

From Nik François:

Load-spreading Washers for Fibreglass

It isn't a very good idea to bolt straight to fibreglass. I use penny washers with Hyload pitch polymer damp proof course in between, but rubber etc. will do just as well. To cut the 'rubber' washers, I've used short bits of water main steel pipe, with the edge machined to a chamfer. Best done with a lathe, but careful filing will produce something just as good. Whack it with a hammer using a piece of wood underneath, or squeeze it in the vice to produce the disc, and then a smaller cutter for the hole in the middle - proprietary cutters are available for these smaller holes should you prefer. Tupperware-type tubs are very good if you want a white washer where it shows. Incidentally, abrasive flap wheels are a bit pricey, but are wonderful for trimming fibreglass.

From Alan Caunt:

Further Info on Adhesives

I strongly recommend SIKAFLEX 221 for bonding GRP to GRP, metal, wood, glass etc. It is used by Quantum on their cars, and can be obtained from Stand Glassfibre in standard mastic gun cartridges. It sticks, cures and seals ferociously - make sure you wipe off any surplus with petrol before it sets! In order to stop the contents of the nozzle setting solid, I keep it in the deep freeze (in a plastic bag) between uses. Incidentally, the deep freeze is also a handy place to keep mixed two-pot epoxies, resins etc., useable for a few days if you have mixed too much.

From Richard Noble:

Cockpit Trim

I was keen to copy the Lomax bun roll and wooden dash on my Lambda - first the bun roll. A visit to the local DIY super-store and fabric shop got me the following - a) sheet of 3-ply plywood - easily jig sawed, flexible and not too thick, b) 3 x 1 metre lengths of high density (grey) 15mm pipe insulation, c) small box of long rivets and d) 1.5 metres of vinyl 'cloth'. Total cost, about £14. The shape of the cockpit border can easily be drawn round the woodwork, through I found it easier using paper templates. Cutting out lengths of vinyl, for contact glueing face down under the plywood and then riveting the ply shapes over the top was the easy bit. The insulation is cut in half lengthways and I used another slither to fill the void where the pipe should be! Aerosol carpet glue is good for the foam adhesion onto the wood. Stretching the warmed vinyl over the top, especially round the dash, is tiresome - contact glue is awkward and the spray is unsuitable for vinyl. Hot glue guns don't seem practical as they soften up in the summer sun. I found super-glue worked for me, carefully used. With at least one of our fellow members being an upholstery expert, I'm sure there are other suggestions available. As for the dash, a visit to the local wood yard produced a seasoned metre of American oak for £5, planed and sanded $\frac{3}{8}$ " thick. I drilled out the mounting holes on the fibreglass dashboard and circular cut outs for the dials, switches and glove compartment. Offering up the perimeter shaped wooden blank, all these holes, large and small, were marked from underneath. I wanted blind fixings on the back, so I carefully drilled out the rear fixing holes using a limited depth bench drill, just wide enough to allow countersunk screw heads to be embedded in Araldite. After the screws were glued in, they provided a good drying stand for the face-up wooden dash to be yacht varnished several times. When dry, it was mounted on the dash using wing nuts - easy removal for access and vinyl bun roll underlaying if necessary.