

JOHN'S JOTTINGS

CHASSIS ASPECTS

Hot - Dip Galvanising

Following up my comments in the last issue about the advisability of galvanising at least the rear subframes : I have only come across two firms who offer the proper hot-dip process. These are :

- (a) Blake's Galvanising at Gosport 07017 - 23415
- (b) Harvey Fabrication, London SE7 01 - 981 - 7811

Blake's provide a collect-and-deliver service, but cannot take anything much larger than subframes in their bath. Harvey's can accommodate a complete chassis, but transport has to be arranged by the customer. In both cases, they are happy to remove rust and grease from the parts by an acid pickle bath, but painted parts are unacceptable.

Handbrake

As I interpret the Construction and Use Regulations, there is a basic choice to be made for the braking system of a six-wheeled Hustler. If a single-circuit hydraulic footbrake system is fitted, then the handbrake must operate on all four rear wheels. On the other hand, if the more modern dual-circuit hydraulic footbrake is fitted, then the handbrake need only operate on two of the rear wheels. So my next step was to find a means of achieving an equally-balanced braking on all four rear wheels from one handbrake lever.

A simple scheme would be to use an early Mini handbrake which has two cables attached. The two cables can then operate the two subframes's brakes separately, each working through a compensator of the late Mini type. The scheme is shown in Figure 2. On the rearmost subframe, the cable guide A has to be cut off, turned through 180° and welded back. The plate B is used to cover the hole in the subframe left by the guide and to space the guide away from the subframe. This keeps the cable run C in the same place and avoids the cables rubbing on the subframe at points D.

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Handbrake (cont'd)

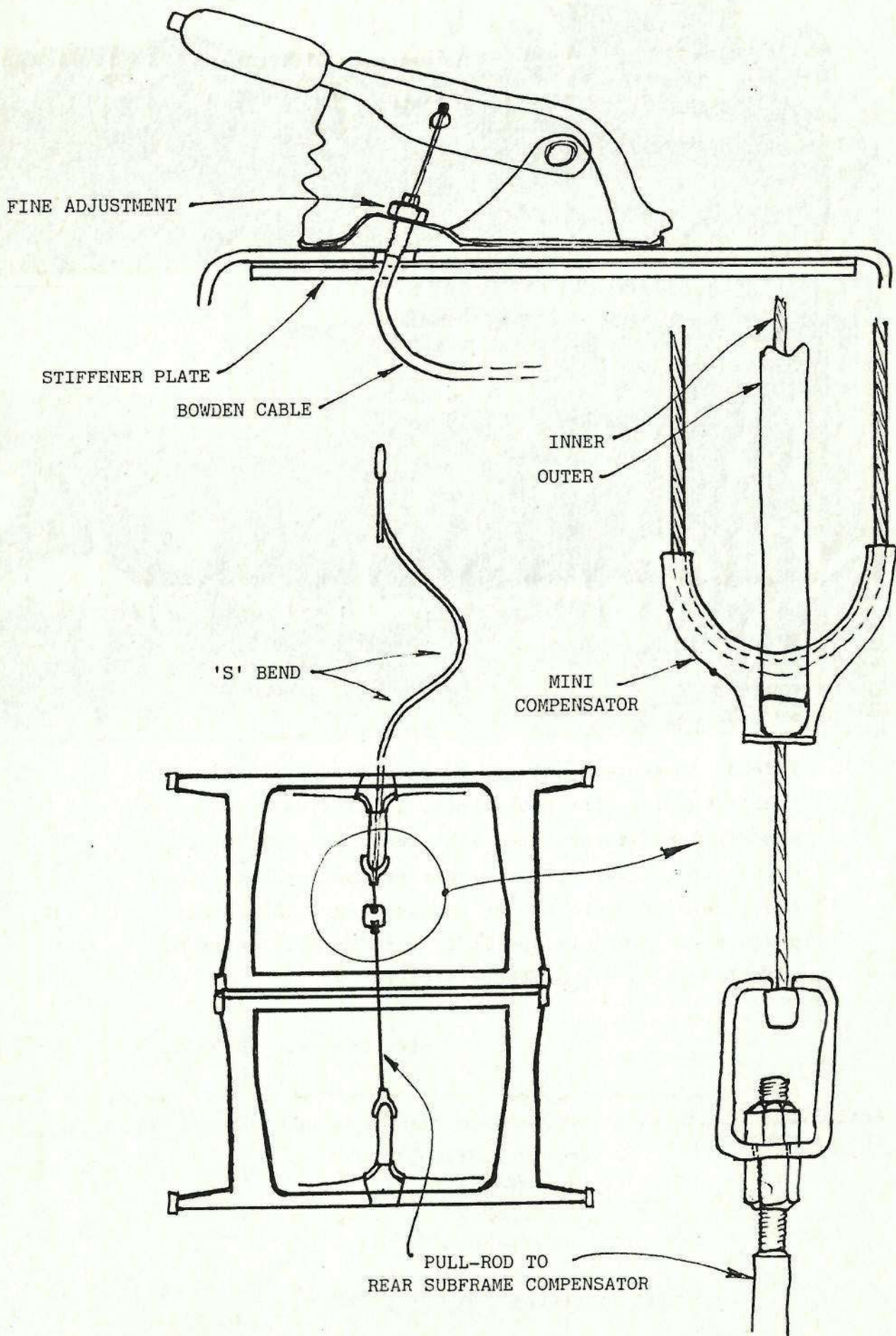
When I tried this scheme, I found that the standard Mini handbrake lever would have contested for floor space with the gearshift lever, and that the cable run would have been obstructed by the fuel tank. A solution is to use an Alfasud handbrake lever in between the front seats. The lever from the Sprint model is to be preferred for its gaiter, which is neater than that of the saloon. Otherwise they are identical.

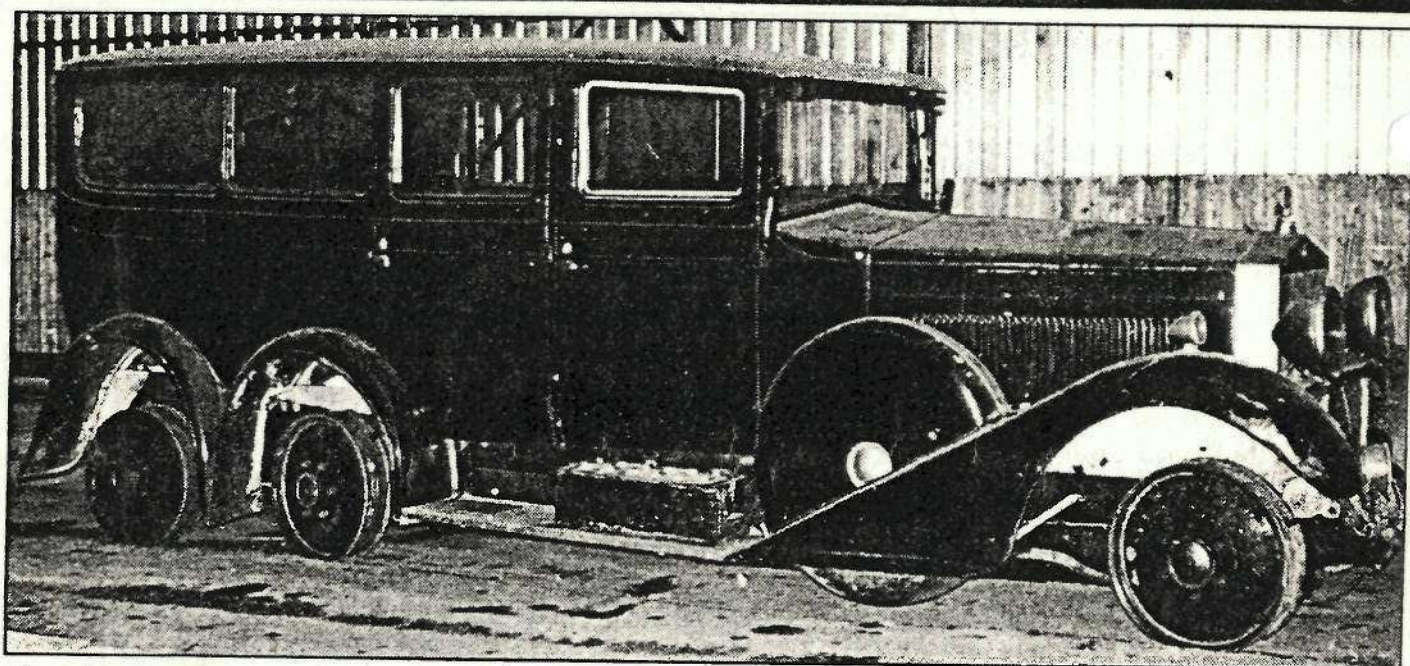
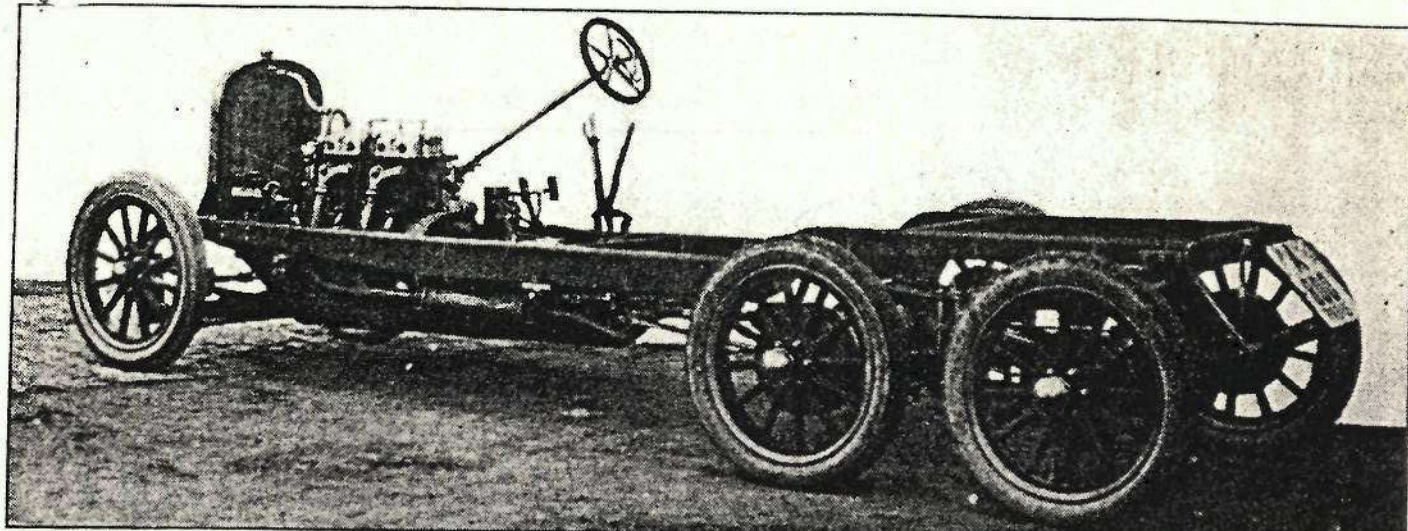
This mechanism operates a Bowden-style cable, the far end of which provides a fully balanced motion if both the inner and outer are used. Figure 3 shows how the outer is connected to the compensator on one subframe, while the inner is connected by a screw-adjuster to the compensator on the other subframe. This screw adjuster is provided for use at installation time to eliminate slack in the cable with the handbrake off. A second, fine adjustment, which is accessible from inside the car, is incorporated in the handbrake lever to compensate for subsequent cable stretch and settling. Since the Bowden cable leaving the lever mechanism is static, it can be firmly fastened against the underside of the fuel tank without chafing. However, the shallow 'S' curve shown should be provided, without restraint, to allow the far end of the Bowden outer to operate correctly.

When fitting the lever mechanism, it is advisable to fit a load-spreading plate under the glassfibre using the lever mounting bolts to hold it in place. The plate should have flanged edges for stiffness, and it will help to achieve a crisp action to the handbrake by preventing flexure of the floor.

With this scheme, the balanced opposed action requires that both sets of cable guides be turned around in the same manner as only the rear-most one was done in the former scheme.

Figure 3 Improved Handbrake





I found these two photographs of what appears to be 'Early Hustler Six' prototypes. I think William Towns was right not to proceed with these. The top one may appeal to the "wind in the hair enthusiast" but I draw the line at a "gale up the trouser leg". The bottom picture was probably spoilt by British Rail refusing to allow it to run on their tracks.

Peter Kidney. HARLOW.

Articles or letters for publication should be addressed to me at the following:-

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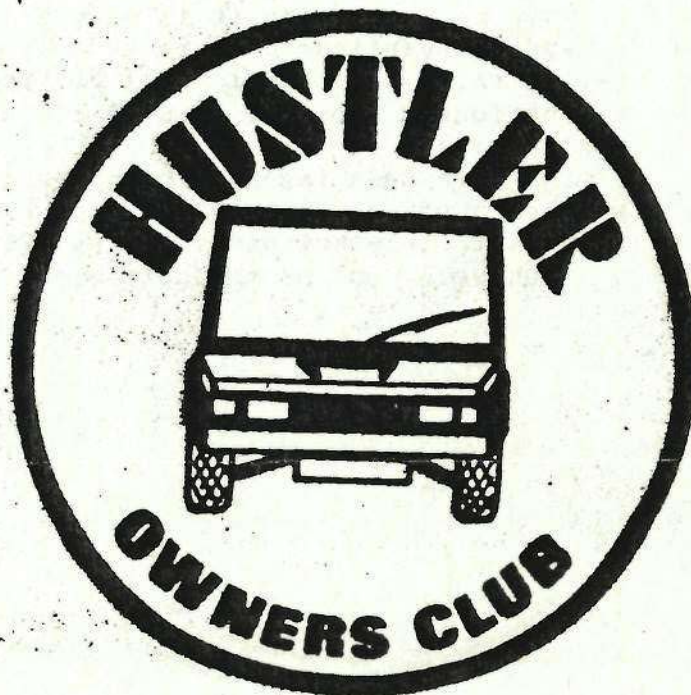
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Force 4 Anyone?

Anyone out there building a force 4 ?
Barry Gibbs of 'Rose Cottage' Hollington, Long Crendon,
Bucks, HP18 9EF is in the process of putting a 'Force 4'
together. He would like to contact anyone else engaged
in a similar task in the hope that you can assist one
another in the various problems that occur during
construction. As far as Barry's Kit is concerned he has
it's front/rear suspension assembled, the side windows,
front screen, interior roof liner and dash completed and
encountered a few problems. Barry also has a complete
set of Clubman instruments (Rev counter, speedo, gauges,
fitted instrument light and pod) which are surplus to
his requirements. Any reasonable offer will secure.
It is also likely that the remote gearchange assembly
(early type) is also spare since his new gearbox is of
the later type, again a small offer is acceptable.
Contact Barry at the above address.

HUSTLER CLOTH BADGES

The Club Badges are now available. Design and size as on the right.
Colour Black & White 3½" Dia.
Ideal for sewing to T Shirts,
Windcheaters, Blazers or Best
Suits. Price. £1.20 each.
If anyone would like one
please write to me here at
Aldershot.



It all started about three years ago. My husband arrived home with a new mag called 'Kit cars'. He has always been mechanics mad and I had to live with the philosophy of, if you can't beat them join them. So I used to flick through the following additions as they arrived.

Twelve months later, after he had spent a day at Santa Pod, He suggested a weekend at Stoneleigh might be enjoyable. Any excuse to leave the four walls of our nest, and our neighbour having two boys, then aged 4 and 18 months, for a whole two days, I agreed.

A super weekend followed with me falling in love with the Hustler 6. The next few weeks were spent convincing my bank manager that a loan for my business would be well spent, as a Hustler with the firms name engraved into the backrest of the bench seats, would be great for advertizing.

So dawned that day of the delivery pf my Hustler Kit in November '82. I am not sure if I was pleased or sorry. Christmas nearly upon us, and my husband a postman, he didn't have much time to work on the car.

For the next ten weeks the chassis filled the livingroom, (the guarage was not yet built) finally in Febuary we carried, dragged, swore at and collapsed the rolling chassis out through the french doors into the hard standing at the side of the house. All this time I was kept sane by the other half saying, "Stop complaining, it's your car".

Endless lists of places to phone or to go to fetch 'bits' cost me time from my buisness which had to be made up working into the small hours. During the next four months I, as lots before me, kept being called upon to "Hold this a minute" or "My hands too big can you fit yours in there". Problems arose from the fact that a 1300 engine was to be placed in my Hustler not the mini engine it was designed for. Of course by the time it was finished William Towns had produced one for the 1300.

Finally May 19th, the day my car passed the M.O.T. then I was mobile. Unfortunately I can't go anywhere in a rush because if ever I leave my car parked it is always surrounded when I return, and a hundred questions have to be answered before I can be on my way way. I think the classic must be "Does it work". How I made it to the fourth floor of a multi-storey car park if it didn't go I don't know.

I have been informed by my hard working, back aching, finger pinched husband, that it was good excersise and he shouldn't have so much trouble building his own Kit car.

Oh well, put on the bottomless coffee pot, here we go again.

Yvonne Carr.Mrs.
Northampton.