

# HUSTLER

Journal of the kit car élite

no. 22



Next Newsletter Jan July 89

SEE YOU ALL AT STONELICH JOHN ABILL & JAN MAY.

*Handwritten signature or scribble*



21 Gloucester Rd  
TROWBRIDGE  
Wilts. BA 14 OAA  
Tel. 0225 769980

My, have'nt you done well. It must have been the terse comments from Keith that did the trick. I have never had so many articles before. Feedback from the last Newsletter even. I had begun to think that no one ever read it.

Please keep up the good work. Its easy really is'nt it?

My Maxi conversion is now making more progress. The Sub frame has been cut, welded and painted. The engine is at this moment being reconditioned. I have been told that it should be ready in time for Stonleigh. It would be nice. But there still seems a hell of a lot of work to do on it yet. I live in hopes.

I have just recently had one of the most frightening experiences of my life. A young lad who lives here in the house at Trowbridge bought himself a Reliant threewheeler, K reg. and very tatty. He asked me to drive it the twenty five miles home in the dark. All the adverse comments you have ever heard or read about these cars is true. They are lethal. In all my 30 years driving, from 1929 cars up to the present day ones, this has got to have been the worst. It shook, it rattled and every bend and corner in the road presented a new challenge to the driver. A couple of corners nearly defeated us but we eventually arrived home. People often ask me why I have so much grey hair, being as I am still only a young lad. I used to say it was the desert sun, but now I am sure it was caused by the Reliant.

Subscriptions due please Nos. 1 - 117 Still only £4.00

As at the 1st of April I have had 15 renewals only. I usually send out about 65 Newsletters each time because I know that people are going to renew eventually . But at the same time it it does'nt help to balance the books. DO IT NOW!

Cheques made payable to Hustler owners club.

Next Newsletter 1st July 89

SEE YOU ALL AT STONLEIGH 30th APRIL & 1st MAY.

*Yevot*



59, Daleway Road  
Finham  
Coventry  
CV3 6JF

22nd. March 1989

Dear Trevor,

Please find enclosed a cheque for £4.00 for my subscription.

With reference to John Braziers article on heaters in N/L 21. I believe care must be taken as to where the slots/holes are positioned. Slots/ holes in the rear of the vehicle might not be in the best position.

As a vehicle passes through air, low pressure areas also occur just past the windscreen pillars ( the aerodynamics of the Hustler will accentuate this phenomenon ).

I found this out on my Hustler Harrier ( before I repaired the badly fitting rear door seal ). When travelling with the front windows/doors open ajar to prevent the interior from misting up ( I too have an inadequate heating/ventilation system installed ) air was being drawn through the gap in the rear door seal along with exhaust fumes into the passenger compartment. Not a healthy situation to be in.

This of course may not happen on a "standard " Hustler with a forced ventilation system, as you may never have to travel with the doors/windows open ajar. But I still think it is worth considering as its too late when the holes are drilled and you have gassed yourself over a long journey!

With this in mind, the best position for these holes/slots is probably on the side just before the corner with the rear. As they will be in the air flow down the side of the car, and this appears to be the place where the majority of motor manufacturers position them.

*A.B. Thornton*

( Anthony.B. Thornton )



REGISTRATION MARKS.

.....

Some people accept the 'Q' registration with open arms because it does tend to hide the date of registration of the kit. Others prefer to keep the registration number of their donor car for various reasons. One of these can be that it allows at some future date for an easy change to a personalised plate.

There may well be members of this club who are searching for that H 1, WT 1, TF 1, ASH 1, PLY 1, or even WOO ..D but I think that we only have one member who could use, afford? and could possibly want the registration shown in the attached advert :- you had better look Sharp if you are not going to miss it Keith!!

*John E. Brazier*

JOHN E. BRAZIER.

**BS 7737 on (1977)**

Collector's "Mint" condition Mk II, 3 litre Capri Ghia Showroom condition, full Ghia Spec. plus Pioneer Cassette/Radio with power amp, alarm system. "New" RS alloys, wheels and tyres, extra set original "Ghia" alloys inc. in price (worth £100.00). Metallic Miami Blue, coachwork, pristine black velour interior, 78,000 miles, looks and drives like new. Recently serviced, taxed & MoT.  
"First to see will buy"

**£3,500.00**

**0706 82 6450**

Any R.A.C., A.A. inspection welcome.

(Member Capri Owners' Club)

**FOR SALE**

**HDG 618T**

**JBM 851V**

**SDD 792R**

*Offers over £140*

**NEE 111M**

**£140 o.n.o.**

**or £200 with roadworthy**

**1973 Triumph 2000**

(MoT to June)

Grimsby (0472) 883296

**KS 1**

**£50,000. No offers,**

**Dealers, or time wasters**

**if you want the ultimate**

**KS number and have £50,000,**

**call me, if not don't.**

**01 449-5153**

**HJS 888**

**SST 63**

**OFFERS**

**Tel: (0955) 3413**

**or 0955 2926**

**RON 7**

**On Mercedes 280E 1974**

**Best Offer Over £9000**

**Tel: 0703 558454/**

**or 553432**

**Private Sale**

**WANTED**

**MBA, MA**

**AB, ABE, ABY**

**Any digit considered**

**Tel: 0635-64403**

**888**

**NHT**

**£525**

**Phone:**

**0272/505902**

**D.W.H. Wanted**

*Write with details:*

**Mr Holliday,**

**56 Stanley Road,**

**Brampton, Cumbria**

**CA8 1DY**

**FOR SALE**

**YRD 376T**

**YFC 618R**

*Offers over £180*

**PAM 121R**

**Evenings (0285) 68793**

**TUS 17**

**RRS 810**

**OFFERS**

**Tel: 0955 3413**

**or 0955 2926**



Dear Malcolm Asquith

RE: N/L 21

Whaddya mean! "quote, "poor unloved Allegro" - We've had one for two years and it has done 118,000 miles, 28,000 (trouble almost free) in our ownership and my Wife, Lynda, fights me for the keys. Occasionally I win and she has to drive the damn thing - Oh yes! I see what you mean. Please ignore the foregoing.

Yours sincerely!

Dear Everyone else

I personally don't think wooden Hustling is a suitable occupation for the winter - mainly because the mini heater that I've fitted blows warmish air onto my left leg, but by the time the air reaches my right leg, it's cold. It also only clears about a third of the windscreen - surprise surprise! John Brazier's article in N/L 21 was therefore quite interesting and I will probably pinch, sorry use, some of his ideas to modify my heating system before next winter - July and August if I remember correctly from last year!

I haven't actually used the car since last October when the tax ran out (Pity the Bristol show was in November Keith!), so I will probably have some odd jobs to do before the M.O.T. (due in April). It doesn't seem more than five minutes since I was sweating as to whether I would be "on the road" for Stoneleigh last year and it's almost here again! Ah well!

I must try to get to more shows this year - (I spent most of last year in and out of hospital or having daily visits from various District Nurses - terrorists in Ford Escorts - well, <sup>they</sup> terrified me anyway) - did I tell you about my operation? Didn't I? well there's an article for the next N/L. That has probably decreased membership by 80% Only kidding - (Editor can breathe again!)

Hope to see lots of friends - old and new - at Stoneleigh and elsewhere.

Martin Guinan.

Martin Guinan



101 summerfields Avenue  
Halesowen  
West Midlands  
B62 9NS  
Tel No 021 422 0404

29th March 1989

Dear Editor, Birth, History and Life of Hustler Six

Having built my Hustler Six now some 4yrs ago and belonged to the Hustler Owners Club at least 3yrs perhaps my first article for the newsletter is long overdue. I am not sure wether it is the editors pleading or Keith Sharpes cussing that has prompted this sudden action, but anyway here goes.

I collected my Hustler Six components in November 1984 and had the car taxed and MOT for the 1st March 1985. The lower chassis frame was ordered to take the sub frames from the 1100/1300 hydrolastic donor vehicle. The first problem with this rather rash decision was that I did not have a donor vehicle. I advertised in the local rag for scrap vehicles and was inundated with offers and ended up buying two for £60. My basic build philosophy was to do it as cheaply as possible and get it on the road as quickly as I could. I would then decide wether I liked it / enjoyed it and then decide which parts to renew or replace. In retrospect it was a case of build in haste then reflect and correct. The result is that I am still making changes and improvements now, does one ever finish?

I also managed to make life more difficult for myself than I needed to by using two donor vehicles of different ages. For example I used the engine from an MG 1300 1971 vehicle but the gearbox and alternator etc., from a 1973 mark 3 1300. So what you may say. Well it made the wiring very complicated as this was the time they changed from positive earth to negative earth electrics. Even to this day I am still using a positive earth tachometer in a vehicle with all other electrical instruments negative earthed, it is a good job fibreglass is a poor electrical conductor. Also being very naive I simply parted both engines and gearboxes and bolted the best bits together. This resulted about one year later in getting stranded in North Wales when the idler gear sheared all its teeth and chewed up a fair bit of the gearbox casing.

Once I got used to the idea that the chassis frames were only roughly square or the right size, that any similarity in fit with the fibreglass mouldings was purely a fluke and that any pre-drilled holes were there to fool you, I made much better progress with a good hacksaw and drill. Proof of this came to me recently when checking why the draft seal on the drivers sliding window was not working to effectively. On closer inspection, the seal was in good order but the glass was bowing from top to bottom by approx  $\frac{1}{2}$ " and this is caused by the upper frame being smaller in the middle section than the glass, but the upper chassis frame being stronger but not paralell forces the glass in the area of the draft seal to bow. It has been like this for four years now so I suppose it will last a bit longer. Apart from these normal type setbacks the initial build was quite rapid, nearly all the parts had been lifted from one of the two donor vehicles, cleaned up a bit, but not technically checked or tested in any way.

I used the number plates from the 1973 1300 and used the registration documents to send off to Swansea notifying them that it was now a six wheeled Hustler. To my amazement the log book was returned almost by return of post, well 10 days, the only change made was to record the colour change. So my log book still reads 1973 Austin 1300 4 door saloon, no mention of new body or extra wheels. I still feel uneasy each year I tax the vehicle when answering the question on the tax form about is the vehicle correctly described in the log book?



I insured the vehicle through Adrian Flux in Norfolk as none of my local brokers would even give me a quote.

I booked the Hustler into my local BL, or is it now Rover, dealer for its first M.O.T. They were extremely curious but very polite and tried to be helpful but still failed it on numerous petty points, none that I considered serious. Mainly to do with clips on brake lines and worn rubber chassis mountings etc.. They did not seem to appreciate that the car had been built from ten year + parts. So after a few adjustments to stop the rear wheels locking up as soon as you touched the brake pedal (like sawing a section from the spring in the rear brake compensator/limiter). I took it to a more down to earth local garage used to seeing older cars and it passed first time. Apart from this initial problem it has passed the M.O.T. every year since and has proved quite reliable and a lot of fun.

What else have I done since, well not a lot, but I will simply list some of the changes I have made since.

1 I soon abandoned the original exhaust system and used an LCB manifold into 2" diameter pipe and straight through (boy racer) silencer. This proved to be very noisy and severely reduced the limited ground clearance under the rear sub frames. I have now got the original LCB but replaced the pipework with FALCON stainless steel pipe, still 2", coupled to a baffled stainless steel silencer followed by a small stainless cherry bomb silencer. I put a 90 degree bend after the first silencer and the system finishes at the off-side of the vehicle just in front of the first sub frame. The result is not quite so noisy and gives much better ground clearance under the rear sub frames.

2 The hydrolastic pipes connecting front to rear where so badly corroded on the donor vehicles I was forced to replace them at the build stage. I discovered a small local firm that made up hydraulic pipes for JCB type vehicles. They were very helpful and made up new pipes with the correct end fittings using rubber hydraulic hoses. This proved a big advantage having such flexible pipework and enabled me to run the pipes under the outer lip of the fibreglass floor moulding, well protected and out of the way. I have also purchased a hydrolastic pump unit from a firm called Liquid Levers in Scotland, this means I can adjust ride height anytime I want to and it makes suspension repairs a lot easier. In the bumb they sent me with the pump was details of plastic replacement hydrolastic pipes that they stock for all standard cars as well as making up pipes to your own requirements. These pipes were much cheaper than rubber pipes and much cheaper than BL spares they also gave a very prompt service.

3 The original radiator packed up some months ago so I converted the system from side mounted to front mounted by using an Allegro radiator from the scrap yard together with an electric fan. This was a terrible fiddle to fit initially particularly the return hose from the base of the radiator, but it worked well and gave a neater engine compartment layout. However after a couple of months the Allegro rad sprang a serious leak, at this stage I was getting fed up with leaking rads so I lashed out and bought a brand new, or maybe reconditioned, but with a lifetime guarantee for £30. This time though I bought a Metro rad., as it looked a lot easier to fit with inlet and outlet connections on the same side. It was a lot easier to fit the rad but I had to also blank off the by pass hose from the cylinder head, fit a new outlet elbow and sandwich plate to the cylinder head, blank off the original outlet for the heater, fit a new bottom hose (Two return pipes) and obtain a Metro type water bottle. The system is now working very well, but is now full blown metro system, the only remaining problem to solve is how to turn the heater off.

OVER.



4 The original MG 1300 seats were now rapidly deteriorating so I replaced them with Rover SDI's from the scrapyard at £5 the pair. I have not connected up the electrics yet for the heated seat cushions or the seat belt warning lights, but the comfort is superb and the range of adjustment is good. I also used the original seat running track and it allows the seats to slide forward sufficiently to allow the kids to get into the back from either side. Highly recommended mod.

5 Having shunted a BMW recently in the rear end and caused £450 of damage to it, my damage was a front sidelight/indicator unit and a small amount of cracked fibreglass. I decided to equip myself with a front bumper/nudge bar. This has taken the form of square 4" plastic downpipe (yes the sort people use on houses) with a 45 degree bend for each end to maintain the aerodynamics??? This was internally reinforced with stout timber (posts people use to hold up garden fences with) and attached to the lower chassis sub frame mountings with mild steel strip. I had already equipped the car with the same type rear bumper and it has survived intact despite regular nudges from various obstacles (my wife regularly uses the car) and up to four children using to stand on whilst travelling the local farm tracks.

6 The car is now shod with standard BL 13" wheels painted white to match the rest of the black and white livery. The original 12" tyres were in need of replacement and I found 13" wheels with good tyres in plentiful supply in the scrapyard. The original 1100/1300 hubs will take Allegro or Maxi wheels without modification. The slightly higher gearing of the 13" wheels should theoretically also give me a better mpg figure.

My next project will be to replace / recondition the original engine of unknown mileage which is now getting a bit tired and starting to burn or dispose of oil. I have not finally decided what to do but am thinking of buying scrap Allegro with a reasonable engine so that I can also use the discs and hubs to go with the 13" wheels. I may wait to hear how Malcom Asquith (Newsletter 21) gets on with his Allegro/Hustler.

I hope this article appeases the editor and Keith Sharpe, and the rest of you better have a go if I can manage this on a kiddies toy town typewriter., surely you could do better.

BOB JAYES



6 Manor rd.

Henlow  
Beds.

Dear Trevor,

Although I am A newcomer to the Hustler fold, I am not a newcomer to the kit car world, having built an MBC Charger and a Dutton Melos over the last four years.

The first time I ever saw a Hustler, I fell in love with them and was determined one day I would construct one.

I now have all the materials and car bits to start a Wooden one, with a difference, I have the wood, the Glass etc for a long wheel-base version, but I intend to build it as a four wheel on Morris 1300 mechanicals. William Towns informs me this has not been done before.

My other reason for writing, is to reply to two letters in the Newsletter no.21.

In reply to John Brazier on heaters and demisting, I had the problem on the Charger and overcame it considerably by fitting vents at the rear. A number of different types, including rotary ones, which would fit easily on the roof of Hustlers, may be obtained from Joy and King. 6 Woodburn Industrial Park, Woodburn Green, High Wycombe. Bucks., they are caravan accessory suppliers with a very comprehensive illustrated catalogue, the ventilators range from 36p to £47.15p,

There are a number of other fittings that would be of use to us as well.

The other letter that interests me , is by Malcolm Asquith regarding fitting Allegro bits to Hustlers.

Hope to see you round the circuit some time, I hope the above would be of interest to members, if you want to put it in the next Newsletter.

yours sincerely,

Ken Cox.



41 Clapton Approach  
Wooburn Green  
Bucks HP10 0 DW

12th March 1989

Dear Trevor

The HARRIER is now on the road (MOT September & several hundred miles to its credit) although, needless to say it's not "finished". My father prepared the Mini donor parts and my job was assembly. Apart from the inevitable delays caused by the absence of suitable bolts, nuts, washers etc construction was fairly swift for a first kit car build.

The first head scratcher was caused by the dry Mini suspension. We found, when jacking, that at the limit (limited by shock absorber) of suspension travel, the alloy strut and rubber cone fell apart! After careful measuring of the HARRIER and a friend's Mini I determined that the top shock absorber mounting was lower on the HARRIER by 4 to 5 cm. The answer was to raise the top mounting. This I did by cutting the bracket and extending and reinforcing it with angle iron. The mounting now protrudes through the wheelarch as on the Mini. I don't consider this a problem as they will be hidden by seating.

The next problem came when it was time to mount the steering rack to the toeboard. The instructions call for the use of Marina U bolts. The only ones the Leyland dealer had were the later type which were too short, the early type being replaced by the later ones and an adapter which would not fit the Mini rack. The local breakers yard was no help, it looked as if you would have to half strip a Marina to remove the rack U bolts. After more headscratching and experimentation (no more big words I promise) we used the later U bolts with a homemade adapter.

After studying the braking systems of Mini's built from 1972 to date (I was amazed how many times it was changed) the following is as fitted -

Master cylinder, the latest Tandem

Part No GMC 227

Pressure reducing valve

Lockheed 4317 - 059P

Rear cylinders

Lockheed 424I- 396

Front cylinders

Complete backplate assemblies as supplied by  
Stafford Vehicle Components

Pipes

Copper off the roll

The Tandem Master cylinder meant it was only necessary for the handbrake to operate on one pair of wheels. It was a simple matter, using a Reliant Regal lever and brake parts from the local trailer dealer, to custom build a system to brake the middle two wheels. I used the Reliant handbrake lever because I happened to have it, and because it is designed to fit a fibreglass body.

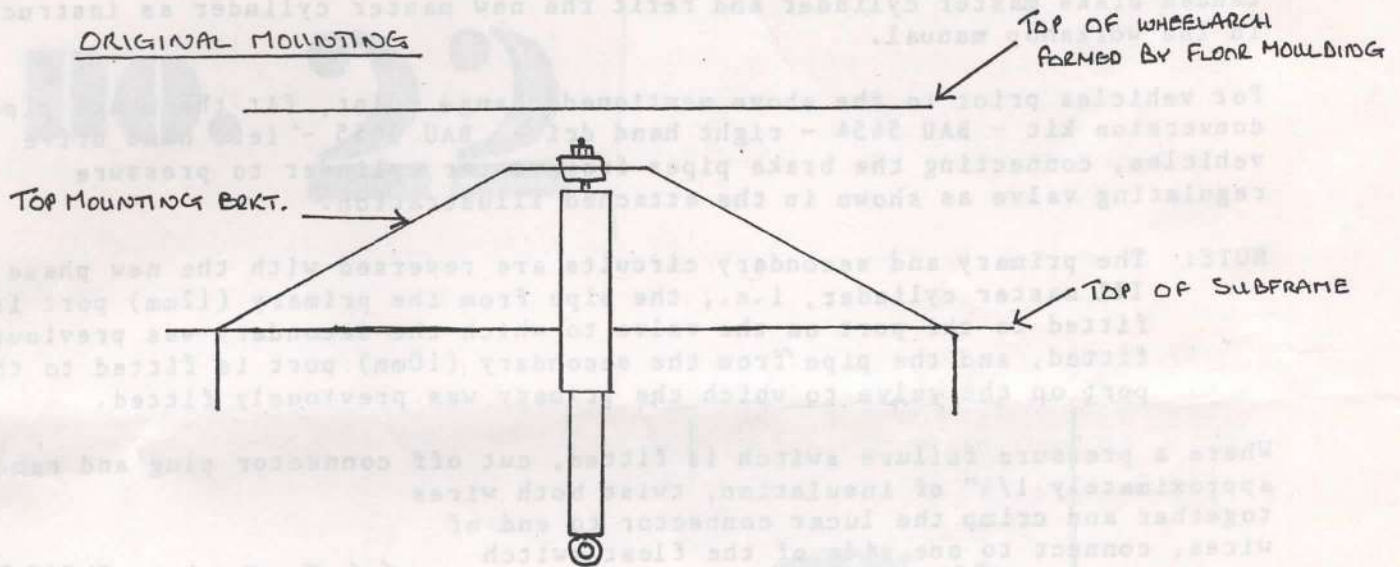
Although, as I have said, not finished, the Harrier is on the road and earning its keep as transport for my mother who suffers from Multiple Sclerosis and is confined to a wheelchair. The next job, for Easter will be to fit the dashboard.



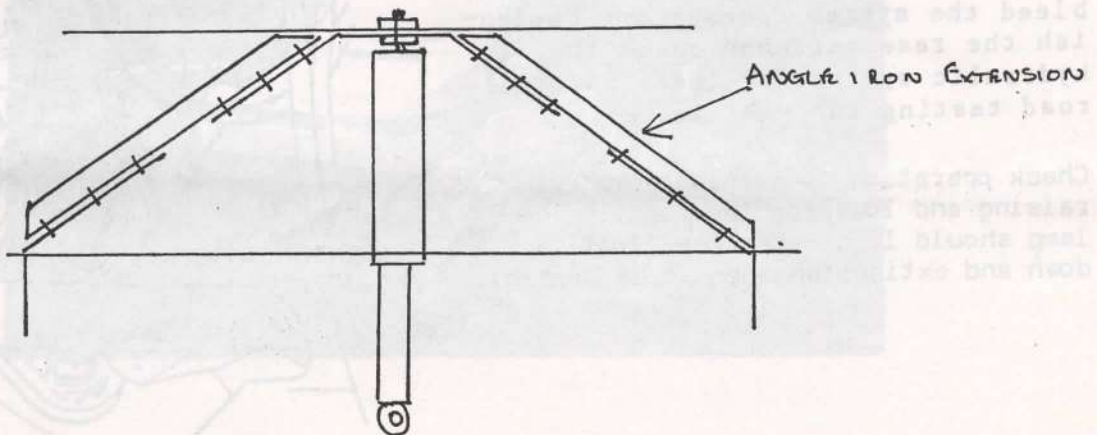
I hope to be able to take the HARRIER to the Kenilworth and Sandown Park shows. If anyone would like to meet me there then please telephone to confirm day and time on 06285 26796. Also feel free to phone if you are building a Hustler and you would like a second opinion on any problem.

Malcolm Smith

ORIGINAL MOUNTING



NEW MOUNTING





AUSTIN MINI RANGE

PHASE III TYPE TANDEM BRAKE MASTER CYLINDER FITTING INSTRUCTION

When fitting tandem brake master cylinder (GMC 227) to vehicles built prior to V295669 - November 1985 - the appropriate brake pipe conversion kit will also be required.

Disconnect the brake pipes from the pressure reducing valve, remove existing tandem brake master cylinder and refit the new master cylinder as instructed in the workshop manual.

For vehicles prior to the above mentioned change point, fit the brake pipe conversion kit - BAU 5654 - right hand drive, BAU 5655 - left hand drive vehicles, connecting the brake pipes from master cylinder to pressure regulating valve as shown in the attached illustration.

NOTE: The primary and secondary circuits are reversed with the new phase III master cylinder, i.e., the pipe from the primary (12mm) port is fitted to the port on the valve to which the secondary was previously fitted, and the pipe from the secondary (10mm) port is fitted to the port on the valve to which the primary was previously fitted.

Where a pressure failure switch is fitted, cut off connector plug and remove approximately 1/4" of insulation, twist both wires together and crimp the lucar connector to end of wires, connect to one side of the float switch cap.

Using the wire supplied in pipe conversion kit, attach the spade connector to the remaining terminal on the float switch cap, the other end must be screwed to a suitable earth point on vehicle body.

Fill the reservoir with brake fluid, bleed the system thoroughly, replenish the reservoir and check the hydraulic system for leaks before road testing the vehicle.

Check operation of warning lamp by raising and lowering the float. The lamp should light when the float is down and extinguish when it is raised.

