

HUSTLER

Journal of the kit car élite

no. 14





TAKE-AWAYS

T.B. & I.E. Faithfull

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

No 14 already. I know its not long since you received No 13, but if I can get this issue out at the beginning of April, we are back on schedule.

Do not forget Kenilworth on the 25th and 26th of April.

I have booked us a Club Area. If you want to camp for the weekend you can do so in the club area if you wish to. Alternatively you can camp in the Camping Park.

I am afraid I will only be able to make it on the Sunday this year. But I look forward to seeing as many of you as possible. Remember if you are taking your Hustler. Enter the showground by the Machinery Gate entrance.

Big thankyou to everyone who sent in articles for this Newsletter. You will notice that I have been able to increase the number of pages this issue.

Please keep sending them in , I have never got enough. Those I havent used this time I will include in the next issue.

Club subscriptions are now due . All Membership nos up to 092 are now due for renewal please. Except of course you have already renewed. Still only £4.00. Cheques payable to Hustler Owners Club.

Put my car in for its MOT last week. Apart from the usual need for brake adjustment it sailed through for the third year running. Next day though the exhaust fell off. Ah well its only money.

Got stopped by the Police during a routine check for Road Fund Licence dodgers. I got ticked off because my Tax disc was in the top left corner of the windscreen. It should have been in the bottom left corner. How pathetic can you get!

Articles for newsletter No 15 in by the third week in June please for issue first week in July.

Look forward to seeing you all in the blazing summer sunshine at Kenilworth at the end of the month.

Two years ago it actually snowed on the Sunday.

9, Warwick Crescent,
Hayes,
Middlesex,
UB4 8RE.
Tel: (01) 848 3028.

Dear Trevor,

Spot The Berk

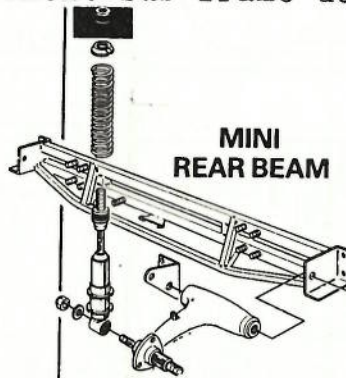
The Caption Competition on page 1 N/L 13 should read,
"Well the rear ejector seat works OK....Shouldn't have
parked under this tree though". I hereby claim my prize!

Plastic Perils

I've just read Keith Sharp, Stone, staffs' (Hasn't he got
a long name?) article headed "Just Wooden" N/L 13.
You know he's right, it's about time us plastic fetishists
came out of the closet to reveal our personal little
problems....with the kit build up (Well what did you think
I ment?).

Anyway I'd better start the ball rolling with my (somewhat
self-imposed) tale of woe.
Back in May of last year I collected my Mini based Hustler
Huntsman (6 Wheeler), and am still tackling initial build
problems. OK, before everyone shouts, "Get Yer Finga Aht!"
let me explain that I intend to get this project absolutely
right.

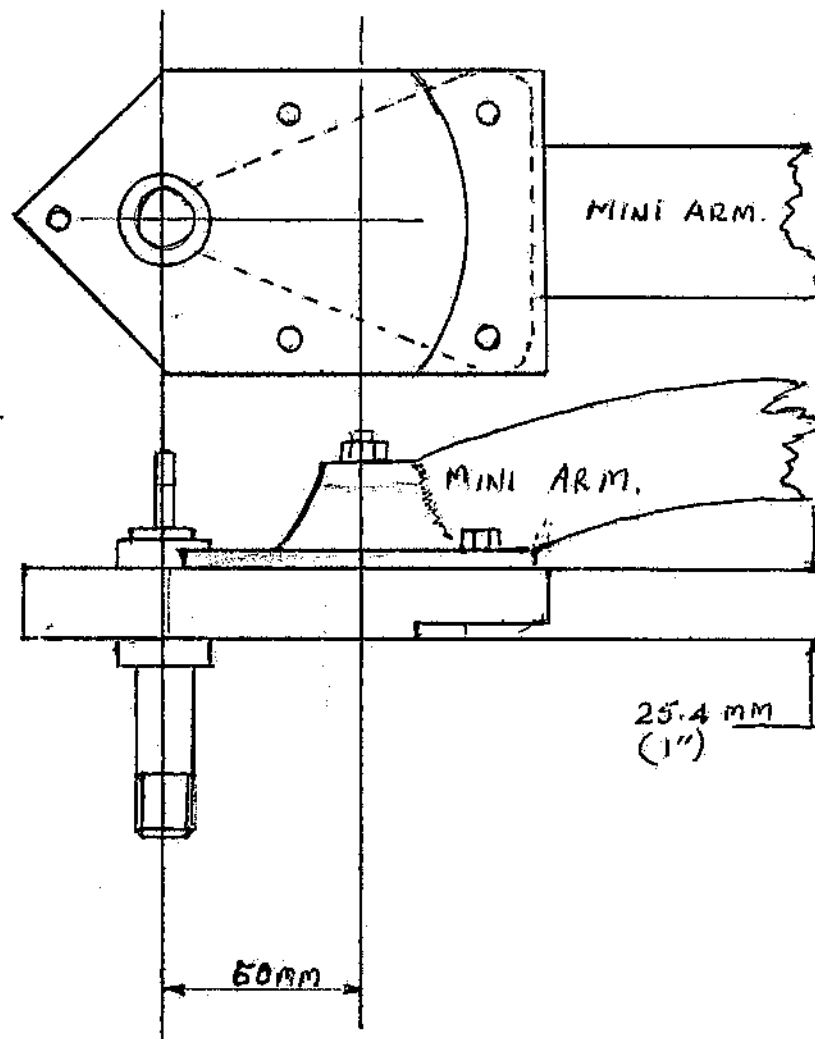
The one and only time I saw the Huntsman kit was at a
Hindhead show about 3 years ago (the demonstrator has since
vanished). It was love at first sight, but quite a while
before I could attack the Piggy Bank with a knife.
I'd decided contrary to popular opinion that 185x60 tyres
shod on 13 inch rims (195's if poss.) and wide wheelarch
flares were a must. I could not afford the luxuries of
basing the kit on a Metro and already owned a Mini donor
complete with hot little 1400cc power plant. Thus a Mini
based kit was the logical solution.
Unfortunately the Mini Huntsman uses shallow arch flares
and 165x60, 12 wheels & tyres (Max.). Also, in my opinion
the rear 4 wheels are spaced too far apart on the Mini kit.
So the question was how do I bring the wheel centres closer
together?
The standard Mini rear sub frames don't allow for such a
modification, but by chance I discovered that the
Speedex rear replacement sub frame does.



If you should wish to get in touch
with Mr. Charles Anderson, his address & tel. No.
is: The Andersen Motor Company, 8, Forge Street,
Bankhall, Liverpool L20 8JG. Tel: 051 933 9280.

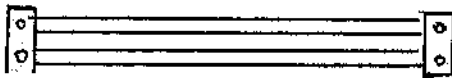
I wrote away to William Towns to ask his advice. On consultation with Speedex he wrote back to say that use of the replacement sub frames would be possible but with a cautionary note from Speedex that the frames were not designed to be used in reverse as is the second rear sub frame on 6 Wheelers. He further went on to say that I need only to move the wheel centres towards one another by a total of 40mm (20mm on each arm) to put them "in the Metro position". Mr. Townes suggested that I consider the use of Mini Moke trailing arms, which are longer and "eliminate the need to space the sub frames". They also allow the use of larger wheels & tyres.

Well Muggins decides to cover both options and purchase the after-market sub frames, but as Moke bits are as scarce as Rocking Horse S__t, I went to Mr. Charles Anderson; a very obliging chap who runs a rival kit car company (stands back aghast!). He manufactures an all steel kit called the Mini Cub and displays at most of the big shows. Mr. Anderson uses modified Mini trailing arms to run Moke sized wheels and tyres on:-

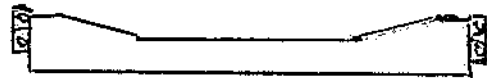


The arms are of the same length as Moke items but are longer than standard Mini ones by 50mm. So with a policy of if it works hang the expence and if it dosen't, modify the chassis until it does, yours truly gets 4 arms modded and 2 sub frames from Speedex complete with Spax adjustibles and springs rated at a recomended 90 Lbs.

Now, at this point if anyone out there is still awake and possibly one or two donkeys still left with hind legs, I'll relate to you my first problem; Speedex design their sub frame to bolt directly to a rear facing bulkhead, so there is no need for the construction to dip down in the way that a Mini one does:



SPEEDEX FRAME

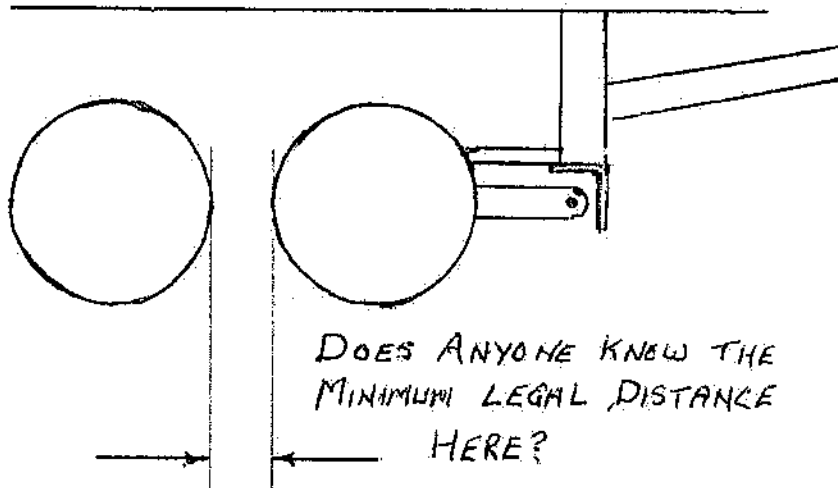


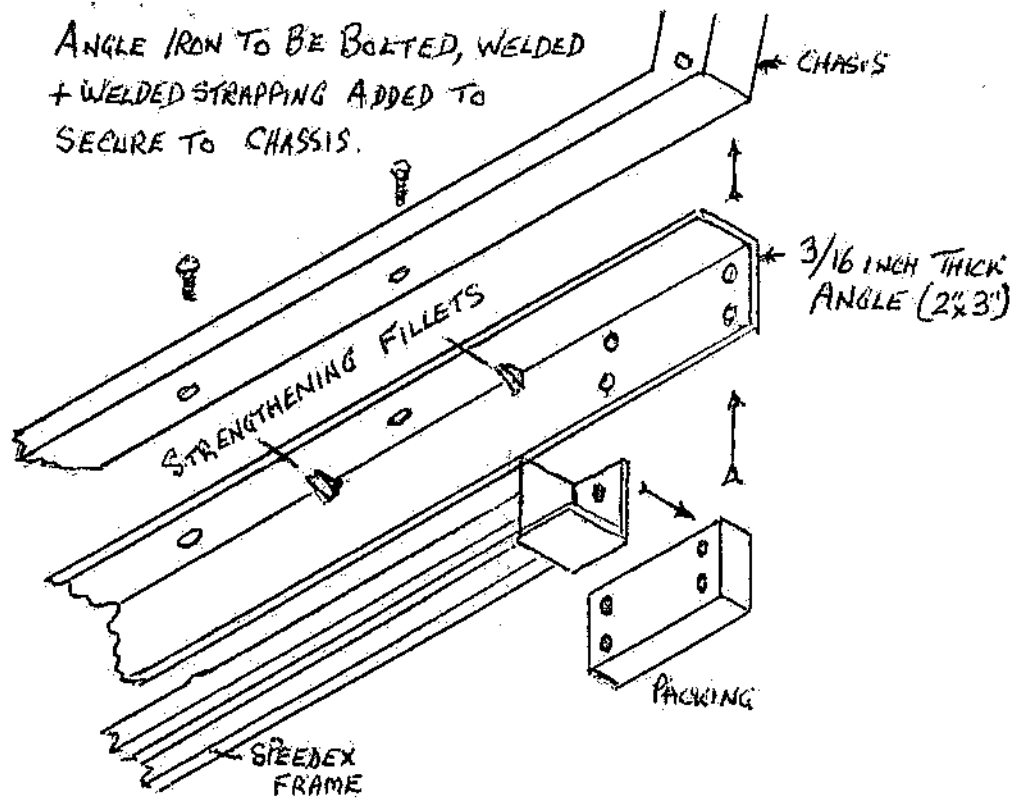
MINI SUBFRAME

On the Hustler the 'valley' is used to pass the 'A' frame of the chassis through. The Speedex sub frame does not allow for this.

Not wanting to weaken the Speedex frame by cutting and rewelding, I decided that the sub frame would have to be mounted below the chassis cross members, this would subsequently raise the ride height at the rear by an inch or so (Hey, we're moving up into Highlander country!Well perhaps not).

Keith Sharp's article entitled "Rubbing Tyres" N/L 11 proved very useful as I could now carefully calculate from my own chassis measurements exactly where the wheel centres should be for 13 inch wheels & tyres. Therefore I could also estimate where the trailing arms would be 'hinged' from:

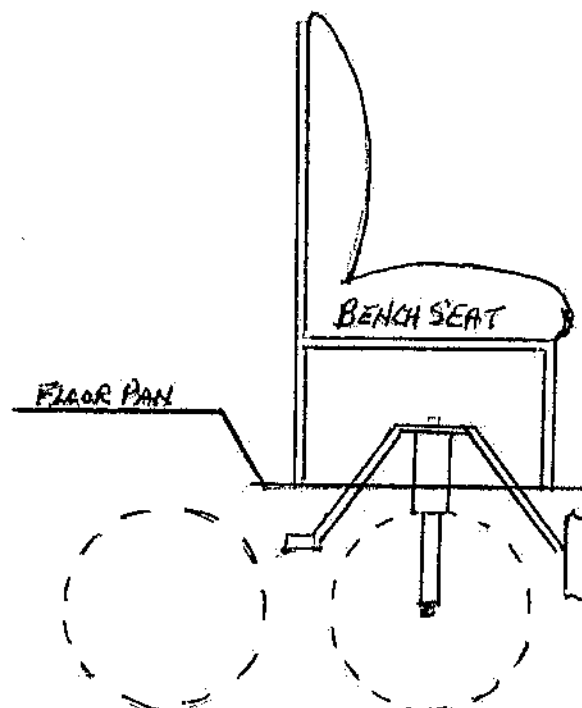




From the above diagram you should be able to see my solution to the problem. Although ungainly I think that it should be effective in restraining any twisting motion in the Speedex frame. However, if anyone has any better ideas please let me know.

Anyone who has built a Mini based Hustler with two forward facing rear seats will know that the floor pandoes not allow for the use of dampers on the first rear set of wheels, so I'll need to construct top mounts which (even with the car sitting an inch higher) will probably have to allow the dampers to poke through holes in the floor pan.

I know one Huntsman owner has a rather neat solution to this problem by using a bench seat to cover the damper top mounts:

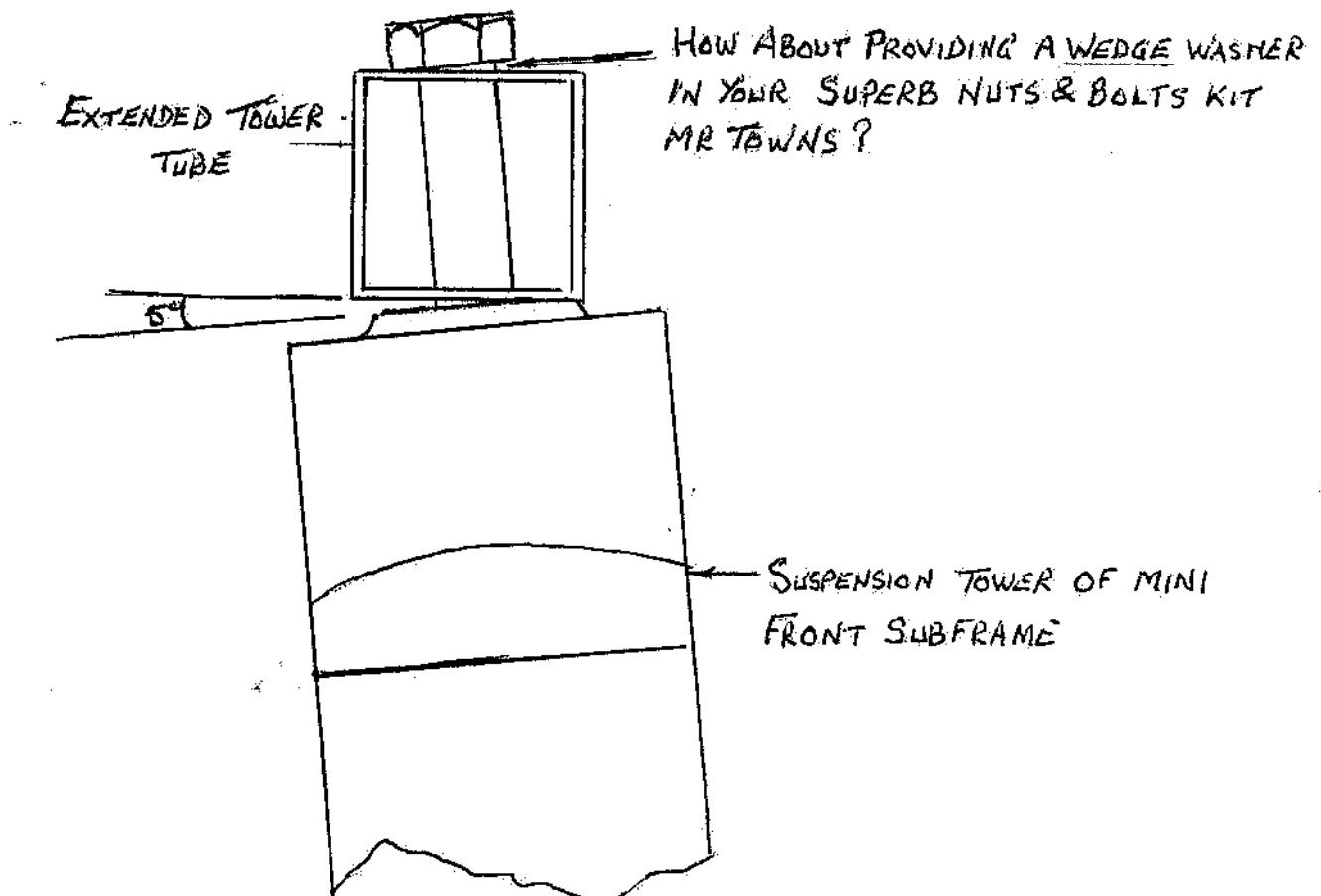


I'm sure the digram is OK in essence but not strictly correct so if the owner of Huntsman 'Special' Reg.No. Q414 JBW would like to get in touch with me OR better still, enlighten us all by placing a few choice jottings in this hallowed journal, I would be entirely grateful.

On The Level

By the way, did anyone know that the Mini front sub frame is inclined by 5 degrees from front to rear when mounted in the Hustler chassis? You did? Then why didnt anyone tell me? This little piece of information has cost me alot of heart ache.

I'm fortunate enough to have both the old & new versions of the build up manual and neither tell me this vital titbit. Such information would have been worth my weight in spirit levels! There's me, scratching my head and cussing about poor workmanship, when all the time the "Extended Tower Tube" was supposed to have holes drilled in it at 5 degrees on the p__s:



Much grinding of teeth & buttock clenching later, I made a swift phone call to Park Farm to sort things out. Unfortunately, I wasn't able to speak to Mr. Townes but his Glassfibre expert was at hand so everything was settled.

What about the 5 degree gap between the 'Extended Tower Tube' and the top of the suspension tower; how is that filled? Well, Park Farm use a rubber spacer as used on Minis with single bolt tower mountings. A visit to my local B.L. stockist revealed that my twin-bolt-per-tower sub frame dosen't utilize these spacers, only metal ones.

At the moment I've made up a couple of $\frac{1}{4}$ inch thick rubber spacers carved out of an old mudflap. They're the same thickness as the metal spacers.

Hopefully, this will help with sound absorbtion. I'll let you know if everything fits together OK when I next offer up the front sub frame to its new home.

Tanked Up

Having read Barry Gibbs' "Wanted" article N/L 13 brings me to the subject of Petrol Tanks.

I need a tank that will fit either between the two rear sub frames (there's acres of room there now) or behind the second rear sub frame. See, as usual I'm trying to be awkward; I happen to think that the fuel cap looks far better when positioned behind the rear wheel arch flare (on one side of the rear glassfibre panel) as on Mr. Eric Weston's lovely Huntsman Reg. No. Q337 GPE. If someone can inform me which tank is suitable, and how much petrol such a tank would hold I would be grateful. (It would be nice to use a larger capacity tank than the 5 gallon version from the Mini....Don't want much do I?)

The old build up manual recommends Midget & renault 4 tanks, or anything of up to 140mm deep. However, these are for mounting under the front seats.

The revised version of the manual recommends that an 1100 tank could be fitted within the middle sub frame but again, I don't want the filler neck to stick out between the rear wheels.

Much as I like ferreting around scrap yards with a with a tape measure in the name of research, it would be nice to copy someone else's homework for once (" 'gawon, give us a peak....Sorry teacher, it won't happen again).

As you have probably gathered by now, this is my first kit build and I would find it alot less daunting if anyone could relate any hints & tips (no matter how small), or useful side steps around problems that I might face in the future.

Come on Mr. Weston, or anyone else for that matter, give us an article! If I win the caption competition I might even be persuaded to part with a portion of the inheritance! (No begging letters please.)....Trevor, 2 portions of No.6, 1 of No. 18 and hold the chili sauce!

VINCE SMITH.

48, Meadow Way,
Walton,
STONE,
Staffs.
ST15 0JP.
Tel: Stone (0785) 817866.
27/1/87 & 9/3/87.

Dear Trevor,

They say 'things' come in three's. Well owning a Hustler is no exception! The THINGS in this case concerns lashing out money, on three occasions in quick succession.

Two of the expenses I'd already mentoined in the last N/L namely the purchase of a new radiator and a new front exhaust pipe.

After I had installed the radiator, a few days later I could have sworn I saw the ignition light glowing very dimly. Anyway after a few more days, sure enough the light was beginning to glow more brightly. So as I'd been 'messaging about' around that area I thought I'd maybe trapped a wire whilst re-fitting the rad. After a good firkle around the said area I found nothing suspicious.

I'd got a spare alternator so fitted that only to find that the bearings had gone, but at least the ignition light went out!

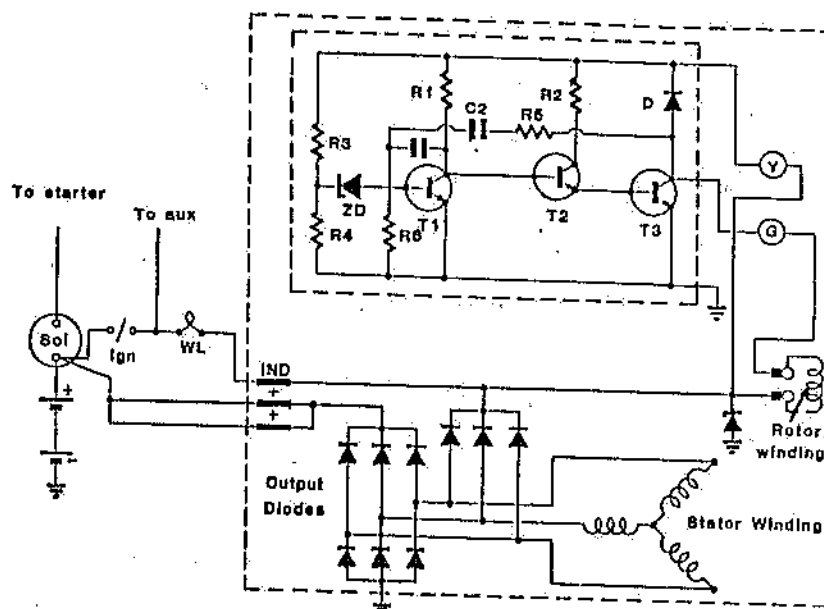
I then stripped down the original to see if I could find anything obvious. No! Couldn't even get it to work by swapping brushes and other spare parts that I'd somehow managed to accumulate. (Also makes things difficult when you haven't got a circuit diagram to follow!)

Ended up buying a re-con'd alternator.

I mentioned my problem to a colleague at work just in passing one day sometime after and he said that he'd got a diagram for a 17ACR. So armed with the dia. and a meter I went back to the original to see if I could find the fault. 'Poking and Hoping' with the meter I discoverd a suspicious 'HR' soldered joint on the diode pack ('HR' - High Resistance joint because the solder has not 'flowed' around the joint therefore not making the connection. To all intent and purposes it is not connected). A quick dab with a soldering iron on the suspicious joint and a test on the car revealed - Yes you've guessed - it now worked! I'd lashed out 12½ quid all for the sake of a dry joint! But at least I've got a spare now and I now know a little more about alternators than I did before (experience doesn't come cheap!!!)

Below is the said diagram of the 15 & 17ACR alrenators fitted with the 8TRD regulator (a fairly old regulator, the one in the new 17ACR I purchased had a 12TRD regulator fitted).

Circuit diagram for Lucas alternators 15ACR and 17ACR with 8TRD regulator European terminals



Sports & Kit Car Show.

I've decided to give the organizers of the Leeds show another chance and go to the Sports & Kit Car show at Belle Vue in Manchester on March 28 & 29th. So by the time you read this I'll have been. You'll have to wait for the next N/L for a report. As Manchester is my home town, hotel accommadation is no problem — I can go and stay at my parents! And finding my way to Belle Vue I can do with my eyes closed (well almost!). I use to pass it every day when I was on Day Release at a college nearby. I must admit finding my way around the centre of Manchester might prove difficult as it is over 5 years since I worked there. (Belle Vue is actually some distance out of Manchester).

Pis'ton Broke

Well nearly always short of cash anyway!!!

I'm now going to bore you to death with my experience of trying to obtain a new set of oversized piston rings for a rebored 1750 Maxi block that I intended to mate with the gearbox off the unit that's was in my Hustler up to Christmas. (pause for breath!) If you remember the original 1750 engine was somewhat rather tired at having done around 97,000 miles. (Listen if you don't want to be bored with this rubbish get pen to paper and give Trevor an excuse to bin this!!)

You might be wondering why would I need new rings for an already rebored block that's only done 20+ thousand miles. The answer is while the block was stripped down for the sake of a few pounds, it was, I thought, worth it to change the rings and then be able to forget it for another 75,000 miles (which is approx. 16 years at the rate that I'm 'eating up' the miles at the moment!)

Anyway after ringing all the suppliers I knew of around the Staffordshire area, and getting the same answer "sorry no one keeps a stock of spare oversized rings, but we can supply you with a complete set of oversized pistons and rings" which of course is not what I wanted. I finally had to start ringing (excuse the pun!) suppliers back in Manchester.

I did eventually find a supplier who said he could get me some, which was quite useful as they weren't far from where my parents lived and as we were going for a visit shortly I could pick them up at my convenience. Great!

When I got the rings back home I set too and fitted them. Took one of the pistons out of the block and removed the old rings which weren't to badly worn but 'snap' the top ring shattered when I removed it (Good job I'd got new ones!).

Fitted the new rings to the piston and then tried to replace it in the bore. After struggling for an hour I couldn't get the piston back in the bore. Put it done to the fact that I was trying to replace the piston without using a piston ring compressor. I eventually managed to borrow one but still the piston would not go in!

So removed the oil control ring from the piston and compared it with the old one. The new one was to wide across it's diameter! No wonder it wouldn't fit in the bore. The groove in the piston wasn't deep enough to accommodate the new ring.

Back on to the suppliers who checked up to see if they had supplied the correct ring set and yes they had.

The suppliers then suggested that I bring in the rings and the piston and they would match up the rings for the piston. Well to cut a long story short (and that's about all that is short 'cause this escapande was now getting into it's 5th week and I was getting fed up of having two engines and gearboxes in pieces on the garage floor) they weren't able to fix me up so as I had a little back pay to come I decided to cut my loses and purchase a second. short motor.

Even that didn't turn out as simple. I made enquires and found a firm that did recon'd engines (exchange) at a reasonable price. I was going to use the rebored engine as the exchange unit but when I told him the history of it he was a bit apprehensive. When I told him of the full details of what I was doing he suggested why don't they recon'd the other unit (the one that had done 97,000) for the same price. This is what I eventually did. So I've still got a rebored block that I can't get oversized piston rings for and what's more I can't re build 'cause I broke the top ring taking it off the piston!!

After cleaning up the cylinder head I rebuilt the 'new' unit and dropped it back in the Hustler. Connected everything up and tried to fire it up only to find the batt had gone flat. (I then remembered I'd swapped it with the one in the other car 'cause it had been causing starting problems on cold mornings).

So delving into the back pay again, went and bought a new battery, fitted it and bingo, it started on the 3rd attempt and it sounded wonderful. Made all the hassle worth while.

But the elation was short lived! Came to try and select the gears — no chance! All I could think was that some how I'd rebuilt the clutch incorrectly. So stripped it done and — couldn't find anything wrong!!

Eventually sussed that the operating lever wasn't travelling over enough to fully disengage the clutch and was being prevented from doing so by the slave cylinder coming to the end of it's travel. The cause I eventually dicovered was a culmination of wear in 4 different place making about $\frac{1}{2}$ " of play before the clutch even started to disengage. If I could elliminate that 'play' so gaining $\frac{1}{2}$ " the slave cylinder wouldn't go to the end of it's travel.

After dipping into the back pay (it's now all gone) for the 3rd time (THINGS coming in 3's again!!) I ended up buying a new operating lever and all the pins that go with it and got rid of the excessive play, and Voila! the clutch now works better than it's ever done. Dropped of to sleep yet!! 'cause I've nearly finished. At last do I hear you say!

Well at last I could take it out for a test drive. The only niggerly fault was it 'pinking'. Have to play around with the timing. Anybody else had the same problem since the petrol companies started messing around with the petrol??

Beleive it or not the above drivel is not fiction! I only wish it were. I'd still have my back pay in the bank to spend on necessities like food and clothing!!

If I see this manuscript(?) in print in N/L 14 it means that it must have arrived in the post before the van Trevor had negotiated with the Post Office to cope with the moutains of mail, broke down, or he's desperate for material yet again!

See some of you at Kenilworth I hope,

Keep hustlin'

KSS

Keith S. Sharp, Walton, STONE

PS Regarding Barry Gibbs', enquiry could you not utilise the nylon brush strips that you find on modern double glazed windows to keep out the drafts. I've used it to stop my glass rattling and it works well. Obviously you can't fix it the same way as I have but it's a thought. See N/L 10

41, Gordon Road,
Dovercourt,
Harwich,
Essex.
CO12 3TL

27/2/1987

Dear Trevor,

I have just read newsletter 13 and read with interest Barry Gibbs' problem with his Force 4's doors. I (or rather my father and I) are in the process of constructing a Force 4, and I too have been pondering this. (We have just started on the doors, having put them off as long as possible!) I had a look through my 'Woolies' catalogue and found a couple of rubber extrusions which could fit the bill, and I have reproduced them here:



R1505*



R636

The address of 'Woolies' is:

'Woolies' (I&C Woolstenholmes Ltd.),
off Blenheim Way,
Northfields Industrial Estate,
Market Deeping,
Peterborough.
PE6 8LD

Even if these do not fulfill his requirements, they stock many other types, one of which is sure to.

Now to a plea for help of my own. We purchased a pair of Jag electric window winder mechanisms from the breakers', along with their associated switches. The lift distance of these mechanisms is far larger than required for the Force 4 (and for the Jag I should think!), and when we connect the battery directly to the motor, the lift arm does not stop when the glass reaches the top, so we have to cut the power so as not to break the glass. What I need to know is whether the switch cuts the power when the glass reaches the top or if something else (which we have not got) in the Jag wiring takes care of that.

Handy hint:

Don't buy cable clips. Cut out strips from an ice-cream carton, approx. 1/2"x2". Fold each in half and drill a hole near the 'open' end through both thicknesses. The resulting strap can be folded over a cable and be screwed or rivetted in place through the holes.

I must just mention that last year we managed to borrow a Hustler 6 from my father's partner's brother-in-law, Ivan. We had it for several weeks and, although it was getting a bit tatty, it was still great fun to ride around in, with the huge windows wide open, and absolutely EVERYBODY staring at you! It was pretty nippy too (it had a 1275 twin carb engine)!

I will just finish off by telling you how far through the build-up we are. The car is driveable, the carpets, seats and rear folding panels are in, the dash panel is in and is almost complete. The bonnet is on, as are the front and rear valances and all exterior lights. The window lifts are currently being installed in the doors, and the channelling for the glass has been cut to length and mitred. We started in September '85 and we should have it finished by the time I can start to learn to drive in August. We had a bit of trouble with a major oil leak when the car first ran. It seemed to be coming from the front end of the engine, either from the main semi-circular oil seal where the block and gearbox meet (whose replacement would have necessitated removing the engine), or from the timing chain oil seal (which would have meant removing the whole radiator and fan assembly). Fortunately it was the latter, although this oil seal was brand new. Its cause? A small burr on the pulley which had slit the seal as it rotated. We filed away the burr, replaced the seal, reassembled it all, and it worked!

Anyway, the arrival of this newsletter has spurred me to get back out into the garage after a couple of months' inactivity, so I'd better stop typing and get building! Keep up the good work with the club and thanks for the newsletter.

Yours,

Martin Polley.

p.s. I have enclosed my £4 for the next twelve months' membership.

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 1/2	14	14 1/2	15	15 1/2	16	16 1/2	17	17 1/2	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

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30. pence each.

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Send to :
Trevor Faithfull

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WARMINSTER
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