



Chris Bailey - TR4 REBUILD

Car as Bought July 2015

I bought my 1962 TR4 from TR Bitz in July 2015; the car had been restored by them in 1999/2000 and already had good bodywork. The gearbox would need some work, as it was a bit noisy, but everything worked okay. I ran it as it was for the remainder of 2015 and 2016.



By late 2016 the gearbox was seriously in need of work and following a trip to the Lake District, engine oil consumption was also an issue, and the overdrive had stopped working. So I was looking at gearbox, overdrive, and engine rebuild. The original dynamo and wide belt also needed to go! The car leaned a bit to one side at the back; maybe a leaf had cracked in a spring.

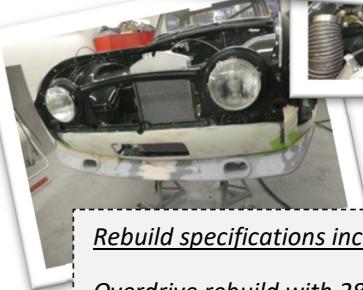
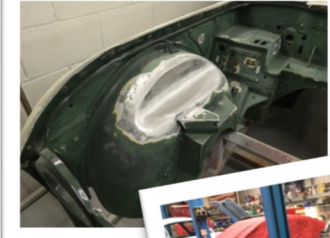
Having run a TR6 previously, the performance of my car was also a bit disappointing. I considered what I was going to do and read Roger Williams book *How to Improve Triumph TR2-4A*. I wanted something with fast road performance, and the name Racetorations kept being mentioned in Williams' book as one of a few sources of uprated parts. I had visited their

workshop earlier in the year when they had an open day as part of the first IWE at Lincoln Showground.

Being able to go to one firm and have them do everything has good and bad points, being let loose in a sweet shop and all that. The nature of the rebuild changed to include further work and improved specifications.

One nasty surprise was that the lean to the rear of the car was the result of the chassis being twisted at the front; the near side suspension turret was one inch lower than the other.

I recently got to drive the car, and once a few issues are sorted it should be back in my garage waiting for the spring 😊



Rebuild specifications include:

- Overdrive rebuild with 28% increase
- Stag internals for gearbox
- 4.1 Diff with LSD
- Engine management system with Jenvey throttle bodies
- Steel crankshaft
- Uprated brakes and suspension
- New Smiths gauges

