



Window Steady Pads

Having just helped a friend change one of his rear doors I thought members might be interested in a small repair I have carried out. Most doorframes now seem to have the same fault i.e. the outer window steady pad has worn and rusted through. this allows the window to rattle in the frame. We wanted to keep the original doorframe to go with the new door but the pad was badly corroded. I had a spare frame with a more serviceable pad so I drilled through the spot welds to remove it. having done the same to the original frame and ground it flat the 'new' pad was riveted back into position and we had a perfectly serviceable frame again.

Now here comes the clever bit. The inner pad from the closing panel is usually in better condition. They are also easier to remove, as they are only riveted to the bracket on the inner closing panel. Even a wrecked car would normally have good inner closing panels on it so go for this pad if you need one. Why did I do it the hard way this time?...I'd already nicked the inner to do the job on another car!

Alan Alsept

Problems with the V8

Some time ago I mentioned I was having problems with my P6B suddenly losing all power. This rang a bell with Gus Ellis who phoned me one evening, as he had similar problems, and this is what prompted this little article.

The symptom: The car starts, from cold, normally. The journey progresses normally and then the car is stopped for shopping etc - usually anywhere between 15 to 30 minutes after starting off. The car restarts normally, but within a few yards it suddenly loses power. It is a very unnerving experience, as although you can trickle along at say 30 mph the accelerator seems to have become unattached to the carburettors, because no matter how hard you press on the loud pedal absolutely nothing happens at the engine end. The engine does not start to 'miss' or splutter, as it will when suffering from vapour lock, it just does not respond. After anything from a few hundred yards to a mile or so, it suddenly clears and the car resumes normal service - usually giving the driver a bit of a shock as it rapidly accelerates away!

In my attempts to solve this problem, I checked the petrol pressure from the pump, clean and re-set the carburettors, tried different petrol, checked the engine earthing strap to make sure it was not loose, fitted an additional strap to make sure, checked the distributor advance and retard, completely replaced the HT wires, coil etc. all to no avail. I have only experienced this phenomenon recently, so I am wondering whether it could be something in the petrol, now we can no longer get leaded petrol easily. I was running my car on Super Unleaded, but I tried a thankful of leaded (my goodness, it costs a lot round here!) but it made no difference. Also the time of year does not seem to make any difference either.

In my case it was a 1968 series I V8, but I understand from Gus that he has experienced the same problem with his P5B as well as his P6B. So far the cars affected are:

- P5B - BW35 gearbox - mechanical fuel pump
- P6B - BW65 gearbox - electric fuel pump
- P6B - BW65 gearbox - mechanical fuel pump

My P6B has now been sold, and until my restoration is finished, I am using the 2200TC, so my interest is rather academic - but I think Gus would rather like to find a solution.... Any Ideas?

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