**GEL CRACKS AND BUBBLING**

With all the paint off and everything replaced, as bad luck will have it , it revealed all the Gel coat cracks on windscreen, doors , hinge , locks in fact every hole and on wings front and back from the bashing its had over the years and some bubbling , from where the embedded bits of steel for the rear carrier and the hood sticks holes have rusted and are starting to burst out . But were all hidden under layers of paint and filler.
I found all of these problems, there is no short cut , Gel cracks have to be ground out completely, panels reinforced and repaired with grp mat and resin , with only a light veneer of filler on top , filling deep holes with just filler will come back to bite you in 6 months and spoil all the work. The area around the hood stick holes have to be investigated – some times the embedded metal is closer to the top than the back so need to work out where to start cutting out, This job has to be done.
Even if you have no holes and have never had a rear carrier fitted, the embedded plates will be there, you might see the brown staining and flaking gel coat in two inch square patches, it's all got to come out and be repaired. I think the problem was made at the factory, if a void was left between embedded metal plate and the GRP it will rust, and the rust will burst the GRP.




Every thing found, in the correct places and almost ready to take to pieces again, this time for Painting.

THE ENGINE



The engine assembly from the T60.

The Pistons and Barrels were scrap, having had the ports enlarged unevenly and attempts to copy Tuning for Speed had also destroyed the pistons.

I was able to find and give Simon Bateman of Name Tab, some good barrels and pistons for rebore.

The crank cases went to him for aluminium welding repair of the stripped out oversized stud holes.
The con rods, small ends and crank were all subjected to his conversion work and he rebuilt it all into the crank cases.

Thankfully the Dynastart was ok as was the Siba regulator. The points and cam needed to be cleaned up but were serviceable.
Timing was set with a Dial Test Indicator gauge on top of the pistons, so each point opened exactly at 0.171 before Top Dead Centre
The carburettor was replaced with a better 1 inch Amal 276, with correct 230 jet.
The gear box had some odd spacers inside, with these removed, and I put it back together. New oil throwers, bearings and bushes. Left hand thread main shaft nut and its tab washer, all came from Hitchcock's.
As did all the Clutch plates.

A new duplex chain from The Chain Man was fitted at same time.

**The Differential**

I recall a fight to get the flanges off, but lots of heat a big puller and an even bigger hammer soon got them flying out the vice.

Key ways often fail as the prop shaft flanges come loose; this is always a direct result of damaged taper shaft and not doing the prop shaft flange nut up tight enough.

A damage keyway in the shaft or the coupling can be restored at your local machine shop asking them to cut a new key way opposite the damaged one.

Any way I found it best to use some grinding paste and lap the flanges to the taper shaft together first.

Once lapped together and cleaned with petrol they should stay put, but the nut still wants to be done up very tight.

On this one I had to make a bigger key for one side, the gears and shafts were ok apart from the brass bush in the centre, this I replaced with a new Oilite bush.

Because Differentials are often found worn and new o rings still don't keep the oil in

I will use a Permanent bearing lock fluid on the shafts when assembling

And now fill with a Semi Fluid Grease available from most Oil suppliers.

The old method of mixing oil and grease is not to be recommended in my view.

Other modifications to keep oil in the Differentials are available, but most Differentials are still going to be found worn.