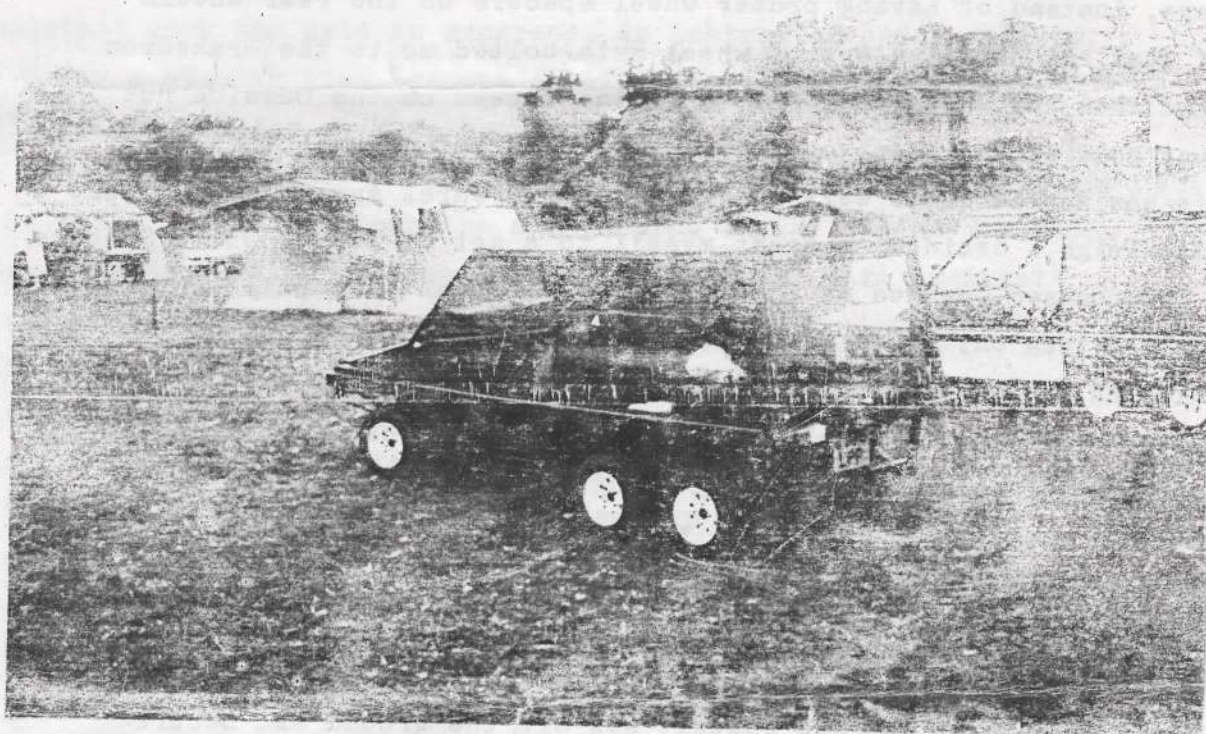


HUSTLER

Journal of the kit car élite

no. 19



to the roof rack, and carried on day's supply of five gallons.
Barker left a big spray of olive oil over the hood of the car
and so we bowed along until about twelve miles from home and out
ramping round again, luckily right outside The Little Owl.

cont.



TAKE-AWAYS

T.B. & I.E. Faithfull

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

Hello again. I hope everyone is enjoying the Summer in their Mobile Greenhouses.

Nice to see a good many Hustlers at Stonleigh, although I have noticed lately that the Wooden Hustlers are far more in abundance now. Us Fibre Glass Fetist's are in the minority. It wasn't so long ago that it was the other way round.

I always enjoy Stonleigh, never mind the weather there is always plenty to do and see. I don't know about our Club spot though, It was plenty big enough but I think I would prefer to be a bit closer to the main part of the show. I will see what I can arrange for next year.

I had a rather small mishap on the way home though. My Hustler is coming up to six years old and up to a few months ago, instead of having proper wheel spacers on the rear wheels I just had an extra set of wheel nuts bolted up to the Brakedrum and then the wheel, but only half the thread on the Outside nut was holding the wheel on. Not really a satisfactory solution but it has worked quite well for the past 5½ years. Anyway just before Stonleigh I decided to treat myself to a set of proper Wheel Spacers

I purchased Cosmics at £11.50 a pair. I bought two pairs and duly bolted them on.

Alas on my return journey from Stonleigh, about half way home I noticed a horrible rumbling sound. Stopped the car, had a good look round but I could find nothing wrong. Got back in the car and carried on, about two hundred yards further on the rumbling is now much louder. Quickly stop the car and discovered Three Wheel studs had sheared on the Foremost of the onside rear wheels. Oh Dear! Anyway I removed the offending wheel and with a borrowed piece of rope, tied the culprit hub off the ground and secured it to the roof rail, and carried on quite happily on Five wheels.

Brakes felt a bit spongy but otherwise everything seemed OK. And so we bowled along until about twelve miles from home and ominous rumbling sound again, luckliiy right outside The Little Chef.

cont.

Quick look at the car confirmed my worst fears, the rear most wheel on the inside had sheared Two wheel studs.

We had a quick cup of coffee while we waited for the taxi to take Isobel home and I settled down for the marathon wait for the RAC to appear. But within the hour the Hustler was on the transporter with the trailer in tow and we were home in no time. I thought that was excellent service from the RAC and on a Bank Holiday as well.

I have seen numerous people who have broken down outside the shop here in Warminster and have had to wait 5 & 6 hours for assistance from the AA.

Maxi 1750. Will it fit the Hustler

I have finally taken the plunge and am going to try and fit a Maxi 1750 engine to my mini Subframe Hustler. Well I'm not actually doing the technical bit, more just holding the spanners and paint brush while the experts do it. I was hoping to have it all ready for the Hustler at Home but it was not to be. Pressure of more important work has held up progress. So instead of being able to give you a blow by blow account of how it all went together I will relate how far we have progressed.

I have bought a spare mini front subframe from the scrap yard for £25.

I have also purchased from the same source a Maxi engine for £100.

Conversation goes. 'Please Mr, have you got any Maxi engines?'

Reply. 'yes, Hundreds.'

Question. 'Have you got a runner?'

Reply. 'Yes, up there.'

And precariously balanced four cars high, sat an R reg. Maxi with the side caved in. It was apparently driven in from the Insurance Compound. And as it was on top of the pile probably had'nt been there to long. So in a fit of madness I paid £100 for the complete engine, Gearbox and all the bits, I cant spell ancillaries, you know, carb, alternator, starter, manifold and rad. Considering the Scrappy could'nt have paid much more than £10 for the whole heap I suppose ~~I got ripped off~~ I got a good deal.

cont.

The progress to date has been, the engine is in the subframe. I think he has had to cut the subframe but I will give you more details when the engine is lifted out and I can see exactly what he has done. The Oil filter will have to be modified as it fouls the front of the subframe and the cooling fan also fouls the subframe . I think that will mean an electric fan.

As soon as the mounting Rubbers arrive the engine mounts will be welded in. The plan is to mount the engine and start it up on the garage floor, and then do the necessary reconditioning I will really need Disc Brakes and a Servo, but I can't find any Mini 7 1/2 " Discs anywhere. If anyone has any suggestions please let me know.

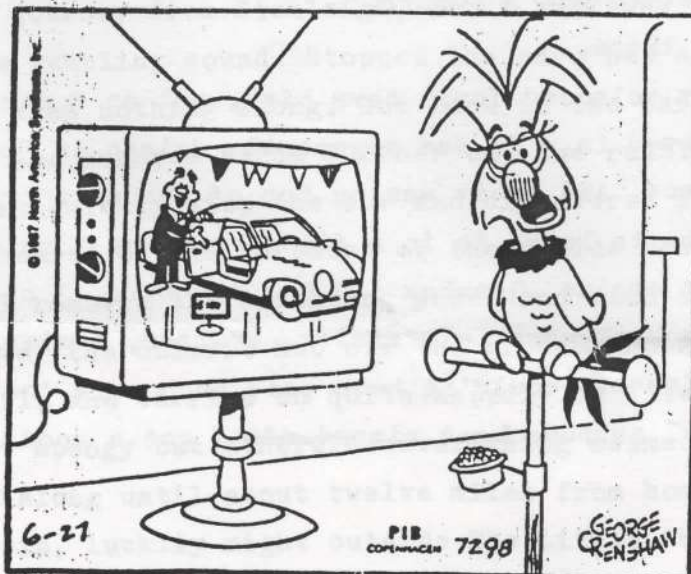
I will give you more details as the work progresses.

P.S. I want to build a double garage in the garden. I have cut down an old apple tree to make room for the garage base. But now I have to remove the stump. All suggestions as to how to remove it, other than with a stick of Dynamite will be gratefully received.

As will any contributions to the next Newsletter.

Any articles for the next Newsletter by the third week in September.

Belvedere



"The trouble with bucket seats in today's sporty cars is that everyone doesn't have the same size buckets"

48, Meadow way,
Walton,
STONE,
Staffordshire,
ST15 0JP.
May/June 1988.

"Post Bag"

Dear Editor,

Wooden 2 Plastic 1
(Articles in the last newsletter!!)

'nuff said!!!!

The information in the article by John Brazier on windscreen wiper motor cranks I found extremely useful and I have already put the info to good use.

I've never really been happy with the one wiper in the off-centre position as seen on most Hustlers. When the screen is dryish the wiper dosen't wipe the view directly at eye level. Moving the position of the wiper box so that it is now in the middle and using a 32 tooth 'box' and 120° crank plus playing around with the length of the wiper arm, there is now a much better area of sweep. I suspect that the 120° crank might be a little to much. The 115° crank might be better. All I've got to do is locate one! I've got a 110° crank so think I'll try that first.

For info: 130° - Allegro; 120° - Mini/1100; 110° - Wolseley 1800(and I think Marina); 100° - Triumph 2000; 95° - Maxi. But can't find a 115°!

National Kit Cars
& Specials Show
Stoneleigh May 1st-2nd 1988

Well a year like last year was to much to hope for. Weather could have been kinder ie dryer and warmer. At least we were able to put the tent up in the dry and also take the tent down when it was dry on the Monday afternoon

On Sunday there were in all 11 Hustlers in attendance including 3 new wooden Hustlers I've not seen before. Martin Guinin's 6 wheeled 1800 based car. It certainly is different. The other two were a 4 wheeler and a 6 wheeler both mini based. There were altogether 5 wooden Hustler in total plus a Harrier and a 6 wheeled Hellcat

Cheshire Kit Car Show
Capesthorpe Hall
May 15th 1988

This year the weather stayed fine. Went with Potteries KKC and was joined by Andrew Medd with his 4 wheeled Hustler
Very few manufactures there again, but none the less a very enjoyable day.

Now for a moan!! (Groan Groan! not again!) Why is it there is always some wally who by their disregard for other kit car owners and the general public spoils it for the rest of us and gives kit cars a bad name. I'm refering to a couple of incidents - one this year and one last year and both at Capesthorpe.

With regard to registration number, I notified Swansea of the changes (intended changes) quite early on. Learning by my mistak

(Not to mention the incidents at Stoneleigh this year and especially last year when the Police got involved)

Last year it was some pratt in a Jago Geep (no disrespect to your mate Vince!) who decided he'd show his prowess at handbrake turns whilst there were young kids around. This year an idiot in a beach buggy decided he'd do the same whilst families were picnicing.

Do you think that the character of a person is reflected by the kit car he/or she builds or buys????

2nd Cheshire Classic Car
Spectacular June 4/5th

For all you Hustler owners out there who have based yours on 1100/1300 parts did you know that there is the 1100 Club which was started for any 1100/1300 based models eg including Rileys Kestrels VP's and GT's ie the whole range. I came across their existence when I went to a classic car show held at Tatton Park near Knutsford mainly to have a look at the auto jumble section as I was having difficulty in obtaining a new part for my Hustler.

Walking around the exhibits, after have no success with locating the part I was after, I spied this collection of 1100 and 1300 including an MG a 1300 GT and a Wolseley. To cut a long story short I told them about the Hustler a was invited on to their stand and spent the rest of the day with them. I've also joined the club because, being completely selfish, they could be very useful for finding parts for my Hustler. (the part I needed I actually located myself at a main dealer in Newark of all places!)

Talking of Newark!!.....

6th Alternative &
Kit Car Show
Newark & Notts Showground
18th & 19th June '88

On the last minute decided to go for the full two days as it was advertised as kit car and driver free plus free camping. It should be a nice cheap weekend.

With that in mind I decided to book a club spot (hedging my bets and booking it on behalf of both the HOC and the PKKC) with the organisers who were very accommodating even at such a late date.

On arrival at 7.15 on a glorious Saturday morning found 'our' pitch and put up the tent.

Organisation this year, over passed years, was very good ie laid out in a more logical order. There were pedestrian areas which was good as it kept certain areas relatively safe for the kids.

Biggest show yet. There were 5 halls this year, as opposed to 4 last year, all full, with various stalls outside

But again, it just goes to show how the weather can influence outdoor events. Sunday was heaving and you couldn't have asked for a nicer day. Andrew Elvin turned up also, so I was only on my own on Saturday!

If next years show matches this years then I would certainly recommend attending. I'm going again next year if the dates don't clash with anything important. Dates are June 17/18th

Talking of weather again lets hope it's kind to us at this years Hustler-at-home w/e

Keep Hustin'

KS'

1
YET MORE 1800 PROGRESS

Well, its finished! - Well roadworthy anyway, I dont think they're ever finished, you can always find improvements to make.

I recently had to go into hospital and afterwards had daily visits from the district nurse, so was signed off work. Towards the end of my "convalescence" I was able to spend afternoons (and some evenings) doing building work, and progress has gone on apace.

I was aiming for the Stoneleigh show on May 1st and made it with less than a week to spare. The M.O.T. was a slight stumbling block as the tester said that he would not pass it because the seat belt bolts were into wood. I suppose I should have thought of that but didnt. I bracketed the two middle parts, that the belt clips into, together and put metal bracings across the inertia reel and the other end of the belt. As the reel is mounted upright and the other part into the floor, the bracket is round a corner so should be quite strong. The tester seemed happy and gave me a certificate.

Insurance did not prove too difficult, and my broker got me cover through Norwich Union for £78.00. They could only get 3rd party only though, and I wonder if that is everybody's experience.

With regard to a registration number, I notified Swansea of the changes (intended changes) quite early on. Learning by my mistake

when I built my Gentry, when I was too honest, I notified them of changes on the form rather than writing a detailed letter.

The Gentry was based on a 1300cc Triumph Herald in Blue. The finished car was a 1300cc R.M.B. Gentry in Black. Engine and chassis N^{os} remained unaltered. When I got my logbook back it said "Triumph Herald convertible," and being honest, wrote them a detailed letter explaining what I had done. Foolish Fellow! All sorts of letters flew in my direction and I finished up with a police inspection and a "Q" plate. This time I have a logbook which says I own an Austin 1800 Estate in Braun and that's good enough for me. All the other information is correct, and (so far) I have kept my original reg. N^o. Taxing the car was no problem as a result. (Finding the SSquid is the problem there.)

Hope everyone who went to Stoneliagn enjoyed it and look forward to seeing more at Park Farm in July.

Sorry to have wittered on for so long but I would like to finish by thanking everyone who has helped me with information, encouragement, photographs etc, especially The Towns's, Trevor, Keith Sharp-Stone-Staffs (KS³) (or should it be K(S³)) and last but not least to my wife Lynda, without whose help and encouragement, I would never have finished.

Can I now claim the prize for the largest engined "standard" (?) Hustler, unless anyone out there knows different?

Martin Gorman
(Kiddercornhill)

SANDOWN 1987

I am writing in response to the request in No.16, for information from members who attended the 1987 Sandown Show. I intended to submit this report in time for No. 18 but having missed the deadline, it will be ancient history before it is printed but it might act as a motivator to attend the 1988 show!

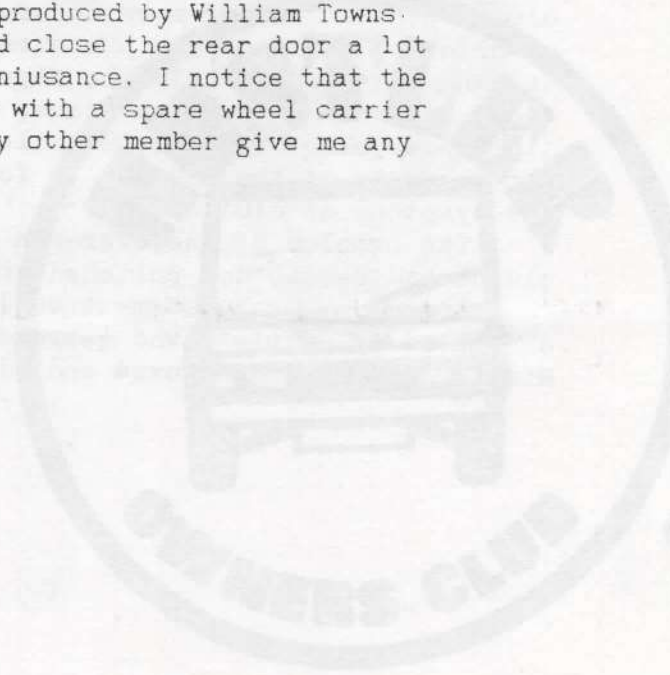
Q 149 VME and I arrived at Sandown on Sunday morning and spent a rather lonely time in the Hustler area until we were joined around mid-day by a fellow Hustler 6 owner whose name I have unfortunately forgotten. This gentleman was trying to sell his car and had been the only owner in the Hustler area throughout Saturday. I met several other interested parties including Vince Smith (No.14) who discussed the problems of his build. I hope he has finished by now! The show itself was even better than in previous years despite the lack of Hustlers and an Interstyl stand but it was galling to be outnumbered by so many other owners clubs, particularly the rather ugly Mini Scamp in the adjacent area. Lets hope we have a better turn - out in 1988.

One of the reasons for the delay in my writing this piece is that whilst at the show I ordered a Ginetta G31 kit and I am still engaged in the build. We will soon be a "two kit" family and will have to try to drive both vehicles to shows and alternate between two owners club areas.!

Since Sandown the Hustler has been involved in two accidents (neither my fault) but both proved testimony to the strength of the vehicle. In the first incident another car ran into the back of me at traffic lights and, although my back lights and window were broken and rear panel damaged the other party's car was written off as it crumpled against the steel frame of the Hustler. In the second accident I was hit by another car being driven on the wrong side of the road but my front nudge bar ensured that damage was fairly light.

Following the first accident I decided that the rear of the car needs greater protection and that this should be combined with a carrier for the spare wheel. I have considered the type produced by William Towns but, whilst this would do the job, I open and close the rear door a lot and believe the wheel carrier could prove a nuisance. I notice that the front cover of No.15 seems to show a Hustler with a spare wheel carrier of a different design; could the owner or any other member give me any advice on this matter?

Steve Faithfull
10 George Street,
WARRINGTON
CHeshire



CLUTCH TROUBLES.

Late last year I began to experience clutch problems with my Mini-engined Force Four - symptoms were typical of clutch slip, plus juddering when starting from rest and on the over-run. Steadily it became worse and eventually I only just managed to get home, after leading a long line of irate drivers. Scenario: one red-faced Hustler driver trying to become invisible in his Force Four - have you ever tried to become invisible in a Hustler.....?

Local Mini-specialists were called in and after head-scratching the verdict given was either oil on the plate or a damaged plate - the master cylinder and slave cylinder had been checked for wear/leakage - and that the judder problems were through the engine not being secured correctly with the steady rod and tie-bar.

Examination (by me) soon verified the fact that the judder was not caused by steady rod and bar being loose - they were correctly fitted.

The removal of the clutch assembly from the Force Four is, I think, impossible without removing engine assembly from the car - at least that was my initial thought after realizing that one securing bolt couldn't be secured due to the close proximity of the sub-frame. The answer of course is to drill a hole sufficiently large enough in the subframe opposite the bolt, to be able to insert a socket-it is fairly plain sailing after that.

Removal of the flywheel retaining bolt did cause quite a bit of trouble and, as stated in the Works Manual "will be extremely tight, requiring a great deal of effort to free it (it most certainly did!) and when it does free, will release with a bang". Again it certainly did and I jumped about a foot off the ground.

Inspection of the assembly did not reveal any damage or oil on the clutch plate. After more careful inspection though I discovered some un-original marks on the pressure plate. What transpired was that the driving bolts which hold the flywheel to the pressure plate were minus their distance washers and thus, after the clutch had been in use for some time (in my case around 4,000 miles) there was sufficient wear (just) for the ends of these bolts to foul the pressure plate and thus give the symptoms of clutch wear.

The problem of the over-run judder and starting judder was that the clutch had become too polished and merely required a slight roughing-up.

The great irony of my troubles is that the engine/clutch assembly were assembled by a friend who served his (then) BMC Apprenticeship building Mini engines and gearboxes and clutches.....

Barry Gibbs

TEE - SHIRTS

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						13½	14	14½	15	15½	16	16½	17	17½	18
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 Street.
WARMINSTER
Wilts.

