

# **ECS Owners' Club Magazine**



**Issue 7**

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Next Publication: Autumn contributions please

### **Editor's bit**

I went to Stoneleigh, the weather was reasonable and I had a very pleasant trip up there. I left home quite early and drove through London at 6.30 in the morning. This seems to be the only way to go through London! The journey took a less than 3 hours. I did notice that the Hawke was doing about 27 mpg. This contrasts with the last longish run I did where I kept my speed down to about 60 mph and drove very sedately, the consumption figure was much higher at 41 mpg. On the run to Stoneleigh I was doing 70 mph (!) most of the way and I was enjoying roundabouts and bends if you know what I mean. Anyway the show was amazing, it's the first time I've been. I was amazed at the size of the venue and at the numbers of exhibitors and people come to look. There was a good turn out of club members although not as many Hawkes as I would have liked to see.

Norman Park, in Bromley, was a fun day out. The weather was extremely hot, and as you will see from Chris Pecover's piece, there were quite a fair number of Hawkes there.

Les Rumjahn turned up at the Bromley show in chassis 003, he's covered 20,000 miles or so in his and it still looks really good. He did have a problem with over-heating so Colin's brother took out the thermostat, and Les had to visit a good many trade stands to find suitable sealing compound! Well Les, did the overheating stop, was it a dodgy thermostat?

Colin and Garry tell me that the new moulds are nearly finished, they must be really looking forward to seeing the new panels that these produce, if the quality of the nose cones I have seen is anything to go by they will be absolutely superb. With the kit in gel coat colour of that quality the actual building should be amazingly quick. People won't face the heart ache of bolting the thing together, only to have to unbolt it all again for painting! Any way I wait with considerable interest.

The weather lately has been wonderful for open-top motoring, especially the balmy evenings, I love it, but it's still not quite so much fun as building the bloody thing - oh dear!

This volume looks a bit slim because you buggers out there are too busy building cars to tell anyone about it, well that's the charitable view!

### **Chris Pecover writes**

Quite a lot has happened since our the last magazine issue, from my point of view. Firstly, we held our club's AGM at Stoneleigh where for my sins I was reselected to be your club treasurer for another year (the others -John, Julie, & Keith) didn't escape either as I'm sure will be mentioned elsewhere in this issue) For those of you who were not able to make it to Stoneleigh, I can tell you that our annual membership fee was agreed to remain at £10 per

year. I've since sent out begging/demanding letters to all members past and present for fees for this year and I've had a good response, with over 30 people renewing their membership.

For those who have not yet sent in their club membership fee (£10 a year really is not that much after all!) please do so, as this will be the last issue of the magazine, etc., that will be sent to non payers!

You have been warned!

In response to a plea during the AGM from many members, Paul Newman agreed to organise a social gathering of Hawkes (and their owners!) about September time in the Bristol/Bath area, possibly over a weekend for those who wanted to stay overnight somewhere. Hopefully Paul will have something in this issue about the trip.

Also mentioned during the AGM was the problems that GCS have occasionally when manning their stand at some shows. As you know both Colin and Garry are very approachable and are always willing to talk to existing Hawke owners about their cars, etc. Unfortunately sometimes when they are busy talking to existing owners, potential new customers are discouraged because they think that the GCS people are very busy with other prospective customers. I can vouch for this situation as my car (together with Dean Pedraglio's was on the GCS stand at Stoneleigh, and on a few occasions I stepped of the stand and looked at it to see 15-20 people ( all existing Hawke owner's & friends) busy chatting to each other and to Colin, Garry and Julie.

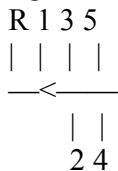
Several other club members recognised this problem and suggested that we try and help GCS by being aware of the problem, not monopolising their "stand time" and /or by staggering our visits to the stand. Those of us with particular questions for GCS could try and pick a quieter time, such as later in the afternoon, to engage Garry or Colin in deep technical discussion.

Newark Show was the next show which I visited, on the Sunday, and I was fortunate enough have some decent weather on the day! Dean and his friend John stayed at the show for the weekend, and said that the Saturday weather was quite windy and damp. However the sun was out on the Sunday and both our cars sat on the club stand, with "For Sale" signs all day, looking very good and attracting a fair amount of attention

Unfortunately no one was buying that day, but life's like that isn't it?

The very next weekend (25 June) saw a good number of us at the Bromley Pageant of Motoring on a joint GCS Cars and Hawke Owners Club stand. GCS were showing their reserve Demonstrator car (Colin's brother John's Burgundy coloured Sports version), and the club was well represented by the cars of Trevor Gilbert, Les Rumjahn and Keith McLuckie all painted in various shades of white (the cars, not the people in case you wondered?), and Dean Pedraglio's and mine in different shades of blue. This occasion was also when the club banner made it's first appearance after many hours of skilful needlework by our Secretary Julie. It really is magnificent and does the club proud -Well done Julie and many thanks!

On a light hearted note, and for those with Ford gearboxes in their cars, I have reproduced below the gearchange layout of Rover gearbox. This is because at Bromley 1 put my car on the stand and after a while went for a wander around the show, leaving my keys with someone in case the car had to be moved. Returning later I learned that the position of reverse was somewhat puzzling for those members of the club (I agree not to name anyone on the promise of a Pint)! on the stand, and several minutes had elapsed while reverse was sought and eventually discovered! I had a good laugh at this!



The weather was brilliant and caught most people out by its distinctly cool and cloudy start, we were all looking for some shade by the mid-afternoon under a cloudless sky.

I know that the Sandown Show in early August (5 & 6th) comes in the traditional holiday period, but last year as a club we had a reasonable attendance, and hopefully with a few more cars on the road we'll have an even better day out on the Sunday. As last year, I'll bring my

barbecue along for anyone who wants to use it; you'll find us more easily this year because the club banner will proudly aloft.

In the last issue, I confessed to being bored because I'd finished my Hawke and just about run out of things to do on it. You should heard the "stick" I got from the family on that! (Only joking - I think?) Anyway having decided to build another V8 Hawke, I looked around for a Rover SDI complete with manual gearbox. For me it's the best way to obtain all the necessary bits, including ignition equipment, propshaft, etc., and it gives me the opportunity to try out the gearbox and hear the engine running, even if it is going to be stripped and rebuilt later. The old Rovers with manual 'boxes are becoming increasingly rare, whilst there is still quite plentiful supply of terminally rusty automatic varieties. Anyway after a good deal of searching I found a suitable candidate, which found its way home. - Oh no! Not another old wreck outside the front of the house, came the cry as it came to rest on our driveway.

Having temporarily garaged my Hawke in a friend's garage for a week, I set to in the evenings, and at the end of the week the old shell (still on wheels, but only just!) was taken away by my friendly local breaker. Complaints died away as it was carted off into the distance and the Hawke returned home. Not having sold my Hawke yet, things are a bit cramped in the garage when it comes to spreading the remains of the Rover around and working on them, but it doesn't take too long to sort and clean the majority of the bits before putting them in storage (in the Loft!). At the moment I'm just starting to dismantle the engine for inspection, before starting to "improve it".

More about the engine strip, etc. next time as I'd better finish here. If I don't the Editor will starting complaining that I'm giving him too much work. (never Ed.)

### **Chairman 's letter**

Hello Folks,

As this is the first newsletter since the Stoneleigh show you will have gathered that your 3 officers were duly re-elected for the forth coming

year. A good number of members were at the Stoneleigh meeting (some with their cars!) on a beautiful sunny day with hospitality suite provided by Chris. Please bring yourselves chairs next time. We were pleased to see you all.

Do not forget your contributions to the Mag are always welcome (Amen to that - Ed) in the form of any articles/tips associated with your build or driving experiences.

## **News from GCS**

Trade is slow at the moment although we have taken orders at some shows. We had an excellent write-up in Kit Car International which really did reinforce how good the V8 is. We think that one reason why trade is slow is the fact that we advertised that we would be using our new moulds by now which, sadly, is not the case. Hopefully by the time you are reading this we should only be three weeks away from using them.

While we are waiting for the moulds we have been using the time to finish our Carlton Commando which we have had for some years. The Carlton will be used as a company vehicle for towing and transferring show equipment etc. What can we say about the build? It was certainly challenging. The body should have been gelcoat colour, but we had to spray it because it was such bad quality It has just passed its MOT and we are just waiting to register it. Perhaps some of you will see it at Sandown.

So how have the shows been going? Since our last report we have been to Chatham, Stoneleigh, Newark and Norman Park. Chatham was a good show for us resulting in us selling the V8 demo. Stoneleigh left us in a dilemma with no demo car, Chris Pecover and Dean Pedraglio came to the rescue and put their cars on the stand, our thanks to the both of them. Stoneleigh was not a particularly good show, although saying that we took one order. Newark was not that good either, the weather was good on Sunday which brought out more people, but there was still few serious inquiries, Norman Park is more of a local PR exercise. The weather was brilliant and there was a good turn out of owners' cars. Julie had finished the owners' club banner and Chris had

some poles to support it and the stand looked good with cars being able to drive under the banner. We really must get our next demo car up and running as we had to borrow John Puttock's car for Newark and Norman Park, thanks John!

On the badge front we have now got all the vinyl graphic badges in stock. We are selling all three badges at 67.50 inc. VAT. To have these in Chrome will be about W 5.00 and we will pay the setting up costs providing we can get approximately 10 orders. Julie already has one order deposit and we will probably ask Chris to hold all deposits received.

We will not be exhibiting at Sandown Park although we will be on the owners club stand on Sunday. If anyone wants any parts taken along we will gladly do so. Our other remaining show are Donnington, Exeter and Castle Coombe, providing we have a car. We promise to have a gel coat body on display at Donnington, and yes it will be worth the wait. The sierra version is still on the back burner, as we have decided to build another V8. The new demo will be in black gel coat (we hope) we burgundy leather interior with a few possible changes over the old V8 demonstrator. Engine-wise we will go the same route as the last one as those of you who have been out in it think it is a real flyer.

Keep building those cars and see you at the shows.

Regards Colin and Garry.

### **Secretary 's report**

HOT... HOT... HOT... is a brief description of the Norman Park Show on 25th June, which left certain members of GCS Cars and the owners' club looking like lobsters! It was a beautiful day with a great display of Owner's cars which attracted a lot of attention. It was also the launch of the new owners' club banner which was raised proudly over the stand. (PS if anyone knows where I can get a cheap thimble I would be grateful).

The next show will be Sandown park on 5th & 6th August. We have a stand booked (Stand No 42) which is right next to the crossing leading

to the exhibition. We are arranging for a barbecue during the weekend. Please let us know if you are coming along and would like to join in. There will be a limit to the number of spaces available on the stand so let us know if you would like to bring your car.

Once again, if there are any events you know of, or any ideas you have for additional activities for the club please let us know and we will arrange it. The weather is getting better now and it would be great to see a convoy of Hawkes out on the road. (Yes it would - Ed.)

I have had a number of inquiries from non-owners who are interested in becoming members - with a view to ordering a kit in the future. Hopefully a good sign for the future of GCS and the owners' club.

I have still to hear from enough people interested in a chrome badge set to make the initial order. Please let me know if you are interested.

In the meantime ... we look forward to seeing you all at Sandown Park.

### **Over heating! - Keith McLuckie**

You may have read in an earlier issue that I was having a few problems with the cooling system on my (2 litre) Hawke. It would chuck out about a pint and a half of water, after I'd topped it up. Then it would settle down. The temperature would rise a fairly rapidly when caught in even mild traffic, probably due to the water it had blown out.

This wasn't too much to put up with, except from the regular, and well intentioned comments from passer's-by to the effect "ere mate, your motor's chucking out water etc., etc., and so on.

I think I've cracked it now! I went down the breakers and raided an old Renault rot-box for its plastic expansion tank, and a Citroen BX for its cooling fan. This fan is fairly large, fits the Cortina rad. nicely and can really shift some air. (It only cost a fiver at the breakers!). The Renault expansion tank has its own pressure cap, it has a release valve built in, whilst I couldn't swear to the exact pressure at which this blows, I did test it with a compressor line and a low pressure air supply and it

seemed to work OK at a modest pressure, certainly in line with the levels at which cooling systems are pressurised.

I went and got a non-pressure rad cap from a local spares place and put that on the rad in place of the pressure cap. I connected up the expansion tank and half filled it with water/antifreeze mixture. I replaced the electric fan I had originally fitted, a weak and weedy thing with too much cowling, with the Citroen article. The car no longer blows off water, it goes peacefully into the expansion tank and then back into the radiator when it gets cooler. The car runs at a lower temperature and is much less prone to unpleasant temperature rises when in traffic. The rather more open Citroen cooling fan allows much better air flow, so cooling is improved when driving normally and when it comes on, it provides a really good cooling blast. I will keep an eye on the cooling and let you know how it does in heavy traffic!