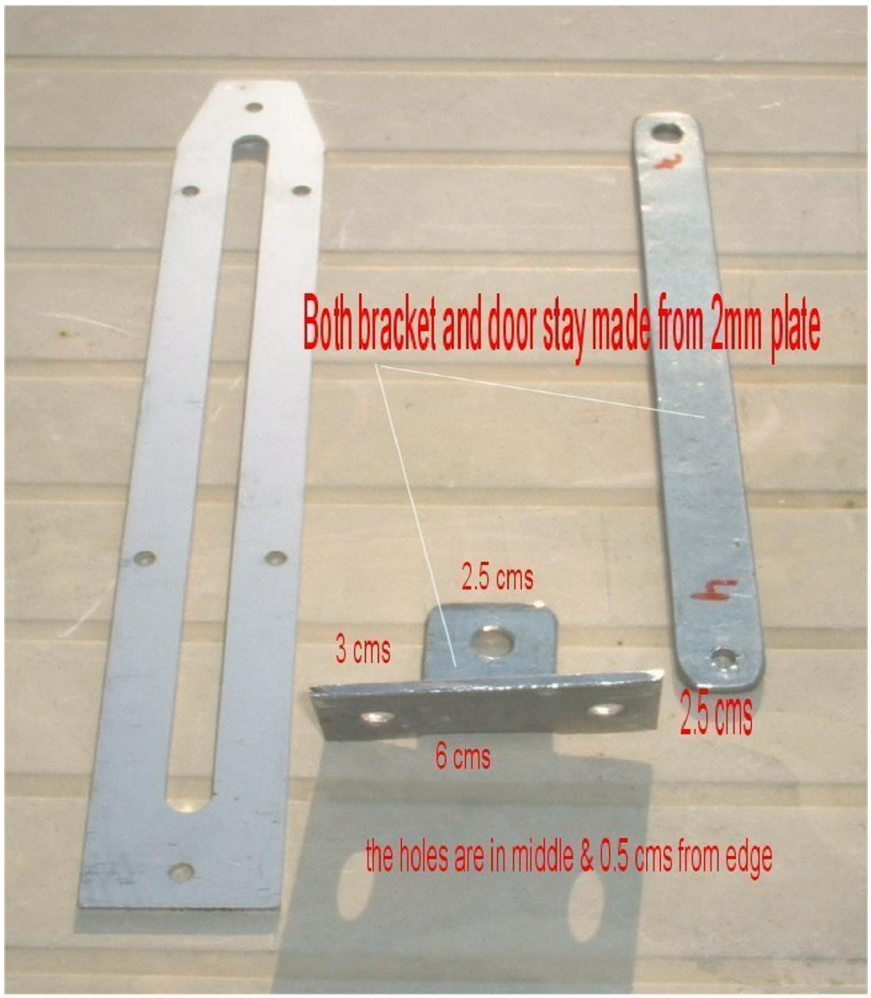
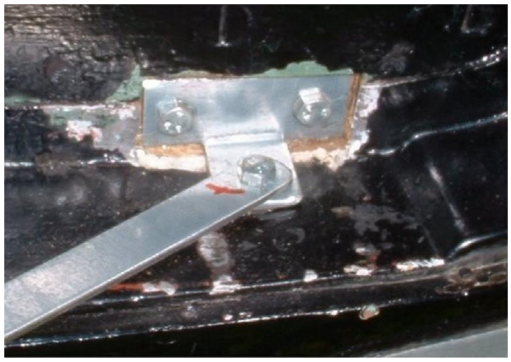
Fitting door stops to the Triumph Roadster

I have been experimenting with trying to retain some originality but working within the bounds of a 60 year old car where bits are not as firm as they were .My door stops that have been missing for over 40 years and I purchased from Bob Fitsall, the under door slides including the drawings for the doorstay.
I had late last year replaced the bottom timber under the door sill, with the help of Keith Gulliford's drawing and template, and filled the above void with building expansion foam. This meant the original fixing point of the doorstay would not stand the pressures of stopping the door when swinging open.
So I measured up and had made the angled bracket from 2mm steel as well as the doorstay in the same material.
Required per door:
Bolts: 2 x 10mm x 30mm (washers and nuts) - 1 x 10mm x 70mm (washer and nut) 1 x 7mm x 20mm (6 nuts)
Doorstay and bracket 18 euros (2 sets) Doorstay plate £6 (2)



I then recessed into the wood sufficient depth to take the bracket and bolt heads and drilled the retaining holes. The retaining holes pass through the remaining timber to a side chassis plate that becomes the main strength of the whole project, ie. the bracket is bolted to the chassis.



The hole downwards from the bracket passes through the foam and into the new timber allowing the doorstay to be secured to the car.
The other end of the doorstay is a bolt with 6 nuts locked together that aligns itself into the doorstay plate.

This was the basic concept, I had ideas to refine and improve the setup but the prototype has now been functional over a year and has proved fit for purpose so I shall leave alone.