

Cracker's False Luggage Floor: email

There is a sizeable well at the rear of the luggage area floor which I decided to convert into a separate storage space for spare parts and tools. This was achieved by having a plywood framework to support a rear two part section of false floor.

To help avoid rattles and insulate the tools from the fibreglass I cut out an oddment of Axminster carpet (38-1/2" x 22") to cover the bottom of the well. The thickness of the carpet resulted in the rear section of the two part floor needing to be 5" above the carpet at its rear edge in order to clear the battery. This put the front end of the rear floor 1" above the forward section of fibreglass floor.

Originally I made the rear panel as per the photo below (with the support screwed to the panel) but it was very difficult to fit the panel in the confined space available, especially with the tools in place, hence the support shown was removed and modified to become a stand alone item.



Underside view of the panels as they were originally made.

The photos below show the floor covered in lightweight carpet that was secured in place with No-Nonsense Contact Adhesive from Screwfix then stapled round the edge of the underside.



Rear board with corner cut-out for fuel filler pipe.



Front board cut out for seat belt brackets and body support brace.

To level the rear panel up a 1" thick strip of wood is screwed underneath and half an inch to the rear of its front edge. The rear edge of the front panel sits slightly under the front edge of the rear panel. The panels are covered by some light brown carpet (left over from a previous campervan build) which was the only bit of lightweight carpet I could find in the attic, it will eventually be changed to black to match the main carpet when I do a full carpet re-trim.

The modified support frame is not fixed in place and just lifts in and out; its purpose is to support the rear section of false floor at its rear end and to act as a divider for parts and tools. The flat section of plywood at the back stops the frame sliding towards the rear of the car.



The modified free-standing support frame.

The following photos should be self explanatory. Additional to the rear well I will make use of the foot-wells behind the seats; boarded off and carpeted they become two closed in areas. The one behind the driver's seat will carry emergency coolant, oil and a dedicated grease gun loaded with Castrol Moly Grease for the kingpins (handy when touring). The area behind the passengers seat will carry some emergency wet weather gear which, hopefully, will never be needed. The two pieces of wood are for use in conjunction with the jack.

In the mock-up layout photo taken outside the car the spare wheel carrier (borrowed from Rufus the TA) represents the space occupied by the fuel tank filler pipe. With everything fitted in the car the bulb boxes were difficult to access so were re-located to the space just in front of the battery. The duct tape is in their place.



All tools with the exception of the wheel-brace fit in the tool bag.

Note.
Of course Cracker doesn't need a wheel brace as he has knock-on wire wheels for which a hide and copper mallet is carried in the jack compartment. Since the above photo I have added a set of imperial feeler gauges and a small can of WD40.



The welding wire and cable ties are located in the jack compartment.



The small parts go in the plastic box.



Should have the one I need amongst that lot.



Mock up of location, the distributor cap is an old serviceable one.



How it all fits in the well, note the gloves in front of the plastic box.



Rear board fitted.



Both boards fitted (The angle of the photo makes it look distorted but it isn't).

Summary:

To access the rear well the front edge of the rear floor panel is lifted slightly (easy with the finger-holes) and then slid forward over the front panel. To access the rear 'foot-well' areas the front floor panel is simply lifted up at its forward edge.

It seems like a lot of stuff to carry and one could argue that a well maintained car needs none of the above. Two points for consideration here, first it is a 55 year old car and second I like to be able to help other people if the need arises. Based on my experience so far I believe that any future problems will be electrical.