

MGB GT Conversion – 2010 – 2012

By Mickey Richaud

This all began when the life of my good friend, Tony Barnhill, was cut short due to a car wreck in January of 2010. Tony and his wife, Jerri, had become quite close to my wife and me, having made several trips together, including a working mission trip to Honduras, with a side trip to Puerto Rico. We had also traveled to several car shows together, and were in fact planning our next adventure at the time of his wreck.

Tony was a collector and restorer of British sports cars, almost had torn it down completely, changed the color from blue to white, and installed virtually all new parts. This, like most of his projects, was a long-term one, and when he died, the car was sitting uncompleted on a Kwik-lift, which is a garage lift that raises the car a couple of feet – just enough to crawl under safely to do most repair and maintenance jobs.

When it came time to decide what to do with all of Tony's cars – well over twenty – and the extra parts and tools and shop equipment and all his other "toys", Jerri and their daughter, Shannon, took me up on my offer to assist. So began the task. I enlisted the help of a couple of other folks from the MG community, and we started by cleaning up his shop/garage, which was in the shape one might expect as the result of the sudden death of its owner. Which is to say that it was quite a mess; organized – Tony's way, of course! – but a mess! No reflection on Tony, as most of us would admit to having the same affliction of not being the tidiest of workers. And I'm absolutely certain that Tony knew exactly where everything was, and what it went with each car. We, though, had quite the adventure!

Once the shop had some semblance of order, we began assigning values to everything; a daunting

ask for us, to say the least! It was very hard to remain objective about values; after all, this was Tony's stuff – tools, parts, cars, equipment – and all of it had to go. However, we knew that most of the folks who would attend the auction would not be as concerned about sentimentality as we were.



As I looked over all of Tony's cars, at some point I had the notion that it would be wonderful to take on one of Tony's projects and finish it. My first thought was to take the white GT he was restoring for Jerri and finish it for her. She said she didn't want it, though, now that Tony was gone. So, another option presented itself: I could buy one of the GT's Tony had, complete it, and keep it in the "family". Janet and I would enjoy it, especially knowing that part of Tony would remain with us, and it would make a great "companion" to the '73 MGB Tourer (convertible) that we already had.

However, the only way that would be possible would require selling the TR8 that I had restored earlier (and believed I would NEVER sell, by the way!), as we have neither the room nor the finances for three toys. The '73 Tourer was Janet's car, and besides, as I mentioned, it would be great to have both an MGB GT and a Tourer. So, which one did I want? Tony had

three possibilities: a nice '67 that could be a driver as it sat, with a few repairs, and would be a great prospect for a future restoration; a '74.5 "Rubber Bumper" GT that was more or less in the same state; and the white '70 GT that he was restoring for Jerri, complete with new paint and LOTS of new parts. (I later found out that it was actually a '69 model that Tony was transforming into a '70, I think because it was a model he was lacking, its single-year styling difference being the split rear bumper design.) Even though the '67 is considered by many to be the "Holy Grail" of MGB's,

I was quite drawn to Jerri's GT, but was not sure how she or Shannon would react to the prospect of my acquiring the one that had such a personal tie. However, as mentioned above, Jerri didn't want the car, and they both thought it would be wonderful for me to have it. So, the decision was made, a price agreed upon, and the white GT was loaded on my trailer, along with many of the parts that went with it. I later picked up the Kwik-lift as well, as it was a piece of equipment that I did not have, but really wanted.

The Adventure Begins, Fall, 2010

Tony had gutted the car, but he had all the pieces necessary for its completion, including a new set of carpets, mechanical parts, etc., etc. White would not have been my first color choice, but that new paint job did/does look good! He had a new set of interior panels and carpet in black, to be installed, and the complete seat cover set in black as well. For me, the black carpet was fine, but I wanted a bit more color, so I decided to sell the interior panels and seat covers and do the seats and panels in red with black piping. Details on that to follow.

He had also converted the braking system over to the later-model power assist brakes, so that Jerri would have an easier pedal for braking. I decided to do away with that, so that meant

changing it back. Again, I'll try to address that a bit later.

One change Tony made that I really wanted to keep was the conversion to the steel dashboard that came in the earlier models. The swap is not terribly complicated, but does require some body work



The hard part was done before he had the car painted, so I was ahead of the game there. The dash was included, but it needed refinishing, and was missing the glove box door. I found one later when we were arranging all his stuff for the auction, so the dash is complete. It did require sanding and repainting with wrinkle finish paint, as it was originally from the factory. I was able to do that, and it came out perfectly! By the way, if you want to do a wrinkle finish yourself, which requires heat to cure, and don't have an oven that is either large enough or that you'd want to use for preparing food after cooking paint (!), I found that hanging the dash in front of the fireplace for the curing required to "set" the wrinkled paint works great!

Tony had also made some changes to the dash. One was to enlarge the holes for the heater controls, in order to install extra gauges. The other was to install vents in the upper middle portion, where the radio normally went. And then he had found a European lower console, where the radio could be installed. As my

intention is to have air conditioning, this is perfect; the newly located vents will be hooked up to the air conditioner, along with the defroster vents and a couple of “eyeball” vents at each lower corner of the dash.



Since the early dash is being used, the steering column has to be changed out to the earlier model as well. Which presents a bit of an issue, as the support bracket is a bit different. No problem; I was able to add the needed bracket. Tony even had a Moto-Lita walnut steering wheel that he was going to install in the car; all I needed was the proper hub, for which I was able to trade with a member on one of the car forums I frequent.

I mentioned air conditioning. OK – the MGB engine is a great little performer, nearly bullet-proof when used as designed. And that design did not include air conditioning! We will be using this car to make trips, and this is a hardtop, hatchback design, so air conditioning is a must for us. What to do? Tony had rebuilt the engine that came with the car, and both it, and an overdrive transmission (another must-have!), were included in the sale. However, since A/C would be a bit much even for the stout B engine, a swap was in order.

I already mentioned selling my much-loved TR8 convertible. The model designation, TR8, meant that the car had a V8. It also came with air conditioning from the factory. Guess you

can see where this could be going... However, while possible, and lots of folks have done it, shoe-horning a V8 into an MGB engine bay is not the easiest of tasks. But a certain V6 – the 60-degree General Motors design, fits in quite nicely, with few modifications. And this same certain V6 has plenty enough guts to handle air conditioning and highway travel. Decision made! I found a brand new “crate” engine online, bought the conversion kit, a mild cam, and Holley four-barrel carburetor to get back some of the fun I lost with the sale of the TR8. This is the engine that came in Camaros and Firebirds of the early 90’s, as well as S-series pickups and some Jeep Cherokees. Its 60-degree block configuration means it’s only a bit wider than, and weighs about the same as, if not a tad less than, the MGB engine. Horsepower gain is considerable, and with the proper five-speed transmission, fuel mileage will be very good. I’ll try to document as much of the conversion as best I can. Though I’ve restored several cars before, this will be a first for me.

The Interior

As I mentioned, Tony had purchased new carpets for the car, so those will go in. Before that, though, I’ll be adding sound and heat insulation. At this writing, that is just about done, and with a break in the cold weather (It’s now early in 2011), I’ll get the carpets installed. The carpet that covers the transmission tunnel will have to wait until the engine and transmission are in, in case modifications will be needed. As all the pieces are pre-cut, it’s a fairly straightforward job.

I bought a complete upholstery kit in red with black piping from Prestige Auto Trim, in England. The front seats are done, though initially I thought they were not going to fit properly. As they have turned out, I am very happy with the fit and appearance. Incidentally, a nice feature of the Prestige set is that they have map pockets on the seat backs,

something the original seats did not have. I took the old covers off, bought new foam, and sanded and painted the frames before putting the new covers on. The two front seats came out great, but I'm not happy with the rear seat. I had decided not to replace the foams on the rear seat, and should have – at least for the seat back, as the top edge is puckered. So, I suppose I will be ordering new foams and redo them. Alternatively, I may just leave the back seat out and go with a flat storage area. Decisions, decisions...

The interior panels match the seats, and the door panels also have small map pockets added, along with black carpet along the bottom of each one. Installing them had been delayed, as I wanted to make sure the window lift mechanisms are operating smoothly. That has been done, so, again, when it warms up a bit, I'll get those in. Like the carpets, installation is pretty straightforward. Door panels are held in with plastic buttons; the other panels are held in with trim screws. No worries there.



Re-visiting the dash, I ended up buying all new gauges from VDO. I would rather have used original type gauges, but trying to match the tach with a V6, and especially the cable-driven speedometer with the T5 transmission, proved to be more difficult than I had hoped. The new gauges do look good, and the speedometer has some very nice programmable functions. They all went in with no trouble at all. The dash is

temporarily hung in the car, and only needs to be wired up and vents connected to the air conditioner, when I receive that.

Oh, and Tony also had the little chrome strip that fits on the inside of the gauge pod surround, which was fastened to the very earliest of MGB's. A very rare item that adds a little extra touch!



Tony had replaced the headliner with a new one, so that was one job I was fortunate not to have to tackle. I mentioned earlier the swap back to original non-power brakes from the conversion that Tony had done. That meant sourcing a new master cylinder, along with the pedal box and pedals, which are different as well.

When converting from non-servo to the servo system, some cutting of the area where the pedal box is mounted is necessary, so I will have to add some sheet metal back to the area Tony had cut out. I'm not a welder, and wouldn't want to do that anyway, now that it has fresh paint. I'm at the point now of working out how best to add that metal back in. As soon as that's done, I can install the freshly painted pedal box and pedals. Going back to the standard braking system will mean replacing and rerouting brake lines. I've bought the lines; just need to get them put in. Again, waiting on the weather...

The Engine and Transmission



The 3.4 crate engine comes painted solid black. That will never do! It now sports a bright red paint job, except for the valve covers, which I painted with the same black wrinkle finish as I did the dash and the brake pedal box and cover. The conversion kit came with steel headers, which I had coated with a bright silver high-temp finish. The brackets for the alternator and a/c compressor are all billet aluminum, so the engine is going to look fantastic!

As I mentioned, I swapped out a mild performance cam, so that, coupled with the headers and the 390 cfm Holley four-barrel, should make for good performance, along with a pleasant idle.

My first preference for exhaust was to put in a dual system, but from the reading I've done, performance is actually enhanced with a single, large-bore system. So, since there's only one exit point for stock MGB's, I'll probably go with that when the time comes.

I was able to find a T5 transmission from the V8 Camaro/Firebird, which is the preferred box because of the gear ratios. But that required locating a bellhousing for the V6. Found all that on eBay, so along with a new clutch, I'm all set. This setup is interesting in that it utilizes a hydraulic release bearing. New to me! The installation requires exact,

precise location of the bearing on the input shaft, so I'm a little nervous about that. Heck, I'm a little nervous about ALL of this! But it'll get done.

Because of the bellhousing arrangement, the location of the shifter will be offset a bit; the transmission is actually canted to the left by several degrees. One of the sources for conversion equipment, BMC British, in Minnesota, offers a modified shifter already set for the right location, so I spent a few extra dollars for that, rather than trying to have that done locally. Probably costs more, but they've already blazed the trail, so to speak, so it's worth it. (Thanks, Brian!)



FINALLY! Decent Weather (Late March/April, 2011)

Yesterday the temperature was comfortable enough actually to get a bit done, so I tackled the installation of the front inner fender splash panels. Tony had not put them in; why he didn't take care of that BEFORE putting the fenders on escapes me. Maybe it was the body shop that didn't do it. At any rate, got the driver's side on without too much bother, but the passenger side was tough! Broke one of the small bolts off trying to snug it down, so it's missing that one attachment point. And neither side has the bottom bolt, as they wouldn't line

up. But they're on there well enough, so it'll have to do.

I also dry fit the brake and clutch master cylinders to the pedal box assembly. As mentioned above, Tony was converting to a servo system, and I don't want that. So I needed to take some measurements to see how much metal will need to be replaced, and figure out how best to do that, as I have no welding experience, or equipment, of course. Bu UH-OH! When I set the assembly in place, the brake master cylinder reservoir was keeping it from fitting all the way up to the mounting points. My first thought was that I had the wrong pedal box, so I took some measurements and compared them to the other B that we have. No luck – same sizes exactly. Then, of course, my thought was it was the wrong master cylinder. Compared the new one with the one on the other B, and they looked the same. But with one exception: the reservoir on the new one was reversed! It was slanted toward the firewall. So, I removed it and swapped it round – perfect! And this was a brand new item in a sealed package! Always an adventure, right?

Fitting the splash panels and messing around with the pedal assembly was all I got done, as I only had the afternoon to work. I did manage to tidy up the shed a bit, so at least there's that. Later this week the temperatures will be in the upper 50's and low 60's, so I plan to get some more done after work each day. Hopefully I can report some true progress. I began putting the carpet in, so that may be my next venture. For the most part, it's not a bad job. Toughest part is first up: fitting the carpet on the rear wheel wells. Not fun, but has to be done before putting the trim pieces on. And I really need to get that done before they get damaged while sitting around the shop.

Update: It's been quite a while since I've added anything to this journal. It's now nearing the end of the year (2011), and the weather, of course, has been on the nippy side, so I've not

been able to do much to the car. But as the TV ads say, "But wait – there's more!"

One thing that happened since my last post, and also a HUGE reason I've not made a lot of progress, is that a certain tree from my backyard neighbor's house – a rather large hackberry tree – decided that it wanted to become one with my shop! During a rather strong storm back toward the end of May, a severe straight-line wind knocked down the tree, and it sideswiped the shop, caving in a wall and part of the roof. Though the shop was totaled, fortunately the GT was not terribly damaged. However, falling fluorescent light fixtures hung from the ceiling made a few dents and scratches, so a full respray will be in order once I get this thing finished. Not an expense I counted on, and not one that insurance will cover, since I've not taken out insurance on the car. Insurance did cover the building, and I now have a much nicer one than before. Same size – 12'X24', but much more stout, and a foot or so higher.

To keep the costs of rebuilding down, and since the insurance only covered replacement of what was there, I didn't add insulation. I don't think I'll add it even later, as we don't plan to be living here more than five years or so before retiring to the Smoky Mtns. Since the shop isn't insulated, what little heat I can get out of one propane heater will only allow me to work in there when it's at least 40 degrees. So time will be limited for the next couple of months. However, I do plan to keep at it, as I really want this done by springtime.

So, here's what I've been able to accomplish thus far: The interior is insulated and carpeted. The dash is complete and wired in. The steering column conversion is done, with the exception of snugging things down. I was able to source a smaller steering U-joint, required to clear the exhaust header, and that's in place. The brake and clutch master cylinders are in, as are the pedals. Modifications to the firewall to clear the engine have been done, and I found a paint and

body shop in Hopkinsville, which is about 30 miles away. They added the sheet metal needed to replace what Tony had cut out for the brake servo system, and resprayed the entire engine bay. Incredibly, I could not find a suitable place here in Clarksville, but am very happy with the work that the guy did for me, and the paint match is perfect! It will definitely go back to him for the respray once I have it up and running.

AND THE ENGINE IS IN!!! Thanksgiving, 2011



Yep, with the help of a couple of friends, the 3.4 is sitting in its spot in the engine bay, and WOW! does it look good! And WOW! was it a chore to get it in there! It took a good deal of wiggling and fiddling, but we got it in place. I did have to do a bit more massaging of the firewall next to the exit point of the steering column to clear the exhaust flange, and will have to touch that up. But the engine's in and it looks like it was born there. (Thanks, Bill, at Classic Engineering!)

What's really nice about the way it's mounted is that the entire engine sits behind the front cross member. The weight distribution on this car is going to be fantastic! And that red, black and polished aluminum color combination looks really nice in the white engine bay. The transmission lines up perfectly, and the shifter is exactly where it's supposed to be. (Thanks

again, Brian, at BMC!!) This milestone has really got me pumped up now. Hopefully, the weather will warm up a bit so I can make some more progress.

Wiring and plumbing the engine is next, along with fitting the driveshaft. I still need to take the stock MGB driveshaft somewhere to have it adapted to fit the tailshaft of the T5 transmission; just need to find the place that will handle that.

DRIVESHAFT'S IN!

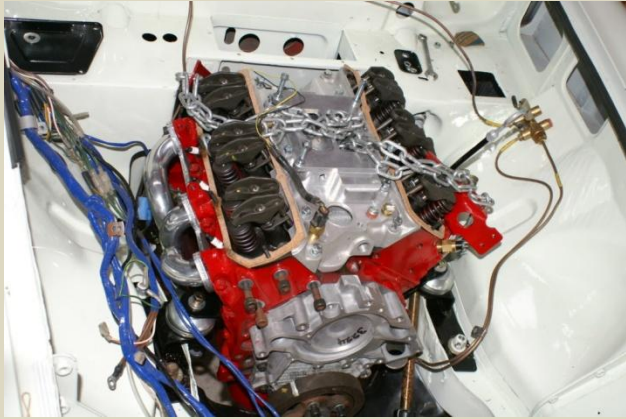
Found a great resource in Nashville – Dave's Driveshaft. He built one up rather than try to modify my old driveshaft. It's much stronger than the old one, and should outlast the car!

So now, the air conditioner/heater is on order, along with the condenser and compressor, and when that arrives, I should be able to complete the installation of all the hard stuff. It's now a couple days after Christmas, and of course, the weather's a bit nasty. But I do plan on working on it this week to tie up some loose ends and have it ready to install all the A/C stuff.



FEBRUARY 1, 2012

Since my last post, I've received the A/C equipment, and managed to do a couple more things; most notably bleed the clutch system.

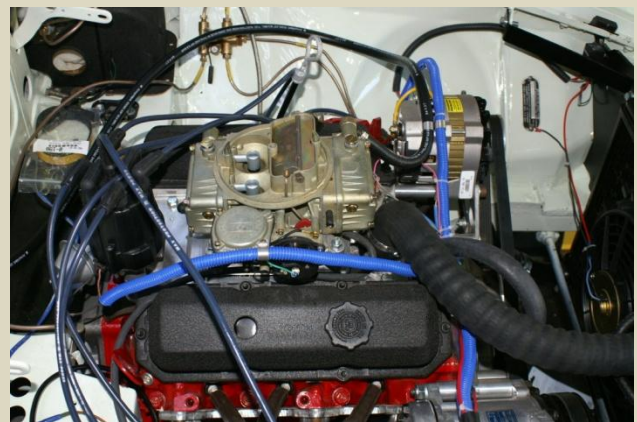


After bleeding, the hydraulic throw-out bearing (HTOB) seems to be operating properly. Since I can't start the car yet to test the clutch, I put the transmission in gear and tried to move the car on the ramp. It didn't move, but it did when I pushed the clutch in, so fingers crossed that all is well. There was some recent chatter on the MG Experience website about these HTOB's failing due to too much clutch fluid being supplied by the master cylinder. Seems the fix is to install a pedal stop to limit travel so that doesn't happen. But the supplier, Brian at BMC, assures me that it's not necessary with this particular brand, with its built-in stop. Again, fingers crossed here!

As I mentioned, the A/C equipment is in, but the compressor I received doesn't fit the brackets I bought from Bill Guzman, at Classic Engineering. Contacted British A/C, and they said there would be no problem; just send the compressor in and they'll swap for the proper one. So that's done, and am awaiting the arrival of the replacement. I'm truly glad they are willing to do this, but wish I'd known which compressor to buy. Guess I'll never learn to ask all the proper questions!

All the car's wiring is in place, but it's not all hooked up as yet. I have tested the light circuits and all seems in order. Haven't figured out the hazard flasher/turn signals, as it's a bit of a mixed bag of years between the switches, wiring, and lights. But I think I'm close. Also haven't tried the wipers due to the same issue. I do need to do that before installing the A/C system, as once it's all in place, the evaporator/blower unit will sit right in front of the wiper motor, blocking any access to it.

By the way, this unit provides both heating and air conditioning, so I removed the original heater that sits in the engine compartment. Which is nice, as that frees up a good bit of room there, and the distributor on the 3.4 will now be able to be fully rotational. The original heater interferes with the vacuum advance can on the distributor.



I'm taking a break from working on the GT for a bit. Our other B, the '73 Tourer (convertible), has been due for a respray of the paint, as I was never quite satisfied with it. The same shop that did the engine compartment on the GT will be handling that, and gave me a fair price, provided I pull all the trim off the body, and remove the top and windshield. Am in the process of doing that, and will be bringing it to them early next week. Then I plan to return to working on the GT while they do their magic on the Tourer.

First up will be bleeding the brakes and then get the engine ready to start. If I squint real hard, I think I can see some light at the end of this tunnel I seem to have been stuck in for way too long!

FEBRUARY 24, 2012

Well, I haven't gotten to the brakes, but I was able (FINALLY) to sort out the lighting. This was a huge milestone for me, as the wiring is quite a confusing mess. At least to me. I'm pretty well familiar with basic wiring theory, but there are so many deviations in this car, due to the several conversions involved. Switches for MGB's differ from year to year, as does the wiring to them, and some of the switches needed for this car are made to fit European cars with their smaller mounting dimensions in the radio console. The hazard switch goes there, and turn signals are routed through the hazard switch in MGB's. Also, Tony had opted for the foot-operated headlight dimmer switch, which I do like, and the turn signal switch has a separate flash-to-pass feature for the high beams. So that wiring is a bit different. When you factor in the task of combining both differing years and American market/European market diagrams, things can get quite confusing.

I'm a big-picture kind of guy; an abstract thinker, generally, and can get lost in the details. So finally conquering this puzzle has given me quite a boost.

The weather has been quite warm lately. It was 70 degrees yesterday! Though I'm off today and tomorrow, I do have a couple of things to do at the office. Hopefully, I'll be back in the shop this afternoon and part of tomorrow, but the weather has taken another turn, so that remains to be seen.

MARCH 28, 2012

Though it may not appear so, looking at the car, I've made a good deal of progress over the last few weeks. The relocated radiator is in and hoses are hooked up. Finding the right hoses proved to be quite the task! I ended up using a universal flex hose for the top, and the bottom hose is one that, after purchasing two different ones and looking at countless others in several parts stores, I finally ended up making by cutting one of the two I bought and splicing it back together so the angle would allow it to connect to the radiator properly. Fingers crossed there! I've said it before, I think, but even though the V6 conversion trail has been blazed, and there's quite a bit of info on the internet, it seems that one still has to have a certain pioneer bent to tackle this!

Speaking of pioneer bent, I've also had to figure out a way to mount the radiator overflow tank, as the area it should go is otherwise occupied by the A/C compressor. Part of the radiator installation involved fashioning some braces which go from the new radiator diaphragm panels over to the original diaphragm mounting points. The overflow tank will ~just~ fit on the passenger side brace, but there's no way to mount it. I've taken the tank over to the same shop that altered the top radiator inlet to match the 3.4 t'stat housing outlet, and he's soldering some tabs on to the sides of the tank, so I can mount it to the brace. Will pick that up later, and once that's in I can finish filling the radiator.

The coil and distributor are wired and ready, though the wires are not hooked up and won't be until I'm ready to start it; don't want to fry anything! Temperature and oil pressure sending units are mounted and wired. Fuel line from the tank to where the pump sits is run; have to run the rest of the line to the engine bay, and get a fuel pump.

Am awaiting delivery of the electric cooling fan and its controls, including thermostat and A/C switch (so it will activate whenever the A/C is on); should be here today or tomorrow.



I've bought a battery and installed and wired it. Checked all circuits, and they seem to be operating as they should. Starter turns the engine over. Wiring for the alternator is in place, but not hooked up yet; also waiting on that until I'm ready to start it; again, don't want to fry anything.

Regarding the interior, it's mostly complete. The seats are not mounted, as I need the room to access all the wiring under the dash. The dash is complete, and the radio console is in. The transmission tunnel console is in. Wiper motor is wired and tested – wipers even work – YAY! The heat and A/C unit is not installed yet; will wait until after the first startup and a few drives before installing that, so I'll still have access to the dash, should any adjustments to the wiring be necessary. Won't need heat until next winter, and A/C will just have to wait. Still have to bleed the brakes, but I'm not anticipating any issues with that.

APRIL 2, 2012

Over the weekend, I managed to install the rest of the fuel line; and I bought an inline fuel pump, which I installed next to the fuel tank. Have to run a rubber line from the copper line,

where it terminates at the fire wall, to the carb, but that's an easy one. Also did a bit more tidying up of the wiring, and installed the cooling fan and its control/relay system. I'm hoping that the one 12" fan I bought will take care of the cooling duties, but I have an auxiliary 10" fan I can mount on the forward side of the A/C condenser if needed. The relay system will handle both fans, but having only one will be simpler.

Also, I rented a tool for priming the oil pump at Auto Zone. Pretty neat little operation, and very easy. Spun it with a 3/8" drill until oil starting oozing out the tops of the pushrods, so that's a concern I can check off. It also revealed a leak where the fitting for the remote oil pressure sender goes. So I got that snugged up.

Once I pick up the radiator overflow tank and mount it, I'll be ready to start her up! Next few days will tell...

APRIL 9, 2012

YAY!! With help from a fellow Brit car enthusiast, Paul, who also had helped install the engine, today the V6 fired up and ran. After scratching my head for a week over a battery issue – turns out that I wasn't getting a decent ground, so I installed a ground strap from one of the starter mounting bolts to the frame – I hooked up the fuel pump, put in five gallons of gas, and we hit the ignition.

At first, it faltered, but tried to start, so I fiddled with the distributor while Paul turned the key. We got it to start, but it was very rough. We did some checking around for a bit, when I saw a little pool of oil next to the distributor. Cleaned that up and noticed that the distributor had popped up about an eighth of an inch; the clamp was too loose. Snugged that down, and it started fairly easily. There's no exhaust system on it yet, so, of course it was really loud. But that also made it hard to set the distributor

properly. Got it close enough, and we began to let it run for the required 20-25 minutes at around 2000 rpm, to “bed” the cam. However, after ten minutes or so, the temp gauge had climbed to over 200 degrees, and we could tell the thermostat wasn’t opening.



The cooling fan came on as it should, but the top radiator hose was not hot at all, nor was the radiator, or the bottom hose. So, I shut it down so we could try to find out what was going on. All looked good, except that the expansion tank was still full, and I knew that it was going to need more coolant after startup. We let it sit a while, and the coolant was drawn out of the tank, so I added more distilled water, and we fired it up again. Same thing – it ran a bit, and the temp climbed, but still no opening of the thermostat. So, I shut it down and let it sit again. Thirty minutes or so later, the tank had drained again, so in went more distilled water. Almost to capacity now, but I’m pretty sure there’s some air locked in there somewhere that’s keeping the ‘stat from opening. Will have to check that before going any further. But what a great feeling it is to have this thing running!

APRIL 10, 2012

This morning, I called a buddy from the British Car Forum, “DrEntropy”, and after chatting with him and describing the experience of yesterday, confirmed my thoughts about the air lock. Always good to have input from folks who’ve been there before charging in unawares – thanks, Doc! I have several busy days ahead, so I’m not sure when I’ll be able to jump back in, but I’m really anxious now to sort out the cooling, get it running properly and over to the exhaust shop to install that system. Then it’ll be time to snug everything down, finish the little details, and get it over to the paint shop to touch everything up.