

GCS Owners' Club Magazine

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Get your contributions in

Editor's bit

I've really had quite a nice time driving my Hawke about. I've only done 900 miles since it's been on the road, and those have been pottering about. Having run it in for 500 miles (Engine was re-bored, crank ground, new valves & seats and stuff) I've lately been giving the right foot a bit of exercise. Colin tells me that the first demonstrator "Flo" was clocked at Santa Pod, 0 - 60 and did 7.8 seconds (Flo is standard 2 litre). I can well believe this having used slip roads onto the motorways to full effect. I must ask GCS if they provide a neck-brace for the V8, because the 4 cylinder versions are brisk.

I have this small idea in the back of my mind that a transplant of cylinder head/camshaft and twin-40's etc would make things even more entertaining, but at the moment good sense reigns.

Compomotive took nearly 3 months to deliver the CXN 6x14 alloys I ordered through Ripspeed. They finally arrived, and 2 had to be rejected because of poor finishing, they supplied 2 others with only a small amount of shouting. By the way Ripspeed were not only very

price competitive, but they were extremely helpful - I can recommend them. (No I'm not getting a back-hander). Incidentally they were the only company I spoke to (I tried 4) who knew what an "offset" is and how to measure it properly They were completely un-worried by my quoting 55 mm from drive face to outside rim for the wheel fitting I required.

I must say the new wheels are a vast improvement over the Cortina wheels I was forced to use for ages, the ride seems better and the ground clearance has gone up a little. (I'm using 175 14 - normal aspect tyres.)

I joined 3 others and GCS over at the Bromley Pageant of motoring a few Sundays ago, and I enjoyed myself hugely. I arrived very early to miss the traffic. While I was parked and casting round for the correct stand area, a Morgan V8 pulled up, and the driver asked "Where's our stand". I didn't know the gentleman, and why he should have asked such a question in quite that way I've no real idea.

I think I shall go to Castle Coombe in September, if the weather is dry and not too cold, it should be a fun day out. Maybe I'll see some of you there.

Congratulations to Chris for the appearance in Which Kit magazine. I think the photographs look really good. I would really like to see what the journalists who write the articles have done themselves in the way of Kit building, painting and so on. This would allow one to see the wealth of personal expertise and experience upon which they draw as the basis for their judgements.

By the way, The white +2 demonstrator has just been sold after 18 months of service with GCS. It was sold for a good price, I understand from Garry & Colin. It's nice to know that all that time, money and effort is appreciated by others, extending even to their wallets!

Chris Pecover - his is finished - well almost!

What a lot of water has gone under the bridge (or more accurately miles under the wheels) since I attacked the keyboard for our last

magazine. My car's finished - well almost - and I've done 1500 miles in it, and it's brilliant!

In the middle of March I took the car to the Croydon Vehicle Registration Office for its "exhaustive" inspection and 4 minutes later I was advised that I could keep my original registration number. They only check that the numbers (engine and chassis) you've provided on the application form, match those on the car. This is after you've provided original copies of the key receipts to them to prove that you really did own the donor car and that you have bought the kit. Just to think that I borrowed a trader and took the day of work for an inspection that took less than 5 minutes. Whilst Croydon office wouldn't let me drive the car to them (the car had already had a very thorough MOT test), it seems that some other Registration Offices will let you drive to them, so it pays to make enquiries from your own local office.

April came and went with me very busy at work, but still finding the time to carry on finishing of the trim and all those little jobs that need to be done before you can say that the car is finished? I managed to get the car into a sufficiently acceptable state to drive down to Chatham for the that show, and thoroughly enjoyed the experience.

May saw me driving up to "Stoneleigh" in my Hawke, with my trailer in tow, laden with my frame tent, barbecue, etc, for use over the weekend. It really is peculiar feeling to be driving your car up the motorway, or other roads for that matter, and have people in "ordinary" cars (Meaning non-kit cars) taking an extraordinary interest in the Hawke. I even had some idiots taking photographs on the move as they repeatedly overtook me!

Stoneleigh was a good show, and it was so nice to see several Hawke's together over the two days, and be able to compare notes and building experiences with other Hawke'ies or should that be Hawkeye's. (PS should we have a name for the magazine? Is HAWKEYE appropriate ?

Our first AGM came and went at Stoneleigh, and I'm sure that Julie and John will have provided the necessary words for this issue, so I won't bore with a repeat, save to say that I will writing to you all soon

about our annual subscription ! ("Bad luck as I was re-elected as treasurer for our club during the AGM") Hopefully next years event will see a few more cars attending and we can organise some early evening entertainment, Bar-B-Q etc. Any ideas?

My wife and I popped over to France in mid-May for a KITCAR Continental Tour which was different and most enjoyable, organised by Classic Car Tours of Deal in Kent. A mid-day ferry from Dover to Calais carried about 30 kit cars, all of which attracted quite a bit of attention and interest from the locals (both English and French). There were Westfields, Sylvas, Duttons, Pilgrims, Cobras, Merlins, Rickman Rangers, an immaculate Beauford, a superb P4 Ferrari replica, not to mention one Hawke, which also attracted considerable interest. From Calais we wound our way via the coast road and Cape Gris Nez to Boulogne where a civic reception had been organised by the local Chamber of Commerce. We all parked up in a reserved part of the old town square, and enjoyed the hospitality of Boulogne, to be honest they were a bit overwhelmed by our numbers, but it was pleasant nevertheless.

On to the dedicated hotel on the edge of Boulogne where we were able to park in relative safety, courtesy of a well lit car park and a night porter with strict instructions to guard the cars with his life, or his last bottle of wine, which ever he considered most important! A pleasant meal in the town in the evening with lots of fellow kit car enthusiasts ensued, with most people getting "wetter" inside than they were outside. No mean feat as it was p*****g down that evening. The following morning saw some of us drying cars out having found out where the water comes in, and some people bailing out where necessary I certainly found out where my Hawke needed to have better weatherproofing! However with no rain around it was hood down and off into the French countryside for a "gentle" tour of the area, stopping for morning coffeelcognac in a delightful village and on to Le Touquet for lunch.

We departed from our lunch time halt, where the cars had been lined up along the promenade and subject to much interest and discussion among the local populace, and headed back to Boulogne and Calais via the scenic route, which just happened to take in one of the large wine and beer warehouses outside Calais. We got lost once or twice on the

way back, lesson 1 - don't follow other people who think they know where they're going, and 2 - French roadworks and "Deviations" are even worse than English ones for not telling you where to go!

Safely back to Calais with no real problems, although my engine was playing up a bit with the occasional fuel vapour lock causing it to run rough and be down on power (since cured). Everyone got back safely, and what a good idea for those rear seat belts on a Merlin that I saw, safely strapped in position were three cases of wine on the back seat. Back in England, with the rain coming down again, but not so many leaks, we made our way home, having thoroughly enjoyed our weekend, and promising ourselves to do something similar next year.

In June I went along to the Biggin Hill Air Fair for a beautiful day out, scorching hot and a great air show to boot. One of the advantages of Kit car ownership is now becoming apparent to me, namely that when driving your car to these shows you can make some real savings in admission costs, some will even let you in free! Bromley Pageant of Motoring was another good day out and we (Four club members and GCS Cars shared a double stand) had a most interesting time at this very large show My wife even enjoyed the whole day, particularly when driving by the Morgan Owners club area and seeing the various expressions on their faces!

Next on the agenda is the Sandown Show to be held over the 6/7th August and as a club we plan to be there on Sunday 7th. We've no further details at the moment, but when you turn up on the day just follow the marshal's directions to the club areas and you should find us. If sufficient people are interested, I can make arrangements to bring a small barbecue along for a "cook out" during the day? Please let me know if you are so interested a.s.a.p.

In September there is the Donnington Show - 10/11th Sept. - at the famous race circuit and I expect that some of us will get to that show on the Sunday. Do look us up if you can make it it promises to be a better show than last year with more of everything including the stalls where you obtain all of those little bits and pieces necessary to finish the car off.

If you fancy stretching the legs of your Hawke, without the worry of

Radar traps, speed cameras or the attention of traffic cops (Must be careful what I say here as one of our members is in the "job"), then Saturday 17 September is the day for you, at Castle Combe race circuit. We have the opportunity to get on to the circuit between 9.00 and 11.00 in the morning, for a bit of a blast! Please contact Garry or Colin at GCS for more details.

Finally (Hoo-bloody-ray you might say!) is a plea for contributions, adverts, requests for information, or anything else you can think of for inclusion in the next magazine. It really will make Keith's job as editor a lot easier if he can have your input in plenty of time. Hopefully elsewhere in this issue he will have announced the future publication dates, and when he needs your material for those issues.

News from GCS

Quite a lot to report in this issue mainly because of all the shows and other recent developments. On the seats front we have negotiated with a manufacturer to make seats for us. We should have a pair on show at the Sandown show, together with delivery times and prices.

The Norman Park show in Bromley was an excellent day out and has opened up new possibilities for G. C. S. We had some serious enquiries from classic enthusiasts who viewed the Hawke as an everyday possibility whereas their own classics weren't. We also had some funny looks from a nearby stand (M.O.C.) I think a good time was had by all on a very hot day and we would like to thank the owners who turned up with their cars

Stoneleigh and Newark were another two busy shows for us, especially the Sunday at Newark, The +2 demo car was out up for sale at Newark and was sold by Sunday to Mr & Mrs Harris. We are now going to build a replacement, more about that later.

As we are writing this the report on Chns Pecover's Hawke has come out in "Which Kit?". As Chris' car was one of the first readers cars finished "Which Kit?" wanted to feature it and also asked if they could have our V8 demonstrator as well. The time schedule was tight and we only MoT'd the car on the Friday previous to the Monday photo shoot. Needless to say the car had covered little mileage (23 miles) and we

had a few teething troubles. This did not stop Ian Stent enjoying himself and gave us an excellent report, especially on Chris' car. The photo taken of the cars on the move proved quite interesting. The picture was taken with Colin driving the white Hawke +2 Demonstrator and Ian Stent in the back while Chris and Garry following in the V8's. Our thanks to Chris for his time and for arranging the photo venue.

We have taken the decision to invest more capital into GCS because of two developments we feel we need to make. The first is the production of new moulds made up to a quality where we can offer gelcoat colours. Work has already started on some panels and we should have a sample on display at Sandown. The second development is to go Sierra based as well as Cortina. This was always on the cards, but we felt it had to be sooner rather than later. The next +2 Demonstrator will be based on a Sierra 2 litre injection. We are not sure how advanced we will be at Sandown, but possibly a Sierra chassis may be on display. As you can appreciate both these options will take a lot of time and money to develop and we'll keep you posted.

The remaining shows for GCS this year are Sandown, Donnington and Castle Coombe. Hope to see you there.
Secretarial Summary

Hello again

First of all, I would like to thank those of you who made it to the AGM at Stoneleigh. The attendance was good and the weather was perfect.
Minutes of the Hawke Owners Club - Stoneleigh 1994

1. Official club logo is the contribution from George Paterson.
2. Original committee members were voted back in with the addition of Paul Newman as Social Secretary (thanks Paul for volunteering). Any ideas for events/gatherings to Paul please: c/o 2 Holmsdale Close, Westcliff-on-Sea, Essex SS0 0QW
3. It was proposed that club membership fees should be £10 per annum,

this was agreed.

4. GCS are attending Castle Coombe on 17 September 1994 and we hold entry tickets for 16 people and track passes for 8 cars. If anyone would like to go, please contact Julie ASAP, particularly as some have been allocated to members who expressed an interest.

5. Julie asked if members would let her have photos of finished vehicles so that she can compile a "visual" club register for use on club stands.

So as soon as you've finished.....!

6. Proposed and agreed that next year's AGM be held at Stoneleigh.

News from the Secretary

GCS have contacted the Sandown show organisers and have received a club stand for this year's show.

For those of you not at the AGM, a copy of this year's register of owners is enclosed. If there are any serious errors in your entry, then please let me know. Also enclosed are membership numbers.

Questions

From Keith McLuckie:

My Hawke - with standard 2 litre and standard radiator, insists on blowing water out via the cap if I top up the rad. If I leave the water at its own level, i.e. after blowing-out then the level stays there. Although the cooling is fine most of the time the temperature does rise when in slow moving traffic: I reckon an expansion tank might help - anyone suggest one that's suitable?

Does anyone else have this problem?

Has anyone got any spare money? If so please send to the editor.

Hints & Tips.

When you are tooling along the motorway, your side-screens will move out at the top. (This is common to all sidescreens in my experience). The solution is to cut a small strip of Aluminium and pop rivet it to the top of the sidescreen frame on the inside so that it overhangs the front end. It should be bent in such a way, that it is positioned behind the screen seal upright when the door is closed. When positioned correctly this will still allow the door to open and close without hindrance, but will stop outward movement of the screen at speed. Nice one Colin. I'm sure Colin will explain further if you phone him.