

GCS Owners' Club Magazine

Issue 2

Winter 1993

Editor's bit

Well here we are again, and if you didn't think we'd get to a second edition then you're wrong! What an issue as well, loads of stuff - hope you enjoy it, my hands are so worn out from typing I'll have to rest to be able to pick up a beer!

As you'll have noticed I have changed the format to A5, I think this looks better, what do you think?

Two of the readership (nearly 40 now!) said they thought the last issue was good, but I haven't heard from the rest of you. Get out of the garage for a couple of minutes and write in.

I've recently returned from a short break in Cyprus, very nice it was to, I saw a number of Hawke look-a-likes, I don't know if Colin & Garry know, but there is someone making something that looks very similar to their own beautiful product.

How is the editor's own beast coming? I hear you all ask, well not as fast as I'd like at the moment. It is all painted now and back together and I have connected up all the pedals and the brakes work etc. I had to shorten the hand brake cable, and deal with the awful Ford automatic adjusters on the back brakes - yuk! Still, drill a hole in the back plate and a screw driver appears to work very well as a manual adjuster. The front grill is due for delivery soon, as are the seats (order yours early folks the supplier does not bust a gut, even if he is good - Colin continually appears to get embarrassed by the lack of dynamism on the part of this seat supplier The engine is plumbed up including the heater, so when I finish modifying the gear-stick I ought to be able to drive it in and out of the garage - we'll see. I've also finished making the dash, it's a walnut veneered item and it looks really nice.

Whilst finishing the paint I learned to take real liberties with the cellulose using 1200 w&d and then polishing back to a wonderful shine. See later in this issue for an account of my painting job,

Remember to let Julie know about your choice of logo, see later in this issue. My vote goes to the logo from George Paterson that will be the nose badge.

If you want to contribute (please do) then please try to contribute copy on disk -it makes my life easier and put your name on the disk so I can return it! If you are sending diagram etc, then draw then on clean paper with a black biro or soft (dark) pencil - the scanner works best on these. By all means label diagrams, but try and separate the text from the diagrams.

Question - Does that Stent bloke ever make anything car-like or does he just edit Which Kit?

Have a good Christmas and let's have a few articles or letters at least. I really want a letters to the Editor" column.

My Address: Keith McLuckie
10 Margaret Road
Bexley
Kent DA5 1DU

Chairman's letter

This letter is being written after the Donnington show where Chris, Julie and I met to hold the first club AGM, the minutes of which you should have now received. One of the items discussed was Membership Cards which should enable us to gain admission to shows at reduced rates. There was a £2 saving at Donnington. It was interesting to meet several Hawke kit owners and if I missed meeting you then please accept my apologies.

At the show GCS had the V8 car almost complete with the +2 demonstrator alongside. Interest on the stand was really healthy and I hope that firm orders will follow to swell our numbers and enhance the future of GCS. I really appreciate how hard Colin, Garry and Julie work at these shows and I hope they managed to finish their lunches, which were going cold at 2.30 pm in the busy afternoon, due to the constant stream of people, including myself, demanding their attention.

I collected one of the GCS exhaust systems at the show, it seems a very strong affair, consisting of 3 sections and 2 boxes. The primary pipe

now exits through the inner wing and then under the front wing/ running board, it then passes over the back axle, tucked in under the rear wheel arch. This provides excellent ground clearance. [The first box looks like it originates from an MGB - in fact I'd lay money on it! Ed.] I also bought a sheet of aluminised heat shield to "evo stick" onto the underside of the wing/ running board to protect the bodywork as recommended by Colin. Fixing seems straight forward so I will soon be able to run the engine without annoying the neighbours.

Chatting to Garry on the stand he was saying that GCS are always looking for improvements and changes to improve the cars, but this will always be a gradual process: refinements rather than major alteration.

A regular mention in this column will be a reminder to all members to put pen to paper (including our Swedish branch of the club - who is by profession a motoring scribe) and submit an article(s) about their Hawke building experiences, or if they are still awaiting delivery their reasons for choosing to purchase a Hawke kit.

Please do not forget to vote for (or suggest) your design choice for badges, etc., so that we can get the memorabilia up and running.

That's about all folks, autumn and winter may be hibernation time for some animals, but I seem to favour the time for building, so I'm off to get my nails dirty.

Wishing you all a good Christmas and prosperous New Year.

"Happy Hawkeing" - John Saunders

WINORBUST 1951 - Mike Dent

Does anyone out there remember the Champion comic? You will have to be as old as me if you can. In 1951 there was a weekly story in the Champion concerning a racing driver named Jet Jaxon, his mechanic, and his sports car which was called 'Winorbust' This was not a picture comic but there were a few illustrations and from time to time a picture of Winorbust was included. I can still recall the bonnet with its

rows of louvres, the sweeping wings and racing lines As I recall, the car was equipped with a 4Y2 litre engine and I determined, as a ten year-old, that one day I should emulate Jet Jaxon. The years passed and I became involved with motor cycles, Nortons and Velocettes to be precise, and any of you who have succumbed to this addiction will know that it is incurable. In 1962, I was offered a 1938 Morgan 4+4 which had been modified and fitted with a post-war Lea Francis engine. The rocker box cover was magnificent by the standards of the time with Lea Francis written along the length of it, either red on silver or vice versa. In those days there was no great interest in things nostalgic and the thought of spending £125 on a second- hand, old fashioned sports car was not appealing. I have had thirty one years to reflect and regret the decision, over and over and over again! Last year, a life-long friend and I decided to reverse the clock before it was too late and we determined to return to the Isle of Man for this year's IT, minus our understanding and long suffering wives. The week was a monumental success and a great rejuvenator. Anything seemed possible. We parted company at Ronaldsway, he for Newcastle, where he has a nearby engineering business, and I for Heathrow. I had the good fortune at this point to purchase a copy of 'Which Kit' magazine to fill in the waiting time. I confess to having never been really interested in the world of kit cars always associating them with examples of the fifties where glass fibre bodies of strange proportions were bolted to old Ford 8's or 10's. Thumbing through with only partial interest I unexpectedly came across a picture of a reincarnated latter day Winorbust in the shape of the Hawke and, more surprisingly, the address of GCS Cars less than a mile from my home. An initial visit to see Colin was followed up by numerous subsequent visits, which must have seemed to him to be never ending, as I satisfied myself that after nearly 43 years a dream could be realised. In July, I placed an order for a Hawke VS +2, having first acquired an engine and gearbox. I have had more than a little experience of the Rover VS engine over the years. I own a fuel injected Vitesse and my son has had a number of Rover P6's. I dismantled the engine completely and took it to Northumberland, where it underwent total overhaul at my friend's engineering works. I have now reassembled the engine and it looks very attractive with red rocker covers and silver fins reminiscent of that Lea Francis engine. I have done some sourcing of components for the rest of the build and will prepare the chassis (number 35) when it is delivered during November. I am entrusting the rest of the build - the running gear, body, fitting

out, spraying, etc., to Colin and Gary whom I know will turn out a really professional end-product. The V8 engine poses a few problems of adaptation in fitting to the Hawke but these are quite simply overcome without any special tools or great expense but I think that some misunderstandings may exist about the problems and their solution. The following is my perception of them and may help fellow V8 builders.

Exhaust Manifolds

The SD 1 exhaust manifolds are unsuitable because of their dimensions. Assuming that MGB tubular manifolds are used in their place, it will be found that the right-hand cylinder block drain tap must be removed and blanked off. The manifold will also foul the right-hand engine mounting. The offending surface of the mounting can be bent using grips or an adjustable spanner until the manifold just clears. There seems no reason to cut the mounting down and in the process slightly weaken it, when the section after bending is, if anything, stronger than before.

Alternator Mounting

The alternator must be mounted above the bracket rather than below as on the SD1. It is tempting to expect the P6 bracket to substitute but this is unsuitable, as it sits too close to the engine. In consequence, the water pump and crankshaft pulleys would not be in-line with the alternator pulley. Of course, these parts could be changed as part of the overhaul but it must be remembered that the P6 has not been manufactured for nearly 20 years whilst many of the SD1 engine components remain extant in the Range Rover and Discovery ranges. A close inspection of the later type SD1 bracket will reveal that instead of being flat across the top surface, it is dished dropping to a lower level towards the front. At either side of this lower level there are lugs with blind holes. If these are drilled out and a small additional spacer fitted to the alternator mounting bolt all pulleys will line up and you will have a cost-free solution employing original parts. Adjustment is achieved by making a hockey stick shaped adjuster. The hole on the alternator adjustment lug carries up with a hole drilled in the hooked end of the adjuster whilst the other end, which must be slotted, clamps to the original lower mounting lug. Adjustment by this method is actually

very much easier than on the original vehicle. If you are unable to source a later type bracket a piece of flat metal can be bent and drilled to accept the alternator mounting bolts then bolted on top of the bracket. There are some convenient ready drilled holes here. Better and easier perhaps would be to source an extra older-type bracket, saw off the rear section with the mounting lugs, turn it over and bolt it to the top of the first bracket. All holes are already provided and should line up. All this sounds very complicated but becomes self-evident with the parts and engine in front of you!

Oil Pump Base and Filter

If you have not already done so, you will discover that the existing oil pump base is angled in such a way that insufficient space exists for the oil filter because of the close proximity to the chassis. It is of course possible to fit a remote oil filter with all the paraphernalia of blanking plates and oil lines, and this may be your preferred solution. However, I have had a spacer made and welded to the bottom of the oil pump base and an angled section tapped into the canister mounting, so that the filter is tilted upwards through the few vital degrees necessary to clear the chassis and to allow for any engine rock. The accessibility for changing the filter is good but a filter of smaller diameter than the normal Rover part is necessary. The thread is metric and there is no problem in obtaining a suitable filter. I have fitted a Fiat Uno item, which is a little longer than the Ford Escort which also fits. The recommended oil change interval for the later V8 engines is 12000 miles. I cannot imagine a Hawke owner going so long between changes and the smaller capacity should pose no problem as long as commonsense prevails. The beauty of this conversion is that, without close inspection, the pump appears to be unaltered from standard and there are no extra unions to cause potential problems. The modification can only be undertaken by someone with the necessary skill and equipment. I had my oil pump base modified locally and I have given all particulars to Colin. I understand that he will be investigating the possibility of providing the service through GCS Cars. Inlet Manifold Vent Hose Apart from the usual top and bottom hoses and the expansion tank hose you will find that the SDI engine has an additional hose running from the inlet manifold to the top of the radiator. There is no provision for this vent pipe on the MGB radiator which must be employed in the Hawke. Fortunately, an MGB thermostat cover can be

purchased with an additional connection point at the radiator side of the thermostat to which a truncated vent pipe can be attached. The end result is of neater appearance than the longer hose lines of the Rover. There is also benefit in the top hose exiting from the cover at a more horizontal angle compared to the rather upright SDI hose outlet. I paid 16 for the brand new MGB part I hope the above is helpful to anyone building or considering building a Hawke V8. I look forward to meeting you all in the future.

Spray days, Painting my Hawke - Keith McLuckie

I'd done a bit of spraying prior to the Hawke, but it was only an old Lightweight Land Rover. The finish I got on that was fine, but not brilliant. The Hawke was much more serious.

Watch that moisture

I prepared the gel coat using 400 w&d on each of the panels separately. I then wiped it down with a spirit cleaner designed specifically for plastics (I was ripped off here I think, because the product was good, but it cost £9.00 a litre) then I went over the surface with a tack-cloth. (I had never heard of these until Colin told me about them, they pick up all the hairs and small pieces of detritus that get onto the surface) I then sprayed with 50150 self-etch primer. All the panels got 2 thin coats, and I arranged things so that I was able to overcoat this primer with cellulose primer within hours. This is apparently wise because the self etch absorbs moisture (hygroscopic) if left for very long, this then comes back to haunt you and your finished paint in the form of small bubbles full of moisture. After more spirit wipe and tack-rag I put two/ three coats of cellulose primer on the panels (about 1.5 litres of paint thinned 50150 with top class thinners - on the subject of thinners, always use quality anti-bloom thinners otherwise you are wasting your time and the money you spent on the paint, some say it doesn't matter with the primer, but it's only a couple of quid).

Jolly green filler

I gently rubbed down the grey cellulose primer with 1200 w&d. but it looked so nice I didn't do a great deal at first. A thin coat of top coat

thinned a little more than 50150 was applied, this revealed what the primer didn't -quite a few inconsistencies. Here I again took Colin's advice and bought some 3M green filler, which comes in a large tube, rather like a jumbo toothpaste tube (pretty expensive - but good stuff). Having stolen a good knife from the kitchen (my wife didn't notice because I'm the resident chef) I sorted out the surface inconsistencies and rubbed 'em down with 1200 w&d. More spirit wipe and tackrag and I then sprayed the panels with 6/8 coats of Cellulose in 2 coat intervals, (spirit wipe and tack-rag) about 4 and a bit litres of paint thinned slightly over 50150. By over thinning you do get less paint on the surface, but it flows easily and gives a very shiny finish. I got a few runs where I tried to put on too much paint at a time. I left this to dry then cut it back with 1200 w&d kept wet with water that had a few drops of washing up liquid in it. I did this even on the final coat where I got a run (bugger). It polished up beautifully using G3 rubbing compound and a damp cloth, with plenty of vigorous movement.

I think I learned a few things, don't put on too much paint, but enough so that it flows, if you've got any hairs/flies/dust/runs then wait until it is dry and flat of with wet 1200 w&d. It is amazing what liberties you can take with the paint in terms of flattening and then polishing back to a finish. It's time consuming but very easy, so try it.

Two packs - a no! no!

Several words of warning, don't be tempted to use two pack paints unless you have both air supplied masks and fume discharge control. I believe it is illegal to actually use 2-pack without the proper fume control. The isocyanates produced in curing are toxic. When spraying use a proper mask that removes not only the dust but also the cellulose solvent. These aren't dear, and remember to change the cartridge in the mask before it gets saturated. Try not to piss-off the neighbours with the smell of cellulose. Make sure paint is absolutely dry before flattening otherwise you get amusing little balls of paint forming and you can see right down to the gel coat!

Total cost of paint and materials was £160. This did not include having to buy a new compressor because the little one I used at first, died during the primer stage. Hope this is helpful.

The V8 Experience - Chris Pecover

[Chris is a brave man and is building a V8 that is essentially pre-production, here he describes some of the pleasures & difficulties - Ed.]

At the risk of becoming "overexposed" in print, see my short bimonthly pieces in "Which Kit" magazine, I've put pen to paper (or finger to keyboard actually) to share with you progress(?) on the build of my V8 2+2 version of the Hawke. I will endeavour to avoid repeating my previously printed comments, and remember that I am talking to "dedicate&' Hawke owners in the main.

I placed my order with GCS back in October 92 and picked up my chassis (No:020-8-2, their second V8 chassis) in mid February 93. In between placing my order and picking up my chassis, I located two donor cars (yes I did say two!), firstly a Rover SDI 3 500 with manual gearbox with a genuine 52000 miles on the clock, but with terminal bodyrot and no prospect of passing an MOT The Rover provided its engine, gearbox, partial wiring loom, ignition coil & heat sink (very expensive if bought separately I'm told) and a few other "bits" that I thought might come in useful, all for a cost of £ 1 SO! Good value I thought, particularly as I was able to recover some of that when disposing of the axle.

Whilst keeping a weather eye open for a suitable Cortina donor, I busied myself with stripping, inspecting and rebuilding the Rover engine. It looked to be in quite good condition internally and had driven OK when bringing it home initially. A replacement 'Fast Road' camshaft c/w new followers & tuning chain was fitted and both heads were cleaned, ported, and polished before re-assembly. Some paint and a bit of polishing saw the engine looking quite nice and ready to be fitted. The gearbox was similarly cleaned up, new seals fitted and put to one side.

The second donor car was located just as I was finishing the Rover engine & gearbox and I drove a very rusty Mk 5 Cortina home, very carefully just in time for Christmas! I'd chosen a late 2 Litre Cortina because I wanted the 3.44 : 1 ratio back axle even though I didn't want the engine & gearbox. Fortunately I was able to dispose of the engine,

gearbox, petrol tank, etc., and cover the cost of the Cortina. The bodyshell was cut up (marvellous things these angle grinders) and followed the Rover to the breakers yard.

I won't bore you with the strip down of the Cortina suspension etc., but suffice to say that "Kitfit" of Newark were able to supply all the necessary bushes (even the more desirable solid rear bushes rather than the normal Ford void type) and seals, and at a price much better than Mr Ford's.

I dare say that most people will be more familiar with the Ford engined Hawke chassis than the V8 version, but apart from the obvious engine/ g'box mounting differences there aren't any other significant changes made. One problem that does arise with the V8 installation is that the standard oil filter position fouls on the front chassis crossmember. I don't know how Colin & Garry are going to overcome the problem in the long term, but I've obtained and fitted a remote oil filter kit which does the trick. I wanted to be able to occasionally tow a trailer with my car so with Colin's help some extra gussets were welded in at the rear of the chassis, and I made up and welded on a suitable tow bracket mounting.

When the chassis arrived I at last found something useful for my sons to do, instead of them popping their heads around the garage door, seeing a cloud of muck & rust dust from cleaning operations, and departing equally as swiftly. As each coat of paint went on (two primer followed by two topcoats of "Smoothrite") they were able to help me in turning the chassis, along with other occasions when an extra pair of hands is helpful. I found that the chassis arrival was quite a milestone in "my build" as it signified a real step forward, up to then life seemed to be a constant round of wire brushing, wire brushing and more wire brushing, followed by painting. But now I had something "new" to work with!

The chassis was rolling quite quickly, with the engine & gearbox also bolting in place swiftly. Anticipating a somewhat worse fuel consumption rate with my V8 version, I decided to have a larger fuel tank, and set about making my own rather than use the recommended Ford tank. This took a little time" but I now have a fuel tank with approximately 14 1/2 gallon capacity, which sits snugly within the chassis (Colin has

the drawings of my tank and is ~rig enquiries about having some made.) I've used a, tank gauge sender unit out of a Triumph Dolomite which should match the fuel gauge, also from the same Triumph, as are the rest of the instruments that I plan to use. An SU fuel pump from a Jaguar had been refurbished and fitted as the Rover engine does not have a mechanical petrol pump like the Cortina, but relies on a "sub- electrical fuel pump located within the actual fuel tank.

A big day in early March for me when I rolled the chassis out of the garage, and saw it in "all its glory" in daylight; time for a few photographs including me being caught sitting on a plank, on the chassis, holding the steering wheel aloft. You feel such an idiot doing it, but its very satisfying anyway to sit there imagining what the car will look and feel like when its finished.

My Tub and other body panels were ready for collection in mid-March, so one evening my trailer was unloaded of all the "bits" I've got stored in it and with the help of one of my sons, the Tub was soon sitting on my drive. It really is quite handy living near to GCS Cars, as long as though don't get fed up with me popping in to pick up some bits and ask a question or two: Very useful, as my V8 is becoming more different as the tub meets the chassis and we undertake a bit of instant "development!". The pedal box arrangement on the V8 is considerably different from the ford engined version, and the Cortina brake servo & master cylinder together with the clutch cable cannot be used. The right hand cylinder head, etc., gets in the way, and the Rover uses a hydraulic clutch anyway.

The final solution for the subsequent V8 versions will be an angled bulkhead moulded in as part of the tub, this will carry a Marina/Ital servo-brake master cylinder unit and a hydraulic clutch master cylinder as well. In the meantime I got on with making my steel bulkhead (development model made by Colin) fir my tub, which after measuring everything twice, and once more for luck, I'd cut part of the bulkhead away to enable it to fit. The Ital pedals & spindle are also used, and I fiddled about cutting and welding the pedals until I was happy with their positioning. Colin will have this all sorted for later customers, and he tells me that he will be able to vary the pedal positioning slightly to accommodate different customers' needs.

Other variations form "Ford" on the V8 include combining the Ford and Rover propshaft, deferent radiator, twin exhaust systems, etc., but more of that in the next edition of the newsletter [providing the Editor accepts it] (I'm open to bribes - Ed.)

News from GCS

We were impressed by the first OC newsletter and hope there will be many more to follow. The Donnington show was the last of the year for us and overall it was a pretty good show. Attendance was around 7000 and it was nice to see quite a few of our customers there. We have already booked Bingley Hall, Chatham and Stoneleigh for next year, below is a list of other shows we intend to book.:

26th June - Bromley Pageant (Joint stand with OC) Newark Castle Coombe Donnington

The V8 demo was taken to Donnington Park, but not unfortunately, complete. We had a temporary interior fitted and the bonnet wasn't fitted Even unfinished the car was well received and the potential of the car was obvious to all. The plan at the moment is to have the car road legal for Bingley Hall '94.

Ian Hyne from Kit Car International has been down recently to road test the +2. He enjoyed his drive of the car although it was one of the days when we had a sharp frost. The report should be in the January or February edition. Kit Car have also booked the +2 for a test in mid December.

We have had enquiries about badges for the Hawke. Several options have been considered and we have decided on the following:

Front nose cone: an excellent winged badge as designed by George Paterson (See fig. 1)

Rear Panel: Nearside will have "G.C. S." in block letters, offside to have "Hawke" in script design as drawn by Julie Brown.

We are considering the most cost effective method of having these made and will keep you informed.

We would like to thank everyone for their support over the last year and wish you all a merry Christmas and a happy New Year.

The "R" word - Registration - GCS talks

We have registered a number of Kit cars and we have been asked [Threatened -more like Ed.) to write down a few notes on the procedures. At the present time it does vary a bit from area to area. It is probably best to contact your local Vehicle Licensing Office about a month before you think you'll finish the car, They will send you the appropriate forms. These are mainly concerned with the origin of the parts used to build the car, E.g. from Donor, new or new from GCS. There seems to be some confusion over what the inspector will be looking for. They will not be inspecting how the car was built or its construction (The MOT mob do that). They want to verify that the parts used in the build are as you say they are on the forms.

Speaking to those of our customers who are local to us, there were until recently three offices that could be used, Sidcup Maidstone and Croydon. To show the sort of variations we have experienced we list below our experiences with each office.

Sidcup (now closed)

We had inspectors visit us from Sidcup and this took 3-4 weeks. We also "trailerred" cars to them, but this ceased when the inspectors were told they were not insured when standing on a trailer for the purposes of inspection. [Funny old World 'innit Ed.]

Maidstone

We have had two customers who have been told that they could drive their cars to Maidstone to be inspected. The car had to have an MOT certificate and be insured on the chassis number. When taking the car for the MOT insure it on the chassis number and PRE-BOOK your

MOT to avoid unpleasantness with the Police if you are stopped. If you have been told you can drive your car to be inspected it might be a good idea to have this confirmed in writing in case you are stopped by a less than understanding Police officer

Croydon

Croydon have said that the car should be trailered to them for inspection, or wait until an ~or can call to look at the car at your home/ workshop. They clearly have different insurance arrangements there!

Which ever way you get the car to inspection you will not be allocated a registration number without insurance and an MOT certificate. You will also be required to pay up for Road tax.

Whether or not you get a "Q" plate seems to depend on the percentage of the original car you retain, it seems rather unclear how this works, but make the most of the bits you have used by mentioning them on the form you fill in. [Don't forget the wiring loom & switch gear Ed.]

We hope these notes are useful, please talk to us if you think we can help further and if any local customers would like to borrow our trailer then give us a call.

Minutes of AGM 24/10/93

Present Julie Brown - Secretary

John Saunders - Chair

Chris Pecover - Treasurer

Derek Newman

Paul Newman

Phil White

Agenda

1. Club Fees
2. Club Logo
3. Newsletter items
4. A.o.B.

1. It was proposed that fees would be £10 per year to start. This will be

reviewed at the AGM. This was seconded and passed

2. It was agreed that all the designs submitted for the club logo should be included in the next newsletter and votes be taken on which one to use for the official club logo.

3. A request was made by Julie on Keith's behalf, for items to be submitted for the next and subsequent issues of the newsletter

4. A.O.B.

A) Venue of AGM

It was proposed that the AGM in 1994 be held at the Stoneleigh show, as this is the most central and main show of the year. This was seconded and then agreed.

i) Julie will book the Stoneleigh site and check costs ii) Members will notify Julie of the best day for them and the majority will decide. iii) Agenda of club events for this day will be compiled by the committee.

B) A request was made by those present that the photos in the build manual be improved. Julie said that she had been informed by GCS that this was being dealt with. It was also mentioned that members would appreciate being kept up to date with changes as they occur. Julie agreed that she would mention this to Garry and Colin.

C) Members would like a list of suppliers and "realistic" prices. Anyone who knows of good contacts could you please forward info to Keith who will include it in the newsletter. [*I see no problem about advertising any suppliers in the news letter for free who will in return give even a modest discount. Ed.*]

The questionnaires - answers

Many thanks to all of you who returned questionnaires. Julie has done a summary of the returns as follows:

Of those sent out (38) 24 were returned.

Dates of Completion

No date given	4
Complete by Dec. '93	5
Spring/summer'94	8
Summer/Autumn'94	5
Early '95	2
Total	24

Engines

Ford 4 cylinder (size not specified)	12
2000 cc specified	4
1600 cc specified	2
Rover V8	2
Others	
Volvo	1
Fiat 2 litre	1
Unknown	2
Total	24

Options

Sports body	12
2+2 body	12
Total	24

Club Logo

The following designs have been sent in by club members. We would like to use one for the club logo and would like members to vote.

As you will see from Garry's article GCS have adopted George Paterson's design as the bonnet badge. We can use this as our logo if that is what you decide.

Could you vote by contacting Julie (address in last issue) by 1st January 1994. The badges are numbered, please quote that when you vote.



2. John Saunders



3. George Paterson



4. Yvonne & Bill Shirley



5. Trevor Gilbert

Editor'& hints & tips

To improve the ground clearance of the sump, in fact lift the bottom of the sump almost level with the chassis members, you can fit an RS2000 alloy sump. These go straight on to 160012000 pinto lumps with a modified oil pickup pipe. It gives the same oil capacity and retains the original dip-stick. The down side is the price of the sump, unless you can find a breaker who doesn't know what he's got it will cost you £70-£100! (Keith McLuckie)

Here are a few hints from the prolific pen (keyboard) of Chris Pecover

Following a "long standing tradition" of passing on helpful hints (established in the previous edition of the newsletter) I have a few here, they are the result of much junk-yard wandering:

1) The fuel filler hose on some Peugeot 309's is flexible rubber and reduces from 2" to 1.75" and can be turned through 90 degrees.

2) Some Lada's (sick bag) have neat rectangular reflectors mounted in chrome plated angled housings which clean up quite well, or if the plating is past it's best can be sprayed.

3) The rocker switches found in some Marinas and Itals can be quite useful, they have ready made harness plugs which adapt to the loom easily. The symbols are easily changed or removed as well.

4) Rather than "glassing" in my grill I decided that a removable one would be a good idea. This allows easy access to my cooling fans, the V8 comes further forward than Ford engines so this is important. From the photo you can see I Gassed in some top brackets and matched these to similar ones on the top of the grill. The bottom of the grill is bolted to 3 similar brackets glassed into





position on the nose cone. (See photo)

5) I found the handbrake lever from a Ilk V Cortina was a little short, and if left unaltered actually allows the handbrake cable to foul the roof of the transmission tunnel. I found it relatively easy to weld in a short extension piece to solve the problem. (see photo)