

Staff Car Sagas

EDITOR
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1971 Jensen Interceptor II

Engine 6313cc/V8-cyl/OHV
Power 330bhp@5000rpm
Torque 425lb ft@2800rpm
Gearbox 3-spd auto
0-60mph 7.4sec
Top speed 136mph
Fuel economy 14.4mpg

Work since last report

Bodywork repairs commenced. Parts and panels sourced.

2
MONTHS
TIME

860
£
SPENT

0
MILES



**TAP
HERE
TO SEE
VIDEO**

It's a snip (and a grind)

Leeds City College begins work on the Jensen: extreme weight loss results

We've always had a good working relationship with the fellows at Leeds City College. Under its leader, Michael Coman, the restoration course has now become a legendary dispenser of skills to a whole generation of classic car enthusiasts, many of whom have gone on to use the expertise they've acquired to set up businesses of their own.

We've sent several of our project cars up the A1 to be used as guinea pigs and most of the PC team has attended a course at some point to brush up their skills. It's a bit of a gem of a place, so when the call comes, we always try to help. The NEC Classic Show was one such moment.

'Have you got a car we can have on our stand, Danny?' said Michael. 'How about that Jensen of yours? It looks appalling.'

I thought that was a bit strong, but since being stripped of its rust, paint, lead and filler (loads of filler) then zinc-protected by Northgate Restorations, my Interceptor had been sulking under a tarpaulin.

Two gift horses

That tarp had only been off once, when I asked Andy Brooks from Jensen specialist Appleyards to come and have a look over what was left of the shell.

He was brilliant and detailed as he poked around, but the conclusion was a bit of hard one to swallow. Some serious metalwork was required, including new panels, and the rectification of some horrific bodes (pop-riveted driver's floor etc) would be essential if the car was to live again. So the Leeds request was important. I would get some

really useful advice, a leg up in the 'getting started' department and encouragement that, having started, I might just carry on.

So Clive Jefferson and I loaded the Jensen shell onto its jig and trailed the ensemble up to the road to Birmingham.

At the NEC Classic Motor Show, my Jensen was at the centre of the stand in all its shonky glory, ready to be gawped at and vaguely ridiculed. 'I didn't expect it to be that bad,' said Michael, 'but don't worry, we'll get some work done.'

It was then I got the sort of tap on the shoulder that usually means somebody wants you to move your car, except this one was somebody wanting to save my car. Jason from, Jensen specialist, Rejen had wandered over from his stand (which was next to the Leeds College set-up). He had



Terry Devaney tries to ignore the pile of scrap cut away from Danny's 'Ceptor.'



Danny tells Michael Coman, briefly, about the good bits.

'My Jensen was at the centre of the Leeds College resto stand in all its shonky glory'



Beating out a repeater recess in the new wing.

get stuck in. Jason had with him a front offside wing and valance, so the snips and grinders appeared and the team began the process of dismantlement.

First, a template was made of the indent for the side repeater (not included on the repro panel) then the whole front offside wing was snipped off from the swage line down. That left the bedraggled remains of the front valance to removed... it was a stitched together quilt of old repairs.

The new panels were then dressed (indent beaten into the wing and bumper mount holes cut into the valance) and trimmed to fit. Both panels were offered up several times before final fettling and then they were clamped in place.

The Jensen shell on Rejen's stand was perfect for taking datum measurements and by the end of day one, with panels G-clamped in place, we were confident the



Ready for the NEC, two stand dollies. The Espace was off to the Matra Enthusiasts and the Jensen to the Leeds College stand.

spotted my Jensen (how could he miss it?) and wanted a closer look. Jason's stand included the most beautiful Interceptor I had ever seen, for sale at around £75k, so I was expecting him to be a bit sniffy.

Instead Jason said four words that made me decide that the project was worth pursuing: 'How can I help?'. After a couple of

hours looking over the shell in minute detail, we'd done a deal on some panels (new and secondhand) and potentially an engine (more next time). Added to this was another open invite to his yard near Winchester for an expertise download and a look through his extensive storeroom. After this I was only too happy to let the Leeds City boys



Stoved in rear end was beaten flat in minutes flat.

new nose would be correct. Michael Coman started to create a template for the screen/A-pillar repair that was (obviously) required.

A card template was made metal while under the cutaway wheelarch inner wing repair patches were tack welded into place. This is where the problem with zinc-coated shells was met. No welding could take place until the coating had been filed off – partly because welding onto zinc makes a lot of smoke, and partly because that smoke is pretty toxic.

Time to go inside and sort the pop-riveted driver's floor. A day of drilling, measuring, grinding and forming by Mark Ireson and Sam Moores was all it took. At the end of it, the floor was thin air, and a pile of carefully made panels were ready for tacking in. This would be my winter weldathon, then. At the back, the stoved in rear panel was given the panel beating attentions of Terry Devaney and Mark Whalley. Good as new when they were done.

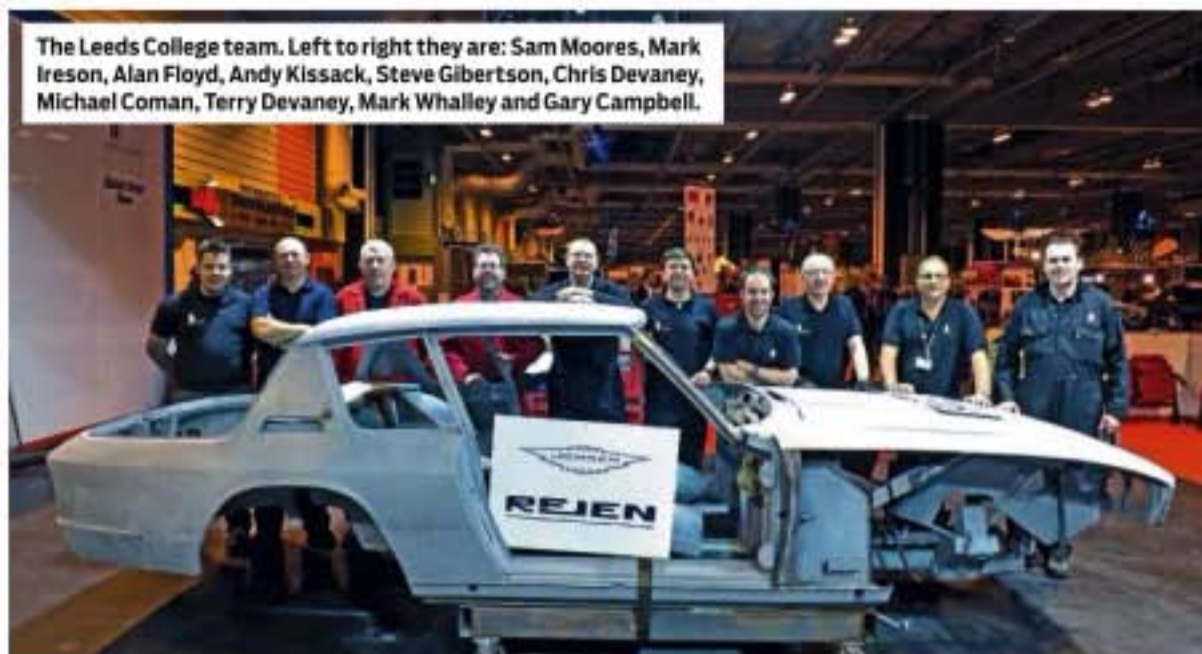
So the journey back to PC Towers was made with a car that was significantly lighter than the one I had journeyed out there with. But in the back of the van was the key to the car's future. Proof that if you develop the skills and put some hours in you can save thousands on panels and enjoy yourself on the way. Do you need another reason to have a go, or maybe even join a course at Leeds?

A full-time one-year restoration course starts in September 2014, with progression possible into a second year in 2015. Evening courses start from Tuesday, January 7 for 10 weeks, Lead Loading from February 14 (I might see you on this one), Panel Fabrication and English Wheeling on the week commencing February 17, and later in the year Basic Welding and Paint Refinishing.

NEC PC project fest!

As if rebuilding a Jensen weren't enough, several other PC projects clogged the stands at the NEC. My Renault Espace looked the part on the Matra Enthusiasts' Club stand. Thanks

'Watching Big John work on the B-Series is like watching close-up magic with added grease'



The Leeds College team. Left to right they are: Sam Moores, Mark Ireson, Alan Floyd, Andy Kissack, Steve Gibertson, Chris Devaney, Michael Coman, Terry Devaney, Mark Whalley and Gary Campbell.



MGB gets a good seeing to by Clive as John rebuilds the engine.



Job done! Winner Andrew Crowe tries his MGB Roadster prize for size while those responsible for its rebuild stand at ease.



to the guys from Car Skin for cleaning the M6 scum from its flanks after I arrived and thanks to the club for making it so welcome. I believe this was the first appearance of an Espace at the NEC Classic. Our Morris Minor van was a star on the Morris Minor LCV register stand, while Sam's amazing Anadol wowed the crowds on the Reliant Owners' Club stand.

The most involved project we undertook at the NEC, however, was on the Live Stage, right in the middle of the show, where, as we have done for the previous two years, we rebuilt a classic over three days with the help of three blokes from the Wheeler Dealers TV show – Edd China, Mike Brewer and Paul Brackley.

This year, it was an MGB Roadster and it came with an added risk factor. The 'B' had already been won in a competition run by the NEC organiser for people who booked a ticket early. Quite by chance, the winner was a PC subscriber, Andrew Crowe, who would be watching his car being finished off on the Sunday. The MGB we chose was a bit of a shed, but essentially solid. However, there was plenty of work to do before we reached the NEC. The show team wanted us to convert it from rubber to chrome bumper spec live on stage. This wouldn't be a preference of mine given the choice, but it was the NEC's competition so we called the MG Owners' Club spares wing for some shiny metal.

While I was on the phone, Clive Jefferson, who was in charge of bodywork, and John Simpson, who was in charge of the engine rebuild, started calling out for some extra bits

Danny's fleet

1980 MGB GT LE
Propshaft U/J lets go. Back in the shed with you!

1986 Jaguar XJ6 3.6
It's really gone to my dad now... petrol smell cured.

1987 Renault Espace
Brilliant for transporting junk and family at the same time.

1994 Jaguar XJ6 3.2S
Remember how long ago the accident was (10 months)? I am still waiting for the payment – no progress until I'm paid.

1998 BMW 528 Touring
New long-distance hack now the Jag is gone. Doesn't work yet.

1971 Morris Minor Traveller
Rotten wood ripped off back end... new ash bought. Frightened.



Project updates

BMW M535i

Work continues bit by bit. The latest job was to repaint the rear lights and buy a new set of metric alloys to replace the ones that were stolen from our yard. We need one more if anyone has one. More soon.

Austin Westminster A10S estate

When the bodywork element of the project started we agreed with the Body Shop in Wisbech that they would fit it in between jobs. That worked fine, but since January they have been flat out... which is great news in a way, but we need the car to start moving again. So the long term project will go elsewhere for finishing. More news on the move soon - watch this space.

John Simpson's Mini Cooper replica

John has been rampaging through this project like a demented beast. It was at the NEC in almost complete condition... you'll be able to see how he got it there soon.

Fuzz Townshend's MGB GT

Ever since Fuzz landed his TV job on *Car SOS* he has been very busy making programmes about restoration rather than completing his own. He brought the MG to MGLive! last year but not much has happened since. We reckon he



Danny with light, Fuzz with his (almost) complete MGB GT.



John's Mini at the NEC Show.

should ring himself up and see if he can get his own MG on the SOS show.

1955 Chrysler New Yorker

The parts, after weeks stuck in customs, have finally turned up in Cuba. David Soul has been with the restoration team unpacking the boxes we sent over in summer.



Westminster shell - the rebuild will continue.



David and Pedro chat in Havana as the boxes we sent are opened.

and bobs - the items we would need to make a good job of it. It's amazing how quickly you can spend three grand... but at least we knew that when it came to NEC showtime, this car would be done properly.

As soon as the parcels turned up, we got to work. John's engine rebuild kit was trial-fitted up after he deconstructed the B-series, cleaned it up and pronounced it fit to rebuild. The crank had been given a grind, so bearings that were 60thou oversized were required. Not a problem for the big man, who put everything together on the PC stand at the show.

Watching him work was like watching close-up magic with added grease. On the stage, the Wheeler Dealers/PC team toiled, with Clive and son James doing most of the work in the company of Danny, Alan Bull, and father-and-son team Ian and Graham Ford.

The chrome bumper went on, but the whole crew was thankful for the two days' work Clive had already put in to adapt the early rubber bumper MGB's shell to accept the chrome. New mounts front and rear and additional bodywork tweaks under the rear lights were required, a task made no easier by corrosion and a previous repair.

As the weekend progressed, we did all the usual stuff... running around the NEC halls to various heroes to buy the last bits we needed, so thanks to Classic Oils, MGOC Parts, and Woolies. The engine started, the transformation was made, and at the end of the weekend we think Andrew was happy with his motor. Another project completed with Mike and Edd. Roll on the PC Restoration Show at the NEC, April 12-13.

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Useful contacts

- Classic Oils 01296 488927
- The Jensen Owners' Club 01625 525699, www.joc.org.
- JF Stanley (PermaBags) www.autopyjama.com
- MG Owners' Club Spares www.mgownersclub.co.uk
- Northgate Restorations: 01992 715 797 enquiries@northgaterestorations.co.uk
- Rejen Classics 01962 777400, sales@rejen.info, www.jensenparts.co.uk
- Woolies www.woolies-trim.co.uk