

GCS Hawke Owner's Club Magazine



Issue 1

Autumn 1993

Editor's bit

You know I've never edited any sort of publication before and I'm actually enjoying it. In this particular context it means that I get to copy-type, layout and print the master copy all on my own. When Garry & Colin have sold several thousand kits then I'll get to be in charge of someone doing the work!

I'm a recent customer (number 25 - getting on for 40 now I think), I bought my +2 in February and got my hands on the chassis in April. In the interim I had removed all the bits from a Gold 2 litre Cortina estate that I had the pleasure of having on my front drive for several weeks. The hulk was removed to a place of rest by a man with a big lorry and £ 10 of my money.

I got the body bits in August this year and I'm preparing to paint the body now, after fitting and striping. Fitting the doors was very interesting and the bonnet even more so, but that's why we assemble our own cars isn't it - because it's fun!

Own up everyone who has sat in their car as soon as the wings were fitted and the tub bolted down and pretended to drive it. I did. I did it again when the bonnet was in place, no seat, just sat on the floor, and again when the screen was in place. My 5 year old son, Alex, caught me at it and joined in. My wife smiled indulgently, and looked about for the Doctor's phone number. It was quite difficult to take the thing apart again to prepare it for painting (Old English White), but it'll soon be back together again, I hope.

Colin has been great on the advice front and still smiles when we meet even though I've haunted him lately.

We're all asking for contributions, if any of you would like to write something - please do so and send it to me at the address mentioned in Julie's piece. If you use a word processor and can send me a plain text file on disc that would be nice (MS DOS format).

If any of you have tips or hints, or can source bits and pieces cheaply then let us hear from you. Any polite letters I get, I'll print. In the mean time get and build your car, and if you've finished yours come and show me if you're passing.

To all of you who are "budding", let me know briefly where you've got to so I can include that in the next issue, I'm certainly interested and I'm sure all of you will be as well.

Letter from the Chair

Welcome to the very first issue of the "Hawke owners' club" magazine, I hope it will be the first on many.

On behalf of my fellow officers (Chris and Julie) we hope all owners and their partners will become contributors to, and enthusiastic members of the club. Thanks also to Colin and Garry of GCS for the initial financial aid in setting up the club.

As you will see from the format of the magazine, there are sections to which owners may like to contribute, be it build-up tips, sourcing of parts, social activities etc. This aims to be a Club run by Hawke owners for Hawke owners and any others enthusiastic about the marque, the more the merrier!

As you probably know Chris has already had his build experiences to date published in "Which Kit" magazine and we would like a regular feature on owners experiences, so please put pen to paper (or fingers to word processor) and send in your contributions.

We are in the process of sourcing supplies for regalia/badges etc., for the Club so that we can all get "kitted out".

The next suitable venue for a club meeting is Donnington Park on 24 - October. GCS will be exhibiting, so we hope to see you there. Everyone will be welcome.

This is your secretary speaking!!

Well we finally achieved this beautiful, professional, interesting piece of literature!! (I leave you to draw your own conclusions). Just a few words from me and they include:

Who to write to with queries:

Julie Brown (Secretary) for any events information and general enquiries concerning club arrangements (and anything else you're not sure about).

My new address 24 Constitution Hill
 Snodland
 Kent ME6 5DH Phone 0634 244212

John Saunders (Chair) for general club information.

Chris Pecover (Treasurer) for any financial enquiries including suggestions for raising funds.

Keith McLuckie (Editor) for any articles, advertisements (talk to Chris about rates!) etc.

Keith's Address: 10 Margaret Road, Bexley, Kent DA5 IDU

Club register

As with all successful owners' clubs we intend compiling a Club register. Included in this will be: Owner's name, Address and Telephone number, Chassis number, and type of kit (e.g. +2, V8 or Sports)

If you would prefer NOT to have any details included then let me know by 1 December at the latest.

And finally..

There is a questionnaire somewhere in this lot (I have left it to the Editor as to exactly where) [*It's on the end on a separate sheet Ed.*] which I would very much like back as soon as possible, preferably before the Donnington Show

Many thanks & See you at Donnington?!

Julie

A few words from Chris Pecover

May I add my welcome to every Hawke owner and all supporters (be they prospective owners, owner/ builders, long suffering wives/partners, etc.) to the newly formed Hawke Owners' Club, and this inaugural edition of the Hawke Owners' Club magazine. Our editor has done a great job (good man Chris. Ed.) in putting together this issue.

You should all have received a letter from Julie Brown, our secretary, advising you of the formation of the Hawke Owners' Club and that we have a small volunteer team of John Saunders (one of GCS's first customers) as Chair, Julie Brown (often seen gracing the GCS stand at shows) as Secretary and Chris Pecover (That's me, a more recent GCS customer) as Treasurer.

Hopefully, by the time you read this we will have set up our Club with an initial contribution off 100 from Colin & Garry (as GCS Cars), and with a promise from them to pay for each new kit buyer's first year's membership. Further financial support will come from the annual subscription that each of us will cough-up when we've all got together and agreed the way forward.

I understand that there are 5 or 6 Hawkes on the road with a flood of further cars nearing completion. It would be wonderful if some of these cars could make it to the Donnington Show on Sunday 24 October (more details elsewhere in this magazine). Those of us still building will be able to see and admire the various cars already working and get good ideas for our own build.

It has been proposed that as a club we visit some shows during the year, not all of them though. Your ideas and thoughts on the matter would be most welcome. Ask Garry & Colin how many they go to, and how many they'd sooner not go to! However a good suggestion seems to be that we all make a special effort to get to Stoneleigh next year and that we have our own club display area. An AGM would be a good idea too (I know Meetings are a bore, but it won't take long!).

News From GCS

We are both pleased to see the owners' club up and running. It's also nice to see familiar faces taking up the committee positions. Business is going well at GCS which also means additions to the club.

Our last show for this year will be Donnington Park and hopefully we will display the VS demo in nearly completed form. We have already booked Bingley Hall for next year and will keep you informed of the other shows we shall be attending. We have already talked about the possibility of doing some combined GCS/Owners' Club events, not necessarily kit car shows.

If any owners anticipate ordering seats, hoods or wheels could you please give us as much notice as possible. The seats are taking anything up to 8 weeks to come through at present.

We were talking to Ian Stent from Which Kit? recently, it appears that they had offers from more GCS Hawke owners than any other manufacturer for their readers build feature. Many thanks to those of you that offered and as you probably know Chris Pecover's VS was selected. It looks a strong possibility that GCS will be supplying Which Kit? with a car for one of their project builds either late this year or early next spring.

Speaking to several owners at shows, they were concerned with the security of Kit Cars. We will

shortly be trying an immobiliser similar to the type used on newer Fords. This system totally immobilises the car's electrical system, if it proves successful we anticipate being able to offer them to owners at about the £60 mark.

Hope to see some of you at Donnington Park

Regards

Gany and Colin

late news from GCS - Exhaust systems available for 1600 and 2 litre cars at £120 + VAT -only mild steel at present. but thick walled mild steel.

Editor's Hints & Tips

Not many this first issue, but send me your's and they'll be printed.

1. Fuel filler pipe. This needs to bend through about 120 degrees and at the same time steps down from 2.11 to 1.75 " internal diameter. I spent an hour or two looking round a local breakers and the Saab 900 series (I think - it didn't have any badges) has a rubber fuel filler. It starts at 2" bends (yes about 120 degrees!) and goes into a straight piece that is a very little over 1.75 " internal diameter. I've left my Escort tank filler tube at the uncut length, but the Saab pipe is long enough even if you've cut the tank filler down. (Keith McLuckie)

2. Very attractive fuel flange to surround the cap, drawings are available from John Saunders.

Colin did say he'd try and produce a list of the best donor cars for bits. Things like Imp reflectors and Austin 2200 side repeaters. I hope he'll do this for the next issue, but I know he has lots to do!