



Old English Car Club – Central Island Branch

May 2020 Virtual Restoration Fair

First and foremost, a huge apology to Ken Hedges, I missed including his name in the table below as expressing interest and contributing to the April event. Very sorry Ken!!

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). Names in **GREEN** have new information or contribution to the show for Victoria Day:

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	Ken Hedges
Mark Whiteley	Brian Collings	

Projects underway, completed, issues at hand:

<u>Don Manning</u> 1967 Austin Healey BJ8	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.
<u>Graeme Cook</u> 1966 Triumph TR4A	<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>



Julie McKay

1975 & 1976 MGB

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 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?

Malcolm Hargrave

2008 Mini Cooper S

Cleaned & polished 2 weeks ago! Might need assistance if you have nothing better to do!

May Update:

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.

Phase 1 was to wash and wax my car, Phase 2 was to wash and vacuum the inside.

Here are photos of both completed phases.





Warren Hale

1995 Jaguar XJS

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.

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.



Farrell Vanderree
1973 Triumph TR6

I will be removing the hardtop and re-fitting the soft top soon and could photo document this or video it.

May Update:

TONNEAU RE-WORK

MAKING IT FIT

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?

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.



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

1997 Jaguar XK8 Convertible in Carnival Red - For Sale!

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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.

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.

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.

Suspect battery replacement needed, it's 4 years old.

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	<p><u>May update:</u></p> <p>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.</p> <p>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.</p>
<p><u>Bill Grace</u> 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><u>Bob Colclough</u> 1974 TVR 2500M</p>	<p>Restoration and modification underway</p>
<p><u>Doug Unia</u> 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 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</p>



machining of some 1-inch thick aluminum to the correct size. I now have the engine installed and the mounts lined up perfectly.

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.

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.





	<p>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.</p> <p>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.</p> <p>A few more hours will see the headlining finished and the windscreen installed.</p> <div data-bbox="647 585 1256 1176">  </div>
<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
<p>Dave Stewart 1974 Triumph TR6</p>	<p>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.</p>



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 be 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 the rear license plate lights. Night testing revealed dramatic improvement.

The car is now fully converted and ready for the driving season.



<p><u>Joe Smith</u> 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 way. 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><u>Wayne Peddie</u> 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.</p> <p>My problem is I am not mechanical at all.</p> <p>OH, also check engine light is always on. Supposedly the timing chain which has been changed is stretched a mm or so.</p> <p>But the car runs great.</p>



Ken Hedges 1968 Triumph TR250	May Update: <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 were 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>  <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.</p> <p>The installation went perfectly, and with a little tightening up of the carburetor linkage all is fine again.</p>
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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 Edger'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



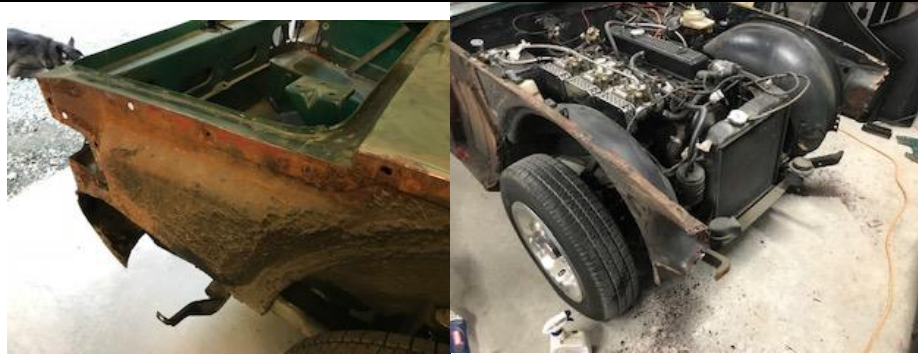
to pull it to pieces, I soon realized this was going to be a full restoration, and not a quick fix.

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.

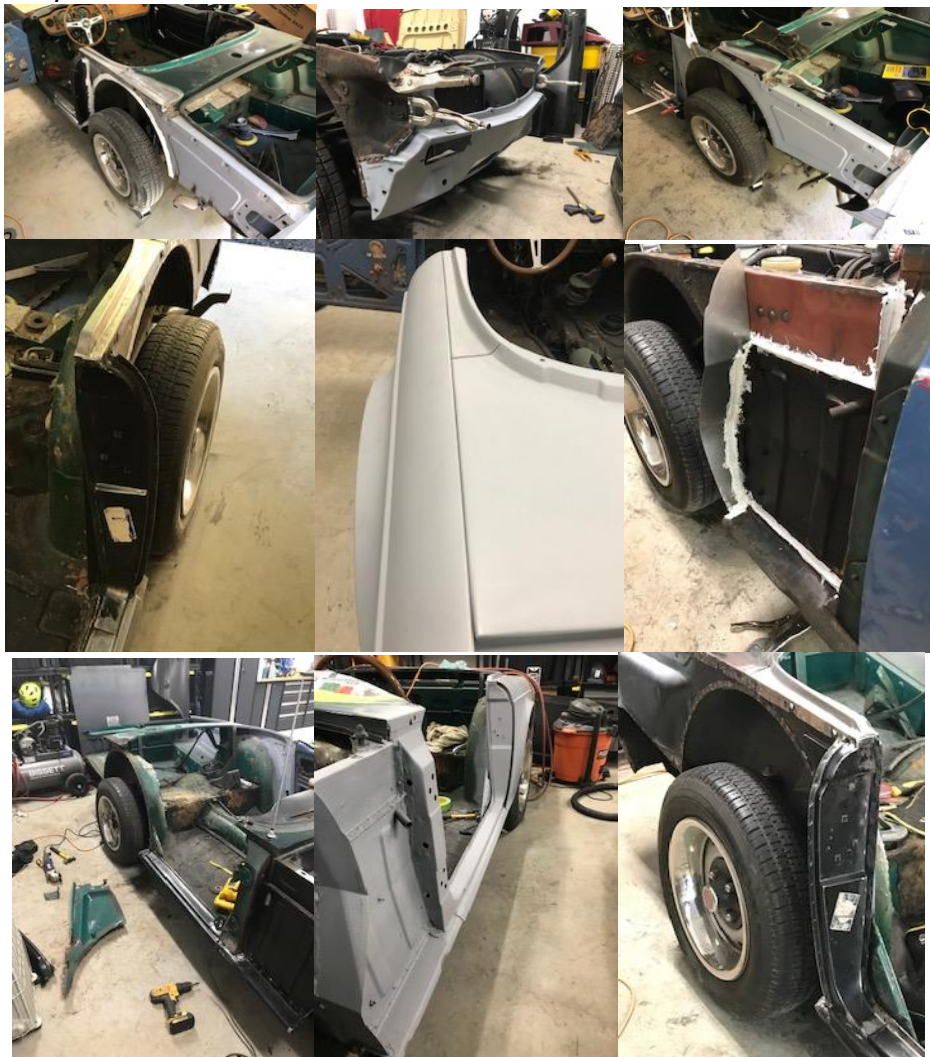
I felt as though I won the jackpot, then the very next day, I found a completely restored chassis with all the weak spots replaced and reinforced blasted and powder coated! This was a great find for me as my chassis was in really bad shape, this gentleman also had two great doors, so I once again loaded 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.

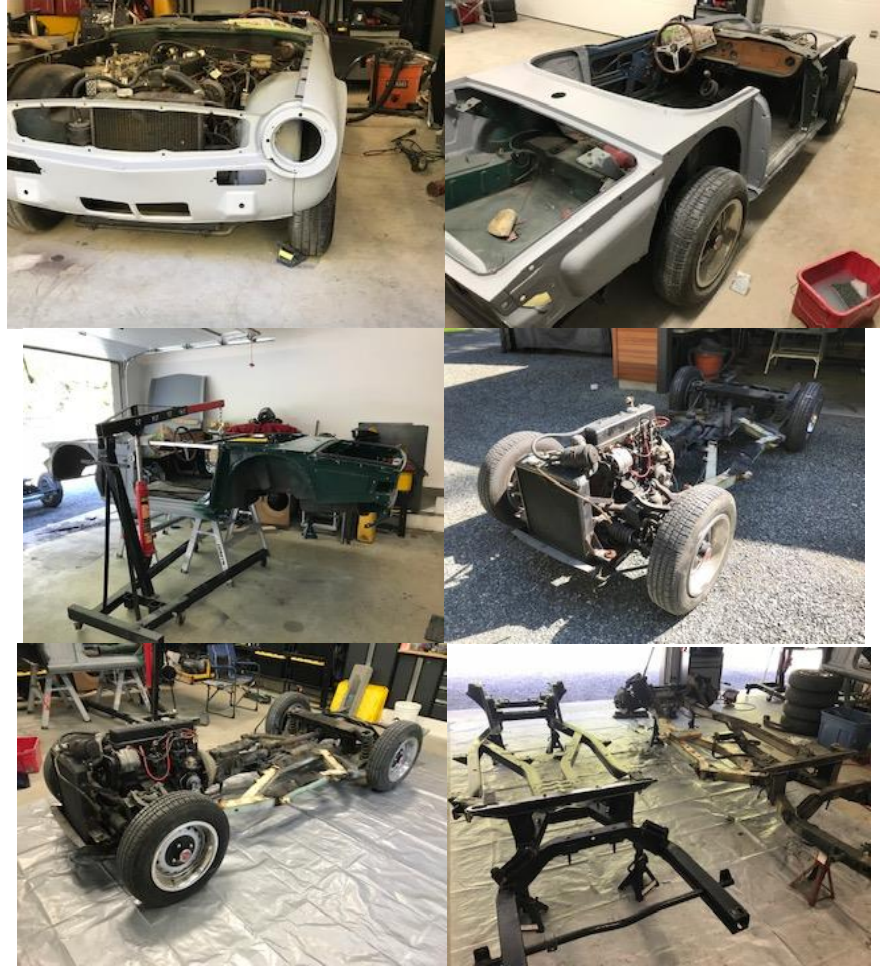
Here are some of my progress photos to date. I did most of the structural body work on the old chassis, then removed the body to continue. You may see some fresh green paint on the rear end, I was trying make my mind up on color but in the end, I changed my mind as you will later see. I hope you find 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!

Assistance Requested:

David Netterville

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.

Tips & Tricks, assistance offered:

Ken Hedges

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.

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).

So, shorts on, comfortable shoes, speed up to 3 mph and I was off walking.

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>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> <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:

<p><u>Warren Hale</u></p>	<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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