

HUSTLER

Journal of the kit car élite

no. 21



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WILTS.

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I know, I know, its late again. But here it is at last
One reason it is late is that at the beginning of
January I did'nt have anything to put in the Newsletter
but now by delaying it a month I have got plenty.

The other reason it is late is because I have sold the
Takeaway and moved. The Takeaway was good fun and
profitable but coming up to three years, I was due
for a posting.

I have moved into my house temporarily, amongst all
my bedsit tenants. I have got a self contained flat at
the top of the house so I am quite comfortable this
time while I look for something else to do. I have
got to find something else as I can't afford to retire
just yet.

I have just MOT'd my Hustler for the sixth year.
I needed a new exhaust, top and bottom swivels and
three new tyres. They were three of the original
Goodyear Rally specials fitted when the car was built.
The old Mini wiring is starting to play up now and again
mainly due to worn out connections. Apart from that its
running as good as ever.

Still no joy with my Maxi conversion yet, but I live
in hopes that it will happen one day.

I really do ought to have Disc brakes fitted but finding
Mini Coopers on the scrap heap is like looking for gold dust
If anyone hears of anything please give me a ring.
I need the whole lot, Discs ,calipers and the Driveshafts.
I will even accept the 10" discs off the 1275 S.

Subscriptions due for April please still only
£4.00 Nos. 1 - 111

48, Meadow way,
Walton,
STONE,
Staffordshire,
ST15 0JP.
Autumn/Winter 1988/89.
Tel: Home 0785 817866

Post bag

Dear Editor,

Just received N/L No. 20 and I feel the opening paragraph of my offering was rather optimistic to say the least!!!. Where were ALL the articles from you lot. Before you get any response from people you have to start being abusive before they get the message that WE NEED MATERIAL FOR THE NEWSLETTER YOU IDLE BUNCH OF SO CALLED HUSTLER ENTHUSIASTS. As I've written in the passed N/L's it gets monotonous reading articles from a few DEDICATED members who are desperately trying to keep the interest in HUSTLERS alive and kicking. It doesn't matter how trivial you think something is or that your frightened about putting pen to paper, at least it would be somebody's different slant on something ANYTHING IS BETTER THAN NOTHING. See I've used up 1/4 of a page moaning and slagging off you lazy word shy b-----ds!!!

Come on lets have some new material. You don't really want to read Trevor's cookery receipes do you? Perhaps you do!??

If I've upset anyone by my outburst in the above paragraph now is your chace to get your own back by sending in a article. And NO - I'm not apologising for the above.

Quaterly moan over with -

2nd Southwest
Kit & Sportscar Show

Well it looks as if maybe there won't be a 3rd as far as Hustlers are concerned because we've been present at 1 and 2. What I suspected would happen appears to be happening and that is these organiser are willing to fill up empty spaces by using vehicles from kit car clubs but when word gets back to manufacturers who weren't at the previous shows and missed a good show they now want a piece of the action and the kit car clubs get 'Gazzumped' Yes you've guessed it!! When John Brazier arrived on the Friday night to set up in our 'reserved' spot he was told that we were doubled booked. And guess who ended up in a corner as far away as you could get from the main entrance.

In fact we had to wait until everybody had brought in their exhibits etc before we could set up as our 'reserved' spot was right in front of the access doors. Still there was one consolation. On Sunday we were first out and until we moved nobody else could.

What I'm trying to say is that money talks even if you did support the organisers the first year. We might get 'invited' next year. If there is not much space left when all the manufacturers have 'bought up' all the spaces the Organisers suggested that the clubs could be invited in a sought of rota. In my opinion it should be the manufactures, who couldn't support them in the first place, that should be 'invited'!!

All I seem to do lately is gripe. But for all that we had a good weekend. A lot of interest shown in the cars but as far as the cars are concerned Joe Public thinks they are only available made out of wood. Could it be that both cars on display, both being made out of wood, has something to do with it!?

As far as the show was concerned it was well supported by both those taking part and the public. Very busy both days and on a par with Shows like Stoneleigh, Newark and Bingley Hall (Stafford). (I haven't been to Sandowne so I can't compare)

Talking of Bingley I shall be there with the PKCC and I think there will be a 'guest' appearance by another Hustler. So if your thinking of coming come and say Hello!

I've included a list of the more well known shows for 1989 (ie those I'll possibly attend)

3rd Sports & Kit Car show
Bingley Hall Stafford 11th & 12th March 1989

Midlands Festival of Transport
Weston Park, Salop, 26th & 27th March, 1989 (Easter Sunday and Monday)

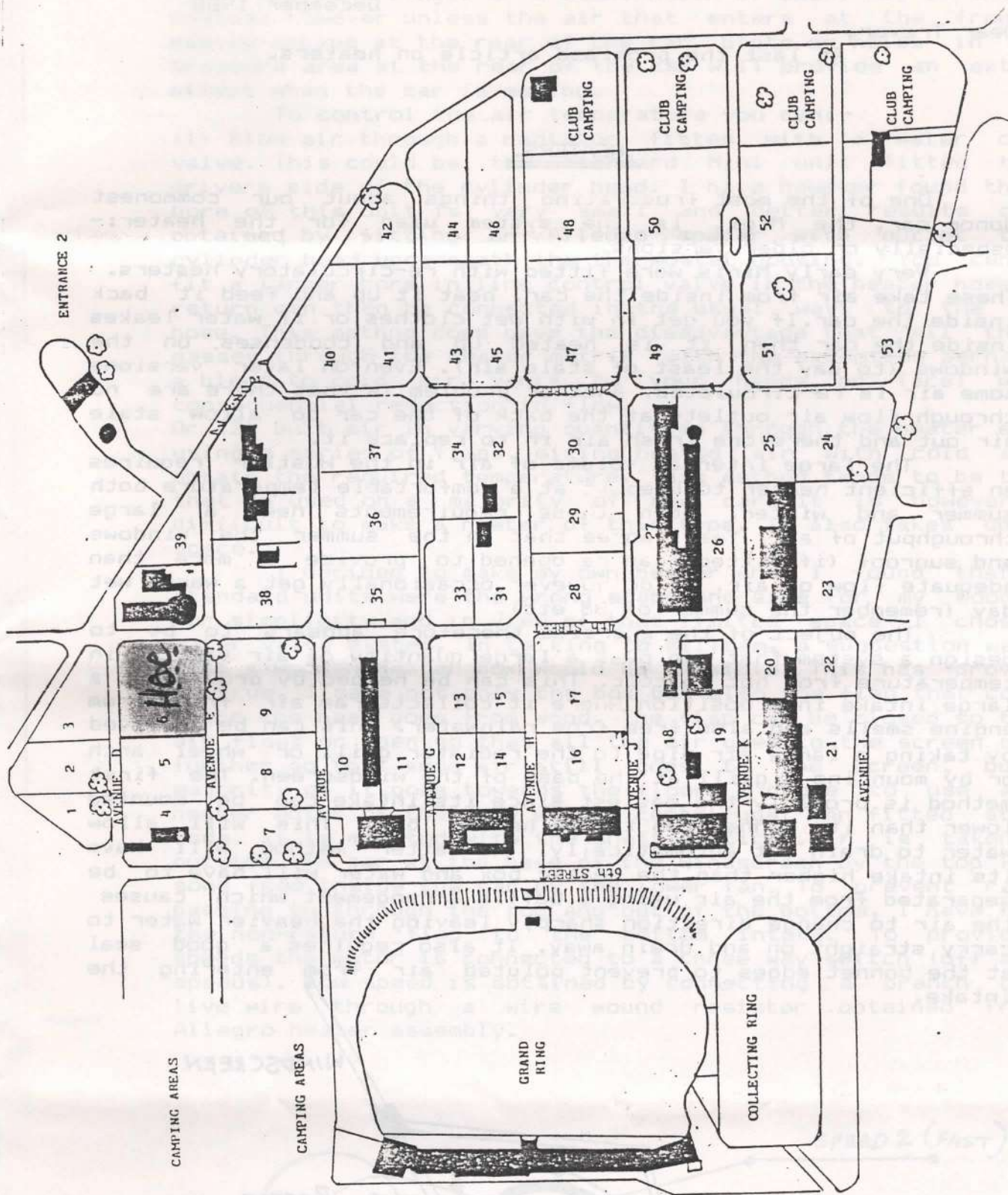
National Kitcars Show (sponsored by Classic Replicas which used to be Kitcar And Specials)
Royal Showground, Kenilworth, Warwickshire 30th April & 1st May 1989
(May Day B/H)

Cheshire Kit Car Show
Capensthorne Hall 14th May 1989

7th Alternative Sports and Kit Car Show
Newark 17th & 18th June 1989

National Component Car Show
Sandown Park Exhibition Centre Esher Surrey 12th & 13th August 1989

See some of you there maybe
keep Hustlerin'
K(S)'



National Kitcars & Specials Show.
 Royal Showground, Kenilworth. Warwickshire
 30th April & 1st May 1989
 See you all there.

24 Montrose Park,
Brislington,
Bristol,
BS44JF.
December 1988

Dear Trevor,

At last the promised article on heaters.

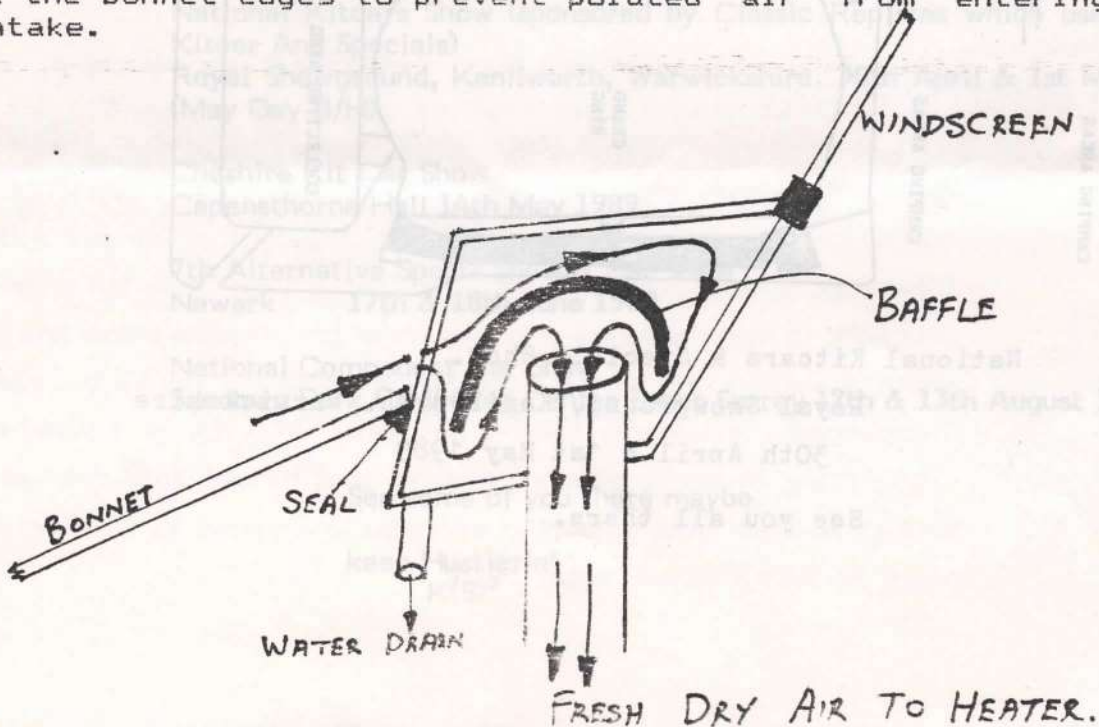
HEATERS.

One of the most frustrating things about our commonest donor car, the Mini, is the system used for the heater:- especially on older versions.

Very early Minis were fitted with re-circulatory heaters. These take air from inside the car, heat it up and feed it back inside the car. If you get in with wet clothes or if water leaks inside the car then it is heated up and condenses on the windows (to say the least of stale air). Even on later versions some air is re-circulated. Another problem is that there are no through flow air outlets at the back of the car to allow stale air out and therefore fresh air in to replace it.

The large internal volume of air in the Hustler requires an efficient heater to keep it at a comfortable temperature both summer and winter. Both these requirements need a large throughput of air. Yes I agree that in the summer the windows and sunroof (if fitted) can be opened to provide a more than adequate flow of air. We do however occasionally get a warm wet day (remember the summer of 88 etc).

The object of the exercise therefore appears to be to design a system that can pass a large quantity of air varying in temperature from hot to cold. This can be helped by providing a large intake in a position where it collects ram air free from engine smells and also free from rainwater. This can be achieved by taking a large air pipe to the radiator grill or wheel arch or by mounting a grill at the base of the windscreen. The first method is probably the easiest since its intake can be mounted lower than its connection to the heater box. This will allow water to drain out automatically. The latter method will have its intake higher than the heater box and water will have to be separated from the air using a baffle arrangement which causes the air to change direction sharply leaving the heavier water to carry straight on and drain away. It also requires a good seal at the bonnet edges to prevent polluted air from entering the intake.



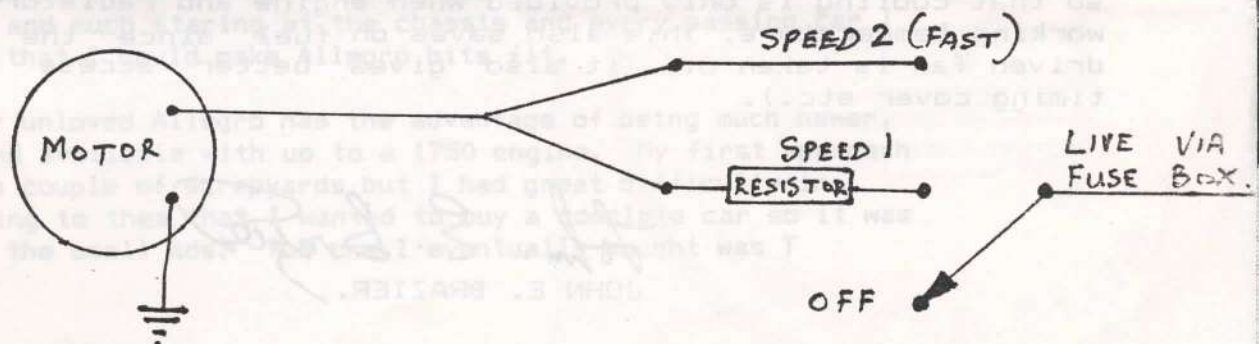
Even if air is being rammed into the intake a booster fan is necessary to produce an airflow when the car is stationary or for extra ventilation when the car is moving. This may be single, two or even variable speed. The type of fan will either be axial, centrifugal or a combination of both. All of these are useless however unless the air that enters at the front can easily escape at the rear of the car. Slots or holes in a low pressure area at the rear of the car will provide an extractor effect when the car is moving.

To control the air temperature you can:-

(1) Blow air through a radiator fitted with a water control valve. This could be the standard Mini unit fitted to the drivers side of the cylinder head. I have however found that the bore of this unit is very small and better results can be obtained by fitting an Allegro spacer with outlet to the cylinder head underneath the thermostat housing. You can then fit a larger bore in line control valve in the heater hose. The return can then be connected in the usual way, to the bottom hose. This method does have the disadvantage that all the air passes through the heater matrix (with the exception perhaps of a bleed to cold air vents to your hands or face) with a consequential reduction in flow.

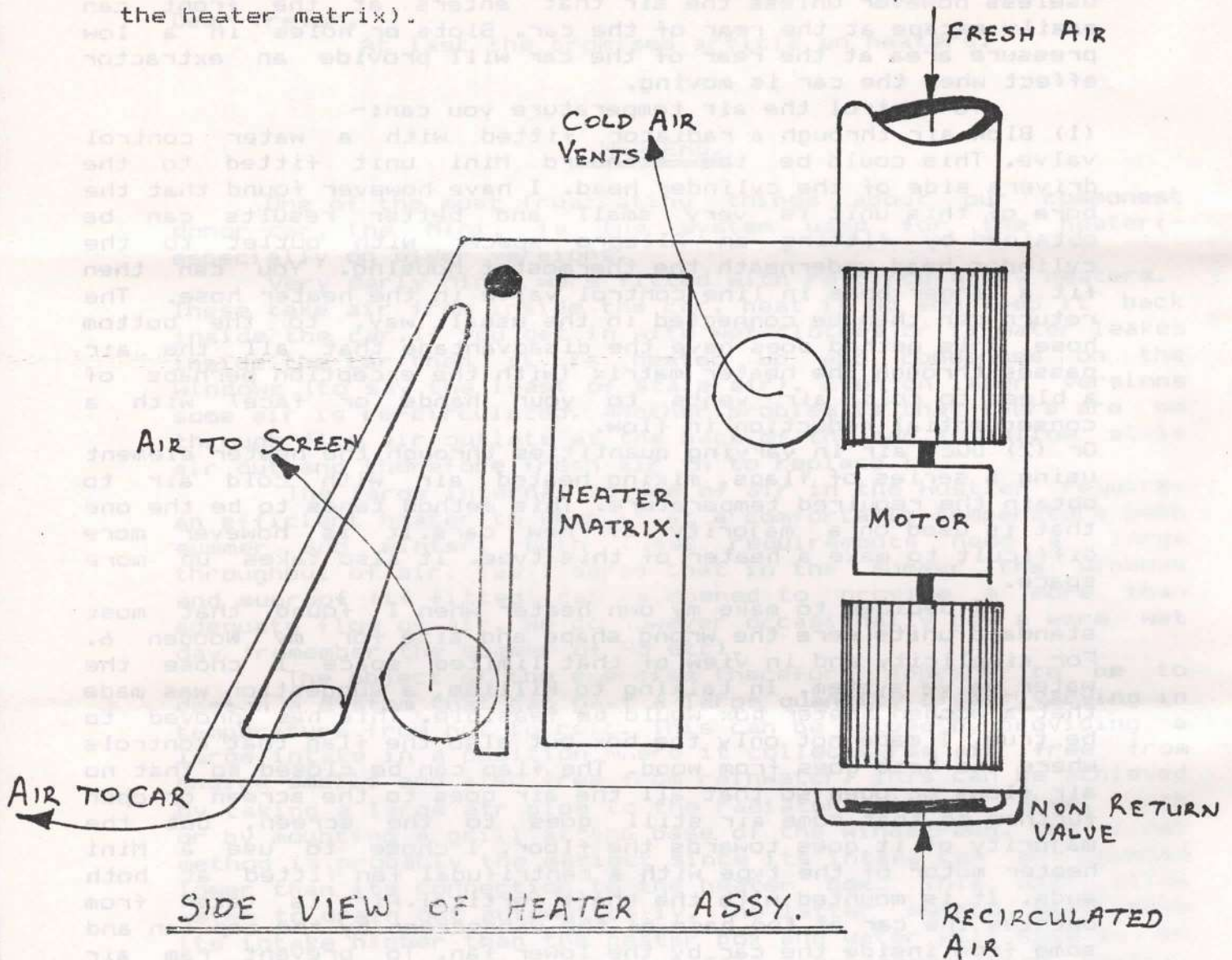
Or (2) Duct air in varying quantities through the heater element using a series of flaps, mixing heated air with cold air to obtain the required temperature. This method tends to be the one that is used on a majority of new cars. It is however more difficult to make a heater of this type. It also takes up more space.

I decided to make my own heater when I found that most standard units were the wrong shape and size for my Wooden 6. For simplicity and in view of that limited space I chose the water valve system. In talking to William, a suggestion was made that a wooden heater box would be feasible. This has proved to be true. I made not only the box but also the flap that controls where the heat goes from wood. The flap can be closed so that no air flows or open so that all the air goes to the screen or open further so that some air still goes to the screen, but the majority of it goes towards the floor. I chose to use a Mini heater motor of the type with a centrifugal fan fitted at both ends. It is mounted with the shaft vertical. Air is taken from outside the car at the base of the windscreen by the top fan and some from inside the car by the lower fan. To prevent ram air passing in through the top and out of the bottom, I have fitted the non-return flap to the bottom intake. To provide two speeds the motor is connected to a three way switch (off and two speeds). Low speed is obtained by connecting a branch of the live wire through a wire wound resistor obtained from an Allegro heater assembly.



8
An alternative would be to fit a rheostat control from another car and have a variable speed fan.

Two slider controls have been fitted to the dash:-
One controls the air temperature (in line water valve).
The other controls where the air is directed (flap in front of the heater matrix).



Improvements to the air temperature can be obtained by :- (1) Fitting a hotter opening thermostat to the engine (winter only).

(2) Fitting a larger heater element.

(3) Increasing the flow of hot water to the heater.

I have also fitted an Allegro radiator and electric fan so that cooling is only provided when engine and radiator reach working temperature. This also saves on fuel since the engine driven fan is taken off (it also gives better access to the timing cover etc.).

John E. Brazier
JOHN E. BRAZIER.

HUSTLER FORCE 5

I was so moved by Trevor's plea for articles (and a guilty conscience at having promised him something over 12 months ago) that I have finally put pen to paper to explain some of the progress made and problems found in putting together my Force 5. I have also to confess to not having actually been out on the road yet, construction having been delayed by a house move and so can also be counted amongst the "long build time" brigade.

Enough of confessions and down to a bit of history. First what is a Force 5 (and does the name still exist)? Well, depending on how you look at it, it is either a long wheelbase Force 4 or a four wheel Force 6. The basic panels and chassis are the same as the 6 but the foremost of the rear two sub-frames is omitted and spacer panels are provided at the side to fill the gaps. I have yet to see a completed example and in fact bought mine on the strength of some drawings. I have also never seen a Force 6 but am told they exist.

I actually placed my order at the end of 1986 and collected the kit in late January 1987. I remember the journey well as at the time there were several feet of snow on the ground and the road from the M5 to Broadway was still single track through the snow drifts. Mr Bennett was quite surprised to see us as we had come down from Stockport and his staff hadn't made it. The first task was to shovel the snow away from the loading doors to get the bits out of his shed and onto my Transit and trailer. It was a tight fit but it all went in or on at the second attempt. Unfortunately no record remains of this as my camera batteries decided to go flat. After getting stuck in his yard and having to be shovelled and pushed out we got home to Stockport without incident and filled up my garage and front garden with bits of Hustler. This made an interesting view from the front room window for several weeks and kept the neighbours talking. Luckily we had a tall hedge.

Now having built a kit before I know that the best technique is to buy the base vehicle well in advance and have all the parts nice and clean and painted ready to go on. So much for theory. I had decided to use an 1100 as a donor and had started to scour the local scrapyards and small ads only to find out that they are becoming rare (hence expensive) and decent ones are now being restored. When the kit arrived I owned a total of two subframes and a totally clapped out engine which I had been given. My thoughts therefore turned to alternatives and with tape measure in hand and much staring at the chassis and every passing car I decided that I could make Allegro bits fit.

The poor unloved Allegro has the advantage of being much newer, cheap and available with up to a 1750 engine. My first approach was to a couple of scrapyards but I had great difficulty in explaining to them that I wanted to buy a complete car so it was back to the small ads. The one I eventually bought was T

registered and had been run into from behind and pushed into a car in front. Rear damage was severe, front minor. Some repair work had been done including fitting a new radiator but it wouldn't start as the starter was jammed but looked OK mechanically. The asking price was £120 and after conferring with a colleague we decided to try £100 so expecting to bargain I offered £80 and got my hand bitten off. I have wondered ever since what he would have taken and secretly suppose would have liked to have been bargained upwards. Oh, it was also an automatic. Well we towed it home and got it going and drove it round the block a couple of times trying all the gears and everything worked so out came the hammer and chisel and in a week it was reduced to two heaps, one useful and the other scrap. The other bargain was that I got just under £20 in change from under the carpets and behind the dashboard.

Now there was the problem of how to fit Allegro bits to a chassis designed for an 1100 and remember the Allegro has no front sub-frame. For this you will have to wait for the next instalment. This could be a story to rival Keith of Stone's.

Malcolm Asquith

ARTICLES FOR NEWSLETTER No.22 By the last week in March

send to

Trevor Faithfull
 21 Gloucester Rd.
 TROWBRIDGE
 Wilts BA14 0AA

TEE - SHIRTS

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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
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A. LOOK AT THE PRICE GUIDE

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	From	Average
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