

GENERAL

A SUCCESSFUL RESTORATION Requires...

1. RESEARCH: Originality in concept, design, equipment and materials.
2. DETAILED ATTENTION TO RESTORING COCKPIT,
INCLUDING DOOR FIT: If the cockpit is right, other problems can be unbolted and fixed without dismantling the whole car again.
3. COMPLETE BODY MOCK-UP BEFORE DISMANTLING FOR PAINTING: Make sure it all fits. Detailed attention to wing shapes, bonnet fit etc.
4. GEOMETRICALLY CORRECT FRONT AXLE, SPRING SET AND CHASSIS: For stability and handling.
5. REMACHINED FRONT STUB AXLES: Face road and track with confidence.
6. PROPERLY SET UP REAR HUBS AND CARRIER BEARINGS: Provides for proper brakes. (On all *four* wheels).
7. EXTREME CARE WITH ENGINE ASSEMBLY: Particularly oil sealing and 'little end' bolts.-- Reliability. Joy.
8. CORRECT INTERIOR IN ONE OF THE THREE ORIGINAL COLOURS: A proper interior is one of the best investments you can make in the restoration process.
9. UNHURRIED, CAREFUL ASSEMBLY OF ALL THE SHINY BITS. With normal attention to other areas, the result should be phenomenal, A device impossible to leave wasting in the garage between weekends. Get out there and carve up the weekday traffic!

BASIC CONCEPTS OF RESTORATION

1. STRIPDOWN. Clean up. Inspect.
2. RESTORE CHASSIS. Align, weld and restore to primer stage, bare rolling chassis. Set up as a mobile jig in the work area.
3. BODY. Build the wood framed cockpit on the chassis. This includes swung doors. Mock-up complete body. Fit radiator shell with stay rods, bonnets, complete. Mount wings and running-boards etc. after general repair. Prepare and finish panels in detail, up to primer if possible. A full mock up of the finished body is mandatory. Everything must fit, meet up properly and be of the correct shape before painting. A TC must be right. Too many guffaws could break your heart. Do it once. Do it right.
4. STRIP FOR PAINTING. Dismantle all panels and remove body. Finishing coats can now be applied.
5. CONTINUE CHASSIS RESTORATION. It can now be brought up to a full, running chassis.
6. ASSEMBLY. Mount body. Begin wiring, trimming, attaching panels.

Doing the panelling and shaping in the rough stages means that you can confidently go ahead *painting in pieces*. I always think of the TC as a giant Meccano Set. It's a whole collection of bits that must fit together perfectly so that it doesn't look like a whole collection of bits, as some restorations do. Painting in pieces is vital as so many panels must have exterior finish on both sides, piping must not be painted or obviously masked and there are so many nooks and crannies in the assembled car that it is impossible to paint any other way.

Using the method described, the other vital factor, *aligning the planes of the body*, is also taken care of in the rough stages. By this I mean the fit of the bonnets, doors and wings to the body, again, so that it doesn't look like a collection of beautiful, ill-fitting bits but a complete, smooth, whole. Mechanically, the TC is very simple to restore. It all comes apart and goes back together with ease. It's within the restoration of the body and the detail finishing that makes it a heart stopper or merely run of the mill. Mechanical restoration is a lot of hard, straight forward work. Body restoration is a delicate art.

At this point I should introduce the 'ideal garage', give you lovely drawings of benches, fluorescents, pits, hoists and the like, but being more of a practical idealist, I won't. I know that these things are not always available and also the cost can be as great as the restoration itself. My first restoration was on a dirt floor with a lead-light developed by a globe salesman and a length of water pipe for an engine hoist. My second, in a garden shed so small that the chassis had to be diagonalled across the floor to fit it in. **Do not deliberate!** Look at what you have or have access to and make the best of it. Procrastination is the worst enemy of restoration. Find a spot and begin in earnest.