

## SOME EARLY RESTORATION OF PARTS WHILST WAITING

The monocoque or tub is certainly the basis of the car. When fully restored which is likely to take 3-4 months all the suspension and other components can be bolted into place on the tub and the progress should be highly visible and quite rapid. Whilst waiting for this I couldn't wait to get started and to learn. I started with something almost insignificant... the pedals.

The three pedals are suspended from a shaft running in front of the first bulkhead and operate master brake and clutch cylinders bolted to the rear of the bulkhead. Pushrods pass through the bulkhead. The whole lot is nicely designed and very well made. The assembly is very light, the pedal shafts are thin tube and the foot pads are light sheet with a light mesh welded over the surface to provide grip. Both vertical and horizontal adjustment of the pads was available by selecting the right combination of a series of holes and then bolting the pads to the shafts. The pedals were very rusty and in typical old racing car fashion had suffered over the years in order to keep the car going. In particular the pads were welded rather poorly to the shafts. By carefully grinding the welds I was able to separate the components without cutting away any of the parent metal. The shafts and other components were carefully sanded and filed to clean up the surfaces and then packed for future nickel plating and reassembly. Most of the work was done by hand with final cleaning in a small workshop sand blaster I bought recently. The hand filing and sanding produces a smooth surface. The sand blaster leaves it slightly rough. It is also satisfying to hand restore the components rather than just blasting them with a machine.



**Components of the pedal system laid out after cleaning and grinding all the non original welds. February 2007. Parts will be carefully stored for nickel plating at a later date. The anti slip mesh welded to the pads can be seen.**

The brackets supporting the lower rear radius rods from the chassis were the next item tackled. They are fabricated from 18g sheet and made with some care and thought. The radius rod is attached with a spherical joint which is nicely located by a turned spacer on each side. Through racing stresses and probably over tightening the brackets were distorted and from years of neglect they were heavily rusted. Preliminary restoration consisted of cleaning and straightening ready for future painting and riveting to the tub.



**Radius rod and brackets before and after cleaning and straightening. The spherical joints will all be replaced. Brackets will be painted and later pop riveted to the monocoque and radius rods will be nickel plated. Note that the brackets are opposites and are not exactly the same.**

## THE ROLL BAR

**A**nother piece on the list for early clean-up is the roll bar bolted across the tub behind the drivers head. The original has again been subject to some rather nasty welding to mount the seat belt and thoughtlessly had the fire extinguisher bolted to it. It will be cleaned and prepared although it is likely that the roll bar might have to be extended to meet current safety regulations.



**There's nothing pretty about this. The roll bar has been welded, bent, and neglected. It will be cleaned and prepared but most likely will have to be replaced to meet current safety regulations. There must be a better place for the fire extinguisher bracket.**