

The first thing you must do is modify the retainers of the new bulb holders. You can see what you have to remove by comparing them to the originals. The extra metal can be removed with a file (slow and tedious) or with a Dremel with the appropriate wheel attached (quick and efficient).



LEDs White Modified 1

brake light.

- insert a new holder and connect your new wire (the end with the piggyback connector) to the number 1 terminal.

- connect the original wire to the piggyback fastener.

- take the remainder of the new wire over to the other side of the trunk.

- repeat the above for the other side.

- connect the loose single female ends on each side to their respective terminals that are free, but on their opposite lamp or, in other words, from one running light to the opposite side brake light and vice-versa, or if doubt, all [insert your choice of colour] wires should be connected to all the available terminal 2s and all [insert your other choice of colour] wires should be connected to all available terminal 1s

- tidy your wires with cable ties or, if

Now to the trunk of the car. The two top sections of the light housing are the ones you are interested in. Outer lights are tail lights and the inner lights are the brake lights. As they say in the Haynes' manual, do one side at a time so that you have the other side to reference if necessary.

- remove the bulb holder of your running light.

- insert a new holder and connect your new wire (the end with the piggyback connector) to the number 2 terminal.

- connect the original wire to the piggyback fastener.

- take the remainder of the new wire over to the other side of the trunk.

- remove the bulb holder from your



LEDs in housing

you want to be fancy, with loom.

- turn on your running lights and check your brake lights with a snow brush stuck between the brake pedal and the seat, you should have running lights in the inner and outer lights and same when you apply the brakes

Sit back and enjoy a bottle from your personal sponsor (a Guinness a day is good for you, right Fid?) **RAGTOP**

The Wedgetarian would like to thank Brian Hubbard for his advice on, and photos of, his installation of LED lights and Odd Hedberg for allowing me to crib his notes on twinning the tail lights

restoration

Six & Two Three's

— Part 6

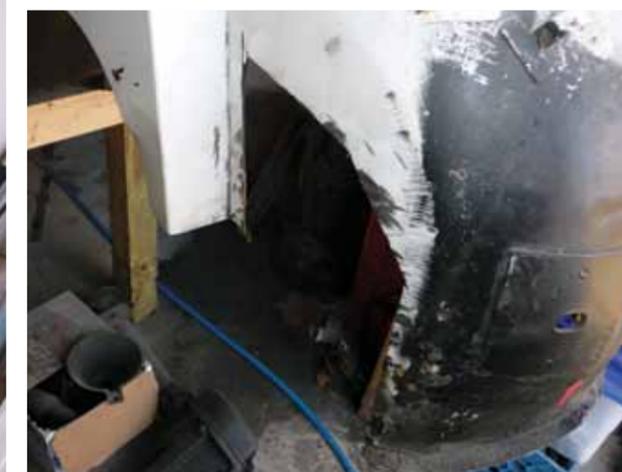
BY DAVID TUSHINGHAM

I am beginning to think that I bought a boat. Why you may ask? Fiberglass... there are patches everywhere. And where there isn't fiberglass, there is Bondo. Where there isn't Bondo, there is rust. But, what would you expect with a 50 year old race car right?

Like I said before, I always wanted to learn to weld! I am getting lots of practice at it and am getting my money's worth out of my little Lincoln Easy MIG welder. Despite the many body issues with the car I am still having fun, although I am finding that bodywork takes a very long time. This, combined with spring projects



Bottoms up!



Drivers side front inner fender damage



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Brake and clutch master cylinder before...



...and after

on my TR6, has slowed my progress considerably. But, I have made some progress and that is the important thing. I have decided not to work to a deadline now and the car will take "as long as it will take" to get it right in the end.

There are a couple of the challenges that I have encountered now that the TR6 is home for the summer. One, I have considerably less space to work on the TR3A, as I have the TR6 on one side of the garage with the inverted body of the 3 next to it and then the chassis next to it, pushed against the



Heater restored

motivated to work on the three when you know you have make space in order to do it. The second challenge is the TR6. It seems that it has taken a lot of my time this spring.....new head, rocker shaft, pushrods installed. New fuel pump,

far wall. Each time I want to work on the 3, the 6 needs to be pulled out of the garage and the body shifted over into the vacated space. It makes it much more difficult to get

fuel filter and fuel lines installed. New roll bar, oil changes, spark plugs, coolant, silicone valve cover gasket etc. etc...It all takes precious time away from working on the 3. I have also lost a few weekends here and there to tinker, but I wouldn't have missed the fun of Spring Fling and the



Gauge resoration and above, gauge cluster restored



Rebuilt wiper motor

Around the Lake Tour... the 3 can wait... remember? No deadline!

Ok, so what have I done with my limited time then? Well, I managed to re-construct a few places on the body which were in bad need of repair. The first area was the rear valence. I was pleasantly surprised to find not much damage when the front apron was soda blasted down to bare metal. However, this was not to be the case with the rear valence. It had obviously been backed into a wall or bumped in the rear by over eager drivers jockeying for position during its racing career. I sanded through thick Bondo to reveal metal that was dented, rusted, pop riveted, braised and bruised. If you are familiar with the rear end of a sidescreen car, you can imagine how difficult this section can be to repair. Fortunately, I was able to scavenge some patch panels from the parts car and reconstruct the rear passenger side inner fender, which had a large punt in it like the bottom of a wine bottle. New "Heritage" metal was ordered for the badly rusted close out portion on the bot-



Rear passenger side fender/rear valence damage

tom and sides of the rear valence. New rear body mounts have arrived and they will be welded in shortly and will butt up against the newly repaired sides of the spare tire carrier pan.

At the front of the car, there were two areas that had major rust damage. It is funny when you read books on TR3 restorations and they tell you about all the common areas of rust on these cars... of



Battery box removed

course, I have rust in all the common areas and I don't find it particularly funny at all!

The first area was the battery box. This had been heavily fiberglassed to cover a gigantic hole in the bottom of the box. I stripped the paint and primer down to bare metal in order to see where the box

had been spot welded in. After about an hour of drilling spot welds, I was able to remove the old battery box without too much trouble. A new box has arrived and is waiting to be installed. The second area of concern was on the drivers side lower inner fender next to where the radiator

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would sit. This turned out to be the largest amount of metal I have had to cut out of the car so far. It was also a complex piece as it had the drivers side to body mount welded on the inside. Both the fender and the mount were rusted beyond repair. A patch was cut from the parts car and fortunately, a new body mount was offered to me by TR3 guru Don Elliott.

I decided that the next area to tackle on the restoration was the bottom of the car. So, one sacrificed futon mattress later, she now rested comfortably "bottom up". Next began the long and arduous process of removing years of road grime, oil and undercoating. Such a messy job accomplished by heat gun and scraper, grinder and wire brushes. At this point I have about 75 per cent of the undercoating off and I was able to find a few more areas that need some attention. I also decided that in order to repair the rusted out inner sills, it would be easier to cut out a section of each of the drivers and passenger side floors for access. This I



Rusty floor pan... holes and rusted out flange running the entire length of the side of the floor pan

have done and have once again used the parts car for some much better patch panels to weld into the floor, once the sills have been repaired. Once the floor has been repaired, the entire bottom of the car will be painted with POR15 and top coated with POR15 chassis black.

I have also managed to do a few smaller projects to give me a break from the body work and undercoating removal. The gauges have all be disassembled and cleaned inside and out. The gauge cluster

has been painted and new knobs have been installed. The windscreen motor has been overhauled and restored to like new condition. The clutch and brake master cylinders have also been transformed and are ready to re-install, as is the old smiths heater, when the time comes.

Oh, one last thing before I go back to the garage... a package was delivered by courier this week, paint samples for the car. I can't wait until I get to that stage! Hopefully, it won't be too much longer. **RAGTOP**

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Six & Two Three's

— Part 7

BY DAVID TUSHINGHAM



Floors are clamped into place before the outer sill is removed



New Floor
Old Sill



New Sill
Clamped in
Place

I think that I am going to get coal in my stocking for Christmas. I have been a bad boy...

Ok, first, disregard anything that you may have read in parts 1 through 6 regarding staying on a "budget" during the restoration of my 1960 TR3A. The words "low budget philosophy" will not be typed again! So, let me explain.

It has been a few months since I reported on my progress in the Summer 2010 edition of Ragtop. As mentioned then, I was finding it quite difficult to work on the car due to space concerns in the garage and the fact that we were enjoying a great driving season full of wonderful events. Once again, I decided to store the TR6 a little early this year so that I could get back to working on the 3. Since October, I have managed to take a couple of steps forward in the project, but not before taking a few steps back.

One of the major areas of concern that I had on the car were the inner sills. They were badly rusted in the footwells and at the rear, where the B post interconnects

and provides structural support. I had decided that I was going to cut sections out of the parts car and weld in new metal where I could. This was a daunting project for a novice welder. I was pretty confident doing non-structural body patches etc., but this was a different kettle of fish. My confidence rose a little bit each day and I was very happy with the sections that I had managed to carefully cut from the parts car. I decided to start repairing the passenger side first while keeping the drivers side intact for reference. In order to access the passenger side footwell, I first needed to cut out a section of the floor in order to give the MIG torch room to work. I welded the patch in at the front first and was pretty happy with the results and I didn't have to stare at a gaping rust hole any more. My plug welds could use some improvement, but they passed for a first timer. The rear section was much more tricky to fit and I also had to deal with reconstructing the bottom of the B post and body mounting pad. I should also mention that in order to access this area, a section of the body pan-

el, where the rocker guard would be, had to be cut away. The rear patch also went in pretty well and with a little grinding it looked "passable". I kept telling myself that whatever I did, in the end, it was sure to be better than what I started with. So, the passenger side inner sill was complete, or so I thought!

Here comes the "few steps back" part and the end of my "low budget philosophy" (Ooops, I did type the words again!). After the inner sill was repaired, I started stripping the outer sill below the door to get it ready for paint. After a layer of bondo, I came across a small hole. More sanding yielded a larger hole and many little pinholes. Never a good thing. Decision time, patch it back up with bondo or fix it right?



Sill Patch pulled from Robin's car shown next to my rusted out one



Patch in Place

Now, I am a little bit of a perfectionist. I was going to have to do it right, so off came the outer sill and out came my wallet. With the outer sill off, it left the center part of the inner sill exposed. For the next couple of days, I looked at the sill... it looked a little sad with its patched ends and heavy surface rust on the center section. Shipwrights disease set in and new outer sills were ordered. New inner sills were ordered and you can't have new inner and outer sills without new floors, right?

Long story short, my little project has grown much larger in scope and much more challenging than I anticipated.

While I waited for my new metal to arrive, I decided to go back to working on the rear apron of the car. As mentioned previously, this area is in pretty bad shape and in need of some serious reconstruction. I had ordered some new patch panels for this area as none could be gleaned from the parts car. New side stiffeners were ordered along with all new body mounts and closing panels. I managed to get most of the damaged and rusted metal out of the way and am getting ready to weld in the new pieces. Unfortunately, the rear apron has seen better days and many patches have been pop riveted and welded in over



A shot of the rear valance (car is upside down) and all the rust and pop rivets



New metal pieces including the battery box, outer sills and bottom closing panels for the rear apron

only the bonnet showing some wear around the hinge points.

In part 4 of the series I mentioned that I was thinking about buying an alternator conversion kit, although I had completely rebuilt and installed the generator already. I was concerned that the generator might have some problems keeping up with my modern electric cooling fan and driving

the years. This is something that I am going to have to live with as a new apron is definitely not within the budget!

I was getting tired of all the body work and a little depressed as well, so I decided to do some different projects to change things up.

The doors needed to be disassembled for paint for starters. This was done over an afternoon, with many pictures taken of the opening mechanism for future reference. The front and rear wings on the car were heavily undercoated, similar to my TR6, it took me a few days with a heat gun and scraper to get them fairly clean and ready to go to the soda blasters. If you recall, I had the front apron of the car soda blasted at Soda Pro near the beginning of the project. Since then, I have had both the boot and bonnet done and I am very happy with the results. They both look to be in pretty good shape with



Rear Wing Before



Rear Wing After



Soda Blasted Bonnet - Before



Soda Blasted Bonnet - After

lights, so I went ahead and ordered the alternator kit complete with a new control box to replace the old voltage regulator. I haven't installed it as of yet, but figured I could do it while the body was out to paint.

Speaking of paint, I had bought some sample paint and clear coat. I did manage to spray a test panel before it got too cold outside and I am happy to say that I think that I have finally decided on a paint co-

lour. No, I won't tell you what it is! All I will say is that it is NOT a stock TR paint colour.

This past week, I put the small projects aside and started to get back to the body work. I am happy to say that the passenger side floor has been removed as well as the old inner sill. The new floor has been clamped into place and seems to fit pretty well. The new sill has also been clamped into place temporarily. I should

mention that I put the body back on the chassis to do this work as recommended by all that I have read on the subject. I have done a test fit of the outer sill and this looks like it should fit fine as well. Now comes the tricky part of welding the A and B posts correctly to the bottom of the sill so that the body, door and fender gaps are acceptable in the end. Wish me luck! **RAGTOP**

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