

THIS CAR SPLIT THE BEATLES!
Lennon's catastrophic Maxi trip recreated

practical CLASSICS

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**Fiesta
at forty!**

The John Simister
verdict on Ford's
brilliant baby

R PHWOAR!

triumphant perfection - revived by a man in a cow shed



LAND ROVER S3
V8 109's seven-year resto

MERC W124
The last great Merc
- the ultimate family
classic?

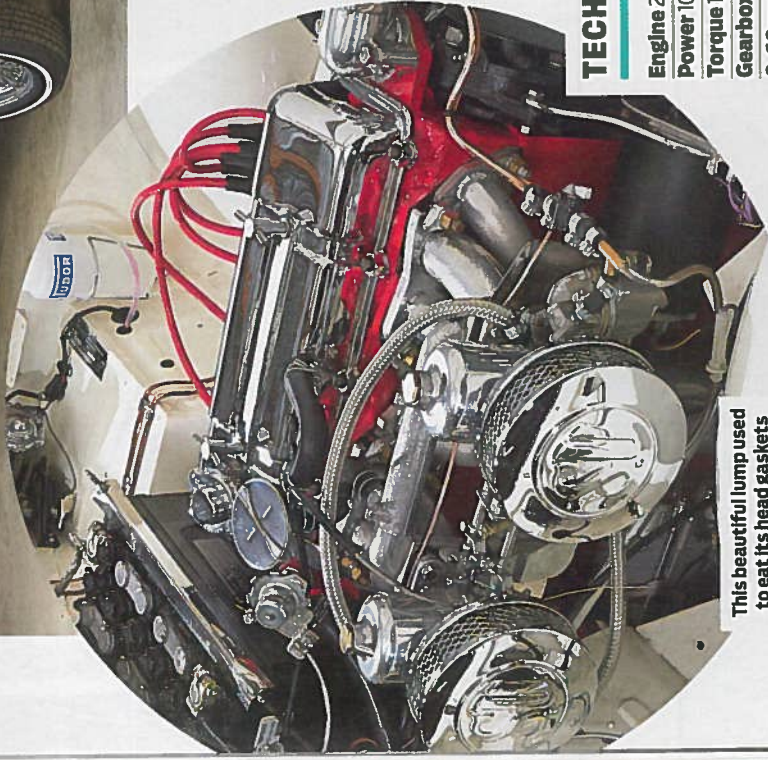
WORKSHOP

5 Carb Rebuild
27-step guide!



Looks a bit better than when a trailer smashed the doors and the workshop flooded.

BELOW Refurbished cooling system did a great job on the TR's first big post-resto run to Brighton on a scorching hot day.



This beautiful lump used to eat its head gaskets on a regular basis.

handy mechanically – my uncle Lance was an engineer who taught me about cars and to never be afraid to have a go, so most of the jobs I felt I could tackle. I had a look underneath and the chassis was shot, there were numerous patches from previous repairs and the doors opened if you jacked the car up.' Paul describes his approach to the rebuild as 'forensic,' admitting, 'Everything was photographed and labelled. In fact, I created a special website (tr4a.weebly.com) to host all the pictures.'

Updated and uprated

Paul then managed to source an original chassis in great condition and had it blasted clean. 'I fitted the CTM chassis strengthening kit that reinforces all of the vulnerable areas like the differential bridge and front suspension mounts. The chassis was then treated to a good coat of Rustbuster 121 chassis paint, while I used Dinitrol wax inside the box

TECH SPEC

Engine 2138cc /4-cyl /OHV
Power 104bhp@4600rpm
Torque 132lbft@3000rpm
Gearbox 4-spd man + o/d
0-60mph 10.9sec
Top speed 110mph
Fuel economy 24mpg
Weight 1016kg /2240lb
Price new £1076 (with supplied extras)
Value now £35,000

sections.' Paul used a mix of plating and powdercoating for the chassis parts and Polybushed it, kept the original springs but changed the shocks. 'The gearbox and differential were rebuilt by Mike Papworth, who is an expert on TR gearboxes. I also bought replacement rear axles from him. Mine has overdrive but that needed no work on the rebuild other than a new solenoid. 'One thing that anyone undertaking a rebuild should do is join the TR Register,' advises Paul. 'The forum is amazing – at any point where I wanted a second opinion an answer would arrive within a few hours. Stuart on the TR4A forum put me on to Enviro Strip to get the body stripped. It's an excellent process that dissolves everything and is kinder than blasting. The body returned primed and ready for the hard work.

'My mate Peter Allard and his trusty sidekick Bryan were called in to help since they have a better understanding than most of older cars. The only panels we replaced were a rear floor and driver's wing. Everything else was fixable. The bodywork was done at their place and took nearly two years. As the body progressed, I spent my time rebuilding the chassis and getting the engine and gearbox in – it's much easier without the body in the way.' That's not to say everything went smoothly:

'The agricultural barn I use as my workshop had no



New leather seats add an extra touch of class.



windows and in 2013 a storm hit it. A horse trailer smashed the barn doors, letting the wind in, and every nut, bolt and part got thrown around. It got flooded and I had to find every piece of the car, dry it out and work out where it was meant to go. It took a while to resolve, but despite all of the water my enthusiasm wasn't dampened.'

A Heritage certificate showed the TR still had its original engine, which Paul rebuilt with CCK Historic in Sussex. 'I managed to tip the engine over in transit to CCK and break a few exhaust manifold studs in the process – a bit of a nightmare. We used 89mm pistons over the standard 85mm for a little more oomph, plus a lightened flywheel and crank.'

Keeping one step ahead, Paul sent all the chromework to CE Design in Folkestone. 'I much prefer original chrome to the replacement stainless bumpers, so fixing the originals up was the plan. The bumpers were bent in places, so it took CED around 16 weeks to complete the work.'

Shock bracket shocker

Dropping the rebuilt engine and gearbox into the rebuilt chassis was one of the most exciting parts of the project, says Paul. Not that it was a barrel of laughs: 'I loved building up the suspension. I remember one night when it was so cold in the workshop my hand froze to the gearbox! Then I



A missing trim finisher meant the refitted steering column had to come out again...

THE RESTORER

Paul Anderson trained to be a graphic designer at Southport Art College. He's been in the creative arts ever since and now runs his own business in London. The family always did their own vehicle repairs and it rubbed off. His Uncle Lance was a huge influence because he advised Paul daily on how to fix his Morris Minor.



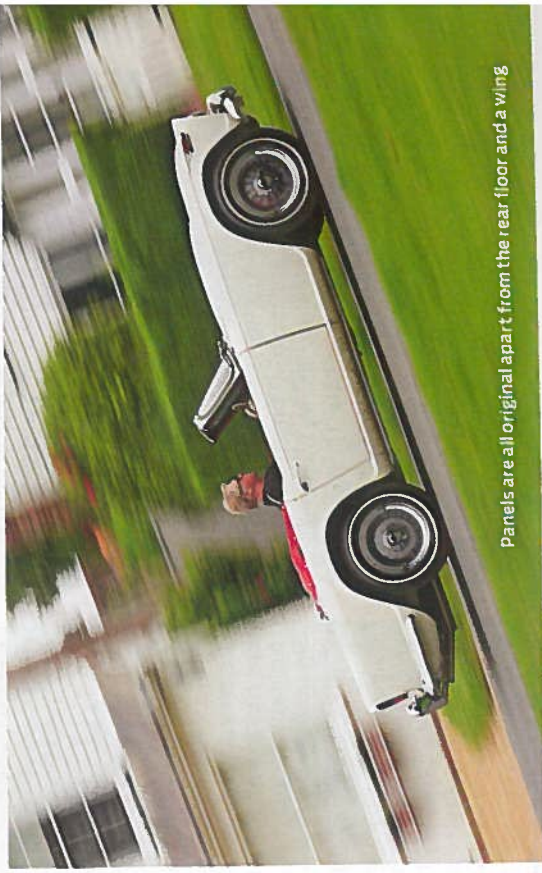
'My rule is if a part won't fit I'm doing it wrong - so stop and think it through'

couldn't work out why the springs dropped out when we put it up on the ramp, until it became clear the rear shock brackets were too small. Buying new ones resolved the issue. How the rear suspension works now is one of the best features of the car.'

With the engine and gearbox reunited with the chassis, it was time to refit the body. With help from friend Chris Thorpe, Paul used a block and tackle on the ceiling of the barn to lift and lower the body.

Next the dash and wiring loom went in. Another job Paul enjoyed was restoring the heater matrix – which is not something you often hear. 'I had the case blasted and powder coated. The actual radiator matrix was good so I just unblocked it and gave it a good clean and paint – very satisfying.'

A 123 electronic ignition set-up was installed: 'I can hook it up to the laptop and play with the ignition curves – it's a cool bit of kit.'



Panels are all original apart from the rear floor and a wing

Here's how Paul did it

1

SEPTEMBER 2013 Blasted thing

The replacement chassis Paul found, pictured just after it was blasted clean.



5 APRIL 2015

Straight up

The body is back in the workshop ready to put back on the chassis and do a dry fit. Note the wooden supports Paul built in so that nothing got twisted during the rebuild.



2

SEPT 2013 Added strength

The chassis being strengthened in all the weak points such as the differential bridge and the front wishbone brackets.



6

MAY 2015 Motor mated

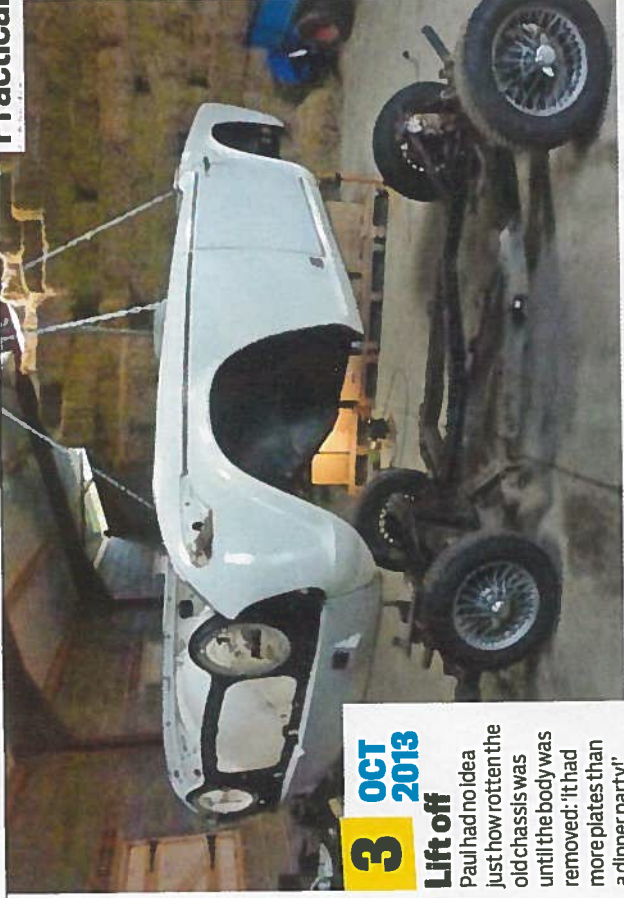
The rebuilt engine is mated to the gearbox on the rebuilt chassis, which Paul found was one of the most enjoyable bits of the whole project.



3 OCT 2013

Lift off

Paul had no idea just how rotten the old chassis was until the body was removed: 'It had more plates than a dinner party!'



4

OCT 2014 Shiny time

All the brightwork was sent for rechroming early on. Paul prefers the look of chrome, so he decided against fitting modern stainless steel versions.



8

MAY 2016 Inside story

Fitting the brand new interior kit required some fettling. Paul decided on a leather interior, which was an option when the TR was new in 1965.



7

APRIL 2016 Getting it together

The body now back on the chassis is back in the shop for final paint after dry fitting the panels. The car had been driven first to make sure it all worked.



PROJECT TIPS

Check the entire TR for rust, paying close attention to chassis mounts, cross-members and rails, any stress cracks around suspension mounts and the diff mounting. Then check the sills, floors and boot – inside and out as hoods often leak. Engines are hardy but low oil pressure suggests wear. Slight oil seeps from engine and gearbox are common but be wary about dripping. A noisy gearbox that goes quiet in fourth means layshaft bearing wear. Clonks on tight turns suggest worn UJs.

I changed the dynamo for an alternator that looks like a dynamo, which rendered the amp gauge pretty much useless. I left it in the panel and resisted the temptation to fit a voltmeter on the dash. Instead, I installed a modern charging point that came with a voltmeter and hid it inside the glovebox. It reads 13.9 volts when the engine is running, so the charging system is working well. Paul replaced the standard Stromberg CD175 carbs with rebuilt twin SU HS6s. 'I find the SU easier to work on,' he explains. 'The TR Shop now sells a carb conversion linkage kit which makes the job a lot easier, although some fettling is required as some of the holes need to be widened.'

The exhaust system proved a little tricky because Paul wanted to mate a Phoenix manifold to a Triumph Tune twin box system. 'My friend Paul Taken, who regularly helps with the TR, asked his 16-year-old son Michael to make a bespoke joining pipe as he works at an exhaust centre building systems for exotic cars. It's great to see young people getting involved with classics.'

Paul rebuilt the leaking fuel pump but found it still leaked, so he replaced it and also fitted a tap in the fuel line in case he ever needed to shut off the

cutting to ensure a great fit. Every car will be different, so expect to do a quite a bit of work when refitting the trim.

'My good friend Chris Thorpe and his years of experience really came in useful when it came to refitting the locks, winding mechanisms and seals to the doors. I was busy with the door cards, as they need drilling for the handles, and lots of fiddling getting the clips in the right places. Having friends around really helps on a rebuild even if it's just to talk issues through. My rule was: if it doesn't fit easily, I'm probably doing something wrong – so stop and think it through.'

Paul admits there were some hard jobs along the way. 'The trim guys didn't really want to fit the hood header seals because aftermarket replacements vary in quality, so they left that job for me. It took nearly five hours to fit one seal, 3mm at a time using a blunt screwdriver to force it home. Eventually I got that time down to two hours. A bead of Tiger Seal helps get the chrome into the screen rubber. After installing the steering column I realised I'd missed a finisher so the whole lot had to come out again...'

After 2000 hours of hard work the end was finally in sight. 'There were still a few jobs to do but



Putting glitter back into the brightwork took 16 weeks.



supply of fuel to the carbs. 'The car started second go and it felt like we were a lot closer to the finish line. Hearing the engine is a massive moment in a rebuild – it rekindles all the enthusiasm.'

With the engine running, Paul took a test drive on private land to ensure the gearbox and brakes worked, then it was time to sort the bodywork. 'Some things were just not right and we had some panel issues,' remembers Paul. 'I had marked everything up on the body with a corresponding number. I think there were 48 areas for attention!'

After several weeks of refinishing all the panels were ready. Then I set about refitting it all, which took an immense time. One week I was up at 6am every day and not leaving the barn until 11pm, but I was making huge progress.'

Leather chairs

The leather interior was manufactured by John Skinner Ltd. 'I'd ordered the kit some time before because there can be a wait of up to 16 weeks before it is all ready to go. When it arrived I went straight to Mark at M&K Auto Upholstery in Aylesford. The foam kits for the seats all needed to be re-profiled and some of the rear cards needed

PAUL'S CLASSIC CV

1986-1988

1976 Triumph Spitfire

At the age of 21 this was Paul's first resto: 'Mainly bodywork, gaskets and electrical work – I loved it.'



1990-1990

1974 Simca Station Wagon

'Bought for £180, with a built-in picnic table. A perfect car for a student, but it got written off. I wish I still had it.'



1990-1999

1965 Morris Minor saloon

'I did the brakes, engine and some body refurbishment. I sold it, bought it back and turned it into a soft-top.'



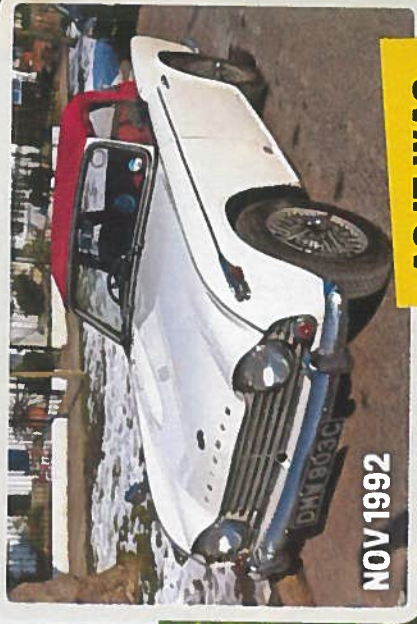
What's your idea of a first company car? Probably not a 1965 Triumph TR4A, but that's just what Paul Anderson received. 'My previous car was a Triumph Spitfire MkIV, so a TR4A was a real step up,' he recalls. 'I was offered a Sierra Cosworth, but I find it hard to emotionally connect with newer cars. I'd always wanted a TR4A so to get one was amazing.'

Paul used the car for his wedding to Susi in 1993 in spite of the Triumph not being perfect. 'The previous owner had restored the car as best he could but there were panel fit issues and all sorts of woes,' he says. 'As a young married couple, we used the Triumph as our daily driver, but of course when I changed jobs I had to give it back. Fast forward 16 years and I'm back working with the same business partner, Mark. 'You can guess the first

thing Paul asked about: 'The Triumph had been in the accountant's carport and he'd not looked after it at all. I couldn't believe the state of it, but I bought it, spent two months getting it back on the road and started driving it again.'

Forensic approach

However, those years of neglect soon became painfully apparent: 'Head gaskets kept blowing, so I had the head skimmed and converted it to unleaded, but it continued to blow gaskets. With the engine out yet again, it felt right to rebuild the car and sort out everything properly. I'm quite



AS IT WAS

Wedding BELLE

Two decades after it was his wedding car Paul Anderson rebuilt his stunning **TR4A** just in time for a mate's big day





With the IRS rebuilt the back end behaves the way it should.

I took it for an MoT and it passed with flying colours just in time for my friend's wedding – 23 years after my own wedding the TR was at his. Next day we did the London to Brighton Classic Car Run. It was a hot day and the 4A didn't miss a beat – just perfect.

"Taking the TR4A for a good drive really let me connect again with how to drive it. The first big noticeable difference was the independent rear suspension and cornering. Previously the car scuttled round corners and you would feel the back end jumping around. Now it's really smooth – I wonder if this was the feeling new owners had back in 1965 when comparing it with the live axle version? It really holds the road well now and you can throw it into bends and it sticks there.

"I haven't fitted wing mirrors, but it would probably be a good idea for modern motorway traffic. The engine's running in, but I hope that after that we'll see a big improvement on the stock 104bhp.

"I'm really pleased with the way it's turned out. There are areas for improvement, but I'll work on those over time. Every time I pull up in the TR, people gather round and want to talk about it and look under the bonnet. One chap recently offered to swap his wife for my car – praise indeed! ■

USEFUL CONTACTS

- Baker Coatings** (Powder Coating), 01233 820502
CCK, cckhistoric.com
CE Design Chrome, chromerestorationspecialist.co.uk
CTM, ctmenengineering.co.uk
Mike Papworth (Gearbox and differential), 02476 644499
M&K Trim, mk-autoupholstery.com
Peter Allard Paint, 07798 71666
Revington TR, revingtontr.com
Rimmer Brothers, rimmerbros.co.uk
TR Shop, trshop.co.uk
TR Trader, trtrader.com

PC RESTORER OF THE YEAR

This restoration was selected for both the quality of the work and the ingenuity of the restorer in completing it. As well as appearing in **Practical Classics** it is also entered into Britain's most prestigious car restoration competition, Restorer of the Year. The competition runs for 13 issues and includes each restoration story featured on the pages of

this magazine in that time, at the end of which the best cars are chosen by you, the readers of **Practical Classics**. Watch this space for further information on Restorer of the Year.

WHAT'S IT LIKE TO DRIVE



It's obvious as soon as you pull away that this is effectively a brand new TR. It's a true sports car – you always feel it needs to be driven faster and harder.

The steering is positive with a tight feel and there are no rattles or shakes from the body, even at higher speeds. The clutch biting point is very low, which led to a couple of stalls, but once we're moving all that's forgotten. To get the best from this car you have to put some

work in – but it's well worth it.

The gears need a little bit of effort to slot into place and the brakes are good but not perfect, which is just how it ought to be – this TR's comfortable, but it's not a car you'll fall asleep in!

The power and soundtrack really come on at more than 3000rpm and then just keep coming. And thanks to that fabulous IRS the back wheels feel so firmly planted you just have to throw it into bends – it's great.

THE HARD

- ☐ Ring an insurance company Hagerty. Spend half an hour why your classic isn't just "a classic".
- ☐ Politely decline home, pet or contents insurance. Patiently explain you need agreed value classic cover. To get off the phone, prompt quote for your home "in the event of fire".
- ☐ Go out to the garage, pull out the cover, snap several photographs but hear back that the photos are too dark or "we need only sent five".
- ☐ Cough up a £15-50 "certification fee" on top of your policy premium.
- ☐ Wait on hold half an hour while the insurer reviews the information. Look for Ring back, get transferred to the wrong departments. Get paid nothing.
- ☐ The Agreed Value certificate arrives. You begin looking forward to repeating the entire tedious process, fee included, if you want to increase your value again.