

GCS Owners' Club Magazine

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Editor's bit

The third issue, what can I say, nothing much!

My Hawke is on the road, I still have the side screens to do, but as of 9th April, it was all registered taxed and insured. I have a number of things still to do, but I can drive it.

The registration process was painless except that I had to be over at Croydon VRO at 9.30 in the rush hour. The appointment letter they sent also mentioned the wrong month! I got the right one when I phoned them. I cannot really understand a system that allows one to drive the car to a pre-arranged MOT when it is potentially dangerous, but disallows the drive to the VRO when it is all tested.

I sent all the forms duly completed to Croydon (via Maidstone VRO who decided I "belonged" to Croydon after initially saying I should go to them). The appointment was made and Colin kindly lent me GCS's trailer. I went there with my insurance cover note, MOT and a cheque. A very pleasant lady inspector looked at the engine number, chassis & body numbers and went back inside the office. I waited around for 5 minutes or so and the registration officer relieved me of my cheque and agreed that I could keep the original number (DKO 579T). I had made a list on the forms of all the parts I had used from the Cortina, including

electrical components etc. I made sure they knew the hulk of the Cortina had gone to the scrappy, and I asked twice to keep the original number, in my covering letter and on the forms.

The tax disk turned up a couple of days later.

I have only driven the car a few miles at the time of writing, but I can say that it goes very well indeed. I have a reconditioned, but standard 2 litre lump and I am treating it reasonably gently at present while running in. Even so the performance is good. (The V8 must be quite how shall we say - interesting)

Letter from the Chair

Dear Members,

Belated compliments of the season to you all and I hope 1994 will be a happy and successful year - may all your troubles be small ones or resolvable with a quick 'phone call to GCS!

I see from the winter issue of the Magazine that 13 cars are planned to be on the road this year, so as space has been booked at Stoneleigh for a club area, I look forward to seeing your cars there. If not, then just yourselves for the AGM which has been pencilled in for the MONDAY. Look out for the Pe-cover Tent as Chris has promised to trailer it behind his V8 and set up a hospitality unit for the two days.

I had the pleasure of seeing Chris one evening in late January as he was in the Midlands on business and judging by his comprehensive photo' collection the car is coming along great. On or two of his suggested modifications are to be incorporated by GCS as standard - very much a pilot build this one. I look forward to seeing the finished car at Stoneleigh.

My own build is going slowly at the moment, being side-tracked by a house move which seems more complex and time consuming than building a Hawke. However, the exhaust system I referred to in my last letter went on easily enough - all the clips and bits were obtained from the local Kwik-Fit who declined payment - so I made a quick exit. It is surprising how helpful people become once you explain you are building

ing a Kit Car. I negotiated a discount with my local Ford dealer for all the bits I required, so, if you don't ask you don't get. Please, please always buy Original Equipment, pirate spares or compatible independents parts are nearly always inferior and hence a waste of money and could be dangerous if a safety critical part, or expensive if an engine internal component. I know this from personal experience of being in the valve-train component supply industry. (That's my tip No. 1.)

That's about all folks, enjoy the rest of this issue and don't forget your contributions are required and will be received with thanks.

Chris Pecover writes again

Here we are again, bashing at the old keyboard, to share a few more steps in the build of my V8 version of the Hawke 2+2. From our last newsletter I could almost believe that there are more V8 kits under construction than there are Ford 4 cylinder versions; what with Mike Dent's piece and mine. However I know that is not the case, so lets hear from some others of you about your experiences -primarily about Hawke building, but anything else that's legal, illegal, or immoral will be equally welcome! -subject of course to the "good taste" of our Editor?

Fairly early on I'd contacted the Greenwich Propshaft Company to get a quote for combining my ex Rover propshaft with the relevant bits from the Cortina prop. They'd quoted £40 all in which seemed very reasonable, so without delay I dropped the two propshafts off to them and picked up my new (reworked and most importantly, balanced!) propshaft the following week. It fitted perfectly, and after some "Smoothrite", it was firmly bolted in place to await the future rumblings of the engine to put it to work.

On the V8 version the steering column has to poke through the bulkhead in a slightly different position, to avoid unwelcome contact with the exhaust manifolds (I'm using MGB V8 examples obtained from "The V8 Conversion Company" of Farnborough, Kent.) or the engine mounting. I found that about 1 1/4" outboard of the recommended position for the normal Ford engined version of the Hawke was the optimum position for the column; even so I still had to modify slightly

the right hand engine mounting along the lines suggested by Mike Dent in the last newsletter. I'm sure that Garry and Colin will have the necessary dimensions in their build manual in due course.

A new MGB V8 radiator has found its way into my car as I thought that if it could "keep its' cool" in the MGB it could do the same in my Hawke. There was some suggestion that an ex-3 litre Capri radiator would do the job but I found the dimensions of the MG radiator more appropriate (and equally important, the price was right). It goes without saying (so why am I saying W) that I had to make my own radiator mounting brackets, which hold the rad' snugly within the nosecone mounting hoop, in a slightly inclined position. This avoids fouling the bottom of the radiator on the steering rack, and just provides enough room for the bottom hose to be fitted. In due course I'm sure Colin & Garry will provide suitable mounting brackets as part of the kit.

Fitting the doors, as the build manual says "may take a bit of time to get right" and they certainly deserve care and attention to ensure a good fit with even shut lines all round. Like some other Hawke owners, I wanted to use proper striker plates with my door locks; this involved carefully positioning the locks on the doors and "glassing in" a steel anchor plate which was subsequently drilled and tapped for the striker plate fixing screws. Obviously this and most of the other glassfibre modifications were done before spraying. One thing that didn't get done before spraying was the fixing of the hood mounting brackets to the tub. These have to be partially let in to the top of the tub just behind the door aperture; something I only found out after I'd sprayed the car. It really is a good idea to get the brackets and dimensions from GCS before finish painting your car. Measurements are taken from the base of the windscreen back to the bracket position, which varies depending whether or not you have a Sports model or the 2+2.

Keith, our editor covered his experiences (! ?) of spraying his car in the last newsletter, so I won't go over the same ground, save to endorse what he said about the importance of getting a couple of coats of cellulose primer over the etch primer, before the etch has a chance to absorb any moisture. I also found that temperature was very important when spraying, to avoid getting a "bloom" in the gloss colour coats.

Sod's law struck when I was spraying my Hawke, because the weather turned very wet and cold, which meant after getting a horrible bloom on some panels, I had to buy and borrow some heaters to warm up the garage enough for me to get a decent finish.

I don't know about you but I'm often tempted to get on with the job and read the instructions later: this caused me to waste a fair bit of time when preparing my dashboard. I'd stained, filled the grain, and applied several coats of varnish to it, and was about to apply what I hoped would be the final 2/3 coats when I forgot to do the necessary reading! Result was a beautiful crinkle finish (yeuk!) on my dash, because I hadn't observed the required time interval between coats. What a prat! and only myself to blame.

I'm not sure about the Ford gear-levers final position, but I've found that the Rover gear-lever had to be bent (to the rear) and shortened to make it more comfortable, and more importantly, to avoid skinning my knuckles on the dashboard every time I change gear. It may be that other V8 owners won't have this problem, (but I doubt it) which to a certain extent was reduced by my siting of the dashboard about an inch and a quarter further forward, to help me fit in my ex-Triumph Dolomite instruments.

Talking of instruments, and speedo's in particular, I've found a company in North London who will recalibrate your "old speedo" to give an accurate reading again. I envisaged all sorts of problems in getting an accurate speed reading with my speedo, given that I was using a Rover gearbox c/w speedo drive, a Triumph Dolomite speedo, a Cortina axle and 195x60x15 tyres! However "Speedy Cables LtX' of The Mews, 26a St Pauls Street, London NI, (Tel : 071226 9228) were able to recalibrate my speedo quite quickly, within 2/3 days, and for a reasonable sum. They needed certain information about the exact size of the wheel and tyre, as well the number of turns of the speedo cable for six revolutions of the road wheels, which is relatively easy to provide.

Unless you can afford to have the aluminium bumpers, windscreen surround parts, etc, professionally polished, it can take an absolute age to get a decent polished finish on these components. I've found that a

polishing/buffing kit available from "The Eastwood Company" of Bristol (Tel:0454 329900) is just the ticket for getting a good finish at a reasonable cost. The 8 inch buffing wheels are more effective (in the good old Black & Decker) than the 5 inch ones because their work rate is much better.

At the time of writing this piece, I'm just starting to do the trim, having made and fitted my exhaust systems and got the engine running. I've booked my car into the Croydon Vehicle Registration Office in mid March and hope to be driving it to the Chatham Kit Car Show (March 26/27) as well as the Stoneleigh Show in May. By then my car should be fairly weather-proof as Colin delivered my hood the other night, with a promise that the sidescreens would follow shortly!

That's all for the moment (Hoo-bloody-ray says the editor) and I hope to see as many of you, and your cars, as possible at Stoneleigh in May. Hopefully John and Julie will have provided details of the timing, etc, of the AGM to be held at Stoneleigh elsewhere in this newsletter. I plan to bring a large frame tent to the Stoneleigh show for Club Members use during the two days of the show. If there are enough of us "staying over" or around on the Sunday evening perhaps we could have a barbecue or something equally social!?

Details Details Details

Chris has also kindly enclosed a few details of shows later on in the year particularly where we know that GCS Cars and or our owners club can/will be attending.

The National Kitcar & Modern Classic Show at The Royal Agricultural Showground, Stoneleigh on 11/2 May 94, again with FREE admission to kit car drivers, also the venue for our Hawke Owners Club meeting on our own allocated Club Stand (see elsewhere in this newsletter for details).

The Peterborough Kitcar Roadshow at the East of England Showground, Peterborough, on 29/30 May 94.

The 12th Alternative & Kit Car Show at the Newark and Notts

Showground, Newark on Trent, Notts, on 18/19 June 94.

The Bromley Motoring Pageant at Norman Park, Bromley, Kent, on 26 June 94, where GCS Cars and our owners club has a joint stand area capable of holding about 5/6 cars. This means that we will have the opportunity of having 3/4 owners cars sharing the area with Colin & Garry's demonstrators. This show is not just another kit car show, but a celebration of motoring in general, and there are literally thousands of cars, older military vehicles, commercial lorries and buses to be seen. Also there are usually more trade/retail/autojumble stalls to be seen than at most kit car shows and other similar gatherings. Please contact Chris Pecover for further details.

Carcraft '94 at the Sandown Park Exhibition Centre, Esher, Surrey, on 6/7 August 94. Minimal information at the moment, but usually there is FREE admission to kit car drivers.

KIT CAR CONTINENTAL

A Kit Car owners outing to Calais & Boulogne. This looks as though it could be great fun. Official welcome in Boulogne, driving through the country side and having fun. Cost: £49 (inc ferry & B&B based on 2 occupants in car) Date - out 14/5/94 14.00 hrs Return 15/5/94 21.00 hrs. More details: Classic Car Tours 0304 380244

Colin tells all, well some.

Colin has found some time to write down a few useful bits of information:

I'm not one to pick up a pen and write something, I'm much more at home with a spanner or welder. Keith asked me to write an occasional column with a few "tricks of the trade" so here are a few.

The petrol filler cap

I'm often asked of a way to secure the filler cap. The way I do it is by taking a piece of Aluminium strip, about 8" x 1" (the waste from the bonnet trimming can provide suitable pieces). Bend this strip through

90 degrees along the longest axis. This gives you a piece of angle as in fig 1. Cut one face of the angle at right angles to the edge every half inch or so, this gives you a piece like fig 2. This can be bent into a circle and fitted with a Jubilee clip around the filler pipe on the underside of the tub see fig. 3. This secures the cap very firmly and it can be removed easily should the need arise.

Speedo cables

Fitting the speedo cable to after market speedometers is reasonably easy using the standard Ford cable. The cup on the speedo end is usually too large for the drive fitting on the speedo's so this needs to be split by cutting with a hacksaw. This allows the cup to be squeezed closed by a jubilee clip around the outside. This will then grip the lug on the rear of most speedo's. This works very well for the Skoda speedo as well.

Keeping the water out

Sealing the base of the windscreen: Use part of one of the door rubbers off the Cortina. This is as the section in fig 4. Cut the section as shown and it will fit to the bottom of the screen and hold itself in place. The screen can be bolted into place, when you're satisfied with the fit, the excess can be cut off with a Stanley knife.

I hope these bits of info prove useful, but as you all know, I'm only at the end of your phone if you have problems or need advice.

Keep building those cars!

News from GCS

By the time you read this we will have completed the first shows of the year at Stafford and Chatham. Response from the shows has been good and recent articles in "Kit Car International" and "Kit Car" have certainly helped. The remaining shows are:

Stoneleigh

Newark

Norman Park (Bromley Pageant of Motoring)

Sandown Park
Donnington Park
Castle Coombe

We are in the process of having exhaust systems and manifolds made up for the V8 and at the same time we are having 4 branch manifolds made for the 1.6 and 2.0 OW engines. We will keep you informed on prices.

People always ask at shows whether we know of any fully built cars for sale. What will do in future is to put them in touch with the Owners' club, so they can find out if any cars are for sale.

A V8 sports kit has recently been delivered to Peter Filby of "Which Kif magazine. As far as we know the car has been sent down to the west country to be built up for him.

Finally we hope to see some of you at the shows, especially Stoneleigh.

Regards,

Garry and Colin

Secretarial summary

A bit late - but I hope everyone had a good Christmas and New Year and Easter too!

Unfortunately we are still without an official club logo as only one member, outside of the committee, voted for any of the designs. To give you all a second chance to express your opinions I would like to suggest that a vote be taken at the AGM. For those of you not able to attend, please let me have a "postal vote" before then and I will include it in the final tally.

On then to the AGM. As you know it was agreed that Stoneleigh was to be the venue, but we required notifications of a preferred day. As, once again no response was forthcoming, the committee has decided that the AGM will be held on Monday 2nd May. An agenda will be compiled and made available prior to the meeting, so if there are any matters you

want included please let me know ASAP! Start time will probably be 2.00 pm.

Finally a club stand has been booked at Stoneleigh which, all things being OK (the weather) will be the venue for the AGM. The club will also be at Norman Park with GCS, but members will have to park in the regular car park as there are no club stands as such, all space is allocated by the organisers. The Norman Park show is the largest one day event in the country and a good place to source parts as it has a very large auto jumble and many classic vehicles attend. Anyone requiring further details or who has ideas of other events to attend as a club, please contact me.

Hope to see you all at the AGM.

YWK 678X alias No. 29 - Derek & Paul Newman write

Armed with cheque books, we set off for a day at the 1993 Stoneleigh Kitcar exhibition. We had a clear idea of what we wanted, plus the resources to finance the project without having to live on a diet of bread and water for the next two years.

Paul had been having a 7 year love affair with a Moss and he had even purchased a suitable donor vehicle. Having rejected the Merlin (Good decision - Ed.) which is a kit produced just 3 miles away, we had decided to see as many completed Moss kits as we could at the Owners' club stand. It was very impressive, six or seven completed cars in various combinations of body colour and upholstery on the road!

But all was not well. In any Father/Son project, the finished article must be comfortable to drive! It was sadly realised that there was no way in which Derek could ever comfortably and safely take the fruit of goodness knows how many hours of labour, on to the open road. How do you go home and tell wives that you didn't buy one...

Earlier in the day we had noticed the GCS Stand and spent quite some time looking at the Hawke. To say that we were impressed is the understatement of the year (impeccable taste - Ed). So we returned to the stand to take a good, long and hard look at what was on offer Earlier disappointment soon turned into the realisation that, here was a

car, that in some respects we liked even better.

And so the order was placed and the search for a suitable donor vehicle started. Now we are all aware that there are plenty of cars around when you don't want one but when you do, it is a totally different matter. We were looking for a 2 litre Mk V Cortina in driveable condition. This seemed impossible to find and we therefore had to rely on a body damaged alternative. Through the good offices of Rover rallying enthusiast Ian Lamprell we were able to use his trailer and Range Rover and the back of a barn, which he rents from a local farmer, to strip the Cortina body from the sub-frame assemblies. One remembers a comment from the farmer which was 'Ere, ain't you dumping the wrong half?'

Over the following months there continued that all too familiar practice of cleaning, refurbishing and repainting components. We had inherited an automatic gearbox, but decided that, to use it in a Hawke, would not be quite kosher. So began the search for a reliable manual box and all that a change over entails. The long winter **evenings were spent reconditioning** the engine and gearbox, taking advice from "experts" whose opinions seemed at variance with each other. Chassis No. 29 was delivered on 18th October 1993 and it was given three coats of black Hammerite.

Early in January 1994, the rolling chassis was assembled and the engine bolted into position. At this point we were hyped up. Would she fire? All our forebodings vanished, when using a jam jar as a petrol tank, our pride and joy burst into life at the third attempt. (Quite remarkable - we thought)

By mid-January, the body tub and front wings had been delivered; we had decided to opt for rear wings which adopt the new style lights which Colin and Gary are having made. Whilst all this has been going on our thoughts have turned towards a colour scheme and we have now settled on a body colour of Olde English White (What a superb choice Ed) and tan for the upholstery (we had seen the real leather seats intended for the V8). Unfortunately these do not come at vinyl prices! It has been suggested that we use a fabric called AMBA (Ambla I think Ed) which has most of the benefits of leather, and is only slightly dearer than leather

So at Easter week-end, our progress to date: Body shell bolted onto chassis we have taken delivery of a set of doors and we can see the shape of our can. It really does begin to look like a Hawke. It must be admitted that at times, progress seems to be slow. Almost all tasks have taken longer than they should have done. But sufficient progress has now been made to spur us on to complete the second half of the project.

Editors Hints & tips

1. Martin Whistler writes in: (yes folks a real letter, some of you others should learn to write!) Martin has found a cheap and helpful supplier "Discount Autospares" at New Cross Sutton, in Ashfield Notts. Phone 0623 441331 contact there is Andrew Wells. Martin doesn't say whether they'll post stuff to you, but the prices seem almost silly: Steering rack £11.66, Ball joints £4.99 and Brake Discs £5.36 all plus VAT.

2. If you need any bearings (wheels etc) then get the number of the component from the side of the race and give your local SKF or other bearing dealer a call. They are often half the Main dealers price for exactly the same component. (Keith McLuckie)

From John Saunders

3. Chassis brackets are for the 5 speed Ford gearbox - if you use a 4 speed box then adaptor plates are required. Ensure you try the gearbox of your donor car -first gear layshafts are very expensive.

4. A 2 pack professional spray job is well worth the expense - not cheap but looks great. Mine is in Rover British Racing Green.

5. Any midlands based members can contact me for a source list of local suppliers.

4. Make your own running board strips - channel can be ordered in standard lengths, cut and shape to suit. Rubber filler strips come in various profiles, order length required.

5. I have designed a filler cap flange, subsequently chrome plated. Looks very neat. Drawing may be obtained from me if required.

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.

Could you vote by contacting Julie or at Stoneleigh - see article this issue. The badges are numbered, please quote that when you vote



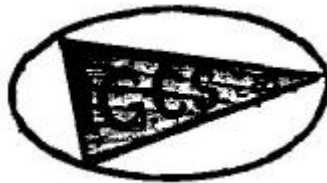
2. John Saunders



3. George Paterson



4. Yvonne & Bill Shirley



5. Trevor Gilbert