

The distributing dealer, Bryson Industries Ltd, doesn't seem to exist any more. The owner Jack Bryson was reportedly a personal friend of Sir William Lyons, and his son Hugh (22) was killed in 1966 while driving/racing(?) a Mark II.

I imagine a fair number of the older Jaguars in our club will have been supplied through Brysons.

I managed to get, on e-Bay, this booklet published by Bryson, called "The Jaguar Story".

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Now, back to my project..... Where was I? Oh yes:

Heater

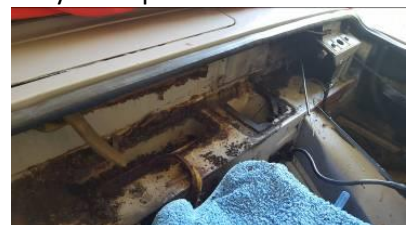
The heater box has now been rebuilt and re-fitted to the bulkhead, after some serious cleaning! The insulating covers look their age and may need replacing soon, but where do you stop?



The finished heater box ready for re-fitting.



Just to remind you (and me!) what it looked like to start with.



All this rust and muck proved to be from the box itself, and not in the bulkhead, which cleaned up well.



The finished heater assembly - waiting for the first snows in Townsville.....

Engine

Nothing much to report, except cleaning and polishing.



Manifolds, before.....



...and after welding, sandblasting and painting.

Bodywork

The rubber kit, or at least most of it, has arrived, but it took several emails to fully understand what had been sent, and where it goes. Nothing has been fitted yet, but I certainly need the windscreen and rear window replaced for the roadworthy. I've removed the rear window - fitting will wait until both can be fitted together.

All the road wheels have been removed, tyres jettisoned, rims straightened by Jordan at Mag-Medic, and sent to Zapps for powder-coating. Sourcing the correct whitewall tyre in 205 75R14 has been a mission, but with the help of Grant at Bob Jane T-Marts, I now have a choice of MAXXIS or BRIDGESTONE (for \$50 extra per tyre). Whichever one I choose - and I must control the expenses where possible - the new roadwheels will look magnificent.



The hubcaps and headlight surrounds have been re-chromed by Coff's Chroming. It was expensive - \$540 inc postage for 7 small items. For that price I would have expected perfection, which I didn't get; but the workmanship is at least good/adequate. At these prices I don't think I'll be sending the bumper bars out any time soon!!

I took off the rear bumper for cleaning, and to remove the unsightly and very heavy towbar. The paintwork behind the bumper was quite shabby, but looked like new after some cutting and polishing.

Upholstery

The rear seats have now been finished, and look spectacular. They do not look "brand new" as they retain a delightful patina of age.

I've dismantled the leatherwork for the front seats to use the reject panes as templates for the new leather, vinyl and material pieces.

The back seats have been repaired "sensitively". "Caspian" should not masquerade as a new car, but rather will gracefully show his age.



Rear suspension (IRS)

The IRS sub-frame has been removed, but not without some drama. The exhaust system has been welded together rather than using clamps, so separating it required some cutting.

The whole IRS unit is very dirty, and will require severe cleaning and dismantling before any rebuilding can take place.

When I looked at the unit, I couldn't help but think "Nigel, you fool!! What have you done?....."



*Jaguar allowed 45 minutes for removal of the IRS sub-frame. It took me the better part of 2 days to get to this stage!!!
The unit is very heavy, and manoeuvring it around the limited space in my shed is a challenge.*

The brake calipers and rotors have been removed and sent out to Brakeforce for reconditioning.



I can see a wire brush and breathing mask in my future.....

Have a great Christmas and New Year, and make sure you leave time to enjoy your Jags!