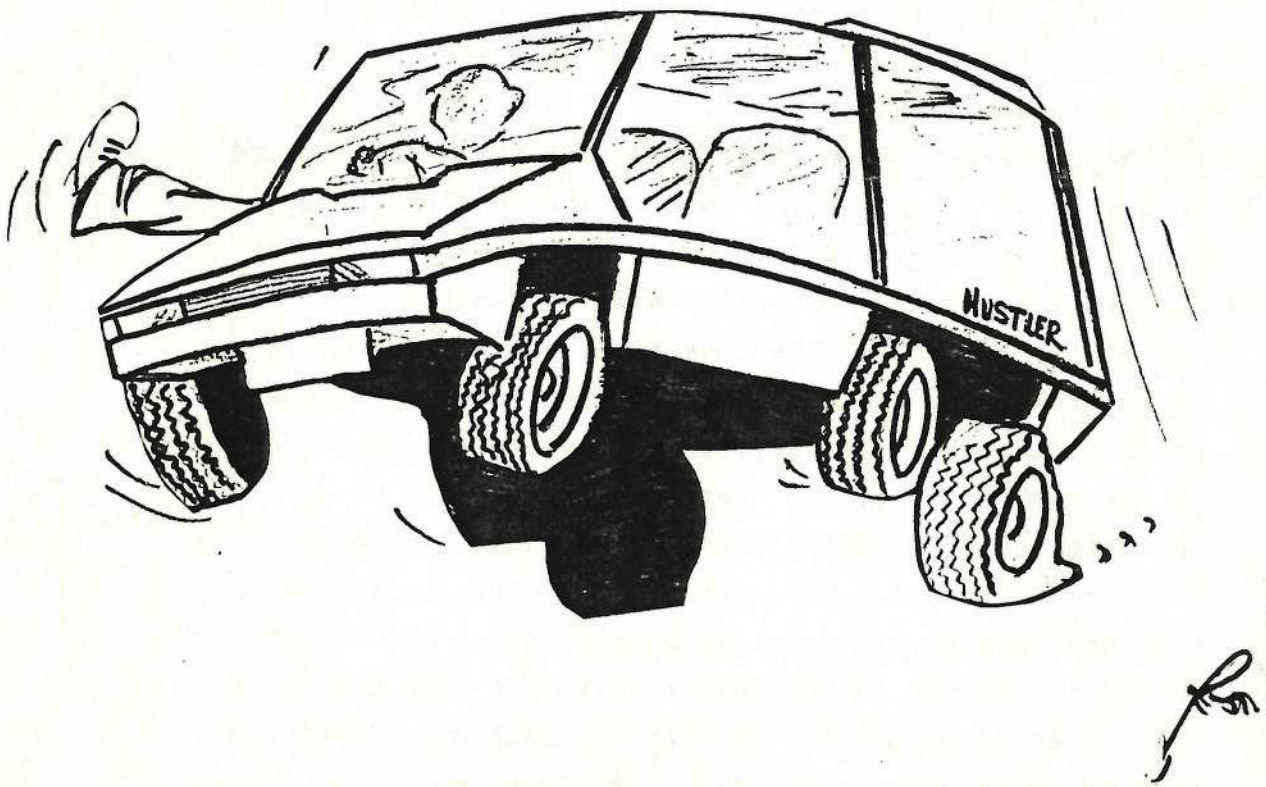


HUSTLER

Journal of the kit car élite

no. 4



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Hello again. Issue no. 4 and I am delighted. The response to the Newsletter has been excellent and the contributions from members has been super, far better than I had anticipated, please keep up the good work. All and every article is more than welcome. You will all be pleased to hear that the new anti rattle window channel will be available shortly. Price is yet to be fixed. As soon as I get any firm details I will let you all know.

I think that the main criticism that can be levelled at me is that club members were not given enough notice of the various shows in '84. This is true but only because I didn't get to hear about them myself.

One of my main reasons for attending as many shows as I could this year, apart from the fact that I enjoyed it, was to make sure the organisers had my address. Hopefully they will write to me direct next year, well in advance, so that I can keep you all informed as early as possible. I hope it works out that way.

If there are any shows advertised near you please let me know so that I can include them in the newsletter. I know some of you already do. It might appear that I have ignored the information but I haven't, honestly.

I will try to publish the newsletter every three months if possible, so, if this one comes out in October that makes the next one January. This is where our communication can appear to be falling down. If you write to me informing me of an event just after I have issued a newsletter it is too late for me to include it in the next one because the event will in likely-hood be over. So what I will do in the future is put in each issue, the projected publishing date of the next one. Hopefully this may go some way to overcome the problem.

With the projected date of the next newsletter being January, I would like to take this opportunity to wish you all a very happy christmas and a prosperous New Year.

Steve

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HUSTLER STEINWAY

Adrian LLOYD of Bromyard, Hereford, has written to say that he has at last aquired the art of looking nonchalant and at ease when sat in traffic queues in his Hustler Six.

One problem which he has yet to devise a solution to, concerns the plumbing of the air ducks, from outside the car to the heater unit. Useful ideas from other owners would be truly welcome.

Also, Adrian has some hinges surplus to his requirments. They are 'Piano-hinge' type, being 16½" long with each 'flap' ½" wide. No holes are bored in the flaps, you drill your own. The metal is stainless steel, so no rusting problems. Ideal for mounting the bonnet. The good thing is that they support the bonnet over a greater area than the standard hinges.

Anyone who would like some contact Adrian on (08852)2504.

The price is £3.00 a pair plus p & p.

Safety First

Don't forget make sure you have goggles handy when drilling, grinding or cutting G.r.p.
The dust is very abrasive at least one club member has had to have hospital treatment to cure a very painful eye condition.

An inspector calls

It would appear that the DVLC at Swansea are tightening up on Kit car registrations. It seems that quite often in recent weeks owners who have just completed the 'Changes Section' on the rear of the log book in an attempt to use the old registration number are being informed by Swansea that their car will have to qualify for a Q registration. Hence a visit from the man from the ministry.

HUSTLER HINTS

By Stephen Kirby T.Eng(CEI)

Applicable to Sixwheelers only

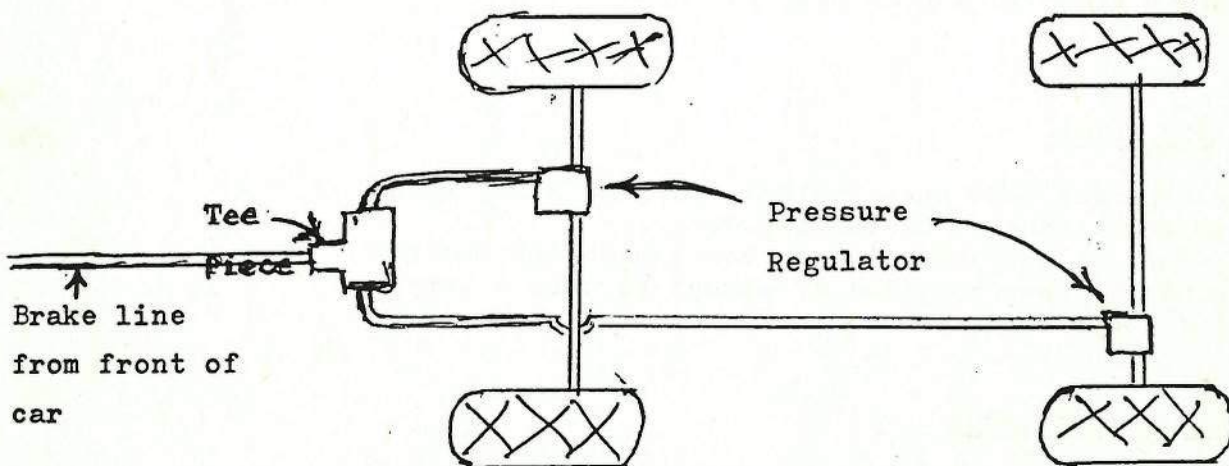
If you use the standard Master Cylinder, pedal travel will be excessive due to the addition of the two extra wheel cylinders over the standard Mini system.

Furthermore, the rear wheels on the Six are very lightly loaded and if the standard brake pressure is applied, then premature wheel locking may occur.

Both these problems can be overcome in one move by using 9/16 " bore wheel cylinders (Part No. GWC1131) from 1980 and on Mini. If you already have these from your donor car, you may have to add Pressure Regulators from earlier models.

This set up should be satisfactory for normal use, but heavy loading may require you to shorten the springs in the Regulators to increase effectiveness.

SYSTEM LAYOUT (Simplified)



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WHEEL CENTRES

A good idea I have copied from Roger Meanwell's Hustler 4. Wheel centres made from the white caps from aerosol spray cans, polish, paint, etc. You need the larger size of can. The caps can be pushed through the wheel centre and when the wheel is tightened up the lip of the aerosol lid is clamped between wheel and brake drum. It looks very effective and covers up the hub nut on the front of the car. Where mine differs from Roger's is that I have used Letraset type letters to spell HUSTLER on each one and then sprayed them with clear laquer so that it will not wash off in the wet.

The Hustler Logo is a type of print called 'FUTURA BLACK' for those who are interested, and the size you need 6.5mm (24pt). Apart from letraset, which seems to be very difficult to find in the shops nowadays, another make quite easily available is alfac.

Trevor

HUSTLER WITH AN H

The new Jaguar engined Hustler is about to hit the streets. What William Towns is looking for is a suitable name for this car. Any suggestions please send to Mr Towns. He is looking for a name which should preferably start with the letter H. My suggestions, Hero, Heritage, Hauler. If Mr Towns uses a name suggested by a club member I will give that person a years free subscription to the Hustlers Owners Club.

THANKS JOHN

Special thanks again this issue, to John HOTHER, from HOVE in Sussex, for the excellent JOHN'S JOTTINGS which appear on the next few pages.

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Figure 2 Basic Handbrake

