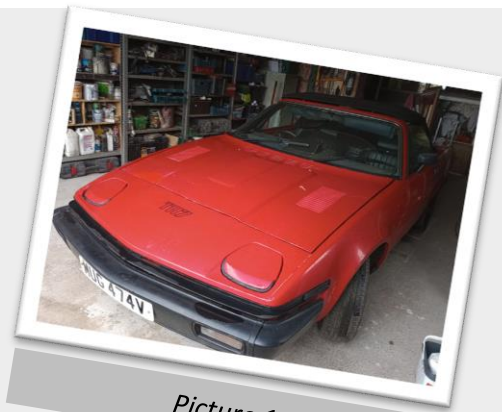




TR7 Rebuild

I've had a few classic cars in the past, including a Series 3 Land Rover, a 1966 Ford Thunderbird, a Riley Kestrel and too many kit cars to even try to remember. A recurring theme has been my love of the V8 sound. Two of the kit cars had Rover V8s, the T-Bird was, of course, a V8 and my Land Rover was always going to have a V8 fitted but a house restoration got in the way. When I had a bit more time on my hands, I looked for a project which had three criteria. It must be a convertible, must be a V8 and must not need very much work. This led me to my TR7 DHC,



Picture 1

converted to V8 which I found on Ebay at a very reasonable price. I went to look at it and it seemed to fit the criteria and inevitably I bought it on the spot (pic1: TR7 as bought). After I took delivery, the intention was to drive it for a few weeks in order to find out what needed doing to it. A closer inspection led me to philosophically accept Meat Loaf's advice and realise that "two out of three ain't bad". It was going to require more than a few quick fixes including a complete rewire, removal of several areas of 'structural' filler, lots of reversal of the PO's attempts at fixing it and more welding than I wanted to do whilst lying underneath it.



Picture 2

The first step was to strip it down to a bare shell, bagging and labelling everything and trying to remember to take photographs of areas which might be useful later. This done I acquired a rotisserie which is

something that I cannot recommend highly enough. (pic2: TR7 rotisserie) There were several weeks of welding and associated bodywork to do, and this piece of kit makes it easy. There are not many pictures of what I needed to weld but a good example of the approach taken is with the nearside door where the frame had rotted out at the bottom all the way from the front to the back. I could have bought another door or reframed and skinned the one I had but that is not my style, so I cut out all the rotten frame and peeled back the lower edge of the door skin to allow the introduction of a couple of pieces of steel to replace the rotten portion of the frame. I then used PU sealer to stick the new steel to the outer door skin and tapped the door skin edge back down, holding the



Picture 3

pieces in place with self-tappers ready to be plug welded to the frame when the sealer is set. (pic3: Photo door 1) The screws are removed and more plug welding finishes the structure. (pic4: photo door 2) A little grinding flat, some filler and elbow grease and the door is serviceable again with minimal cash outlay. (pic5: photo door 3) This is basically the process used all over the body where possible, the only new panel being bought was a cover sill.



Picture 4



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In my experience a project goes through three stages

1. *Wow! it's a bargain.*
2. *Good grief! It's not worth the money. What have I done? It's going to take forever!*
3. *OK, I paid about the right price, and it'll keep me occupied for a good while.*

I am now well into stage 3, There's a bit more filler to put on to smooth things out, then I'm going to spray it using cellulose for easy future repairs.

The next stage will be the wiring, notoriously bad on TR7s apparently, and butchered heavily by the previous owner trying to fix it. It's perhaps a good thing that I used to be an electrician.



Picture 5

