

## **Project Update – Mike Solonynko**

This is what happens when ADHD meets lockdown. An avalanche of winter projects!

I discovered a rear engine seal leak on my TR6 that I cannot continue to ignore. To make matters worse, I had some tires put on my Panasport rims, and in doing so discovered the bellows gaiter on the passenger side of the steering rack was torn and in need of immediate replacement. Two major projects! But wait, there's more...

So, it turns out I need to take out the interior to get at the transmission, which has to come out to get at the rear seal, and take apart the radiator and grill to get the steering rack out. Since I'm going to do all that, I might as well go ahead and put in those Koni adjustable front shocks I ordered (Koni 1784, Northern Performance \$157.99 each), and no point in doing that without also doing all the bushings with new polyurethane. If I'm going to do that, I can also look at trying out solid steering mounts! The list at Moss Motors is growing...

It works best for removing the rear engine plate to remove the exhaust. That way one can take out the starter motor. Might as well service that once out. Since I've got the exhaust off, I can also consider the headers I picked up off Don Keppler last year.

The rear seal came from Wishbone Classics, along with a steel front seal plate to replace the aluminum one. Both require the sump to be dropped, so now is the time to do the thrust washers, too.

One thing that removing the exhaust system does is open up access to the differential. I have a Nissan R200 short nose with a viscous coupling limited slip inside that I picked up from Stephan Briere back in 2016, and the GoodParts adapter kit in the garage, just waiting for such an opportunity. Will it make a difference? Perhaps. LSD is generally better than open, even if only ever driving sedately.

With the interior gutted, it will certainly be time for some new interior parts. The interior bulkhead panel is beat up, torn, and disfigured by a pair of Pioneer speakers hooked up to nothing. The panels over rear wheel arches could use replacement, too. Gee, if that's the case, how can one put up with such a deplorable convertible roof? The torn rear window and holes around the snaps look so awful. Peninsula Import Auto in Oakville had the best price on an E\_Z

On with reflective stripes - \$695 CDN. It is sitting in the basement, safe and sound, and will be the last thing to go on - probably in April!

Throughout all of this, as parts come off, they get cleaned and repainted. In some cases, I opted to go a bit flashy, and used nonstandard colours. The steering rack is in a bright and tasteful hammered bronze finish, and a number of pieces are in Chevy red. The anti-sway bar is now silver. And, with so much of the engine bay exposed, it is a good time to clean off some of the grime and grease from inner panels.

In hindsight, I am glad to be in a lockdown. Plenty of time for these!