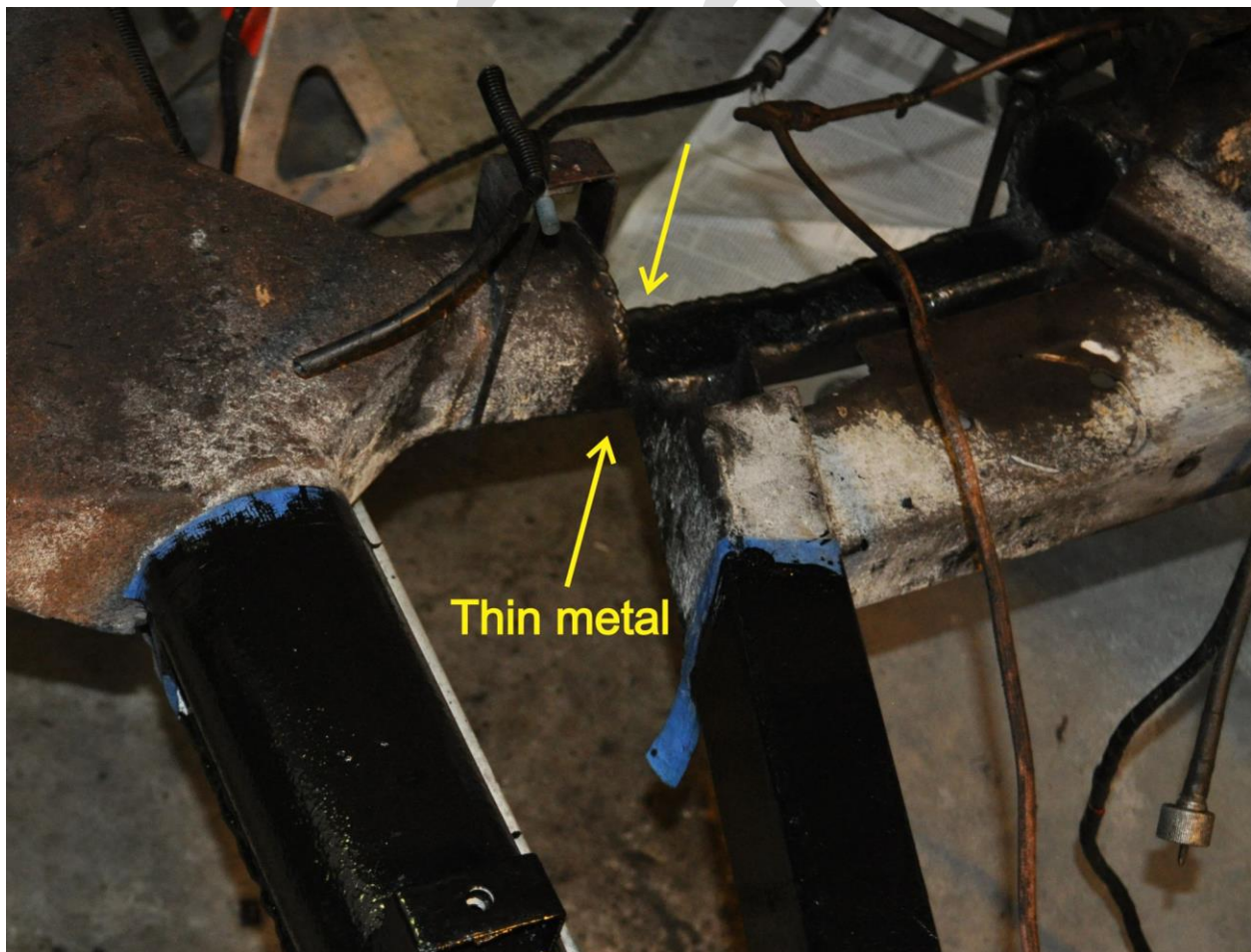


I have been cleaning up and painting the frame of my 2000 (TRA 152) and when I had the gearbox, front seat and floor removed, I had a chance to inspect the frame modification done years ago by a previous owner to fit an overdrive gearbox. The frame modifications are described in the February 1963 TRC Review by Bill Frenzel and the February 1965 Review by Peter Alliston. It seemed to me that in my car, a lot more steel had been removed than I would have liked and I was a little worried about the strength and integrity of the frame. I decided to weld in a couple of gussets where the tubular longitudinal frame members meet the tubular cross member. I cut the gussets from some ¼ inch mild steel and MIG welded them in place. I also noticed that the two longitudinal frame members with a square cross section had been partially removed, leaving the ends open where they had accumulated quite a bit of dirt and moisture inside. So I cleaned them out and dried them out thoroughly and welded caps to close them. Now I feel a lot better about the frame integrity.

I guess the point here is that if your frame has been previously modified, it might be a good idea to inspect how well the job was done. Other examples on my car include the jack points that were replaced previously. The welding was not done well, and I'll be grinding and re-Roawelding them soon as I am not sure they would be safe to use.





Upper left: gussets cut using cardboard templates, Upper Right: fitting the gusset, Lower Left, the gusset tack welded in place, Lower Right: the complete gusset after the frame is painted.

Top: the open frame end, Bottom: after the Steel cap is welded on to close up the frame member

