead etc.

I felt as though I won the jackpot, then the very next day, I found a completely restored chassis with all the weak spots replaced and reinforced blasted and powder coated! This was a great find for me as my chassis was in really bad shape, this gentleman also had two great doors, so I once again loaded the truck and jollied off back to Nanaimo with my great finds. So, I was basically all set to get stuck in to get her started.

Here are some of my progress photos to date. I did most of the structural body work on the old chassis, then removed the body to continue. You may see some fresh green paint on the rear end, I was trying make my mind up on color but in the end, I changed my mind as you will later see. I hope you find this interesting and if there are any questions from my restoration journey to date, please feel free to contact me through the club. Mark.



She has always been a BC car and it shows a little for sure. Above are a few pictures of the corrosion and below, the start of the repairs to the bodywork.





After making the body a little more solid and fabricating a support frame for lifting, I removed the body to expose a very weak chassis. It was time to start the chassis and running gear rebuild.



New HD spring and shock absorbers front and rear. Nylon bushes all around, trailing arm adjusters, track rod ends, ball joints, fulcrum pins, Trunnions, drilled and slotted rotors, front pads, bar links, rear calipers

and shoes, all existing parts blasted and recoated. Also, differential oil seals replaced - I didn't enjoy changing them!

Having removed the engine, I sent it for inspection. Unfortunately, the block was done, too much wear around the camshaft guides, but the head was good. So, I began the search for a replacement block. I was fortunate enough to find one in Coombs. It had been rebuilt a few years before, the block had been bored out oversized to 20 thousandths of an inch, with new pistons and rings. The guy had receipts for over \$4500 he had spent on it, also had a reground fast street cam installed at the same time, with double valve springs installed in the cylinder head. Apparently, the back end of the car kind of collapsed a few months after the rebuild and had been parked up for five years. I took a bit of a risk and bought it as a full long block, at least it was very reasonably priced. I removed the head and sent it to Island D for new hardened valve seats and machining down to 3.400 thick, which should give me around 9.75 : 1 compression. The bores in the new block were in great shape, so I just honed them out. I put it all back together and all is good! Great oil pressure and sounds great, with one exception - a bit of a dieseling issue, which I haven't quite figured out yet. Yellow engine paint was a bit dodgy, I couldn't live with that, so stripped it and repainted with black engine enamel.





Now that I had the rolling chassis complete and engine running, it was time to get back on the body work, before re-fitting the body back to the chassis and starting the alignment process all over again. It went together fairly well with no major problems, also I forgot to mention I fitted a fresh clutch and thrust/release bearing before mating a rebuilt J type O/D transmission. I found a set of used but great condition 16 x 7 Panasport wheels, which I think look great, but I need to put the correct tire size on yet.



This is where the project is at right now. Hoping to paint her this summer and get back on the road as soon as I can!

Lynn Morpak
1974 MGB

June Update:

In preparation for the summer cruising season we have plans to swap out my original steering wheel because the rubber has split on the seam. I was lucky enough to have an another gifted to me. Also, on the slate is to replace the heater core as I'm starting to experience tell-tale whiffs of antifreeze. This will be the first big job we have attempted ourselves so if anyone has advice please pass it on.



Mike Holliday
2000 Jaguar XK8

I just purchased a 90,000 km, one owner 2000 Jaguar XK8. Although the car appears to have been well looked after, the front seats were another matter. Not sure if I wanted to spend the money to have them reupholstered, I remember Steve Roebuck mentioned a company that reconditioned his seats about three years ago.

New Creations has an office in Nanaimo that I contacted to inquire about the process. Within three days, Drew, a technician with the company arrived at my house and within a couple of hours completed the transformation. With a history of being an automotive detailer before joining New Creations, I really appreciated Drew's attention to detail.





Morris Barnett
1958 Jaguar XK150
OTS

Jaguar 4.2 Engine Build Part 1 by Morris Barnett

If you have read the last edition of Beano you will see my XK 150 Jaguar story and my continuing progress of trying to get more power from the 3.4-liter engine.

After installing Stage 1 camshafts, 2-inch SU carbs, aluminum flywheel and a 6-branch exhaust manifold, I still felt I could get more torque and HP by installing bigger inlet valves and possibly a straight port cylinder head and 9 to 1 pistons, up from 8 to 1. However, this meant I would be breaking the matching numbers head and block of the original engine. This I did not want to do, so I decided to go looking for another engine.

I found a 3.8 block in Surrey, and a straight port cyl. head in Victoria, however just prior to the purchase, the Covid-19 outbreak happened and I had to look closer to home in Nanaimo. Luckily, I found a 4.2-liter Jaguar MK10 engine.



Figure 1 4.2 block prior to clean and stripping

The flywheel, exhaust and inlet manifolds, water pump, and engine mount were no use to me, also I was faced with an alloy sump which bulged out on both sides, which was going to interfere with the exhaust manifold of the 150 on the left side. First a good clean and then a strip down revealed an excellent cylinder head with no cracks or corrosion to the alloy water jackets.

However, the bores did not look too good, a 20-thou lip was at the very top of the cylinders so a rebore looked imminent.



Figure 2 Head removed showed a 20-thou ridge at the top of the cylinder.

I also noted that the previous mechanic/owner had installed new pistons, but they were either 7 or 8-1 compression rather than 9-1 (see picture below) which the 4.2 engine should have. They were probably wanting to use regular 87 octane fuel rather than the more expensive 91 octane.

After flipping the engine on the stand, I removed the sump and removed the big ends and to my delight they were all in good condition as the shells seemed to have been replaced not long ago. My enthusiasm was slammed after I removed the big end bearings.



Figure 3 Combustion chambers and water jackets

The big end shells were the worst I have ever seen in all my years of being a mechanic and messing about with classic cars.



Figure 4 Big end shells, what a letdown.

And here is a picture of the very tired and stretched lower timing chain, and how far the hydraulic tensioner is pushing, it is almost ready to pop out.

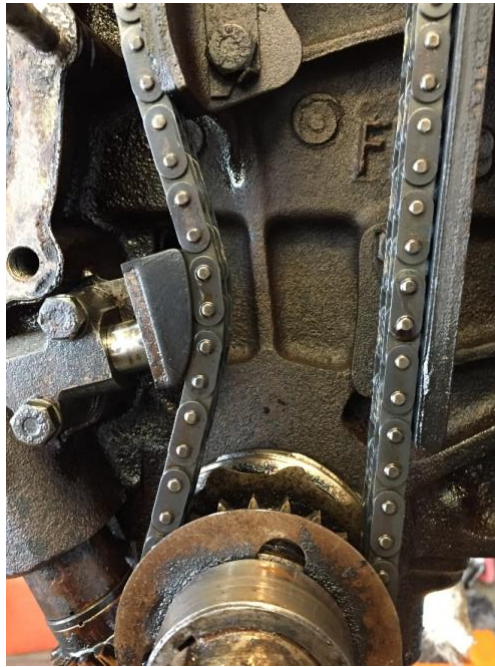


Figure 5 Tensioner almost at its maximum position.

It seems the previous owner had left the engine in the vehicle and only replaced big end bearings, and pistons and done a cylinder head job. More on the head later. The pistons I removed had hatching on both sides, and I was told this is what one did to make the pistons slightly fatter to fill in for the worn cylinder.

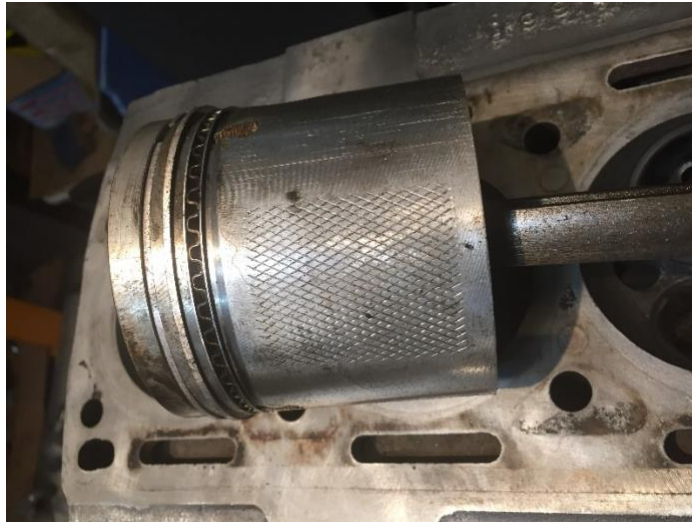


Figure 6 Removed piston showing hatching on both sides on all pistons.



Figure 7 Very low dome height indication either 7 or 8-1 compression

I was now faced with a major rebuild of the engine, from a crankshaft grind to a rebore and new pistons.

More to come in Part 2 in the next 4.2 engine build Virtual Restoration.



Fred Grey
1970 Mini
Countryman

Acquired from Paul Mansell in July 2017 as a "Has to go or else" that no one but a person with some welding experience would tackle.

Was delivered on a homemade rotisserie, that worked just fine.

Floor was replaced with front section purchased for a saloon. No floor available for the Traveller or Countryman.

Previous "repairs" were cut out and fabricated including scuttle, section below the "A" post and rear valance.

Rear frame section was repaired and fitted to body.

Front section mated with inner fenders which was missing.

Motor rebuilt at Island D.

Trans axle rebuilt and assembled.

Body work comprised many hours of fit and sand primer coats. Color coats applied and then assembly begun.

Front and rear doors trial fitted with color under hinges

Next will be 2 coats of Red Coat and assembly.

Hope is to have the car on the road soon and rising to the occasion!!

There is a beginning, a middle but no end to a restoration.






Brian Collings
2000 Jaguar XK8

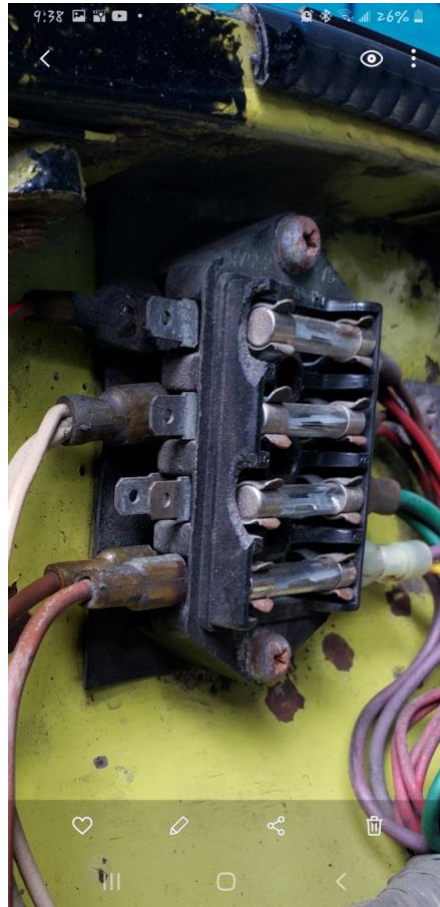
Removal of Jaguar XK8 convertible top headliner marks.

My headliner has suffered like a few other XK8 owners have reported, with rust colored marks on the inside of the convertible top headliner. These are mostly around the rear window glass and both sides of the headliner just behind the rear quarter windows.



	<p>An additional concern was a tiny hole has had a poor repair job done in the headliner just above the drivers head. It was previous to my purchasing the car and the previous owner was a Lady in San Ramon in California (must have been a hat wearing lady). I initially thought to replace the headliner but as the cost was around \$260 US I decided to see what other options I had.</p> <p>First an XK8 group I had joined on Facebook came up with a few ideas to remove the marks. Previously I had used different upholstery cleaners and tried CLR, but to no avail. One member said they had managed to remove the stains using AutoGlym Interior Shampoo. This was purchased and "hey Presto" it worked. Next up was the hole in the headliner. I spoke with a friend, the owner at Sea Tops Marine who is a Volkswagen aficionado and automotive upholsterer in a past life. He said you don't really want to tackle headliner replacement as it is a major job and very tricky around the rear window and suggests that I contact <u>New Creations</u> as they have repaired some of his headliners with great success.</p>  <p>Stay tuned for the results.</p> <p>To all Members</p> <p>Anyone interested in several Triumph TR's for sale drop me an email and I will get you details. Vichums2@gmail.com</p> <p>2 x TR8's, 1 x TR3, 2 x MGC(1 CGT and 1 drophead currently under restoration), Porsche 928</p>
<p><u>Julie McKay</u> MGB</p>	<p><u>Cleaning up the fuse box</u></p>

Before



and after

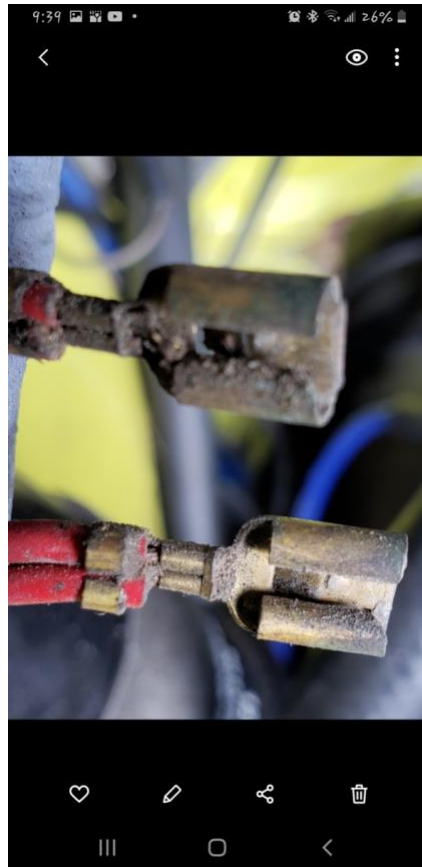


with Salt, Vinegar and Baking Soda & Water

Disconnect battery source first!

I used a small container of vinegar (old pill bottle) with as much salt as I could get the vinegar to absorb to soak the connector ends in. After about 30 seconds I used an abrasive sponge and/or a brass wire brush to remove the remaining grime. Afterwards I dipped the ends into the second container of water with as much baking soda as the water would absorb to neutralize & stop the cleaning action of the salt and vinegar. Then wipe and make sure thoroughly dry before reconnecting.

Before

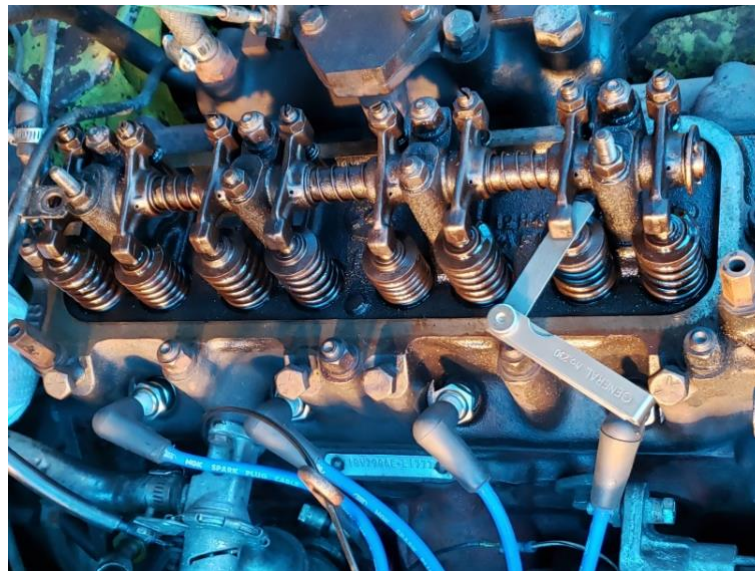


and after



Worked like a charm!! 😊

On to the next project.....setting the valve lash.



All but one needed adjustment!

