

Rampside STRENGTH members

Because I had to cut open the side of my Rampside – due to perpetual rust along the bottom edge – I was able to “see” inside and figure out what it was that made that Ramp so strong.

First thing we did (son Peter was here) was to rip a hole in the side panel and bend it up to peek inside. A first time ever experience for me. Then we had to figure out how to



get those 50 year old bolts to let loose, without a



catastrophic outcome. We got all the bolts out, cleanly, that were screwed into the ramp. First we cut off the end of the bolt that was outside of the nut – so we wouldn't have to screw all that bad thread through the nut – then the old “smoke wrench” was applied to ‘cherry’ up the nuts. The nuts are welded to the ramp so they will remain while the heating releases the trapped in bolt.



I just happened to have a clutch head tip to engage those heads...don't

remember where I got it – probably from Clarks. With the bolts out I could take a look inside the Ramp and see the three powerful



struts mounted inside there. Along with the two ends of the box that is the Ramp there are then five structural members giving that Ramp its serious stiffness. Nice design.

Interesting to speculate why the bottom edge of that ‘box’ rusted. In the photo showing the exposed stiffener note the large drain hole right under the end of that strut. The strut is clean and the Ramp face is clean and the drain hole is clean...but the rusty line along the entire length of the Ramp is lower than the drain holes. There are three nice drain holes, but apparently not quite placed exactly right.

I intend to weld a new panel across the bottom and get it smooth and flat – as good as new!

That's my plan, anyway! *Fran*