

HUNTLER

Journal of the kit car élite

no.15





TAKE-AWAYS

T.B. & I.E. Faithfull

30 GEORGE STREET, WARMINSTER, WILTS. , BA12 8QB Tel: (0985) 218826

Come in no. 15 your time is up.

There has been a much better response to my appeals for articles for the Newsletter, please, please keep up the good work. It's easy really isn't it? Just pick up a pen and a piece of paper & start writing. Its surprising how quickly you can fill up a page. All the information is always very well received by other Club members.

I have received numerous favourable comments on Vince Smith's article in issue 14. So I must repeat it once again.

NICE ONE VINCE.

In response to Vincens' request Martin Hisom has sent in details of his Shock Absorber mounting.

I received a nice letter from Mrs Towns reference the Hustler At Home' and thanking you all for your efforts at the various car shows. I have reprinted the letter further on in the Newsletter.

Received another letter, again reprinted in this newsletter for your information, about a Car Show in Paris from the 3rd to 11th Oct.

I quite fancy it actually, a couple of nights in Gay Paree could be be quite fun even if the car show is rubbish. If anybody is interested please let me know and I will make all the arrangements for the Weekend 3rd and 4th Oct. It would be nice if we could muster 4 or 5 different types of Hustler i.e. Wooden, Glass, Force 4, Highlander?

I don't know what sort of Car Show it is going to be, but I would have thought that if it was one on a national scale then at least they could have obtained the services of someone with a bit more of a grasp of the English language to write the covering letter, than the Grenouille* who penned that one.

But as I said if you fancy the trip, and I do. Please let me know as soon as possible so that I can start things moving. Don't worry if you can't speak French, just expect everyone to speak English. As a last resort I have loads of French Cook books, we can get by with those as I have done in the past when driving in Grenouille*country.

* GRENOUILLES Frogs' Legs.

Frog's Legs are sold impaled on skewers and latterly also frozen.

When bought on skewers, care must be taken to see that they are fresh since they go bad very quickly. Allow 6-12 frogs legs per person.

Before using, the feet must be cut off with scissors and the legs thoroughly washed.

' Modern French Culinary Art. H P Pellaprat.

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I am in the process of having some Tax Disc holders made complete with Hustler Owners Club logo on. I hope to have a supply of them by Hustler at home weekend. You know the sort I mean, Every time your windscreen mists up, they fall off. No self respecting Hustler owner should be without one.

Please keep the Newsletter articles coming in. Now that the warmer weather is with us there must be lots of activity on Hustler building projects why not drop us a line and let us know how you are progressing.

Don't forget the Hustler At Home this coming weekend. I hope to arrive sometime during Saturday morning. Looking forward to seeing lots of you there.

Newsletter no 16 due for publication 1st Oct.

Trevor

"Rose Cottage",
Hollington,
LONG CRENDON. Bucks.
HP189EP.

23rd. March 1987.

Dear Trevor,

Two items for the next Hustler magazine:

WARNING! I recently had the misfortune to experience a loss of a front wheel on my Hustler Force 4 - not an enjoyable experience and one that was through no fault of mine. I most strongly advise all members who may have had their wheels tightened by a garage and/or tyre fitting company to check the tightness of the wheel nuts. It is common practice nowadays to tighten-up wheels by means of air-operated hammer-action power tools and in quite a number of cases the torque settings on these tools is left far too high for 'our' type of wheels - usually Mini originated. The nett result is that (a) you cannot undo the nuts without recourse to using a lever extension of about three feet(!) and (b) - this is far more serious - the wheel studs are stretched and, in my case at least, cause the studs to shear without warning. I have since learned that three other colleagues have had similar experiences so be warned! I was doubly lucky in that no damage apart from a broken wheel arch resulted in the wheel bounding down the road and also that just prior to the incident I had been driving at 60-plus - I was very thankful that I had entered a 30 mph limit - and was observing it.....

TIP: Due to the Hustler Force 4 chassis design, when a Mini engine is fitted it is impossible to undo the oil filter canister from underneath and, in my case, means removing the alternator to get at the wretched thing. My was particularly tight and I found that a 'Filter Master' removing tool (No.162) produced by the M.S.P. Company Group priced at just under £2.50p is excellent - it is nylon webbing fitted to a steel base into which you can fit a socket wrench.

Barry.Gibbs.

48, Meadow Way,
Walton,
STONE,
Staffs.
ST15 0JP.
Tel: Stone (0785) 817866.
31/3/87 & 21/5/87.

Dear Trevor,

Keith Sharp-Stone-Staffs here. It is a bit of a mouthful isn't it!

Sports and Kit Car Show
Belle Vue, Manchester.
March 28th - 29th.

This show was totally different to that of Leeds. For a start off there was at least twice as many stands there, but a few representatives were missing. One being Dutton. A disappointed member of the public had specifically come to see the Dutton range. He went away interested in the Hustler range though!! The fact that some companies didn't attend meant that there were some open spaces. Therefore, on Saturday morning the organizers decided to fill up those empty spaces, so yours truly and Kevin Glen from Lancaster way (who was there to try and sell his Huntsman) were moved from a pitch stuck away in one corner to a double pitch on the side half way down the main hall. Great spot for seeing what was going on and also away from the draft from one of the main access entrances.

Half way through Saturday morning the manufacturer, whose stand we were in, arrived but we stayed put till the end of the day when we did a swap of positions and I ended up on the Sunday moving only moving some 15 feet into the centre of the hall. Still a good spot but on my own as Kevin could only be there on the Saturday.

The support by the public was good on both days with Sunday the better of the two days. They were queueing up to come in at opening time with a steady stream until about 5 o'clock on both days.

Met a few Hustler owners, both with completed models and a couple who were in the early stages of completion. They promised to write in with accounts of their build ups once finished. Colin Rolsten, apologies for the spelling, is building a Huntsman and Malcolm Asquith is building a Force 5.

Don't know what a Force 5 is? Then you'll have to wait until Malcolm writes in and tells us. Look forward to that. It'll save you having to read the drivvle I write!

En/Ells Again

Have just received N/L 14 and what a pleasant surprise! For a change I have had something else to read apart from Trevor's editorial. It's encouraging to think that there are some 'plastic' owners out there who are interested in the finer points of building a Hustler and the problems encountered. I can't believe that anyone has not had at least one problem during the build up. Trevor mentioned that all subs are now due up to membership no. 092. ?/92th of you out there must have had at least one problem and solved it. If so then let us all know, it might be the solution one of your fellow constructors is looking for. (I seem to have read that somewhere before)

Clutch 'Judder'

Clutch judder (the whole engine and car shakes and vibrates when one tries to 'let out' the clutch smoothly) seems to be a common complaint with BL transverse engines. I have had dealings with Mini, 1100/1300 and Maxi where problems have arisen with juddering clutches and also, on two occasions, with them slipping.

Both times the slipping was due to the diaphragm spring, (that keeps the friction plate 'tight' upto the flywheel when the clutch is engaged,) fracturing, therefore, loosing some of it's pressure. The only remedy is to fit a new diaphragm plate complete.

Judder can be caused by a number of reasons and also by a combination of those reasons. One reason is that somehow oil is getting on to the friction plate (that's the plate that wears and has material on it similar to brake pad lining, if not the same). The oil is probably getting passed the oil seal in the clutch housing and contaminating the surface of the friction plate. This causes it to 'snatch' rather than slip smoothly as the pressure from the diaphragm is allowed to increase as you take your foot of the clutch peddle. Again the only remedy is to stop the oil leaking onto the plate by changing the oil seal and then to replace the friction plate. (There are ways of 'cleaning' up the surface of the friction plate but the only real remedy is to change it).

The hydraulics too can cause judder. I've just recently had a slave cylinder that was 'weeping' fluid. A sure sign that it was becoming 'spongy', and I was experiencing some judder. I decided to replace the complete cylinder as 12 months ago I had changed the rubbers. The new slave cylinder eliminated nearly all the judder but not quite.

The other day my wife arrived home from visting her mother in Manchester and was unable to put the car on the drive because of a job I was doing. When I'd finished I came to drive the car on to the drive and the clutch peddle went straight to the floor. On further investigation it was found that there was no fluid in the master cylinder. Decided not to mess about changing rubbers and fitted a new master cylinder. Clutch judder eliminated completely! Therefore, both the master and slave cylinders can cause clutch judder or a combination of both. By the way, the above problem was on my Maxi 2 not the Hustler. That was the good news, the bad news was the cost -- £12-50p for the slave and £35 for the master. That's the penalty of trying to run two motors!

**National 'Kitcar & Specials'
Show, Stoneleigh, Kenilworth.
April 25th - 26th.**

Well where were you all!!! You missed a superb weeekend. Of course the weather helped tremendously. Wasn't it just teeeriffic.

Had a very pleasent pitch. Not to big. We had 8 vehicles on the Saturday including the mean machine. I refer to the Highlander of course. And on the Sunday there were 10 machines including this time the Force 4 which Mrs Towns brought down. Including my wooden 6, there were two other 6 wheelers present, one of which I've not seen before and apologises from me 'cause I've forgotten the builders name, but he has arranged both of the rear subframes the same way round, and has rounded off the wheel arches. Looks neat!

A good subject for an article eh?!

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On Saturday Mr. Towns took a deposit for a Holiday and a chap was also interested in purchasing a Highlander which he intends to power with a V8 Rover engine. Apparently that will make a total of 4 sold so far. Both people said they'd be joining the club which is great news. It would be nice to hear how easy(?) it is to build a Highlander. (Plug for an article???)

Capesthorpe Kit Car Show
May 17th, Capesthorpe Hall,
Cheshire.

This little get together is organized by the Rochdale Owners Club. The weather was the complete opposite from that of Kenilworth. The rain hardly let up all day. Even so there were still quite a few mad dogs and English man out in the mid day rain. Quite a few rather nice looking motors about even with all that water around. As I expected I was on my tod, but I did get 'roped in' to become part of the Potteries Kit Car club 'gathering'.

Manufacturer's stands were a bit sparse due to the weather I think, but the Beauford was there and so to was the Pimlico.

The setting at Capesthorpe is ideal for a one day event. There is a small lake (no I didn't see if the car would float!!) which has a delightful old bridge going over it. Ideal for taking nice photos of ones 'pride and joy'. Just like they do in the Kit Car mags. And in fact at the end of the day, when the weather was kind enough to stop raining for a couple of hours and when nearly everone had gone home, was what a small number of people were doing.

The people who own the Hall must have been rubbing there hands as all that rain meant people went to look around the Hall just to get out of it. So there is something to keep the kids and people, with only a slight interset in kit cars, something else to do than just look at them. Which brings me nicely on to mention the 'Hustler At Home' weekend. Last year the Sunday co-incided with the local Combroke village fair. If you weren't there you missed a god 'do'. Plenty to keep the kids and wife amused.

Well as usual I've drivelled on to long again so I'd better finish and leave room for the flood of correspondence from the 92+ of you out there. By the time you read this (that is if there's nothing else better to read), Newark will have 'bin and gone' and I will probable have bin there on the Sunday at least. I have sussed out that Sundays are definately the best day to go on weekend shows.

We are holidaying near Chippenham, which is near Warminster, last week in May, so thought I'd do the Post Office a favour, also get a pizza at the same time, and drop off this 'witterings on' at 'Lee's Takeaway'

Hope the weather's kind to us for the Hustler at Home. See you all there. 'Till then,

keep Hustlin'

KSSS

(Keith Sharp-Stone-Staffs!!!!!!)

(Nice one Vince!!!!)

"Martingales,"
26 Woodhall Drive,
Bodicote Chase,
Banbury,
Oxon. OX16 9TY

23rd April, 1987.

Dear Vince,

Guilt has overcome me, mainly because of your letter in the Hustler Magazine, so I will, at last, get around to letting the world know the secret of the Huntsman shock absorber mount.

I did send a piece to the newsletter before about my 'fun' with William Towns and a faulty chassis but it wasn't printed.

Well, when I found out that the 'approved' method of fixing the suspension arm is to put a strap around it to stop it from falling out and that you can't put a shock absorber on the middle axle, (it just has to bounce up and down,) I was not impressed.

I worked out the following method to mount the S/A and fit a forward facing bench seat and it has been in daily use for 18 months and 15,000 miles and it hasn't broken yet !!!!!

The rear seat is from a mini estate, cut down in width by about 1 1/2" so it will drop down between the sides of the 'bath tub'. Allow for thickness of carpeting etc. and it needs to be low enough to give good headroom. I have recovered mine to match the front seats.

The middle S/A is placed through a hole cut in the raised section of the floor, directly above the lower mounting point. Make sure the hole is big enough to allow the suspension arm to move without the S/A rubbing.

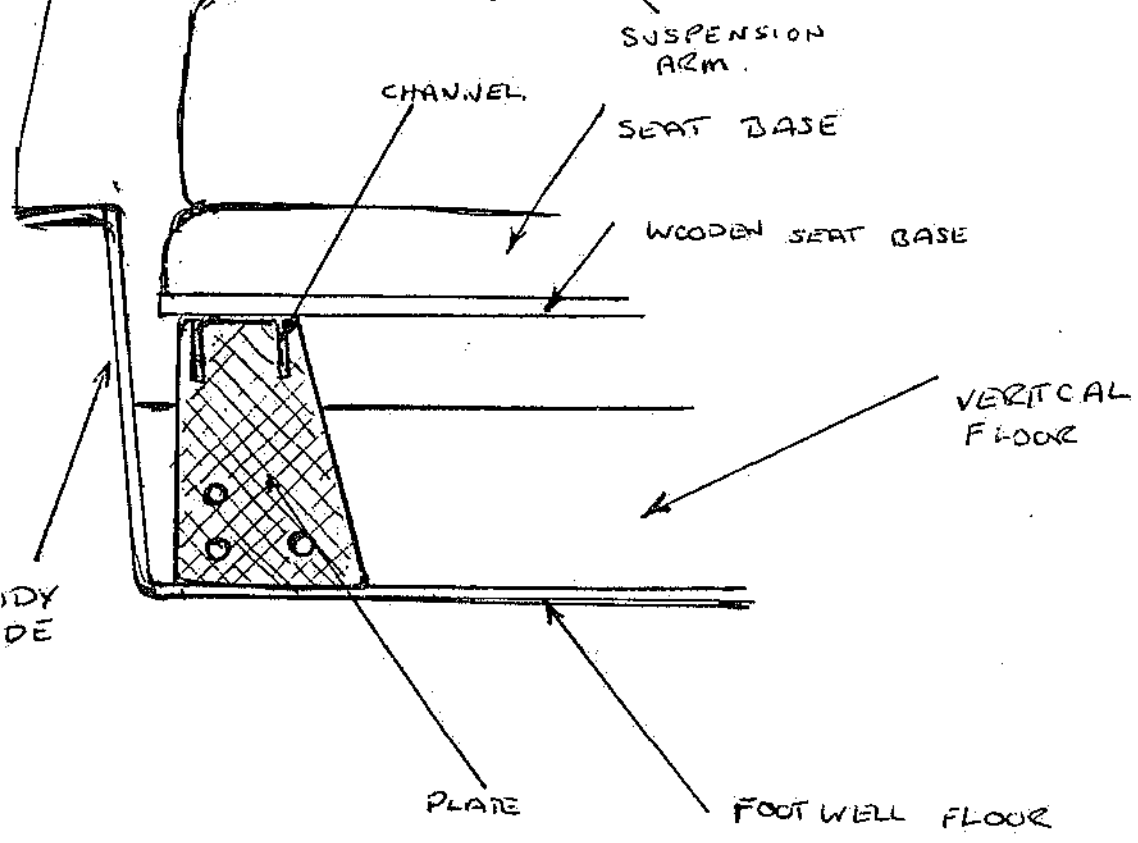
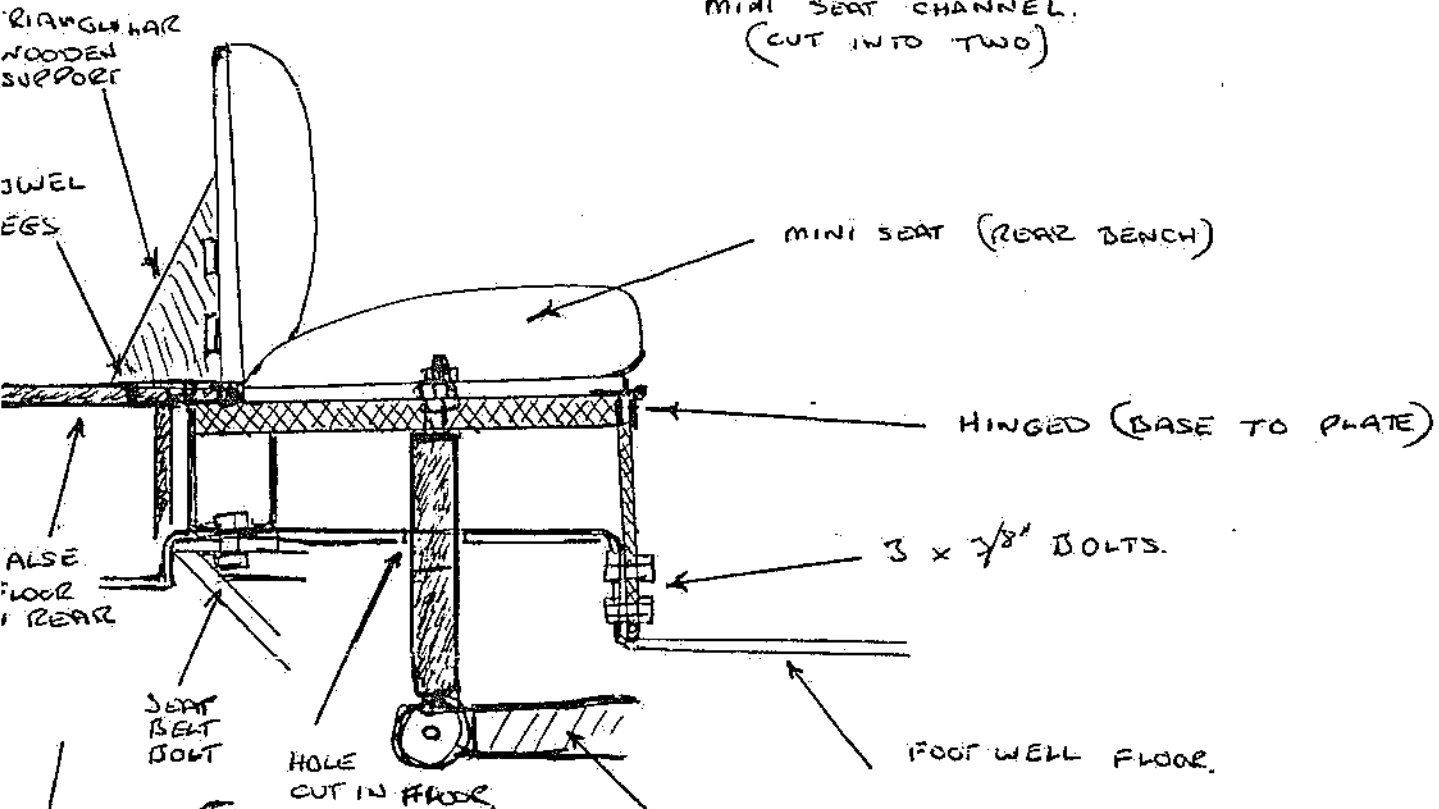
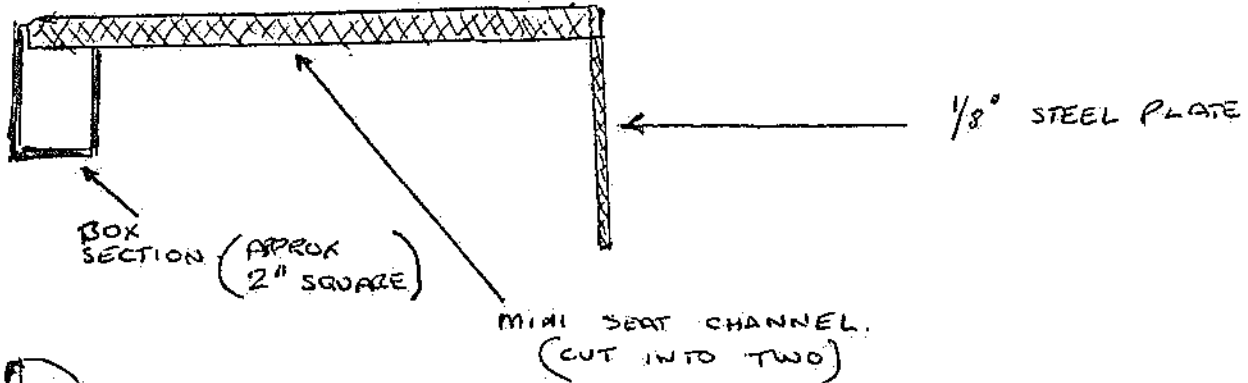
The main part of my new bracket was the steel channel found under the front of the mini estate rear seat - cut it in half and it is just the right length.

Position this above the floor (fore and aft) at an angle backwards to give rake to the seat base and at a height to suit the required headroom, bearing in mind the need to stop the suspension arm from dropping loose.

The front end of the channel is placed in line with the vertical face of the rear of the foot well and a flat plate welded to it to reach down to the floor.

I put three 3/8" bolts through the plate and the vertical floor and put spreading washers under the wheel arch. The back end of the channel has a box section welded on at right angles, a single bolt through the box and floor into the welded on nut on the chassis (seat belt mount ????)

MINI HUNTSMAN CENTRAL S/A MOUNT



(2)

The S/A top mount goes through a hole in the channel, it does stick up about 3/4" but a hole in the plywood seat base will solve that and it won't cause a sore posterior (the foams thick !!!!).

I have hinged the seat base at the front to let it fold forward to form a flat floor and storage space. Now repeat on the other side !!!

The channel and plate I have fibre glassed in all round to make it weather tight and stronger. I used wovern fibreglass matt for strength.

The back of the seat is supported by triangular wooden brackets that are hinged to the back of the seat and located in the floor by pegs. The bottom of the seat back is also pegged to the floor. To stop it from tilting forward it is locked by slide bolts into heavy wooden speaker boxes that are fixed to the floor.

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Help !!!!! Can anyone tell me what causes a loud squeak or creak in the steering column and how I could cure it. I have changed the top bush and the column.

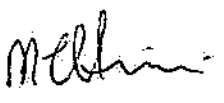
Help !!!!! Does anyone know the best way to make the suspension any softer on a dry mini ?????

Help !!!!! Any ideas on a decent rear window support ?????

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I hope that the above information is of help and I look forward to seeing you at one of the 'Kit Car' shows during the year.

Yours sincerely,



Martin E. Hisom

C.C: Trevor Faithfull - Hustler Owners Club.

limited

29 April, 1987

Trevor Faithfull, Esq.,
Lee's Takeway,
30 George Street,
Warminster,
Wiltshire.

Dear Trevor,

I hope this arrives in time for your next newsletter.

We are looking forward to seeing you here on 4 July. As I explained, it is our son's school leavers weekend and we shall have to be away on Saturday evening, but I am sure you will manage to have a good time without us!

It was nice to see old friends at Stoneleigh and some very well finished Hustlers and this brings me to the main point of my letter: the public think Hustler Owners are the tops! Several people have said how helpful and interesting you are and one man in particular was on the phone on Monday extolling your virtues and saying how grateful he was for the reception he had on the stand, in marked contrast to the disinterest shown by other clubs. We are very grateful too as the atmosphere of an owners club must make a significant impression on someone considering building a kit.

Several owners mentioned they are often asked for our address. I am reprinting leaflets at present and if anyone wants a supply, let me know, it saves laboriously writing out our address.

Looking forward to seeing lots of you on 4 July (come Friday night if you like). The Combroke Festival will take place again on the Sunday; let's hope it's Stoneleigh weather.

Yours sincerely,





LA FETE DU VEHICULE PERSONNALISE,
CUSTOM, ANCIEN, ET DE COLLECTION

HUSTLER OWNER'S CLUB
Trevor FAITHFULL
30 George ST Warminster

WILTS BA 12 8 QB

ENGLAND

Dear sirs,

I am pleased to inform you that, from 3 to 11 of october 1987, an exceptionnal "Motor Show", in which a large park of Replicas will be presented, will be held at PARIS - LE BOURGET, in France.

I saw the "KIT CAR SHOW" of BIRMINGHAM and the exceptionnal assembling you had realized, so, I would be very glad to recieve you, in France, in Paris on the 3 and 4 of october for an "Action Day" during our show AUTOFESTIVAL.

In concentrating the requests of passage on the ship, there is no doubt for me that you would obtain the best conditions for your travel by ferry.

In Paris, we can take in charge your lunch for the Saturday night - 3 -, and for the midday of Thunday - 4 -. I will try to find a good solution for your sheltering, too.

If this journey seems to be pleasant for you, it would be necessary for you to contact the English constructor and to give me, very quickly, an answer on fundamentals.

In the same way, I ought to know for September the fifth, the number, as precisely as possible, of vehicules and persons.

I hope to see you in Paris, and, please, do not hesitate to contact me for any more information.

Yours sincerely,

YVES LEVASSEUR

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MORE 1800 PROGRESS

The title actually is something of a mis-nomer because I haven't made that much progress but the problem now is a cold garage and a serious lack of money. If you are interested, please send large cheques so that I can continue, and then I can write more articles for the newsletter. (Editor, please take note). Since I received **no** cheques the last time I asked for them, I rate the chances of receiving some this time as fairly remote. As it doesn't look like anyone is going to give me any money, it looks like I had better go out into the big wide world and earn some. Now theres an idea!

When I moved house recently, I had the problem of moving a part-built Hustler and loads of spares etc. Most of the smaller items (including a spare Austin 1800 engine and Gearbox) I managed to fit into my small goods trailer, but the complete vehicle, (a non-runner with no brakes or steering) proved a bit more difficult. I contacted a company locally who hire out transporter trailers and was charged a colossal sum of money for borrowing a wreck for 3 hours. Ringing round various other places I found that I had picked the cheapest and the others all said that they were booked for a week or two anyway. Car transport is in demand thought I, and the grey matter started moving (I knew that because I developed a headache).

To cut a long story short, (It never does though - does it?) I bought an Indispension trailer catalogue and priced up making a transporter trailer myself. Silly as it seems, to make one would have been £200-£300 more expensive than buying one, so I bought one. Well, the Bank did - they have more money than most of us, well more than me anyway (Keep those cheques coming!) and I put an advert in our local paper - "Self-tow trailer for hire" at a price that undercut all my competitors. The 'Phone began ringing and people wanted me to tow the trailer for them - which I hadn't bargained for.

Originally I towed it with my 1.8 Marina and moved some lightweight stuff up to and including an MGB GT and then someone rang and said could I move an Atalanta saloon - "a what?" said I, and it turned out that this thing was about 16 feet long and weighed about 1½ tons. Now my Marina is quite good for its age and tows quite well (Whaddya mean, there's no such thing as a good Marina?) but no way did I fancy moving something like that for 700 miles with it. (Yes 700 miles!)

Landrovers are a bit over-rated as road vehicles aren't they? The one I've got does about 40 mph and 14 mpg so I'm now working hard to keep the petrol tank full - a seemingly bottomless pit that never stays full for long. Ah well, as soon as I get the Hustler roadworthy, I'm sure that it will tow light stuff quite well and will be a good nobile advert - (a la T. Faithfull Esq). Another reason for keeping those cheques coming.

On to more mundane matters - i.e. Hustler building, something I had almost forgotten about doing. I have now completed nearly all the wiring and have started from scratch rather than use existing looms etc. My employer very kindly taught me about this electric stuff when I was 16 or so and that came in very handy.

/continued...

Front lamps, indicators, and headlights are in as well as most of the dashboard switches and speedo pod. I have used a ribbon speedo from the 1800 and I hope it looks O.K. My long-suffering, ever-loving bought me a nice woodrim steering wheel and have fitted that to the original 1800 column. Indicator switch, headlamp flasher, horn, and dipswitch are fitted, as one stalk, on the column.

I have also fitted some sheet aluminium to the sunroof aperture and have incorporated a small wind deflector to the front edge. I have also fitted sheet aluminium to the rear window surround, - must cut a hole in it sometime so's I can see where I've been, otherwise no point in fitting rear window!

If you are reading this and thinking - what a load of rubbish - please have a go at writing something yourself - it's easy really.

I mustn't finish this without some free advertising, so if anyone does need a car moved - or any vehicle up to 1½ tons - please give me a ring on 0562-754657 and I'll give you a quote - (free!) I charge 25p. per mile (at the moment) and can manage heavier vehicles than 1½ tons but need prior notice and a surcharge is applicable. (I have to go to my competitors and borrow a wreck again, so the surcharge is to cover that).

Hope to see one or two nice Hustlers at Stoneleigh to get some more inspiration. See you there.

Martin Guinan

Martin Guinan
Kidderminster

CLUB SWEATSHIRTS 14

1 SIZES (Chest or bust size in inches, 2" size steps)

| | | | | | | | | | | | | | | | |
|-------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 Inches | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 |
| 2 Ladies' Bust | | | | | | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 |
| 3 Men's Collar | | | | | | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 4 Children's Ages | 2 | 4 | 6 | 8 | 10 | | | | | | | | | | |

A. LOOK AT THE PRICE GUIDE

| Item | Price Guide | |
|-----------------|-------------|---------|
| | From | Average |
| T Shirts | 1.95 | 4.95 |
| Sweatshirts | 4.95 | 8.95 |
| Sports Shirts | 6.95 | 12.95 |
| Men's Shirts | 6.95 | 10.95 |
| Ladies' Blouses | 6.95 | 10.95 |
| Overalls | 19.95 | 24.95 |
| Jogsuits | 19.95 | 24.95 |
| Tracksuits | 24.95 | 29.95 |

04868 7068

04868 7068

The address for those who wish to visit the shop is:

3 New Road, MILFORD, Surrey.

On the A3 next to the 'White Lion Pub'

Club Badges as on the right.

Cloth, Black & White.

£1.20 each.

Club Keyrings as on the

left. 30. pence each.

Cheques made payable to Hustler Owners Club.

Send to :

Trevor Faithfull

30 GEORGE ST

WARMINSTER

WILTS BA12 8QB

