

Crackers Running Boards:

The height of the car sides above the ground made it difficult for Margaret to get in and out of the car so I decided to make her a short running board. As the car would look odd with just one I made and fitted a pair.

Checking underneath the car revealed that two body to chassis securing bolts on either side were in an ideal position to secure brackets to support and retain the running boards.

Note.
On the TD, TF and TC bodies the body overlaps the chassis by approximately 1-1/2" it is therefore possible to make the brackets so the inner edge of the running boards sit under the bodywork. I decided that by having the boards 1-1/2" away from the body there was less chance of damaging the bodywork with footwear.

Measurement revealed that a suitable size for the boards was 6-1/2" wide x 21" long. Looking through my scrap wood pile (carpentry and cabinet making is another one of my hobbies) I found some suitable old mahogany boards that were 1-1/4" thick; whilst quite grotty I knew that they would clean up.



As first found they looked a bit gruesome.

After giving the wood a good wash with Fairy Liquid I left them to dry then cleaned them up with a belt sander. Next I rounded the outer corners with a jigsaw and chamfered the lower edges with a router bit.

The brackets are 10" long and are made out of steel equal angle 25mm x 5mm. 3/8" holes were drilled 3/4" in from one end. Two M6 holes were drilled in the brackets at 3/4" and 4-3/4" spacings from the other end; these are for securing the running boards to the brackets.

The brackets were then bolted to the original chassis fixings and nipped up with plain nuts at a 90 degree angle to the chassis. At this time it was discovered that both bolts needed to be longer to cater for the thickness of the running board brackets thus allowing the correct use of Ny-Loc nuts. The rear bolt was the outer seat belt bolt which was already longer so that was moved to the forward position leaving just one bolt to buy on each side. As these new bolts were the seat belt bracket bolts I purchased High Tensile 8.8; all four bolts were secured with new Ny-Loc nuts.

With the brackets in position the running boards were offered up and the boards were marked via the holes in the brackets. Everything was then dismantled; the brackets were rounded off on the corners then fettled and painted with two coats of red oxide followed by two coats of black topcoat.

The next job was to drill M6 holes through the boards at the marked positions then recess the holes on the upper surface (with a M10 Forstner bit) to accept the heads of the stainless steel Button Head screws. Two coats of a combined stain and varnish were then applied to the bottom and all four sides; the top was left natural to better accept the glue.



The underside of a finished board and its brackets.

The brackets were then again bolted to the car using plain nuts and the boards were secured to the brackets with recessed M6 stainless steel button head screws, washers and Ny-Loc nuts. With the fastenings tightly secured the brackets and boards were removed from the chassis as an assembly.



The passenger side trial fitted prior to removal for fitment of ribbed rubber covering.

Back on the bench the top surface of the boards were covered in 3mm thick ribbed rubber that was secured with No-Nonsense Contact Adhesive from Screwfix.

The running board assemblies were then secured to the chassis fixings with Ny-Loc Nuts.



The Passenger side running board all finished.

Summary:

An easy enough job if approached logically which offers two main advantages, first easier access and egress, second somewhere to put the flask and mugs if sitting in a nice location enjoying the view while drinking a cuppa from a pre-prepared flask (of course we now have a stainless steel flask reserved for use in Cracker).



The footrests make a handy picnic table.