Type 26 Register Update No. 5

The time has come for a progress update on the restoration of units 88, 186 and 4585, together with a summary of some of the issues that have arisen along the way.

All three rolling chassis have now been assembled. The refurbished bodies from Option1 are now correctly located and fastened upon them.

It was decided to use new, original spec non-galvanized chassis. Amongst some of the issues which had to be considered when building them up were the type of surface finish to use, setting rack height correctly to avoid bump-steer and the fit of the existing body to chassis to ensure it is centralised correctly.

After mixed success using powder coating in the past (where cracking leads to water ingress by capillary action under the coating, causing rust, flaking and difficulty with subsequent rectification), a hot zinc thermal spray finish was used, followed by spray painting with red oxide to replicate the original factory finish colour of Type 26 chassis.This method has the advantage of comparable corrosion protection to that of hot dip galvanizing, but without the associated risks of heat distortion, surface contamination and unsightly run marks.

No rack height shim information was supplied for the non-galvanized chassis. This necessitated the rather time consuming but enjoyable task of adjustment of the steering rack height to avoid bump-steer. The process involves setting up two parallel alignment datums either side of the chassis, and with the spring damper assemblies removed, measuring the variance of toe-in/ toe-out relative to these datums at full droop, normal ride height and full bump. By a process of trial and error, the steering rack height can be adjusted so any variation of toe-in over the range of full bump to full droop is eliminated completely. Interestingly, after completing this process on four chassis, shimming of up to 5mm/ 0.2" was required. A full illustrated article on this process will be published in the near future.

Another interesting characteristic of early Bourne bodyshells is that – apart from the bobbins for the front and rear turret chassis fixings - all the other plain and threaded body mounting bobbins are 5/16" and not the 3/8" sizes used in later bodyshells until the end of production.

Problems arose when offering the original bodyshells to the assembled rolling chassis for the first time. In every case (there were four chassis, including a galvanised one for Charles' Sprint 5) the bodies would foul the chassis on the gussets at the front turrets. In order for the body to sit correctly on the chassis – and for it to be centralized properly – these gussets had to be carefully fettled in order to create sufficient clearance. Additionally, Bourne bodies do not have a clearance hole drilled for the top threaded part of the right-hand front shock absorber, which could result in the body not seating on the chassis properly and thus it was necessary to drill such a clearance hole

Thanks again to everyone who has contacted me with information, suggestions on topics for the column and early parts for re-manufacture.

James King, a fellow S1 owner, raised the issue of replacing rear brake discs on his car and the differing PCD (Pitch Circle Diameter) between S1 and S2 (onwards) cars. He writes:

"When renewing rear brake discs or replacing rotoflexes and intermediate driveshaft to change to a CV system, owners of early cars should be aware that the PCD of the bolt flanges (spiders) on the inboard, intermediate and outboard drive shafts is not the same as the later cars. This is not a problem when fitting new rotoflexes, but as all the currently available aftermarket disc, driveshaft and CV system replacements are to the later specification, owners of early cars should check first to avoid an expensive mistake.

To assist with this here are the vital figures owners should check before purchase: Distance between holes on spider, centre to adjacent centre: later spider: 83.0 mm; early spider: 86.8 mm. Approx PCD: later: 95.84 mm; early: 100.23 mm

If your car is of the earlier type don't despair - all is not lost for such vehicles - 2 options exist.

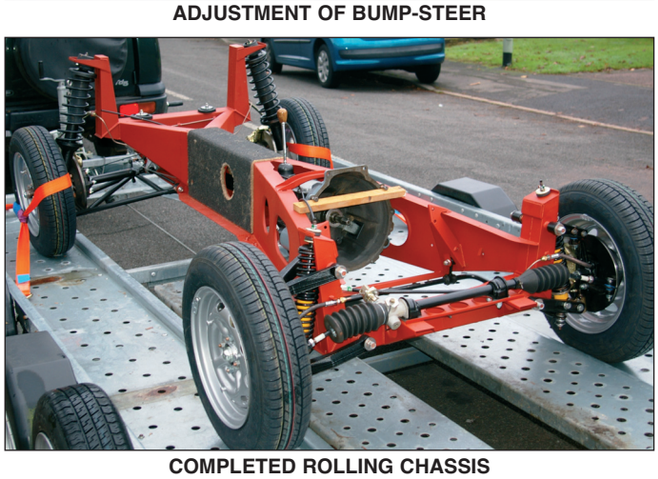
1) The inboard and outboard drive shafts can be replaced with later items.
2) The CV joint conversions use an aluminum plate for the spiders to bolt up to. There is plenty of "spare" material around the plate to have a local machine shop re-drill a second set of hole to the larger PCD of the early Spiders. It might also be possible to discuss with the suppliers (e.g. Sue Miller) having them purpose made to the older PCD in the first place, or supplying undrilled - this will depend on availability of undrilled blanks."

The Type 26 Register plan to have a display at Donington 2009. This will be a focal point for fellow enthusiasts to meet and exchange the latest news. We plan an exhibit of a car under restoration and hopefully to also show an example of an original road-going car. Please let either Charles or myself know if you can help by either manning the stand for a couple of hours or supplying a car!

The Type 26 register continue to offer parts that are all excellent quality, and are made as closely to the original design as possible unless stated otherwise. Please let us know if there is a particular part which you need.

PAINTING ZINC SPRAYED CHASSIS IN RED OXIDE

ADJUSTMENT OF BUMP-STEER



COMPLETED ROLLING CHASSIS

UNIT 88 BODY IN MEDICI BLUE BEING LOWERED TO CHASSIS

If you are interested in any of them, or would like to make contact for any other reason, then please contact Tim Mees or Charles Giles by email tim.mees@hotmail.co.uk or 01189 891705.

All the best for 2009
Tim and Charles