



The complete restoration of a 1958 Mk VIII Manual O/D Jaguar, beginning in October 1988. - Part 2

By Andy Bryant (Continued from Part 1 in March magazine)

Obtaining a second Mk VIII for spare parts.

In 1981 and 1982, I shared an old country villa, amongst a 1/2 acre garden up a long drive, bounded by 80 - 90 year old oak trees with a young 21 year old beginning primary school teacher Sue Fairbairn, (with a yellow Mini and a Corgi called Tammy!)

We lived separate, individual lives, but shared the rambling (Formally abandoned) homestead very harmoniously in Waitoa, whilst I was teaching at Te Aroha College in 1981 and 1982.

Under a huge grape vine mounted on a steel framework, above a very large concrete pad stood my spare Mk VIII.

A fellow Hamilton Jaguar Drivers' Club man—Alan John, knew of this 1957 with a seized motor (No coolant) - an automatic, stored in a garage for many, many years, which was even the same colour!! With Alan, we made a purchase for \$250.00.

We towed the car home, with an A-frame, down the main Te Aroha-Morrinsville-Hamilton Road with Alan sitting on the roof, his legs doing the steering through the open sunshine roof.

Those people drinking in the Waihou pub right beside the main road, would have almost fallen off their bar stools, as two Cornish Grey over Mist Grey - identical cars - sailed by. This spare car had red leather, and a big bench seat.

How these spare parts on the 1957 Mk VIII were used, May 1981 - September 1988.

1. The red leather:

Much of this was used to patch up the red leather seats of my 1958 Mk 1 2.4l.

2. Engine:

Engine intake manifold and HD6, 1.75" SU carbs we used on my Mk 1.

3. Mudguards, doors and windscreen:

Front guards and doors dismantled and stored. Front windscreen and back screen stored.

4. Instrument Panel:

Removed with complete wiring - the spare gauges used when required.

5. Rims and Tyres:

The Rims were re-painted and with the standard chromed rim finishers, looked very smart. Most of the 5 tyres were used daily on the road going Mk VIII.

Note - For racing, I always used brand new 6.70 x 16" Reidrubber tyres and tubes, and always had the spare tyres available in the pits.

6. Spats:

These were modified, Coombs style, to show more tyre and wheel, and give more access.

7. Bumpers, lights and chrome:

Stored in case of use.

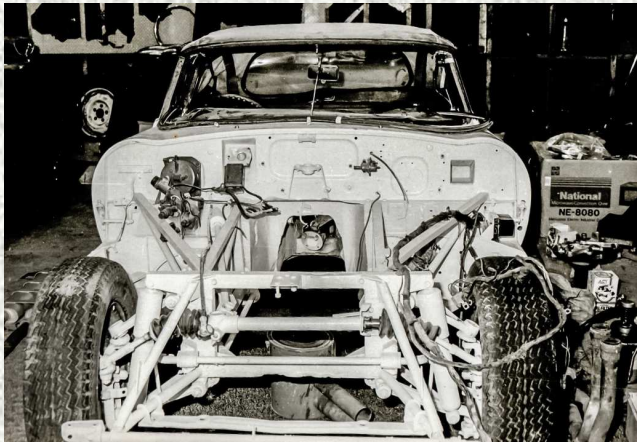
8. Engine block and Auto transmission:

Separated the 3.4l block from the transmission, dismantled engine ready for reconditioning for a replacement for the Mk 1 2.4l engine.

9. Steering box and Idler arm etc:

Steering box reconditioned and fitted to the road going Mk VIII.

All this dismantling took place during the May holidays 1981. A shed, beside the outside wash house and all parts continued to be stored there when I moved to New Plymouth in 1983.



Andy

(To be continued as Part 3 in May magazine)