

Why do I own Pommy Classic Cars?

The 5 Minute Job to replace \$50.00 worth of parts that took 5 days and cost \$500.00

Not long after we bought the 1976 Triumph Stag, I noticed that there was an oil leak (typical Pommy Classic Car) coming from underneath the engine. Not being able to see where it was coming from, I decided to call on my friend Roger who has a Hoist. I also decided to change the oil and oil filter then see if I could see where the leak was.

Having done that, it was lower the hoist, start the engine, raise the hoist and look. Sure enough there it was – a leak on one of the two transmission oil cooler flexible hoses.

Easy – all I have to do is replace the hose but to be sure, replace both. I also noticed that it was going to be difficult because the two hoses were in a tight area between the engine block, the chassis and the exhaust pipe was in the way.

A week later with two hoses in hand it was off the Roger's and back up on the hoist again. The leaky hose was replaced but it was impossible to get to the other (non-leaking) hose, you could not get a spanner on it. So I gave up on that and decided not to replace it at this time. Time to check if I had done a good job on the first hose replacement.

Success! no leak from the hose or the thread joints! But wait, there's more. Whilst holding and inspecting the hose, I noticed that there was engine oil drips on the back of my hand.

"Where is that coming from?"

There it was, oil leaking from the oil pressure switch and oil was coming out from two places – from the thread where it screws into the engine block as well as coming out of the plastic centre where the electrical terminals connect.

Damn, the switch was above where the two hoses were and was in an even more impossible location – I could not get my fingers on it let alone a spanner. The exhaust pipe was blocking all access. I will have to remove the exhaust pipe and I hate exhaust pipe removal – they are usually seized and rusted and I would have to undo the exhaust flange that was held together by studs and they always break or have stripped threads.

Back on the Internet and ordered a new Switch and an exhaust flange gasket. Whilst on the Internet, I found a Stag technical site that said *"if oil is leaking from the oil pressure switch centre, replace it immediately as it has been known that the plastic centre can blow out under pressure and a total loss of oil can happen in seconds."* Great.

The parts duly arrived but in the meantime my wife passed away and I was in no way mentally capable of doing this job for a couple of months. Not only that, I was a bit scared of driving the car in case the switch failed totally.

Some months later I woke up one morning and thought "why am I getting stressed about this, pay someone to do it for you." Who better to do exhaust work than an exhaust specialist?

Come in Graeme from Cobram Mufflers (one of our advertisers).

I asked Graeme "could you do a 5 minute job to replace an oil pressure switch?"

Graeme rolled his eyes and said "I hate 5 minute jobs, what's the catch?"

"Oh, the exhaust pipe is in the way and while you are at it, replace the oil cooler hose and here is a new exhaust flange gasket"

Graeme said it would take a whole day but he had many other urgent work delays, so as I did not need the car straight away, I said you can have it all week, take your time. Graeme did encounter problems with the exhaust – one stud broken and one seized so he had to remove the exhaust manifold with exhaust pipe attached to do the repair. Graeme rang me 4 days later and said "all done."

When I went to pay and pick up the car Graeme said *"you were right, it only took 5 minutes to replace the oil pressure switch"*.

I highly recommend Graeme from Cobram Mufflers, he did a very thorough job and the price was reasonable considering the difficulty.

John Powell