

# *Restoration of Henry the Herald Part 4*

by Richard Stubbs

By the end of my last report, I was ready to make a start on the rear body-tub of Henry. The past two months have seen much de-rusting and welding being done out in the garage. Once more I've resorted to de-rusting by hand to cut down on costs. Hours were spent with the coarse-grit sanding paper, assorted wire brushes, and chemical de-rusters. Not the most exciting work in the world, but I'm pleased with the results. The hottest day ever recorded was spent hunched over a hot welder's torch, letting in home-made repair patches. Martin, a fellow Club Triumph member, donated a whole pile of sheet steel from work, which came in just in time for me to start the repairs (just another benefit of attending your local club meetings – you never know what might come in!). I've already worked my way through most of this steel, making up new tread-plates, etc, but I'm not too worried about running out as sheet steel is really not too expensive to buy anyway. The method for welding was more or less the same as for the front bulkhead: take a good look at the way the rusted panel was fitted in the first place, noting how it's fixed to the next one. Take measurements and then make a trial copy in cardboard first (if it goes wrong, you won't have wasted any steel). If other parts are in the way (e.g. body mounting brackets), drill out spot welds and remove them then you can use the marks left from where the part used to sit to re-fit it later. If your own project has a monocoque body-shell, make sure it's braced before you start – this includes cars like the Spitfire. For a car more like Henry, whose

body is entirely non-structural, this is less important, just take lots of measurements so that things go back the way they are supposed to. When you are happy with the fit of your cardboard pattern-panel, make it out of steel and fit it.

As stated in a previous report, Henry's back end was in a rather poor state of repair. Club member Clint donated a good floor-panel from a scrapped Herald; the catch was that I had to help by cutting it out of the scrap car myself. This proved to be quite a job as a previous owner had decided to fix the good floor-pan to the rusty chassis as tightly as he could. Add a large amount of old engine oil, rain and mud, and you can see why it took us a few attempts to remove it. When you reclaim a panel in this way, usually from a scrap yard, with a hammer and cold chisel, always remember to cut around the panel you want, ruining all the surrounding panels, but avoiding distortion and cutting damage to your desired bit. Don't forget to wear your safety gloves – it really hurts when you miss the cold chisel! Although much better than Henry's floor, the donated one still needed lots of minor repairs which held up the actual fitting by about a month. As before, measurements were taken from the original boot floor (what was left of it, anyway) before cutting it out. Actually most of it came out in my hands, with no effort at all.

By the time that you read this I hope that all the welding underneath will be done and I can start fitting the body on the chassis, then Henry will at last start to look like a car again!