

From Dream to Reality - Part 5

Don is giving us regular, costed updates as he builds his Southern GT. Here's his latest instalment..

In October I travelled down to Mick's at Southern GT to get some more parts. These included the clutch pipe kit, radiator and my AP brake calipers.

Pipe before modification



had a problem with the exit of one of the water pipes from the engine; this came from the top and was butting up against the rear bulkhead. Mick said he would alter it to go in a different direction and, as you can see from the pictures, he did a super job - welding in aluminium isn't easy.

Mick's handiwork

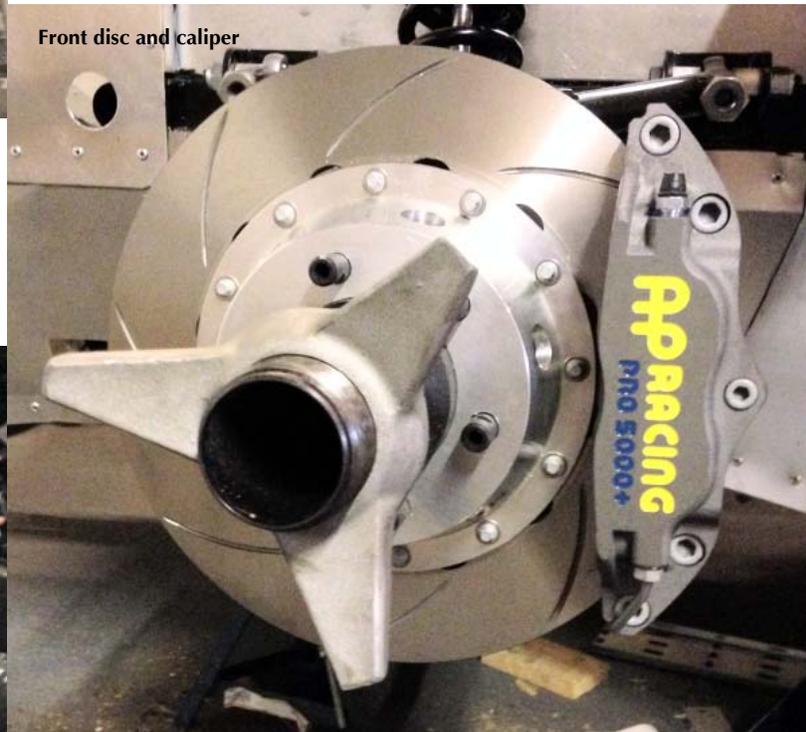


I received lots of comments from various people about my last article. The general consensus would appear to be to use emery paper on the clutch pedal, rather than a silicon pad; that way you can slide your foot rapidly off the clutch for a quick start.

I will keep this in mind and review it when the car is up and running.

The other comment from my brother, who is an engineer, was, why no servo on the brakes and no power steering? Having spoken to Mick he says, 'The angle of the steering on this car is much improved from many years ago, and consequently there is no need for power steering. The same goes for the brakes - a servo isn't required due to the weight and improved brake pads'. Although my engine is brand new, as it's never been run or put in a car, it still dates from 2004. I spoke to CM Frost Auto Parts, who specialise in American engine parts and I've ordered a new serpentine belt. The one on the engine looks OK, but it's now 11 years old, and with the engine out it's easy to do. As I don't need power steering, I've taken off the pump and will sell it on eBay. Next is fitting the clutch to the flywheel and joining engine and gearbox together. I'm getting to the stage where I will need to put the engine in, so I can sort out where all the cables go and how long they need to be.

Front disc and caliper



Rear brakes and suspension

