

Interior modifications with a hybrid racecar-airplane theme

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In keeping with the racecar theme of the restoration and modification of my BJ7, I decided to try to create a more subdued interior which would be more reminiscent of a competition car and consistent with the roadster style of interior trim. The most noticeable change is that the entire dash from a BJ8 is covered with blue leather. Also, the aluminum rear shroud and door trim is continued across the top edge of the dash, as was done on the Hundreds.

The ignition switch was relocated to the lower right corner of the driver's dash where the windscreen washer button was originally located, and a "push-to-start" switch was installed in the ignition switch's former location in the center section. By the way, I think all cars should have a "push to start" button; I guess that some people are easily entertained.

The overdrive switch was moved to the competition-type shift knob and a red aviation type "push to test" light with adjustable iris was installed in the overdrive switch's former location. This light illuminates whenever the overdrive is engaged.

Above the oil pressure gage another aviation "push to test" light was installed and wired to a low oil-pressure switch.

The center console includes an aviation compass and an "eight-day clock" (needs winding only every eight days) with post lights.

Across the bottom of the console are a momentary contact toggle switch for an electric windscreen washer pump, toggle switches for an aviation map light (located overhead), a switch for auxiliary driving lights with a protective "arming" cover, and the switches for the main and auxiliary petrol pumps.

Located at the top of the center console are three panel fuse holders for the auxiliary lights and each of the petrol pumps.

The original ventilation/heater controls were retained in then center dash position, but their functions were altered to operate the air conditioning and heater system.



The space normally occupied by the radio and speaker grille is now dedicated to compass, a clock, fuses and several switches. Note the ignition key at upper left where the windscreen washer button used to be, the overdrive switch on the gearshift knob, and the axillary power outlet at right.



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A cockpit light mounted inside the hardtop, above the wind-screen, and controlled by a switch on the center console.



Many small changes add up to a creative and unique cockpit with elements of a competition car and an airplane cockpit.

Just to the right of the center console, under the glove box, is an auxiliary power outlet. To the left of the center console is a "push" knob that opens and closes the damper in the cowl scoop.

Out of the photos on the far right under the dash and also on the far left are two "pull" knobs that operate the fresh air dampers at the front of the engine bay.

The air conditioning diffusers (air outlets) are narrow slot type, located under the dash, out of sight. **HM**

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