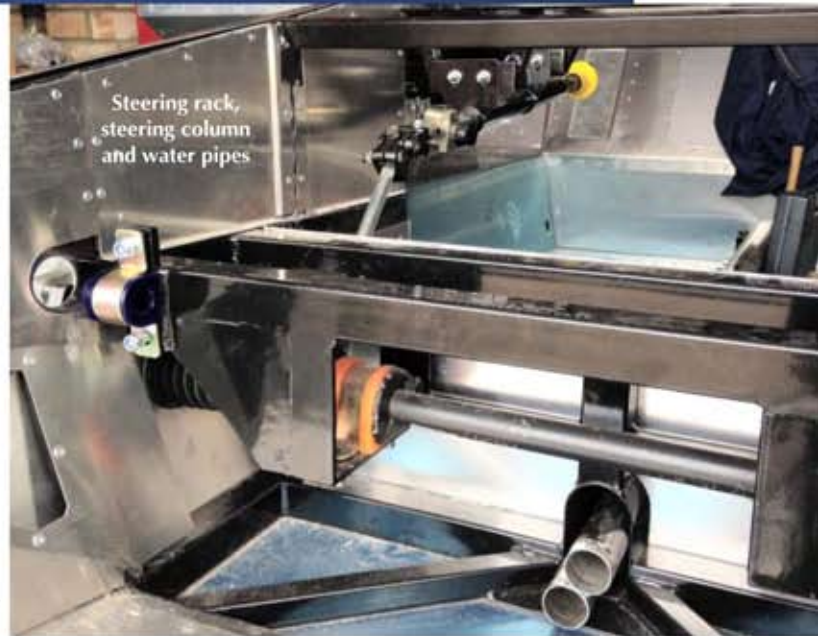


Don is giving us regular, costed updates as he builds his Southern GT. Here's his latest instalment.

Since my last article it has been a busy time. When I bought the engine and gearbox, it also came with a front subframe to fit the MG ZT. I removed it, then it sat at the back of the garage gathering dust. My son came one day and said, 'Let's get this on eBay, what do you want for it?'. Well it was very big and heavy, but I reckoned we could probably get £70 from a scrap dealer. There was also the 4 speed automatic gearbox that needed moving on. So they were put on the market, and within a day people were phoning up about the subframe. It would appear that this was a desirable article after all. In the end it went for £300, and so did the gearbox. When Mick at Southern GT was building my chassis, he had to remove the headers from the engine as they were fouling the engine bay. The guy who bought the gearbox saw them, and asked if he could buy these as well, so they went for £20 each. I recouped £640 from my initial outlay on the engine of £830, so that helped defray the costs.

On the downside, I bought an ECU from Sean Hyland in Ontario, to make the Mustang engine run. He sent the ECU, but with no wiring. After many phone calls and e-mails, it looks as though he can't supply a harness. So I am £560 down unless I can get some details to make it work. While this was going on I noticed on eBay that somebody was offering a complete ECU and harness set-up for my engine. This turned out to be Mark Sibley (*latterly of MDA - Ed*), a very helpful guy, and after several phone calls and e-mails, I sent the loom from my engine for him to integrate it with his ECU. Mark has been working with these engines for a while and it appears he has a good working knowledge of the Modular Engine. Mick at Southern had also bought the adaptor plate that sits between my engine and the Renault gearbox from Mark. Rob Webberly over in the North West area, who also has a Modular Engine, has had a similar problem in getting electrics to run his car. I gave him Mark's details, and he has also sent his loom to have it altered to run using Mark's ECU.

As far as progress with the car itself is concerned, I have fitted the wishbones and front and rear uprights. These are works of art; I gather they are based on the original design and have pin drive hubs with knock-on



Steering rack, steering column and water pipes

spinners. The 4 shock absorbers have been fitted, as well as the steering rack. I have placed the stainless steel water pipes in the centre tube, ready for the radiator. I was also going to fit the pedal box, but had to stop until I get the seats fitted, so I know where the final position of the pedals will be.



Steering column detail

So back to Mick for some seats and other bits and pieces. Once I get the seats. I can fit the brake and clutch pipes and get the wiring loom fitted. I have fitted the rear deck with the last of the aluminium panels and put the inspection hatches in with rivnuts. I have also spoken to Mick about the glassfibre panels he produces to seal off the petrol pipes from the inside of the car. These are essential for the IVA test. So off down to Mick's later this month to pick up the items I require. Then I can make some more progress.

Costs so far:

Total from Part 2	£10,012
Suspension arms (4)	£1,440
Front uprights	£2,640
Rear uprights	£2,304
4 Shock absorbers	£744
Front anti roll bar	£225

Less

Sale of gearbox etc	£640
Total to date	£16,725



Near side front suspension