



Steve Thomas reports on his rebuild. The Story so far, TR6 imported from USA in May.



Well, the ground up, nut & bolt rebuild has started in earnest. The bodyshell was blasted back in July then sent to RSC Bodycentre, Market Drayton for a small amount of welding, Mainly at the

TR6 as imported



rear of the battery position which had a couple of minor rot holes.

The drilling for conversion to RHD and blocking old holes for LHD was also completed, using a very useful template from Chris Mountford. (Thanks Chris!)

The chassis was totally stripped, then blasted, zinc coated and finally powder coated at AutoBodyCraft in Wrenbury, Luckily, my chassis was still outside on the yard when they had a major fire! Phew! The chassis had stood the test of time, not one area of rust...anywhere!

This is probably due to the fact the car appeared to have had a few long term oil leaks (surprise surprise!) so the underside from the engine backwards was nicely coated for what looked like 40 years!

The old girl had stood up well, no doubt due to previous life in Californian deserts.

So, all now back in my workshop and recently started to bolt on all new and powder coated shiny bits!

Target date to go for a drive is March 31st....let's see, it's a tough target, onwards and upwards.

