

ECS Owners' Club Magazine



Issue 5

Winter 1994

Club Details:

Chair : John Saunders 0384568422

Treasurer: Chris Pecover 0689830715

Secretary Julie Brown 0634244212
24 Constitution Hill
Snodland
Kent ME6 5DH

Editor Keith McLuckie
10 Margaret Road
Bexley
Kent DA5 1DU

Copyright 1994 - No reproduction without permission

Next Publication: December 1994/January 1994
Get your contributions in please

IMPORTANT: GCS NEW PHONE NUMBER now 01689 813877

Editor's bit

Having run-in the Hawke's engine, I thought I would see what the beast's consumption was like. I went over to Reading with Deborah and the kids to see relatives. I went via the M25 (ugh!) etc., and it's just over 90 miles. I filled the tank up before we left and then filled it again when I arrived. I'd used 10 litres (10.01 actually). This comes out to nearly 41 to the gallon. Although I was only doing 60 - 65 mph and I was in 5th most of the time, except for the two jams we were stuck in, it's still very impressive. It does about 27/28 mpg round town and short runs, but it gets a bit of right foot there. What do you lot out there get from your completed Hawkes?

Dean Pedraglio has been to Europe in his Hawke and he's visited Michele Lacombe, who's Hawke build is nearing completion. Michele's Hawke sounds interesting, so if you're reading this Michele, send me

the details, even in French, I can get it translated. Dean sounds as though he had a great time.

Rumour has it that there is some sort of organised system coming into use in the registration offices of the DoT. Apparently you need 8 points to get your original registration number. See Colin's article for more info! I don't think they intend to publish these guide lines, but it would be refreshing if they did, a little openness, after all the DoT does work for us(?)

I saw Colin the other day, and he tells me that he and Garry are always receiving requests for information about owners who want to sell their completed Hawkes. If you want to sell yours, then call Colin and he may have a ready made customer! I'm half tempted myself, because a V8 with a Sierra back-end has growing appeal, please don't tell my wife!

As always can I ask for contributions, Dean's is excellent this month, why not send yours? (Rumour has it there are one or two journalists out there - well why not pen something for free?!)

Letter from the Chair

These few notes are being written shortly after the Donnington show where Chris Pecover's V8 was parked near the entrance and certainly attracted a lot of attention from the public (thank heavens it was a nice day as the top was down).

Moving inside we quickly found the GCS stand in a good position in the hall with plenty of interest being shown by Joe Public. The +8, sorry V8, demonstrator, was being exhibited along side the embryonic Sierra based chassis which Colin and Garry mentioned in the last magazine. Hope many of you had the chance to go to the show, although it was mainly manufacturers exhibiting this time and very few "bits & pieces" stalls.

Julie Chris & I held an informal meeting where a number of points were discussed:

a) Subs - Chris has received the majority of these from those who were liable.

b) Regalia - A second quote is to be obtained for comparison on prices, so that we can decide where to source items, hopefully supplies will be available by the end of the year.

c) Contributions for club magazine - As I have said in previous magazines; your contributions, whether it be two pages or two lines, are welcome. Anything interesting (though not libellous - Ed.) would be nice.

Dean Pedraglio's European tour

It all started 18 months ago, by chance, when I mentioned to a friend that I would not mind touring, in my Hawke, on the Continent. When he said that he'd like a driving holiday, possibly taking in Austria, because he'd been before and liked it, we were all set. With the Continent in general and Austria in particular, as targets, we planned a break which turned out to be 3,000 miles in three weeks. After what seemed a long gestation period, it was 3 o'clock in the morning and we were on the Ferry looking for nuts and bolts to re-fix the number plate. Hawkes are subject to grounding when boarding P&O ferries. After a long and arduous sea voyage we arrived in Calais at 6 o'clock. We had decided not to use motorways and set off for Dijon, some 400 miles, for our first night's stay. We swapped drivers every 100 miles, and we arrived in late afternoon at our pre-booked hotel, we were both exhausted. The next day's plan was to meet Michele Lacombe at a Classic Car show and to see his Hawke back at his house. In attempting to find the show we were flagged down by the driver of a Ronart. After a lot of sign language (we cannot speak French) the Ronart owner turned out to be Jacques Grandjean, a friend of Michele's and he led us to Michele's house. I must say that he is doing a fine job on his Hawke, it is painted in Ferrari yellow. He still has the trimming to do, but as it's his trade, he will have no trouble in finishing to a high standard. He has used lots of his own ideas on the Hawke to great effect like the rounded scuttle and a more curved windscreen. In the evening we were taken for a Farmhouse meal with friends. We had a great time and vowed to go back to Annecy. It has a beautiful lake and wonderful mountain scenery. The next day we were on the move again visiting Chamonix, a town in the shadow of Monte Blanc, from there we used the Monte Blanc tunnel as our entry into Italy.

We stayed over night in Aosta and moved on to Lake Como, where we stayed for four nights. We took the chance to put the car to one side for a few days, to take another form of transport, namely a boat to see the sights. With all this good food and wine we wondered if we would ever fit in the Hawke again. With over a week gone of our tour, we pressed on to Padova. Here we stayed and used it as a base to see Venice, a very memorable place, mainly for the smells.

From here we went on to Austria, what a change in scenery. It was just like a picture postcard and the big surprise was how cheap the Guest Houses were. In two days we arrived at Peisendorf and used this as our base to soak up some culture in Salzburg and look at the scenery around. We went up to see Gross Glockner (a mountain nearby). The road twists and turns getting colder by the minute, driving through clouds with snow appearing in shady recesses. Then the trees and grass slowly disappear and finally we made it to the top and what do we see, a multistorey car park, yes - at 10,000 feet it's like being at your local Sainsbury! By now the Hawke had done some 1,800 miles and checking the oil and water every other day was becoming a nonsense as it didn't use any. Nothing had fallen off, well excepting the number plate (3 times), the car is rattle free and we are still enjoying the handling round the mountain hairpins. Now this is not a sign of my prowess as a car builder, but more a testament to the skills of Garry and Colin (much too modest - it's a bit of both - Ed.).

Next day we moved off early to take in Krimmil waterfall. We parked the car and headed towards the waterfall, but looking at the distance we decided it was too far to walk and we took the easy option of the special taxi. At £4.00 each we thought it was rather expensive for a 10 minute ride, but when we saw the pained expressions on the faces of those walking up we changed our minds. The view across the valley was superb and the waterfalls were very dramatic. By afternoon we were on our way towards the border for our last night's stay in Austria.

We had decided to go through Switzerland on our way back to France with maybe a two or three night stay, but although Switzerland is a very nice country, it is expensive, and the old folding stuff was ruling our choices. It turned out to be one night only and a quick dash out the

other side. Back in France we paid a visit to fellow club member Michele once more with another night's stay in Annecy and then on to Dijon for the final blast back home. As the inevitable drew closer our faces got more solemn with the thought of going back to work. We'll go again.

With some ninety gallons of fuel being burnt and over 3000 miles under our belts the car returned 35 miles to the gallon, which is not bad for a two litre with two heavy drivers with right feet made of lead and enough luggage for 6 months.

Must remember to take more money next time and I hope this may inspire a few of you to take your Hawke touring, to see and be seen.

Chris Pecover writes

Here we are again, trying to think of something useful and witty, or not, for this quarter's magazine. It's easy to write something whilst you're in the process of building your car, but once finished there's a bit of lull and loss of direction as to what to do next! Back to the decorating, gardening, etc., or what ever needs doing.

What's happened since our last magazine came out in July? (And well done to Keith for getting a bumper issue out) The Sandown Show came and went in early August and it was good to see Dean Pedraglio, Trevor Gilbert, Les Rumjahn and Mr & Mrs Doolin with their cars on our club area (apologies if I've missed anyone out), even if the "organisers" were not very well organised in providing us with premarked area. Quite a few members who are still building their cars came along as well, which was nice, and we all had a good chat and look around the cars present! I'd managed to squeeze a small barbecue into my car, along with necessary charcoal, folding chairs, cool box, etc, so those who brought something to cook were able to have a "cook out" and very pleasant it was too. The "breeze" kept the smoke out everyone's eyes!

I don't know if the Sandown show will be put on next year as several people commented on the poor attendance by both manufacturers, parts & accessory stalls, and the paying public; comments which seem to have been echoed in some of the Kitcar Magazines?

Next in line was the Donnington Show in early September, a few of us managed to get to it but I've not got a note of who was there over the weekend (apologies, once again). I managed to get up there quite early on the Sunday at the invitation of "Which Kit to put my car in a "special" display area (they said). It turned out that we just parked outside the entrance to the exhibition hall, and I could have spent a bit longer in bed that morning! The show was quite good with quite a reasonable number of manufacturers present - GCS Cars had a very good position and stand, with their red V8 demonstrator looking beautiful on one side, and the new Sierra based development chassis on the other. Not too many parts & accessory stalls at the show, and those outside the front of the hall really had a windy day.

Putting my Treasurer's hat on for a moment I can tell you that I wrote to everyone in August to do what all treasurers have to do from time to time, that is to ask for money! I'm pleased to report that most eligible people responded, with only a few of you not bothering to reply. I didn't need to write to the more recent GCS customers as their first years membership is paid for by Garry & Colin when the kit is bought. If for some reason you did not receive a begging letter from me and think that you should have paid your club membership fee, then please feel free to contact me to clarify the situation!

The magazine costs approximately £40 per issue to produce and send out so we shall be reviewing our posting list and only be sending it, and any other applicable club information/invitations etc, to those fully paid up members. So don't lose out and make sure that you stay on our club membership list!

Several members have suggested that as a club we have banner of some sort for use at shows and other events! A cloth or fabric banner seems favourite, as it could be easily carried to events and with aid of couple of poles (or anything else suitable) could be erected easily. The club has sufficient funds for such a banner, it only needs someone (with a sewing machine?) to buy some suitable materials and make it! (or get it made, if you'll excuse the expression) Any volunteers! Please contact John Saunders, Julie Brown or me for ideas/money etc.

Following this year's successful Bromley Pageant of Motoring sponsored by Classic Car magazine, where GCS and our club shared a

stand, right in the centre of this immense show, we have decided to go again next year. We'll be able to get even more of our cars on the stand next year as we've taken a slightly larger area, helping out with the cost along the way, More news about exact dates in later issues of this magazine (I hope?).

As I write this, in mid October, my wife and I are just waiting for the tickets for another foray into France to drop through the letter box. We've decided to join the Kit Car International magazine's weekend trip to France, organised by Jonathan Bowles of Classic Car tours, for the last weekend in October. We had to really(!) as he used a picture of our car in the double page advert for the trip in the magazine (Bloody cheek! as he didn't even ask if he could use the photo - still it was his picture taken on our trip last May). Hope the weather is kind to us!

Looking ahead to next year, it seems that the Government is playing silly b*****s (that's buggers - Ed.) with the May Bank Holiday, and instead of the holiday being on Mon 1 st May it is now going to be on the following weekend ie. 8th May. This has had an impact on the timing of the Stoneleigh Show, venue for our AGM, which, having spoken to the organisers -Roger & Emma Cooling- will now be held on the Saturday/Sunday of the last weekend in April (29/30th). I hope that "April Showers" have all disappeared by then!

When I'm desperate, I still disappear out into the garage and try and think of things to do on my Hawke, and recently decided to improve the performance of the heater, well it is getting colder now! I have the older glassfibre moulding to take the Mini heater fan (or is it an impeller?) and its never been very good at getting air into the cockpit. Later models of the Hawke utilise the heater fan arrangement from the Cortina, which seems much better. However rather than rip out my existing heater fan box and start again, I decided to give the existing mini impeller some extra help. Enter one 5 inch fan, the sort that are sold to be used inside the car in hot weather for extra circulation. I made up a conical tubular scoop (from glassfibre reinforced card) in which was fixed this 5 inch fan. The scoop has been fixed inside the front wing so as to "catch" air from under the bumper as the car moves forward (well most of the time!), and then connected via flexible trunking (ex-Mini) to my heater feeder trunking. When the heater is now switched on both the Mini impeller and the 5 inch fan are working

together to pull air into the car, and it works very well! (Well I would say that wouldn't I!)

Electrical trouble - Keith McLuckie

Recently, I've had trouble with the battery on my Hawke going flat, and it's new! This caused much irritation, I only had to leave it from weekend to weekend and there was barely enough juice to kick over the engine. When I had the time I started to look for the cause of the drain. I disconnected all the fuses in turn, and tested across the terminals with an ammeter and I found a 200 mA drain. This means 2 AmpHours of battery capacity every 10 hours are required to supply it! So in a week that's 34 amp/hours gone that'll all but kill most batteries which are 45 to 70 AmpHour rated usually, after 2 weeks it's dead! The cause? Well it turned out to be my Lumination ignition. There is a supply to this, that makes the thing work, as opposed to being the switched supply for the coil. It was probably my reading of the instructions, but it says this should be a permanent supply (I actually have a concealed switch in the supply so the car won't start, but I didn't usually turn it off when it's locked away in the garage). It must mean - permanent supply when the ignition is on - as I said, my mistake - probably. I hadn't noticed this when the car was in every day use, but I did when it wasn't. By the way the alarm system uses 14 mA in standby mode and 20 mA when armed, this sort of load will take ages to drain the battery so it is not a problem. Anyway the cure for the ignition drain was simply to use the immobiliser switch - which I do now.

Secretarial "bit" from Julie

Hello everyone, hope you had a good summer and got a lot done on your Hawke!

Now once again the nights are drawing in and it's on with the thermals and garage flood lights.

Initial enquiries have been made regarding club memorabilia and I will let people know as soon as I have sufficient information about prices and what will be available. If anyone has any new ideas or sources for club items then please let me know.

Castle Coombe was a great success and I'm sure GCS have included something about this in their bit. I had the opportunity to go round the track a couple of times and it was superb.

If anyone failed to retrieve their membership card/number from the last envelope sent (I know of at least two) please let me know and I will send another card.

I am pleased to have received photographs of some finished Cars and would ask again for photos of any finished recently for inclusion in the "visual" club register.

The owners club have once again booked a joint stand with GCS for the Norman Park show in June '95. If anyone is intending to join us could you please let either myself or Paul Newman know as space will be limited and we would not want disappoint anyone on the day. There will be space for approximately 5 or 6 cars, but this is yet to be confirmed, we'll let you know. Following on from this if anyone has any ideas or interest in attending any particular shows or events, please let Paul Newman or myself know and we will raise it with others to gain additional support.

News from GCS

Firstly a round-up of the last few shows. Sandown Park turned out to be a disaster, with only one hall open it was not good value for the Public. Attendance was down and, with stand space costing nearly as much as at Stoneleigh, it means that GCS will not re-book for next year. Donnington Park was thankfully much better. The Sunday was especially busy for us and this is one show we will definitely book for 1995.

The Castle Coombe action day was brilliant, we would certainly recommend this for Owners Club members next year. The V8 never missed a beat all day and certainly opened up a few peoples eyes as to its performance. The race harnesses we had been moaning about came into their own on the day. We must say a big thank you to Andrew Ablett for taking video film of the car. Andrew also filmed from inside the car going round the track which was no easy task. We will be using the video on the stand next year so you will be able to see Andrew's

filming, which we think is excellent. Thanks also to Dean Pedraglio and Phil White for turning up with their own cars and hope they enjoyed their time on the track.

Work is progressing on the new moulds and we should be on schedule for early next year. We wish we could say the same for the Sierra version. We managed to get our shorter front struts under the wings, but this meant compromising on the wheel and wing width. So we are now on the Mark II front suspension, which is likely to be a double wishbone set-up.

We thought we would list which shows we think we will be attending next year:

Bingley Hall
Chatham Stoneleigh
Top Gear (NEC)
Newark
Norman Park (with O. C.)
Donnington Park
Castle Coombe

As this is the last Newsletter of the year may we thank you for your support and have a good Christmas and New Year. Hope to see some (or all) of you at thee shows in 1995.

Colin has some very interesting info:

Hope you all had a good summer building or driving your Hawkes. We have been busy with the Sierra based car and orders. I'm off on Holiday soon for a few days cruising to Hamburg.

One of the club members has handed me a booklet on "Registration of rebuilt or radically altered and kit cars". It tells you, what we all want to know, how to decide on allowing an original registration. It is a points system and eight points qualifies the new machine to retain its registration.

This is the points breakdown:

The chassis or both sub-frames/bodyshell (Original or new Items ie kit)	5 pts
Suspension	2 pts
Axles	2 pts
Transmission	2 pts
Steering assembly	2 pts
Engine	1 pt

As you can see from the points table, all the Hawkes should be able to have the original registration, even those fitted with a different engine.

If you would like some more info, then as always, please give me a ring. Bye for now, keep sending photos of finished cars. By the way my new phone number is 01689 813877.

Advertisements

NONE this month - look at this space going to waste!