

STAFF CAR SAGAS

— Kettle on... time for some tall tales from the PC workshop —



Danny Hopkins
EDITOR

2001 SAAB Aero 2.3T HOT

Engine 2290cc/4-cyl/DOHC
Power 247bhp@5300rpm
Torque 258lb ft@1900rpm
Gearbox 5-speed manual
0-60mph 155mph
Top speed 6.9sec
Fuel economy 27mpg

Work done

New tyres; engine problem solved; completely rust-proofed. Gearbox flushed.

4 (day)	1550 (£)	996 MILES
TIME	SPENT	

Also in Danny's garage

1951 RILEY RMA
Greasing session complete



1956 RILEY PATHFINDER
It's time for interior next.

1971 JENSEN INTERCEPTOR
Electrics need attention.

1971 MORRIS MARINA
Yes, it runs, see Facebook.

1972 TRIUMPH 2000
MOT secured, sleeping now.

1980 RENAULT 14TS
After the Marina, I'll start.

1981 TRIUMPH TR7
Much news here, next time.

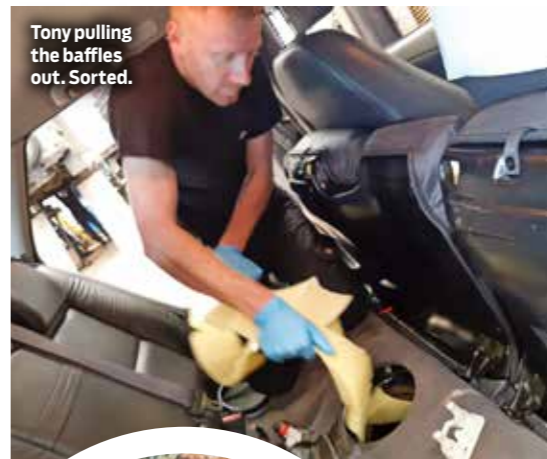
1998 MAZDA MX-5
Needs a fuel pump relay.



OFFER!

mike@corotec.co.uk is offering 15 per cent off rust treatments to **Practical Classics** readers. Includes a free initial vehicle inspection to March 31, 2021.

Tony pulling the baffles out. Sorted.



Mike shows Danny exactly where the rust used to live.



Behind the Saab's plastic wheelarch covers. RUST!



Perfection. Ready for multiple winters of use thanks to Mike.



The Swedish love Torpedo and its very happy owner.

Swede victory

Rust and running issue, sorted by actual experts

My 9-5 lived under a tree for a long time. I bought it for £250 and then sorted the running issue that had stranded it. A new fuel filter helped, a new breather pipe – ditto. But there were still issues and I knew that I would need a specialist to sort them out.

These issues made themselves obvious three times on my way to that specialist, 2-stroke to Turbo, as the 9-5 went into limp, usually at the worst possible moment. I hate it when the older car under me misbehaves. You can feel all the modern drivers nodding smugly to themselves

'Five minutes later the problem was sorted'

about the right decision being made to buy a new car. I eventually arrived at 2-Stroke and immediately had the GM Tech 2 reader plumbed into the 9-5's brain. It revealed no engine faults, so top tech Anthony Houghton went old school and took it for a drive. He wasn't long. The same graunching noise from under the backseat that I had previously heard was making itself apparent as the 9-5 faltered. 'I've got an idea what that might be,' said Tony.

Within five minutes the back seat was flipped, the petrol pump removed from under the squab and Tony was fishing around for something. It came out in one big lump. The petrol tank's plastic baffles routinely deform and become detached as they age, fouling and destroying the petrol pump. Removing them solves the problem, and unless you are racing with an empty tank you won't notice the difference. A good known secondhand pump was fitted and the 9-5 tested again. Perfect.

Then I enjoyed the traditional walk round with 2-Stroke telling me the areas I will need to attend to in the near future. It wasn't a short list, but I went on my way knowing that I would not need to worry about smug looks from modern owners, indeed, I would be outpacing most of them for fun from now on. 2-Stroke are not cheap, but they are good. I would not be on the road again so quickly without them and I now know what my next jobs need to be. Worth it.

Oh no, the rust!

Got to admit it, my Swedish Love Torpedo has got under my skin, so I decided to get under its skin with a visit to Mike at Corotec. Mike used to be a Practical Classics photographer and has now set up a business, rust-proofing cars in extreme detail, particularly cherished classics. The reason for this level of obsession? He is a lifelong Italian classic enthusiast, with a particular love for the Fiat Strada, so rust-proofing (and bodywork in general) has been of interest to him over the years.

I met him at his workshop in Waltham Forest, arriving early and being treated to seeing him turn up in his Strada Abarth. 'It's my daily,' he grinned



Vredesteins have sorted the rumble and revolutionised the handling.

'But I've given it my treatment, so it's OK!'. Immediately, I knew I was in the right place – anyone who puts that kind of faith in their own product must be doing a good job. I left the Saab in his hands with instructions to give it 'the treatment'.

I got a call about four hours later. 'There's a lot of rot,' said Mike. 'It's holed in about six places and I'll need to weld it before I treat it.' He sent me the pictures and video he had shot. Grim. I'd had a look under the car at 2-Stroke and only seen slight discolouring of the underseal on the spare wheel well and a demure, C-pillar bottom 'bubble'. Mike, on the other hand, having removed the bodykit, bumpers and wheelarch liners, along with the old underseal, had found rustageddon! ➔

Contact made!

1971 Morris Marina Super Coupe 1.3

Engine 1275cc/4-cyl/OHV
Power 60bhp@5500rpm
Top speed 84mph
0-60mph 14sec

Work since last report

Started: Bought many bits

I promised I would give you the lowdown on the health of the engine and so, here it is. Josh Ward and Chris Weedon from the Marina Club supplied a spare Marina with a running engine and healthy battery, with which we could attempt to start my early 1.3 barn find. First I removed the fanbelt. The seized water pump would hinder things and there was no water present in any case.

After changing the oil

and filter and establishing that the engine would turn over and that the starter was working we removed the king lead and turned the engine over to check for oil pressure. I had cleaned all the earths beforehand and so, as the oil light went out on the fourth turn, we knew we were good to go.

Points were cleaned and gapped, all electrics were checked and then, using an Autospark plug indicator, we discovered that a decent spark was present. The carb had been removed, cleaned and remounted so filling the float chamber with fresh fuel would give us a fighting chance. One thing for it, we connected a battery, hooked up some stout jump leads to Josh's car



The Coupe fires up.

(for extra oomph) and off we went.

It took some persuading, but after a timing check and at the third fill of the float chamber, splutters became purrs and the Super sprang to life for the first time in years. It sounded sweet, too.



Josh's early 1.8 saloon is his daily drive.

This is a useful lesson for anyone with a modern classic. Get behind the plastic. I had no idea that the 9-5 was so bad. These cars do not wear their rust on their sleeves as older classic do, so when buying, you need to be forensic.

I had a choice to make it good, or say 'thanks, but no thanks', use it to its next MOT and then sell it on (with honest description). There was never any doubt. Early Aeros are getting rarer and I was already bonded to the car. I told Mike to get cracking with the MIG and immediately worked out I would have to sell my Renault 25 to pay for it. Kudos here to Mike. 'I will never wax over rust, it's pointless,' he said and he isn't wrong. Mike is a bodywork man first and foremost and can repair what he finds before treating it if necessary – so he can keep his word. Three days of welding were required in the end, then the treatment could begin.

Mike starts with conversion over exposed pitted surfaces, then he uses a combination of mainly Dinitrol ML and 4941 to coat and inject (at high temperature) every conceivable orifice and box section. This is where Mike really gets excited, the attention to detail is superb. In his words, 'That one time I don't go far enough into a box section is your MOT failure in two years' time.' I intend using the 9-5 through winter, I don't want to worry about rust. Spending proper money with Mike now is future-proofing the car. Check out our Facebook page for more pictures and video of the process.



New Vreds and a gearbox flush (see roundel for magnetic plug swarf!) have transformed the way the 9-5 Aero drives.

The 9-5 is a daily user for which I have some plans. I want to recreate the Saab Gary Fisher special with bike and decals. The Saab already has the special alloys and I've found the bike too (more next time). The alloys are now clad with a set of Vredesteins, which I bought and had fitted at Bicester Heritage by Vintage Tyres – the world's best situated tyre bay! The original Kendas, despite only being two years-old, had flat spots. Standing in one place for six months had taken its toll. The Vreds provide quiet and smooth running, plus they corner with greater accuracy. New tyres really do transform a car like this.

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USEFUL CONTACTS

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2-Stroke to Turbo,
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Morris Marina Owners' Club,
morrismarina.org.uk

Motorvation, 01780 740631

Vintage Tyres, vintagetyres.com
Vredestein, vredestein.co.uk