

TR Register Derbyshire Dales Group

Major Projects

The purpose of this exercise is to review and promote major projects undertaken on their classic cars by members of the Derbyshire Dales Group. It is hoped that those undertaking these projects can feel – often very justifiably – proud, and that their experiences may prove useful to others contemplating similar projects, or in need of support/advice/guidance. It may well be that those undertaking these projects reviewed here may well receive advice from others who have been there before them.

We propose to update these reviews three or four times annually.

There is no definition of ‘major projects’, these being whatever the person undertaking the work should deem to be a ‘major project’. Equally, this work can be undertaken on any type of classic car – not necessarily any of the Triumph TR ranges.

Within the reviews we have refrained from mention of deadlines or time schedules, or cost. We have no intention of causing added stress to any participants, or creating any (additional?) marital strife.

Jim Tully

April 2018

Jim has had long experience with classic cars, starting with a 1934 Morris 8, presumably off-road as this was before he was legally able to, then a ‘legal’ Ford 100E Anglia, followed by a Morris 1000 convertible, a Rover 2000, a Triumph 2500pi, a Triumph Herald 1250, a TR4A, then a move abroad forced him to sell on an Austin Healey he owned at the time.

Jim is currently restoring a 1973 French blue British TR6 that he sourced from TR Enterprises in 1988, at the time trading in his 1972 damson TR6.

Work Completed/Work in Progress

Structural & Body

Generally speaking the chassis was found to be in good condition, although some minor repairs were needed. Almost inevitably the chassis trailing arm mountings were strengthened and the cruciform repaired on one side. Interestingly the original BL welds were deemed to be of poor quality and Jim has re-welded much of these. The original diff carriers have also been reinforced.

The body was stripped and dismantled in October 2016. All four outer wings were found to be in excellent condition, and the wheel arches were fine. The

front internal wings were replaced as these had been badly repaired. The inner wings are now heritage pressings. The rear inner wings have been replaced also.

The original central portion of the tub was in good condition requiring only minor repairs. Both right and left floor panels have been replaced, along with the rear valance, both top and bottom using heritage panels. Jim has experienced some poor fit and quality problems with some panels he has ordered, where these have had to be returned. Heritage panels, however, have been a good fit.

Jim is now prepping for paint, which should happen in the next month

Mechanicals & Electricals

The car came with its original engine, although Jim has another as spare. Both have been lightened and balanced with refurbished heads. The original is a 150 bhp version, with the spare being approx. 180 bhp. The original 150 bhp engine is to be re-installed.

Electricals – new loom in planning stage, with new fuse box. & relays & fuses.

Suppliers, Components & Materials Used

Chassis prep & powder coating: R.L. Dumelow & Sons, St. Matthew St.,
Burton-on-Trent, DE14 3DT. Tel 01283 564292

www.dumelows.com

CTM chassis, plus diff strengthening kit

Body panels and components – Ebay & Moss

Epoxy mastic: Betamate.

Paintwork is being done by 'private arrangement'



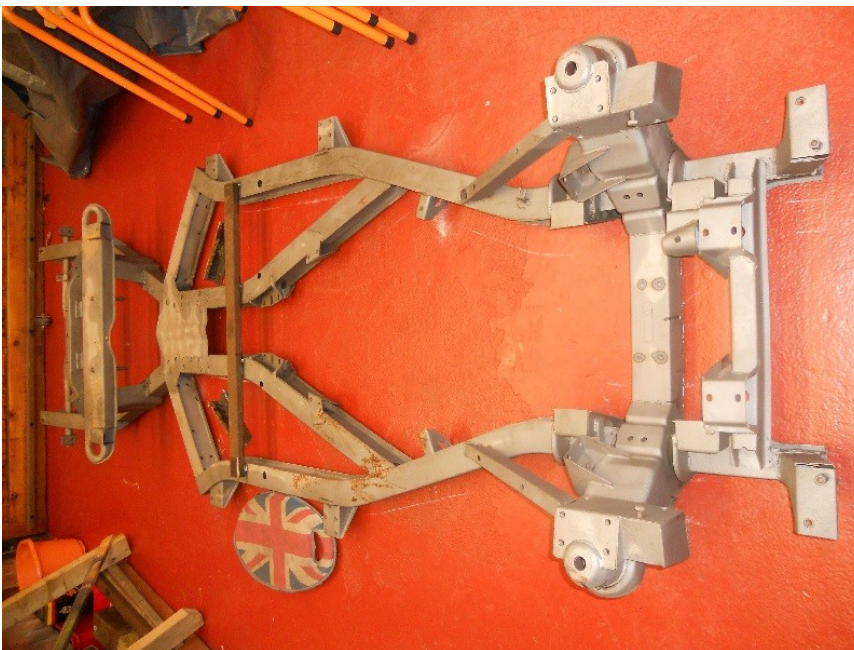
The stripdown begins



The chassis revealed



The 'tub' off for blasting



The chassis back from blasting



Welding work commences



The powder coated chassis

