

# **ECS Owners' Club Magazine**



**Issue 6**

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IMPORTANT: GCS NEW PHONE NUMBER now 01689 813877

### **Editor's bit**

March already, I've been busy 1 must have been, but 1 can't remember what it was I've been doing!

I have been driving the Hawke, but only on sunny days, and goodness me there have been only a few of those in the last couple of months. I have had lots of polite enquiries and lots of turning heads, and it goes so nicely, 1 don't mean quickly 1 mean refined and untroubled.

I'm about to re-insure my Hawke and 1 can't get over the price of the insurance. 1 limit the mileage to 3000 although this year I've driven only 1500, I'm just over 40 (well 42!) with a clean licence and the car is garaged and with a year's no claims they want £330. This kit car insurance is a nice little earner isn't it! That's more than 1 pay on my 405 turbo diesel all mod cons protected no claims insurance etc., etc. (OK - I admit that car has full no claims, but 1 drive 12000 miles a year

in it!) Yes I know there is a difference in performance (just a little), but I can guarantee that I will be very careful with a car that took me 100's of hours of work to build!

I see from Julie's article that somebody wants to buy a completed Hawke, I think that £4,000 is a little short of the mark - I hope no-one is that short of money! I reckon that £6,000 is a much more realistic starting price (i.e. cheapest price) for a completed Hawke and more for a very good example or V8. The Hawke is very good and very pretty, people want them, don't sell 'em short. Read what GCS have heard about some unscrupulous sellers pretending they have a Hawke for sale to put up their asking price, but what they have is in fact a cardboard box full of horse manure, or something very similar!

John Yates outlines his leisurely build, unfortunately his registration office in Oxfordshire has peculiar ideas about registration. I suggest that John, if he wants to, temporarily moves to somewhere that is more enlightened and gets his registration done using his own plate. It really is about time that all registration officers sorted things out and adopted the "official" guide lines we published last issue.

The Stoneleigh show is the venue for the AGM and that's on the Sunday of the show the 30th April. See the Secretary's piece for times etc. I know I keep saying I going to this show or that, but I will do my best to get to Stoneleigh this year! Promise

### **Letter from the Chairman - John Saunders**

Hello Folks! I hope you had a good winter and are progressing well with your builds and for the those lucky ones, I hope you are enjoying your motoring experiences with your "Pride and Joy" i.e. your Hawke not your partner! The Stoneleigh show will soon be coming up so I hope to see a good turn out of members, particularly on the Sunday, when the club will hold its A. G.M. when your input will be welcomed. It is also election time and if you feel you would like to have more input into the club please don't hesitate to have your say. Nominations will be gratefully received.

Your articles for the magazine are still required. Send them anytime to Keith.

There may be some confusion with my telephone numbers, my home number is 01384 636633 and my office number is 01384 568422. I will be glad to hear from any member, any time.

Hope to see you at Stoneleigh.

### **Message form the secretary**

Hello.

Well here we go again. Apologies for the delay in the issue of this owners' club newsletter. I think the winter hibernation had something to do with it. But now the sun is out or at least for a few more minutes each day, it's time for the show circuit to begin again.

I have been contacted by Clive Collier, a non-member, who is interested in buying a fully built car. He mentioned a sum around £ 4000 and I said I would include his name in the newsletter. If you are looking for a buyer and would like to contact Clive call him on 01703 251714.

I have spoken to Chris Pecover and John Saunders, the other committee members and we felt that after the successful AGM last year at Stoneleigh we would repeat the venue this year. As you may know Stoneleigh is earlier this year and not on a Bank Holiday. We therefore felt that we should meet on the Sunday. The meeting will start at 1.30 pm and our stand number is 20c. We may arrange for a barbecue to be available for those interested. Please let me know if this would be wanted ASAP. Also let me know if you wish to include any items on the agenda. As requested last year I would be grateful for photo's of completed cars for a visual register. The complete register will be available at the AGM.

If any members would be interested in a "social" event during the summer involving meeting "en-masse" and picnicking then please let me know including possible venues and routes. Also if you can think of other events you would enjoy please let us know and we'll try to arrange something.

Meanwhile see you a Stoneleigh.

**Michel Lacombe (France)** has taken some time to write a short account of his build and he asks a question at the end.

Six years ago, when I had just completed the restoration of a Morgan Tourer (1970) and after a year of hard work, my wife and I decided to spend our holidays in Brittany (about 1200 Kms away from our home). Happy to leave - Happier to arrive!! Because I had injured my back (I think this is correct - Ed) I really had to sell my Morgan, I was full of regrets.

In August 1992 at Sandown Park, I saw into the GCS Stand, quite by accident and I immediately became enthusiastic about their beautiful car, what an achievement. I immediately ordered a Hawke sports. As soon as the kit was ready I asked a carrier for a quotation, but the price was so high that I decided to go and get the kit myself with a friend's trailer. Driving in England with a left hand drive car and towing a trailer for the first time was a hazardous trip.

The donor was a 1600 Taunus estate and it was a rust-wreck. I refurbished all the mechanical parts, reconditioned the engine and tuned it with a Kent cams kit (fast road cam) and a high pressure oil pump. Later I fitted twin Dellortos. But I had to work out how - remember this is a Left hand drive version of the Hawke, and the brake servo takes up all the room! The bulk head was modified in the end.

I got to the rolling chassis stage very quickly, after painting the chassis with three coats of black paint. Congratulations to GCS for an excellent job on the ladderframe chassis. However I think the manual was/is rather weak, and the pictures are too dark. It was especially hard for me because I don't speak English very well. I used the Fax a lot asking Colin for detailed information. I decided to fit all the body parts together and then dismantle it all for individual panel painting. The panels are high quality, but did need some alterations to make a perfect fit, especially around the sills to match the front wing curves. The windscreen was the only thing I didn't really like, I think it is too flat. In France, having a windscreen frame made is only slightly easier than getting blood from a stone! Finally after many months of investigation, it was made, and it looks perfect I think. Because it is slightly taller

than the original I can use two wiper blades not three.

Matching the scuttle to the windscreen has been quite a long job. First I removed the top of the scuttle completely and replaced it with a curved aluminium sheet. I laminated this with fibre~ and then shaped that to fit the screen. The body is sprayed Ferrari yellow and looks really good.

I got some trouble with the wheels because my 6x14 minilites had only a 25 mm offset and the 185 70 tyres extended past the wings. It was a mistake by Ripspeed. Personally I think the best would be: 5,5 x 14 with 41 mm offset (Like my Escort XR3). (Sorry Michel I'm not sure what you mean here - Ed)

After that the big job was trimming: Windscreen glass, dashboard, hood and its frame and the sidescreens were all unique because of the windscreen conversion. I chose midnight blue leathercloth and carpet. Seats came from a Spitfire. They are very comfortable and are the right size for the car. Today in the middle of winter I look forward to driving the Hawke, but now the weather is too bad in the mountains (Rainy and snowy) that's why I can't take any pictures of it and I'm waiting for the sun.

Now I have a-question: for the 1600/2000 Cortina converters - When I use the brake there is a free stroke before the pedal becomes hard. The system is fully bled and there is no air present. Is the bulkhead so thick that it requires a longer pushrod?

I hope you have all enjoyed this little tale and I would be happy to meet you all over in my beautiful country.

I'd like to thank Dean Pedraglio and Chris Pecover for their help and maybe see you later at Stoneleigh at the end of April.

### **John Saunders writes**

The following is what I hope will be a series of articles about my ownership. This first one is about my selection of a Hawke kit.

I have always been interested in cars and I am old enough to remember

the specials of the late 50's and early 60's. These were based on the original Austin 7 and Ford 1172, but as I was still at school at the time these were beyond me. These afore mentioned cars have since become "classics" in their own right and as a result helped to kill off this little industry I still have the original brochures for these kits - they do seem very cheap compared with today's prices, and in £.s.d.. - very quaint.

About five years ago I revived my interest and started attending a lot of shows, acquiring literature and magazines which along with the KitCar manuals, were read and re-read, but nothing really caught my eye and caused me to say "yes!" - "I want it". That is until along came GCS with their Hawke. I obviously had a specification in my mind which included:

- Visual - it must look right, many such as Merlin, JBA and Moss were nearly there, but fell down when looked at from one particular angle,
- the kit should use as many major parts from a single donor car as possible -this ruled out some other kits - I had already bought a Mk IV Cortina.
- Cost should be relatively inexpensive, this ruled out a GT40 my favourite!

I was beginning to despair when, wandering around the Stafford Show, we came across the GCS stand and I knew I had found the kit I wanted.

First impressions are always important and I was pleased to talk to engineers rather than sales people on the stand. i.e. Garry and Colin, whose enthusiasm infected me, so I had a good look around and a sit in the car and went away, suitably impressed, to think about it. Shortly afterwards we made a trip down to Orpington and eventually found GCS, my navigation let me down! After a short chat I put down a deposit for a Hawke kit.

While I waited for delivery I began to strip down the donor because now I knew which parts I required (nearly all of the mechanical parts!). It was useful having access to steam cleaning and shot blast/sand blast equipment for subframes etc., it saved lots of time and effort. So I ended up with a garage full of nicely painted, fully reconditioned assemblies just waiting for a phone call to tell me my kit was ready.

**An extract from the Life and Times of John C Yates** *or the building of.*  
GCS HAWKE 2+2 - Chassis number 008 +2

My kit car building career started many haircuts ago when I put together a Ford Rochdale Special, in which I motored around the Liverpool for a couple of years, before part exchanging it for a Berkeley three wheeler, which went nearly as fast but did many more miles to the gallon. I then moved on to one of the last AH Sprite Mk 1's to be built, before graduating onto a 13/60 Herald soft top six years later.

I have always had a yearning for a car with "classic" lines and never understood why I swapped my 1938 Morgan 4-4 for the part-put together Ford Special; but having overcome that trauma, and never really ridding myself of the building bug, I considered it about time that I built something a little more exciting; so after looking at many kits, along came the Hawke, which was just what I was looking for.

I started my leisurely building programme three years ago, and at last I think I am in the final stages of preparing the car for its MOT. This means that I am now disassembling bits to complete the finishing touches to get it on the road, There seems to be hundreds of ten minute jobs to do and most appear to be dependant on each other.

Most of the building has been done during the summer months when it is light and comfortable to work out of doors. The first summer was spent preparing the chassis, the running gear, fitting the body tub and assembling panels, including the bonnet, and generally preparing for spraying. The second set of summer months was spent spraying and building. The body and bonnet ended up fight blue and the wings dark blue.

This kit is powered by the 1.6 Pinto engine unmodified, but rebuilt with a replacement carburettor.

Last summer was spent completing the paint spraying work, wiring, fitting the internal panels, adding the final touches to the engine compartment and correcting my numerous mistakes, so now it all depends upon the weather and my local MOT man as to when I become "operational".

The Oxford Vehicle Registration Office have informed me that I will have to register the Hawke on a "Q" plate.

I am trying to gain the record for the slowest Hawke build, so if any club member is slower than me, please let me know so that I can set myself an even more gentlemanly schedule.

### GCS News

We have already completed our first show of the season which was Stafford. Trade on the Saturday was slow due to the weather, but Sunday was better, with one order taken. By the time you read this we'll have been at Chatham - did we see you there? The remaining shows are:-

Stoneleigh	Norman Park (Bromley Pageant)
Donnington	Newark
Castle Coombe	Exeter

Trade has been slow over the winter as it always is, but things seem to be on the upturn. Several magazine reports will be coming out on the V8. The first of them is WHICH KIT with a front page shot. These should reinforce the views on how well the V8 performs.

We have heard of two instances of people trying to pass off Dorians as Hawkes (Passing-off is unlawful isn't it? A tort, I think Ed.) We can only assume that they are trying to increase the profit they can make on these cars (heaps! -Ed.) We will be informing the magazine of this so prospective second-hand buyers can check chassis numbers with us to verify it is a Hawke.

The new moulds should be in operation for April with gel-coat colour options from then on. The Sierra version has taken a back seat for the moment and we would hope to have a demo possibly in the summer. We have now dropped the idea of using Leda struts on the front suspension. We now have a fabricated top wishbone with a Spax coil-over Shocker attached to this. The rear suspension will be fabricated rear trailing arm with our own hub carrier. This means we will only use the Sierra diff and drive shafts.

All the new kits going out are now supplied with heater boxes to take the cortina matrix and fan. These are an improvement over the mini heater and they will fit earlier kits as well. If anyone would like the new heater they are available at £20 each.

Julie will have a copy of the Badge design for the rear of the car. Please talk to her if you are interested and we'll get a batch produced if there is enough demand.

It's been good to see more Hawke's reaching completion and we hope they will turn up at shows. Now there are more cars on the road it would be nice to see more club events over the coming year. It's up to you people to give ideas to the committee so events can be arranged. GCS would gladly attend as many as we can. We look forward to seeing as many as you at shows as possible.

Regards - Garry & Colin.

### **Colin's Travels**

Hello to all you owners and an extra big welcome to all new Hawke owners. I'd rather weld than write, but I've picked up a pen.

Christmas and January were slow, so Garry, me and a few friends took a short trip in February. A mini-cruise to Spain. We all enjoyed ourselves, but to say the sea was choppy is an understatement. It was rough all the way there and all the way back. Once we docked in Spain the sun shone and it was shirt-sleeve time. The locals were still in their thick coats, amazed at us walking around like it was mid-summer. As the ship was late in docking (it was rough) we only had about two hours there. Just time for a walk around and drink in one of the street bars.

When we boarded again for the trip home we sat on deck sun-bathing. On leaving Spain the sun was shining and there were lovely blue skies. We had plenty to do on board, but chose taking it easy, and caught up on some well deserved sleep. Back in England it was still raining and cold, just as we had left it on that Saturday night. We will be doing another mini-cruise at the end of the year, maybe back to sunny Spain. Now it's back to work, See you at the shows.

## **Chris Pecover discovers boredom!**

I'm bored! It's been just over a year since I put my car on the road, and apart from a few modifications along the way I've not done much to it in the last year, except for cleaning and polishing. You could almost say that I've become a kit car addict as since completing the car, I've been suffering from acute withdrawal symptoms. I wander around with a blank expression on my face (more blank than usual!) wondering what I can do next to get me out in the garage tinkering around with the spanners, paint spraying outfit, or the odd bit of glassfibre work.

My car has covered some 4200 miles in its first year, and I've really enjoyed driving all of them, yes even when its been raining! However, like all addicts I need to satisfy my addiction, and so with some regret I've decided to sell my V8 Hawke and - surprise, surprise - I'm going to build another kit car! Now, what to build? I don't fancy a Seven style of car, 'cos I'm too old, so is my wife, and we don't find them quite so comfortable or weatherproof as we like. I could quite like easily get grips with a Royale Sabre, but I think that its just too big to build in my garage. Anyway, to cut a long thought process short and not bore you too much, I've decided to build another V8 HAWKE.

I learned a lot when building my current car, and I'd rather like to build another, with some detail changes. Fuel injection engine perhaps? Definitely a different colour scheme, although probably with two colours, metallic paint? More comfortable seats to ease the "old back" on the longer journeys! Anyway I've got to sell my current car to finance the next one, so if you know anyone who might be interested, give me a ring on 01689-813061 (hope the editor lets me get away with this free ad.?).( Why not - at least Chris gives me copy on floppy disk that I don't need to re-type! Ed.)

Just after the last HOC magazine came out, we went to France for short weekend with KitCars International and Jonathan Bowles of Classic Car tours. You may have seen it mentioned in the KG magazine, was it wet or was it wet? The weather was absolutely atrocious with Force 8/9 gales and rain on the Saturday, and more rain on the Sunday. A real test for the weatherproofing of the Hawke!

If I haven't sold the car by late May, we intend to join the longer trip on

20, 21, & 22 May 95 which involves overnight stays in Boulogne and Amiens, and a run through parts of Belgium on the third day before returning via Calais. Again this trip is being organised by Classic Car Tours on 0 1304-380244, (another add? -Ed.) and I believe that there may well be more than one Hawke on the trip as John Puttock (Colin's brother) and his wife are also considering joining in. It's amazing how much Duty Free you can pack into a Hawke, and still drive comfortably! Hopefully the weather will be a lot better than late October, for a pleasant hood down drive.

You will see elsewhere in this edition mention of the Stoneleigh Show and our club AGM; as last year I plan to bring my large frame tent for the weekend, for general use over the two days. I'll also bring a small barbecue for everyone's use, I will be certainly be having a "Cook out" on the Saturday evening, so bring yourselves, your food and your "Booze", and join me if you wish. Alternatively, I'll make sure that I have enough charcoal for a Sunday lunchtime barbecue, for those of you who want it. I for one, am aware that as a club we have not done a great deal during this last year, and would very much like some feedback from you at the AGM, or before if possible, about what you want as MEMBERS of the HAWKE OWNERS CLUB. We don't seem to have got any club regalia organised so far, and a suggestion for a club banner to be used at Shows appears to have fallen on deaf ears! So, what do you want from your club. Come and tell us at Stoneleigh, and help the newly elected committee achieve what you want.

Sunday 25th June 95 is the one day "Bromley Pageant of Motoring '95 which we have booked to attend, sharing a larger stand than last year with GCS. There will be room for up to 8 club cars as well the two that GCS will be presenting. This show is the largest one day show of its type in England and is an excellent place to look at thousands of different cars, lorries, buses, military vehicles, etc., as has a positively enormous selection of trade and autojumble stands. If you want to come along then do let us know as the tickets (FREE) will be on a first come first serve basis.

That's all from me this time, except to pass on a weather proofing tip that I learned the "wet" way. The windscreen has riveted to it, a piece of

aluminium angle which serves to retain the leading edge of the hood when it is up. Under conditions of heavy rain and driving at speeds in excess of 50mph, water moves up the windscreen and can seep between the riveted joint. After a while this results in a steady series of drips inside the windscreen onto the dashboard and any parts of the occupant directly underneath. I have found that working some flexible sealer into the joint cures the problem, and on my next car I will make sure that this joint has the necessary sealer in place as the windscreen is assembled.

Bye for now, and hope to see you at Stoneleigh.