

Rufus - Aluminium Bulkhead:

I decided to clad the bulkhead in small pattern aluminium chequer plate for four main reasons, one I like it, two it hides all the unwanted holes, three it stiffens up the pedal box and steering column brackets and four you can relieve areas of fibreglass behind the panel to allow better use of more easily obtainable rubber grommets** that only affix to the chequer plate.

Note.

** Sometime ago someone advised me that grommets suitable for thick fibreglass are often obtainable from 'Ships Chandlers'.

Cladding the bulkhead is normally an easy job but the NG body tub has some generous curves at the corners which prevented a tight butt joint. I ended up making the bulkhead in four parts all of which will be held in place by stainless steel button head screws. To disguise the joints I will use seam sealer and then paint the bulkhead in the same colour cream as planned for the body tub. The photos should be self explanatory.



Use of off-cuts to get the correct hole spacing from the bulkhead for the pedal box.

Note.

The original builder had fitted the pedal box so that both pedals were to the left of the steering column, hence the large cut-out. This has been covered (disguised) by the horizontal chequer plate.



The four sections cut out and in place.

Painted chequer plate:

The photo below shows the rear valence I made for Mungo my Lomax 224, as you can see the chequer plate looks quite good painted. If the bulkhead had butt joints then I would probably have left it unpainted.



Painted chequer plate

Holes required:

To complete the holes and cut-outs in the chequer plate bulkhead. I started by making a list of all the items that were required to pass through the bulkhead and then removed the chequer plate. Holes and cut-outs were then made in the fibreglass bulkhead for the following items to pass through

1. Speedo cable.
2. Battery master switch.
3. Battery leads between the battery and the electric panel.

4. Choke cable.
5. Wiring harnesses.
6. Brake pedal bracket and pedal aperture.
7. Throttle pedal bracket.
8. Throttle cable.
9. Heater mounting.**

Notes.

*** The use of a Mini Mk 4 heater (suspended under the bulkhead) means that the original MGB heater is not used which leaves a lot more bulkhead area clear; this will be useful for mounting the ignition coils and washer pump etc. The heater pipes pass into the cockpit through the upright unclad area at the side of the gearbox.*

A small aluminium panel just above the gearbox bell housing offers additional support for the front heater mountings and the two brass unions that receive brake fluid from the master cylinder and distribute it to the front and rear of the car.

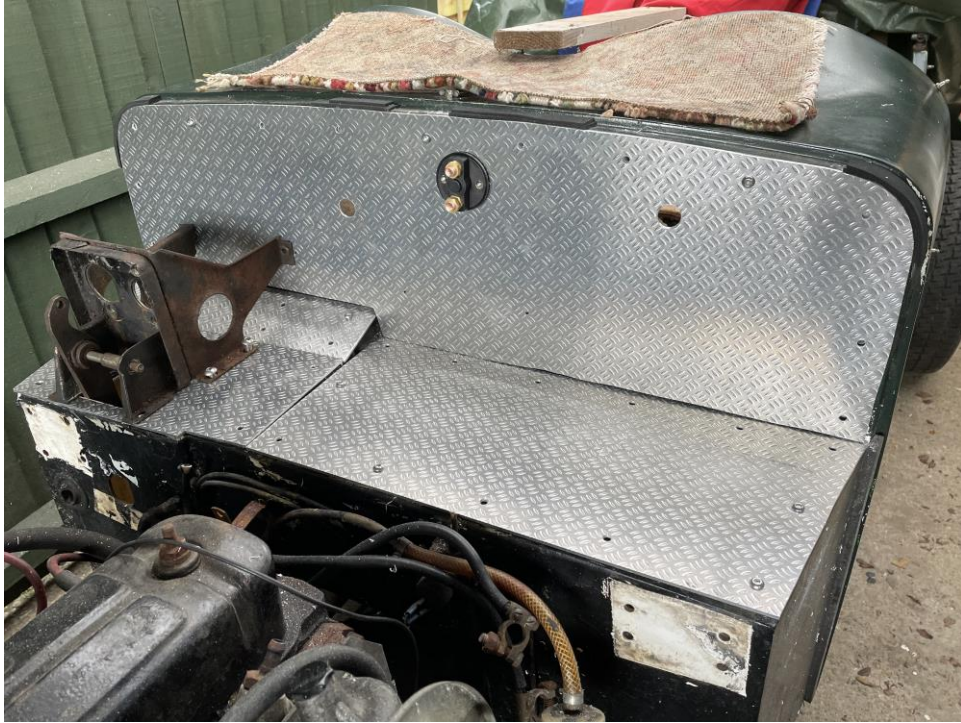
As each hole was drilled through the fibreglass bulkhead I marked round it on the inside of the bulkhead with a felt tip pen.

A slotted hole was cut in the fibreglass to ensure that rubber fixing grommets for the wiring loom only pass through the chequer plate, unfortunately I have yet to procure suitable rubber grommets for the wiring loom etc. but it will be a simple matter to drill the holes in the aluminium part of the bulkhead at a later date.



Additional holes made in the fibreglass bulkhead.

With all the holes/apertures made in the fibreglass bulkhead I fitted the chequer plate and marked through from the inside all the holes (as indicated by the felt tip pen marks) that needed to be drilled through the chequer plate; the plate was then removed and the holes/apertures made.



Holes drilled and pedal box and master switch trial fitted.

Notes.

The excess pedal hole aperture is now covered by the chequer plate.

Although the slot has been made in the fibreglass bulkhead I have not yet obtained the grommets for the wiring loom so the holes for them have not been cut.

The chequer plate sections were then fettled, for the edges I used an old belt sander belt supported with a block of wood.

The chequer plate was then stored away, to complete it will be cleaned and etch primed prior to fitment and final painting which will take place after the body has been refurbished.