

HUSTLER

Journal of the kit car élite

no. 25





21 Gloucester Rd.,
TROWBRIDGE
Wilts. BA14 0AA

Tel. 0225 769980

I am sorry the Newsletter is late everone but I don't seem to have had 5 minutes to myself since November.

The main reason is because I have opened a Restaurant, and I have been spending all my time trying to get it working successfully. We opened on the 6th November. I could'nt have chosen a worse time of year. Although it was'nt really by choice that we ppened as late in the year as that.

These three months before the Spring are traditionally a bad time for restaurants and even worse for new ones.

I just hope I can keep going until the season starts at Easter.

I have placed a large advert in this Newsletter so that you all know where it is, I look forward to seeing everyone drinking coffee there sometime during the Summer.

The restaurant is in Wells in Somerset, by the way and as well as being famous for Isobellas restaurant it also has a world famous Cathedral there. Definitely worth a visit.

We are situated in the Union Street Car Park by the way.

My main excuse for filling up a whole page of the Newsletter with my advert is because I did'nt have a lot of other material to include.

So come on, please put pen to paper otherwise next time you will have to suffer receipes from my old grannies cook book.

Subscriptions due please for next April . . . Due to the mess the Government seem to be making of the economy and due to the colossal amount I have pay under The Uniform Business Rate on the restaurant, can we please increase the subs for the club to £5.00 per year.

TEL 0536-723854

1/12/89
DAVID HODGES
68 GOTCH RD
BARTON SEAGRAVE
KETTERING
NORTHAMPTONSHIRE
NN15 6UQ

Hi TREVOR

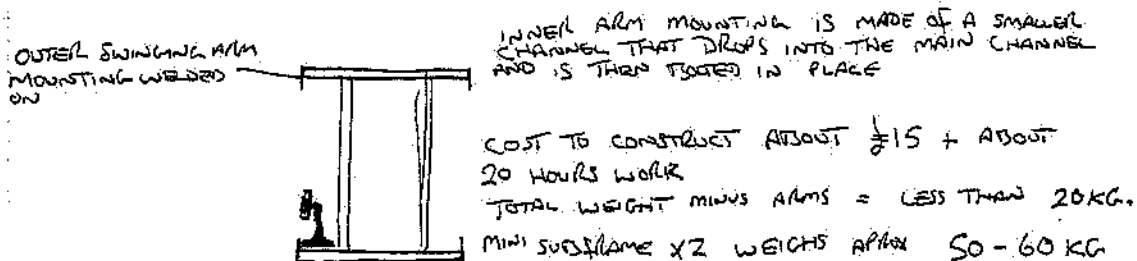
I KNOW I HAVE SAID FOR THE LAST 2 YEARS I WOULD WRITE SOMETHING FOR THE NEWS LETTER, WELL HERE IT IS (I HOPE IT IS WORTH THE WAIT).

RECENT PROJECTS NOW JUST ABOUT COMPLETE INCLUDE.

A TWIN BEAM AXLE THAT I MADE MYSELF
A NEW LOWER CHASSIS " " " " (A LOT STRONGER ~~AND~~ THAN THE ORIGINAL AND A NEW FRONT SUBFRAME.

ALL OF WHICH I AM NOW WAITING FOR THE GALVANISING TO BE FINISHED ON, THEN OVER XMAS I WILL PUT THEM TOGETHER AND AS SOON AS I GET TWO DAYS GOOD WEATHER I WILL CHANGE THE BODY OVER.

THE BEAM AXLE THIS IS MADE FROM $\frac{1}{8}$ PLATE FOLDED INTO $3\frac{1}{2} \times \frac{1}{2}$ CHANNEL WITH THE OPEN SIDE OF ALL FOUR PIECES INWARDS



THE CHASSIS BASICALLY THE SAME DESIGN AS BEFORE BUT OUT OF ~~THICKER~~ THICKER GAUGE TUBING WITH INTEGRAL TOW BAR AND REAR X MEMBER UNDER THE DOOR AS FITTED TO THE LATER ONES FRONT MOUNTING FOR FRONT SUBFRAME IS NOW $\frac{1}{2}$ SQ TUBE

ATO

WITH 1" SQ TUBE TRACINGS FROM EACH SIDE TO THE 2" SQ TOP MOUNTINGS.

REAR SUBFRAME MOUNTS, THE SAME AS ORIGINAL BUT THICKER TUBE AND X MEMBERS NOW 1 1/2" SQ INSTEAD OF 1" SQ, MIDDLE MOUNT FOR REAR SUBFRAME. SIDES OF THIS ARE NOW 1 1/2" SQ, AS THESE AND X MEMBERS ON OTHER MOUNTS NOW TAKE THE FULL WEIGHT OF THE CAR FROM THE COIL OVER SHOCKS ON THE REAR.

SHOCK MOUNTS FRONT. TWO 1 3/4" x 1/8" STRIPS WELDED TO THE FRONT DIAGONALS JUST IN FRONT OF THE 2" SQ (SAVES USING 8 BOLTS FOR THE ORIGINAL MINI MOUNTS).

REAR. 2" x 1/4" STRIP NOW USED INSTEAD OF 1" x 1/8" ORIGINAL (ALL OF THE ORIGINAL ONES HAVE SNAPPED AND HAD TO BE STRENGTHENED ON THE OLD CHASSIS, ALSO FROM THE TOP OF EACH MOUNTING (WHERE THE HOLES IS). THERE IS NOW A PIECE OF 2 1/4" x 1/4" STRIP GOING TO THE SIDE RAILS TO PREVENT ANY MOVEMENT.

FRONT SUBFRAME. NORMAL MINI FRONT.

ALL OF THE ABOVE ARE AT THIS MOMENT BEING GALVANISED AND CAN BE SEEN AT PALLIC FARM THIS SUMMER IF ANYONE IS INTERESTED.

DRIVE BACK PLATES. MINI REAR BACK PLATES ARE VERY EXPENSIVE NEW AND ALL THE ONES I HAVE SEEN AT BREAKERS YARDS HAVE BEEN ROTTEN SO I DECIDED TO USE METRO BASIC PLATES. £12 FOR FOUR FROM A BREAKERS) THESE FIT AND HAVE THE ADVANTAGE THAT THE ADJUSTERS CAN BE REMOVED, THEY ARE ALSO BEING GALVANISED.

FUTURE PROJECTS PNEUMATIC SUSPENSION ON 2 REAR WHEELS SO I CAN ADJUST THE RIDE FROM INSIDE THE CAR AND IF UNLOADED I CAN LIFT ONE SET OF WHEELS CLEAR OF THE ROAD LIKE SOME LARGE TRUCKS TO SAVE ON TYRE WEAR ROUNDS TOWN, ~~AND~~ USING DOUBLE ACTING AIR CYLINDERS AND A SMALL COMPRESSOR IN THE CAR.

PS I HAVE ALSO MADE A SINGLE BEAM AXLE FOR ANOTHER OWNER AND I WILL REPORT ON HOW WELL THEY WORK LATER.

24, MONTROSE PARK,
BRISLINGTON,
BRISTOL,
BS4 4JF.
DECEMBER 1989.

To continue the "reflections" from issue 24.

4. I did experience some trouble with the carburettor float needle not seating properly. This can be caused by a worn needle or seat or by particles of muck from the fuel or the tank. In some instances it can also be aggravated by too powerful a pump.

With the carburettor fitted directly above the exhaust this can be quite alarming. There are four modifications that I have carried out and would recommend.

a). Fitting the older type of pump AUF 700 instead of the AUF 800 model (if you use a mechanical one) since the former produces less pressure to unseat the float needle.

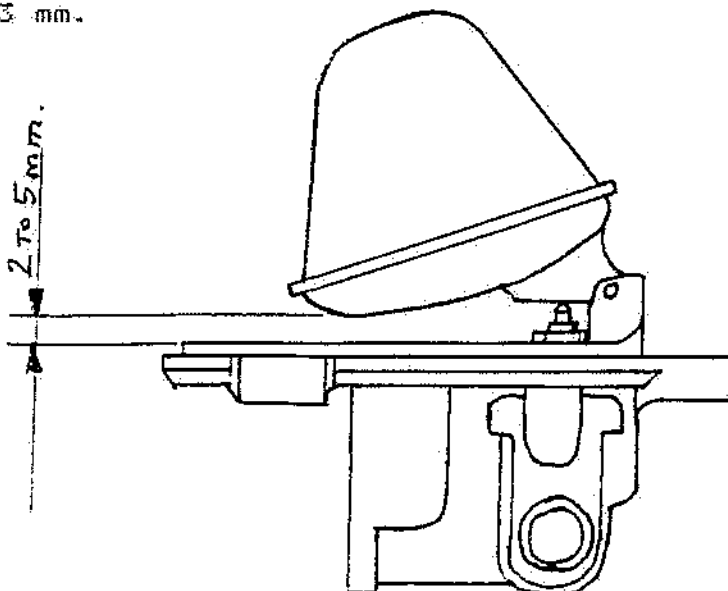
b). Fitting an in line fuel filter between the pump and the float chamber.

c). Modify the float chamber top or obtain one that already has an overflow outlet pipe fitted. A tube can then be fitted to take any fuel away to a safe area, or perhaps even better back into the top of the tank.

d). Fitting a Flojet needle and seating produced by Speedwell Accessories and available at most good car accessory shops at '2-85. These needles have a viton rubber tip and I have found them to be very good on a variety of S.U. carburettors over the last 10 or so years. (If you are unable to get one I am willing to see my local supplier for you for the above price plus P&P.)

You should of course check the float level whenever fitting a new needle and jet (whatever type) Although plastic floats are not adjustable, the needle and seating can be altered. Putting shim washers under the seating lowers the fuel level. Removing metal from the float end of the needle raises it. (Note. very small changes at this end make very large differences.) There are other methods of adjustment but I have found these to be the best.

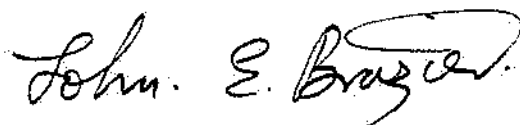
The recommended setting is with a gap between the float and float chamber lid adjusted between 2 and 5 mm. the gap is checked with the lid held upside down allowing the float to rest on the needle by its own weight only. I prefer a gap of between 2 and 3 mm.



5. I have the white "anti-rattle" channel fitted to my sliding window frames and have experienced a considerable amount of shrinkage in its length. This causes the drainage holes to become missaligned and the car can take in water. The holes therefore have to be recut regularly. I have found that this is best done by melting with a hot soldering iron. Some shrinkage is still occurring even though the frames were made up over 4 years ago. The lower runs have each shrunk by 120 mm. I do not like the idea of trying to prevent shrinkage by putting self tapping screws through the channel into the frame, so I have to put up with it unless anybody has any suggestions. Although shrinking in length it does appear to be thickening up making the glass more difficult to slide (but less rattley). This is aggravated when it is wet because against all expectations, it becomes even more difficult to slide.

6. Having stopped at a roundabout waiting for a car to pass, the guy behind me thought that I had moved off. The resulting shunt sent shivers down my spine. You know how things go through your mind as you get out to walk back to the other car. The worst is then confirmed as you look at the front of his car (a Vauxhall Astra Estate). One headlight was smashed, the other was out of its housing, the bumper pushed back and the bonnet creased. Dare I turn around and look at the back of the Hustler after all I did not fit a separate bumper! Eventually I gained enough courage and took a quick look. A second glance was followed by "where did you hit me?". Answer:- "well centrally in the back of course". Further investigation showed some damage to the nearside rear light and some dents in the rear pannel (you could actually see them if the light was right). He was driving a company car and also in view of the extent of the damage, he had to claim on his insurance. His claim was in excess of '250. I did feel sorry for him having to claim to his insurers that he had hit a wooden car.

I wrote to his company to claim for my small amount of damage and quoted to do the work myself. I did say that if they were not happy with my quote then they would need to recommend a "qualified wooden car repairer". It did not take long for the reply saying "you had better do the work yourself and send us the bill". I did and was paid out quickly.



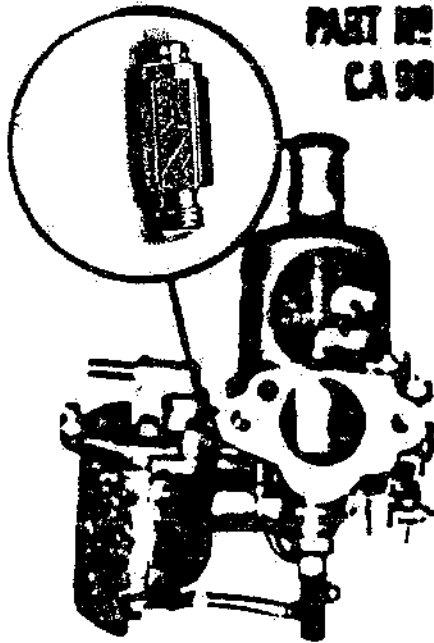
JOHN E. BRAZIER.



SPEEDWELL ACCESSORIES

FLOJET for S.U.

**PART NO
CA 90**



- *Improved Economy
- *Retains Tune
- *Better Performance
- *Fits most S.U. Cars

The 'Flojet' is a new and inexpensive Speedwell tested accessory. 80% of carburettor problems are due to incorrect fuel level, the 'Flojet' with its viton tipped needle and unique sealing properties gives better fuel economy and retains carburettor tune.

A direct replacement of the standard float valve, suitable for most types of SU Carburettor.

**MOTOSTOP
DISTRIBUTOR 778948
£ 2.85**

Made In England by
A.H. DODD & CO., (Engineers) LTD.
Market Place, Box, Corsham, Wiltshire, SN14 9NZ, England

It has also found it necessary to reset the carburettor mixture strength after any level adjustment.

CLUB SWEATSHIRTS.


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 Inches Bust						10	12	14	16	18	20	22	24	26	28
3 Men's Collar						10	11	12	13	14	15	16	17	18	
4 Children's Age	1	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
Jog suits	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'

SUPER TAX DISC HOLDERS

STILL ONLY 50.Pence each.

DESIGN AS BELOW.

Club Badges as on the right.

Cloth, Black & White.

£1.20 each.

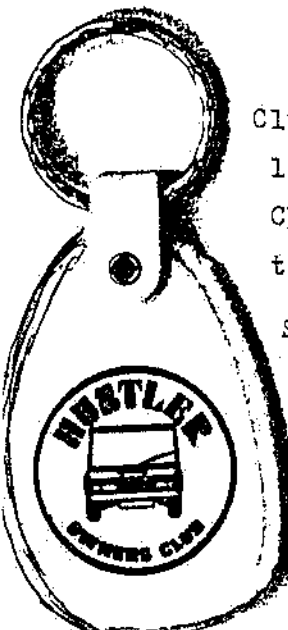
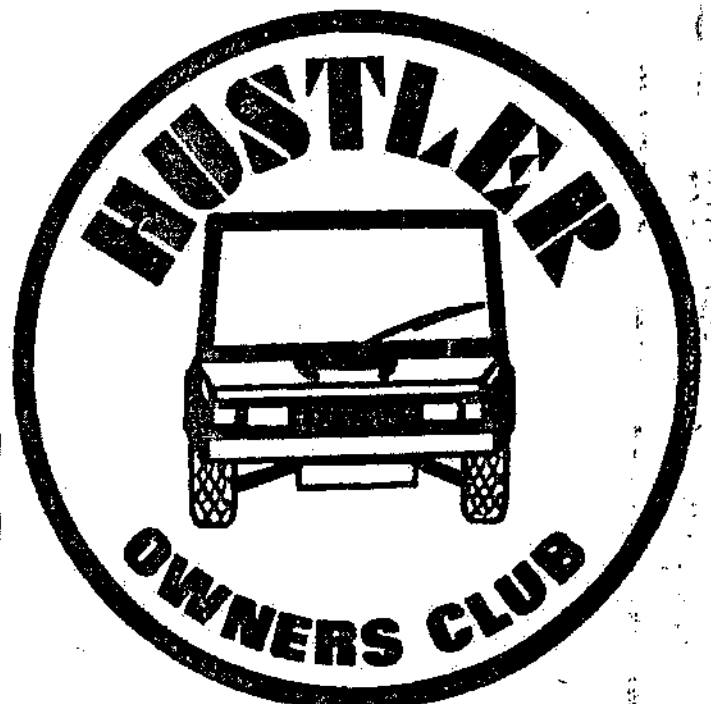
Club Keyrings as on the

left. 30. pence each.

Cheques made payable to 'Hustler Owners Club'

Send to :
Trevor Faithfull

21 Gloucester rd.
TROWBRIDGE
WILTS. BA14 0AA



ISOBELLA'S

AVAILABLE FOR PRIVATE PARTIES
AND FUNCTIONS.

COACH PARTIES WELCOME

EVENING COACH PARTIES BY ARRANGEMENT

AMPLE ROOM FOR DISABLED PERSONS

AMAZING GOOD VALUE FOR MONEY

MEALS SERVED ALL DAY

OPEN FOR:

- ★ Delicious Morning Coffee with fresh Croissants and Danish Pastries.
- ★ Lunchtime - Choose from our daily House Specials or from a large selection of Pizzas, Steaks and Salad Bar, and finish with a Sweet from the trolley.
- ★ Afternoon Tea - the perfect place to meet a friend.
- ★ Dinner on Thursday, Friday and Saturday until 10.00 pm.

Full Restaurant Licence

Opening Times: 10.30 am - 5.30 pm Mon, Tues, Wed:
Last orders Thursday, Friday, Saturdays 10.00 pm

OPEN SUNDAYS 10.00am -- 6.00pm From EASTER

THE OLD CHAPEL, UNION ST,
WELLS

TELEPHONE (0749) 75044