

CLASSIC CAR GARAGE

PRESS PACK

UK
TV
play) YESTERDAY



Thursdays at 9pm from 20th April on Yesterday. Catch up on UKTV Play



SERIES SYNOPSIS

A new series following classic car specialist, Colin Denton, and his expert team of vintage vehicle enthusiasts; Amand, Mark, Nick and Gary– as they welcome classic car owners from across the UK to the Classic Car Garage for tinker days to help fix those perennial problems that classic cars often seem to encounter.

Colin and his team encourage owners to get involved in the maintenance and mending of their motors themselves.

Join Colin and the team as they get the nation tinkering, allowing classic owners to feel the satisfaction of getting these much loved dream machines back to their peak performance, sorting out those niggly jobs that arise on classics all too regularly.

Throughout the series the Classic Car Garage welcomes a wide range of cars, from should-be museum pieces from the 1930s to modern classics and everything in between.

Many of the cars the team look at are due to head to some of the prestigious events on the classic car calendar, such as the Concours of Elegance at Hampton Court Palace, The Classic at Silverstone, Goodwood Revival and CarFest South, plus many more. But can Colin and the team make sure they get there in fine fettle?

INTERVIEW WITH COLIN DENTON

Can you tell us a bit about Classic Car Garage?

The show is all about tinkering. The idea came from sitting down with a group of guys just like myself and we realised we were all outside in the wind and rain in the winter trying to do a small job on our cars that should only take you half an hour but would end up taking three or four hours because we had inadequate tools. I thought, well, I've got this garage facility, why not use it? And the sheer fact that we're not charging people for it, it's not about money, it's about trying to help people and give something back. It doesn't cost an awful lot to open the place up and use the lifts and use the tools, but what we've got out of it is that it's just so much fun being together and working on the vehicles. And now having a TV series about people tinkering with cars, and getting them involved, for me that's what it is all about.

What sort of cars do you get to tinker with?

It was amazing the amount of cars that came through the garage. It's a bit like a kid being in a sweet shop. We were just inundated surrounded by all the things we've always loved. One day in the workshop we had a Lamborghini, that was next to a MKII Jag, which was next to a Ferrari Testarossa and next to that was a milk float! But we can get any kind of vehicles come in at any given time. There is such a different array of vehicles on the programme.

And what sort of jobs do you do on the cars?

I mean, we don't do many big jobs - we mostly do the little ones that really bother you, the little ones you think, "well I can do that myself". We get involved with the jobs that put a smile on your face because we can get them done really quickly.

Any jobs you did on the show that you were nervous about doing?

A few! We had a 1972 Fiat 124. It was easily the most photographed car by my team. Everyone got their phones out and took a picture. They were like, "what's it in for?". I said it needed two door mirrors fitting as the doors had never been drilled. I turned around and there was no one there! No one wants to be drilling car doors with a camera crew there and the owner of the car watching you! If that drill slips... or you drill a hole in the wrong place... Oh well, it's down to me then! That was great. I enjoyed that.

You did do a couple of bigger jobs as well though....

The one job that nearly made me cry was the reveal of Elmo's car. He has a 1953 Ford Zephyr convertible in candy apple red. It is unbelievably pretty. It was his dream car that he'd always wanted. However, it didn't have power steering and as he's got older, he's got arthritis and he can't

turn the steering wheel. His missus is disabled, and he'd love her to drive it, but she can't turn the steering wheel either. So that was it. We made a plan, knew exactly what we were going to do. We got all the bits, we cut it, tried it, and it took us a few weeks, but we done it. Then, when he's come back and put the key in, started it up, and he's used one hand to turn the steering wheel - the look on his face.... There's a bit on the show - I'm nearly gone. That was really special moment. What a success! You can't buy that.

We see you attend a few classic car shows in the programme - do you usually go to many?

I spend too much time at events! I will be at classic car events throughout the summer - I'm virtually fully booked already! But it's a family of people. I'm talking to people non-stop.

Can you tell us about your own classic car?

I've got a 1977 Triumph Stag. I'm like many other people - the money that we spend on the cars we will never ever see returned. God knows what I spend on my Stag. And It's not even been restored. It's just bits of trim here and there. I found a radio from the late 70s, early 80s that absolutely goes perfectly, but it's cost me a bloody fortune to get all the bits to get it to work. And one day the car will go to a new custodian. Because that's all we are really. We're there to look after it and preserve it. My car will be around long after me and I think there's at least one, if not two previous owners of my cars that have already passed. It's seen a few of us out!

"IT'S NOT ABOUT MONEY, IT'S ABOUT TRYING TO HELP PEOPLE AND GIVE SOMETHING BACK"





THE TEAM

AS WELL AS COLIN, THE CLASSIC CAR GARAGE HAS A SMALL TEAM OF DEDICATED VOLUNTEERS ALL EAGER TO DO THEIR BIT TO KEEP PEOPLE'S CLASSICS ON THE ROAD AND LOOKING GREAT. COLIN INTRODUCES US TO THEM HERE:



MARK

“He is Mr Electrics,” says Colin. “We work together so Mark’s with me all the time. Anything electrical he gets a buzz out of!”



AMAND

“Has been highly educated. Not through the comprehensive education system like us normal folks! But his love and passion is cars. A fabulous person to have on the team. So calm. Never breaks a sweat.”



I've known Gary since he was about 15 or 16", says Colin. "On body and paintwork, he is a phenomenon. He can do it all. His eye for detail when it comes to colour matching is second to none."



Colin got to know Nick through the car clubs they were in. "His love of cars goes back many, many years. He can tell you stories from tinkering about with cars from way back in the early 70s! Nick's the one who comes along and points you in the right direction if you're unsure of anything."

EPISODIC SYNOPSIS



EP01: The Classic Car Garage welcomes a number of cars that have the mechanics pondering on the question of what exactly makes a car a classic. Does it simply come down to the age of a vehicle, or can you have a modern classic with styling nods from the past? How about replicas and kit cars – are they classics?

A 289 AC Cobra comes in with an intermittent indicator issue but has the team scratching their heads about the provenance of the car, just as much as how to solve the indicator problem. Is it a pristine original model or a top-notch replica? Amand discovers the answer before heading to The Classic event at the historic Silverstone race track with the car's owner; Colin helps the owner of a car that's often mistaken for a Lada, a 1972 Fiat 124 Special T, to fit wing mirrors; Mark tries to get to the bottom of what's causing a 1968 Daimler to sound its horn at all the wrong times; Nick gets a pair of sisters involved in working out what's up with the fuel gauge on their 1986 Morgan 4/4; and a 2007 Morgan Aero proves quite the talking point, with all the mechanics dissecting if a 2007 vehicle should be in the Classic Car Garage at all.



EP02: From a limited run, modern classic to customised imports and an early-1930s ,should-be museum piece that is still used as a run-around – Colin and his team, in the Classic Car Garage today, have their work cut out assisting the owners to keep their cherished vintage motors on the road and in tip-top condition.

Rolling into Colin's garage for this tinker session is; a Nissan Figaro with sticking seatbelts that Colin has an unexpected remedy for; mechanic Amand helps the owner of an imported Vauxhall Wyvern Ute with the stiffest clutch he's ever seen; bodywork expert Gary gets his mitts on an extremely rare 1931 MG M Sportsman Coupe and can electrical whizz Mark unravel the untidy wiring of a customised Austin A40 Devon so it can be taken to the Santa Pod Raceway for it's owner's first drag race?

EPISODIC SYNOPSIS



EP03: The garage welcomes Afro Classics, the classic car club that Colin and Amand are members of. The club use their dedicated tinker day to prepare their vehicles for the club's debut outing at the Bicester Scramble event in Bicester Heritage, Oxfordshire.

The tinker team are on hand to lend a hand with whatever the club members' motors are needing; Colin checks in with his friend Calvin, who has roped in a bunch of other fellow club members to fit some new exhaust units to his twin-exhaust 1974 mark 3 Jensen Interceptor – but is it as straightforward a job as it first appears? Nick helps a serial classic restorer reuse some reclaimed door cards on his latest project, a 1970 VW Beetle; Mark gets a new apprentice in the shape of 1967 Jaguar 420 owner, Emile's daughter Amy – and they try and unravel dad's previous rogue handiwork on the car's wiring; and can Amand get a reluctant tinkerer's 1971 Volkswagen Karmann Ghia horn working in time for the club's upcoming event?



EP04: The Classic Car Garage sees all varieties of vehicles coming through its doors, and today's no exception, with star turns from the fast, the slow and the furious. From vintage race cars to an electric milk float, a 1950s military survivor and even a 1990s supercar, the team get stuck into helping keep these commercial vehicles, pleasure cruisers or aspiring racing champions in fine fettle.

In the garage Colin embarks on a personal mission to keep a sustainable business on the road, it's a repurposed Smith's Cabac Milk Float that's been serving the local community, or it was until it had a problem with its steering; Mark discovers a dangerous issue on his dream supercar – a 1997 Lamborghini Diablo – specifically around its gearbox; a military enthusiast brings in his 1957 Hotchkiss M201 Jeep – an acronym for 'Just Enough Essential Parts' – for some regular maintenance on its oil, to get it battle ready for a re-enactment event; and Nick helps prep a track focused 1963 Lotus Elan 26R, before fulfilling a life-long dream and joining the car's race team in the pits at The Classic race event at Silverstone.

EPISODIC SYNOPSIS



EP05: In the Classic Car Garage, teamwork really does make the dream work, whether that's collaborating over the best way to tackle a troublesome tinker job or tapping into a teammate's specialist expertise.

Today Colin tries to help a 1978 Austin Allegro's owner with their wonky suspension but needs to call in the cavalry when a piece of specialist kit packs in. Elsewhere Amand is on hand to work with a father and daughter who've brought in a 1959 Ford Zodiac convertible, that they're taking to the Classic Car Boot Sale event at Kings Cross in London, but has a temperature gauge that might end up for sale on a stall if they can't fix it; Porsche superfan, Nick, helps a Porsche 911 owner with an idling issue; Mark is on hand to help a self-tinkerer with the windscreen wipe electrics on their heavily modified 1972 Mini Clubman; and bodywork expert, Gary Ross, is on hand to advise how to stop the rot on the doors of a 1960 MKII Jaguar.



EP06: In today's tinker session Colin and his tinker team open the doors of the Classic Car Garage to a massive American cruiser, a souped-up hot hatch race car, a German classic with a nifty party trick and a once commonplace, but now treasured, 1960s British-made run-around.

On their mission to get the classic car community tinkering together, in the garage today we see; Mark enlighten the owner of a Lincoln Continental, as he delves into the inner workings of the car whilst investigating an apparent fault with the headlights. Amand is set the challenge of getting to the bottom of a puzzling hot start issue on a 16 valve Mk2 Golf GTi – but will it be working for its track-driving instructor owner's next event at Brands Hatch? Nick is tasked with fitting a new number plate to a Mercedes-Benz 280 CE coupe, but it proves to be anything but a simple switch. And, Colin kindles a tinkering passion in the owner of an Italian designed, but British built Mark One Austin A40 Farina, who needs to get their 'sad' engine bay into a showable state, so it can be displayed at the Thames Traditional Boat Festival.

EPISODIC SYNOPSIS



EP07: From using tried and tested techniques to carrying out cutting edge customisations, the team see the old and the new coming together in the garage today, as Colin takes on an unusual task that is something far bigger than any tinker the garage has ever seen.

In today's tinker session: can Colin bring a rare 1953 Ford Zephyr into the 21st Century, as he sets out to fit custom power steering to the classic so the owner can carry on enjoying it even with the onset of arthritis; Nick puts his old school knowhow to the test to tune a 1970 VW Beach Buggy by ear; Mark discovers an unconventional tool for keeping the bonnet open on a Jaguar XJS as well as helping the owner of a 1989 BMW E30 325i figure out why his electric windows aren't working; and Amand supersedes a 1966 E-Type Jaguar's custom air filters as it is readied for its star turn at the exclusive Hampton Court Concours of Elegance event.



EP08: Colin invites the members of London's Waterloo Classics car club into the Classic Car Garage, as they prepare their cars to attend an unusual new event that celebrates original and unrestored vehicles, the inaugural Patina classic car show, in the grounds of Lullingstone Castle in Kent.

The tinker team are on hand to help the club members with their treasured, and somewhat tarnished cars, looking to win prizes at the event such as; 'most in need of a polish', 'least likely to get home' and the award that Colin gets to judge for himself 'most original'. But, first the cars have to actually get to the event, and that's where the tinker team comes in.

In the garage Colin ropes Mark in to help sort out some intermittent headlights on a British-made Standard Super 10 from 1956. Amand wrestles with a rare 1980s vintage Vauxhall Viceroy that's having bonnet troubles. A tinker on the speedometer of a Mercedes 220 SE poses a costly conundrum. And, can Mark help a self-tinkerer upgrade their 1967 Morris Minor's dynamo?

EPISODIC SYNOPSIS



EP09: The team are firing on all cylinders today – supercharged with the added boost of bodywork expert Gary Ross, who is on hand to help a 1998 Ferrari F355 Spider owner get her car gleaming for an exclusive event at Hampton Court Palace, the Concours of Elegance. Elsewhere in the garage Colin ropes in mechanic Mark to assist with a novel method of diagnosing where a leak is coming from on a 1990 Mercedes 230 CE pillarless coupe; Amand helps brothers Matt and Dave get their late-father’s lopsided 1968 Jaguar MKII straightened up; Nick inspires a novice tinkerer who is having issues with the locking mechanism on their 1989 Porsche 944’s boot; and Mark looks to liven up a 1966 Volkswagen Karmann Ghia’s lazy windscreen wipers.



EP10: As a busy classic car season draws to a close, we join the team at the Classic Car Garage for one last tinker session, before the mechanics pull down the garage shutters, hang up their overhauls and don their finest vintage attire to see the year out in style at the Goodwood Revival event.

Today the team welcomes back some familiar faces but with different fenders, as well as some first time tinkerers at the garage; Colin gives his friend and fellow Triumph Stag owner, Richard, the lowdown on the troublesome drop-top on his 1978 model; Nick helps a 1951 Jowett Javelin owner, Don, with his intermittent horn’s degraded wiring; Returning tinkerer, Tim, bring his wife Emma and their much treasured 1960 Mercedes-Benz 180 in to try and get to the bottom of an annoying rattle on the car that’s been bugging him for decades; Another Triumph, this time a 1976 Spitfire, has Mark and owner, Jaafar, trying to work out a fiddly fuel gauge fix; and garage regular Darren, brings in an electrified 1965 Austin-Healey 3000 MKIII that he’s looking to flog at the Goodwood Revival, but will classic car purist Colin be an electric convert or be producing more fumes than the Healey ever did?

CLASSIC CAR GARAGE

FOR MORE INFORMATION,
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