



Literature

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Title: Fitting an Enclosed Boot to TF/TD

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THE NG OWNERS CLUB

Fitting an enclosed boot to NG TF/TD models



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Fitting an enclosed boot to an NG TF/TD

Brian McCarthy (December 2001)

I designed my TF boot extension in the early stages of construction in order to avoid any later problems in bonding fixings into the body.

The boot has been in use for some two years and has proved satisfactory although it is a tight squeeze to slot the hood in.

From the outset it was my intention that our TF would only be a 2-seater & that we would have extra boot space in place of the rear seats. The boot would have to be able to contain the SVA hood & give maximum access for luggage. Also when an open car it should allow access to the boot without removing the Hood Bag.

To meet with the last two requirements the lid was divided into three sections (see page 3).

The rear section (A) that lies under the Hood Bag is retained by interlocking with a tongue that protrudes from the fixed side section & is locked in place with slide bolts.

The second section (B) is hinged to the first (A) with two Imp Boot hinges (from Europa) & covers the remainder of the horizontal section of the boot lid.

The third section (C) is connected to (B) with a piano hinge & lies on the angled front of the boot.

The fixed horizontal side-pieces (E) are screwed up into wood bonded into the return of the car sides.

The angled front (F&D), which follows the angle of the footwell sides, is fastened to battens bonded into the sides of the car plus angle bars which pick up wing bolts.

Slots were made in the side-pieces to clear the seat belts.

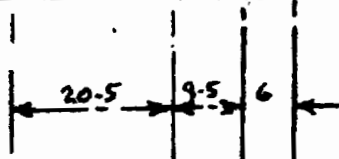
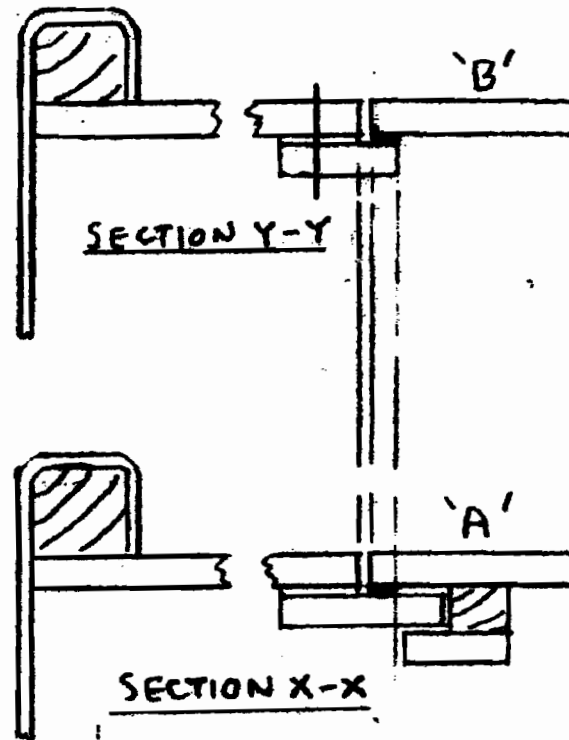
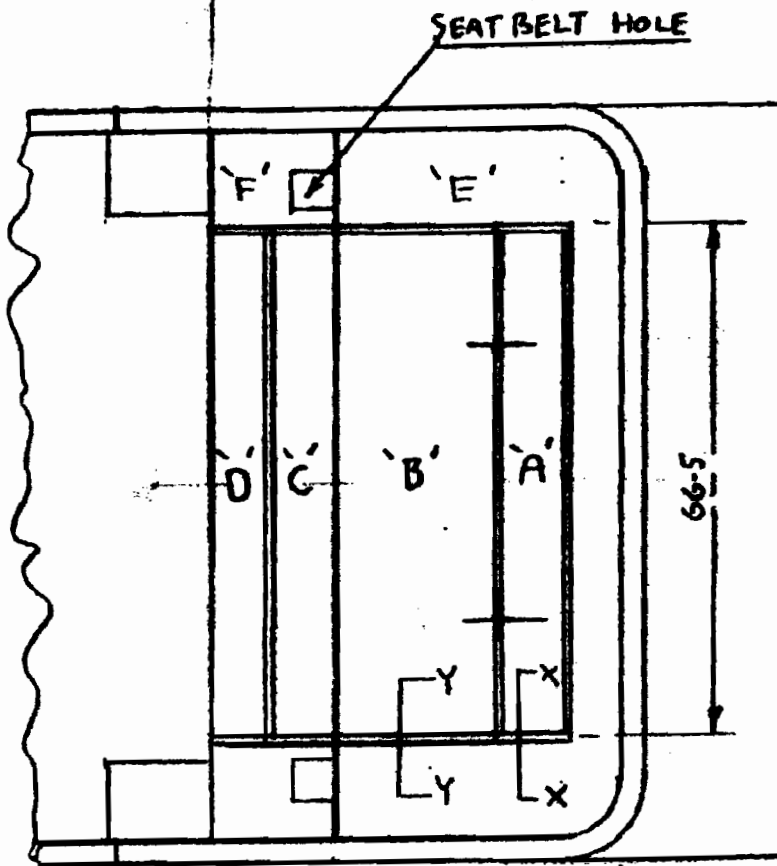
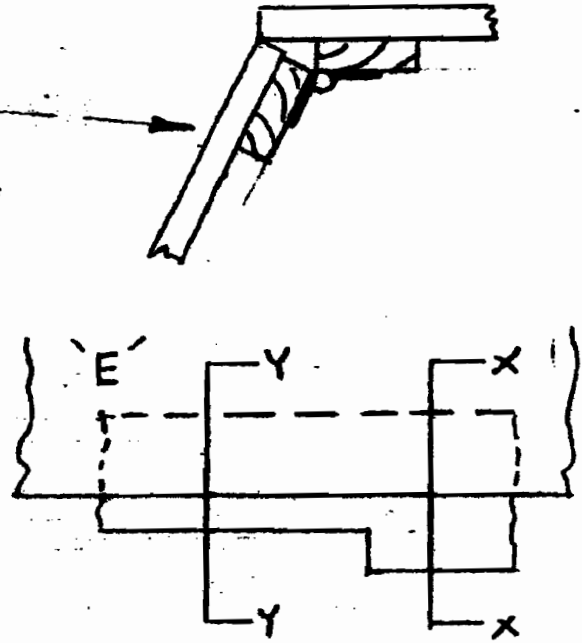
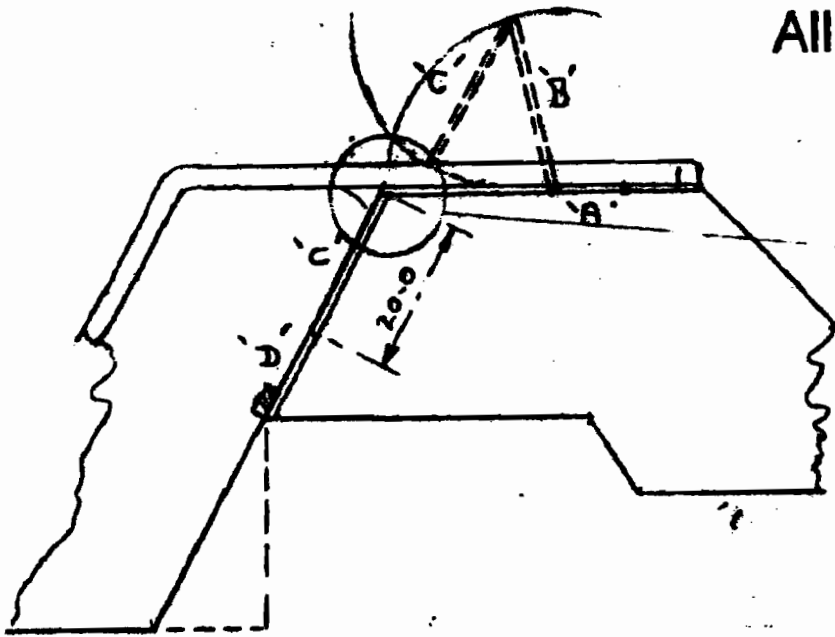
Having fitted the boot it was removed & covered with vinyl to match the interior trim & refitted.

On the dimensions shown it is just possible to slot the SVA hood diagonally through the open boot (without removing the boot lid) & if rolled to stow it in front of the seat belts.

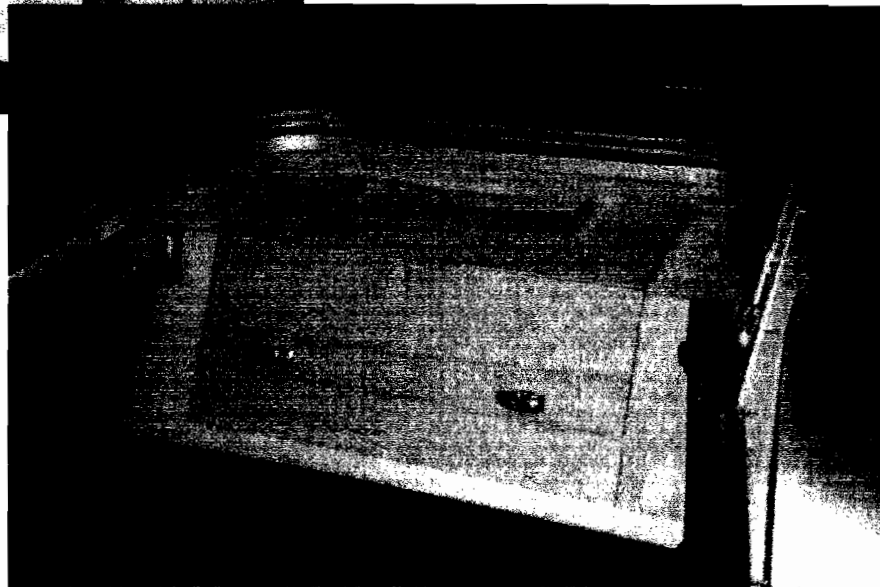
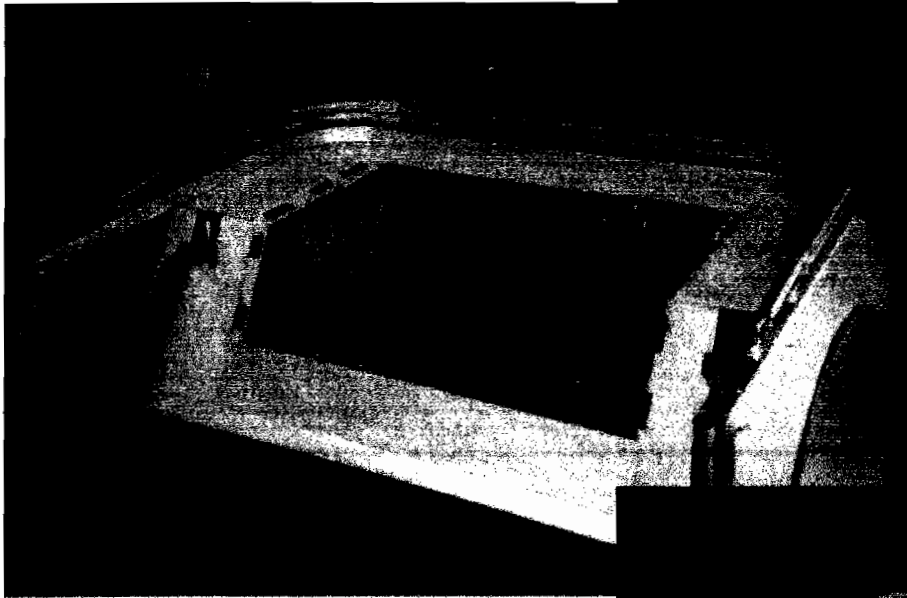
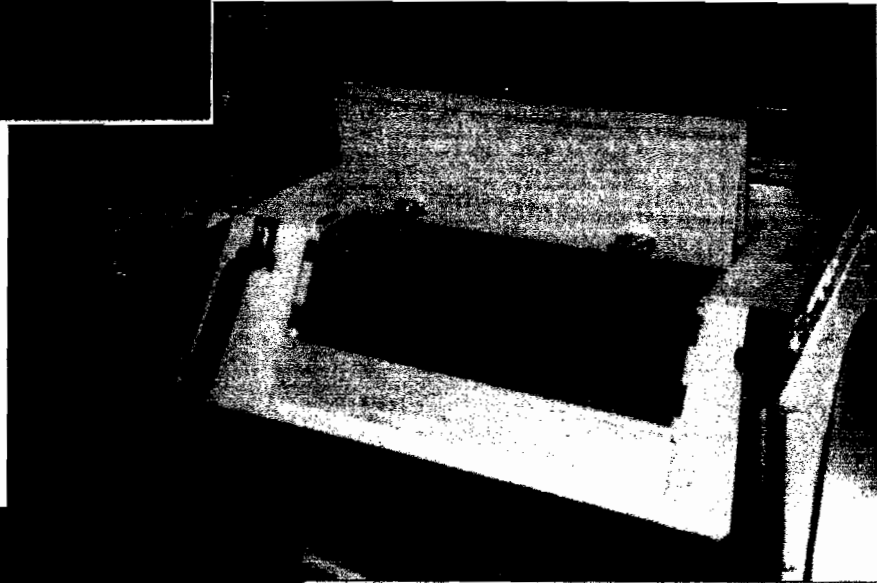
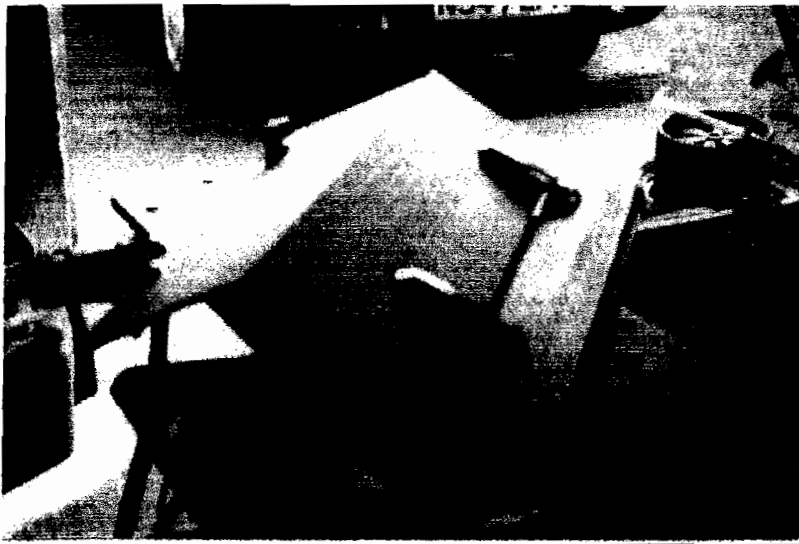
To take the maximum size of case the Hood Bag is removed & the whole lid taken out; however, in normal use the smaller hinged opening has been found satisfactory.

NG TF Boot

All dimensions cms



Material 8mm Marine Ply



Why not make a boot box for your NG?

Chris Wilson (Jan 2002)

When I built my car it was always going to be a 'gruesome twosome'. I never saw the point in having that silly little seat behind me with the awkward access to the boot. Maybe it could be suitable for very small children but having met a good few NG owners I doubt whether many of us are young enough to still have children small enough! I do of course remember when a decent back seat was high on the tick list- somewhere between horsepower and pulling power, but alas, now that's only a fond memory.

Building your own box is an easy way to make your car individual. I'm happy to describe my construction method but with the wide variety of coverings, hinges and catches, yours is bound to be different.

I have not yet seen two alike but neither have I seen any that I wouldn't have in my car - they are all very good. Some however are more elaborate than others but being only a sandwich maker, mine needed to be simple; so if you can master cheese and pickle, you'll have no problem with this.

I have a roll-over bar fitted which made fitting the top a bit awkward which I'll come to soon, so I decided to start the box from behind the roll-over bar uprights, which leaves a nice slot behind the front seats for the hood and side screens. I've never regretted this arrangement.

As for materials I used about half a sheet of 12mm plywood, some bits of inch-square, quarter-inch foam and vinyl (had three goes at spelling that) plus brass screws and glue. You will need a staple gun for fixing the covering but no other special tools.

Start by extending the floor of the boot by simply laying some ply in place, bringing it as far forward as you want your boot front to be. You can have a sloping or upright front. Add a baton to the front edge, pre-drilled for fixing the front later and fix it to the floor of the boot area with self-tappers. At this stage its easy to line the whole of the boot floor area I used that PVC covered felt called Hardura, I think, from Woollies.

Measure and cut your boot top so that it overlaps the aperture by half an inch both sides and the back, with the front edge in line with the floor. This is so that when the top is 'upholstered' it will sit under the lip under pressure without fixing. You now need to completely finish your top, with opening aperture and some lid shut timber, upholstered and with a baton to the front edge, also pre-drilled for fixing the front later. You can leave the lid unfitted at this stage.

You then need to measure and cut some box sides which, when upright, provide the necessary pressure to the top to pinch the upholstery and provide a friction fit. When I was happy with this 'fit' I removed the top and sides and fixed the sides to the top with hinges, two each side, about three inches in from the edges, so that the sides folded towards the centre. This enabled me to wiggle the whole assembly into position, past the roll-over bar, unfold the sides and fix them to the floor with batons; what a good feeling that is to see that the top needs no further fixing. That just leaves the front to upholster and fix from the inside. There you are, lunch ready.

I painted the inside with blackboard paint, used a boat chandlers for stainless hinges, a catch and some U bolts for tying on a hamper. Access apertures can be cut in the sides to regain some tool storage space.