

HUSTLER

Journal of the kit car élite

no. 24



What a summer then, could't have asked for better. But Oh my, didn't it rain at the Hustler at home. Never mind I don't care what the weather is like there I always enjoy it. The surroundings, the Rural Fair and its friendly atmosphere all goes to making it a smashing weekend. And what about all the Hustlers in attendance. I don't think we have had quite so many on the Sunday for a number of years.

I went to Castle Combe for the Kit Car Action day last weekend. It has certainly gone down hill since I was there a couple of years ago. Three or Four local Kit Car manufactures, I stall selling tools, 1 stall selling car bits and the rest of the show was owners cars who if they had more than the driver aboard had to pay to get in. If it had not been for the owners and club cars there would not have been a show at all. Rip off really, shan't go again!

Bristol Car Show 25th & 26th November 1989. The organisers have contacted us to ask if we would like a Club spot in the same place as last year. We have said yes. Although I didn't go last year, I believe there is enough room for 4 cars on the stand. Which is undercover by the way in the Bristol Exhibition Centre. I know John Brazier is going with his wooden six. Usually Keith Sharp goes as well with his wooden six. If anyone else would like to be on the Club stand with their car please let me know. We would like two more cars preferably Fibre Glass cars either Force 4 or 6 or ordinary Hustler sixes or fours. If you would like to go please let me know a.s.p.

Remember some time ago I was wondering what happened to old Hustlers when they die? Well recently I have been in contact with two people who have surfaced with ancient Hustlers. Both cars were professionally built, one a Hustler Four which cost the original owner, a lady Doctor, over £7000 was up for sale recently for £1600. The other car, a Hustler Six which, if you look back to Newsletter 3, I have described as the most luxurious Hustler yet built. It cost thousands. Well that same car was purchased recently as £100 wreck, with windows broken and fibre glass badly cracked. It is in the process of being rebuilt by its new owner.

My 1750 conversion still gets nowhere. I have got a fully rebuilt Maxi engine all nicely painted red with a polished Rocker Cover and new everything, just sitting in a trailer in the back garden I really must get the engine mounts made up and fit it into the subframe. Its not the money I am short of just the time to do it all.

Trevor.

Next Newsletter 1st Jan 1990.

p.s. HAPPY CHRISTMAS TO ONE AND ALL.

Articles for publication to 21 Gloucester rd.
TROWBRIDGE
Wilts BA14 0AA

2, Nursery Close,
Thurlaston,
Leics.
LE9 7TQ

10th August 1989

Dear Trevor ,

The varnish on the car was looking decidedly tatty after eighteen months. This in spite of the assurance " It's designed for use on cars and will last years being a two part epoxy." So the problem is , as this stuff is no use what do I use now ?

Answer ask a man who used to restore furniture , he should have some idea about wood finishes . He has ideas but knows of nothing suitable and suggests I phone one of his suppliers in Coventry . One phone call later and a very helpful "Technical Sales " can not give me an answer but I have the name and a phone number for someone in head office .The result of the second call has a similar result to the first , except this time the name and number are for someone at ICI headquarters .

Here comes a twenty minute call the results of which are as follows . If I want the natural wood colour to show then there is a problem . In spite of the ultraviolet inhibitors and other advances now included in modern varnishes the best you can hope for is two years between recoating, coach varnish probably being the best bet .

However if I want to colour the wood one of the microporous finishes (Sadolin or similar) is the thing to use . With these finishes the darker the colour the longer it will last , up to five years for the darkest ,only two for the lightest .

So that's it , if I want to use a light varnish it means refinishing the body every eighteen months - two years .

Yours

Dave Webb

48, Meadow way,
Walton,
STONE,
Staffordshire,
ST15 0JP.

Spring/Summer '89
Tel: Home 0785 817866
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Postbag Spring & Summer

Well things have been relatively quiet as far as the car is concerned. I have attended two car shows in the last month though, and I've extended a patio (in the dark, using floodlights to see - and it shows in some places) and laid 40 2'x 2' paving slabs on the drive. So there hasn't been that much time left if I had had to do anything on the car. Oh! I tell a lie. I've had to replace the 12N socket (the socket for connecting lights to trailers and caravans) as I smashed it whilst shifting the s--t after digging out the new bit of the patio. Both the 12N and 12S sockets are now aluminium and not plastic.

3rd Sports and
Kitcar Show
Bingley Hall, Stafford
13th & 14th March

A good show! 3rd time lucky. Unfortunately our Hustler guest was unable to make it.

As the PKCC we had a good spot on the balcony as did all the clubs who were in attendance. A bonus was that because we were upstairs it was lovely and warm 'cause the hot air from the fires rises and we were also out of the drafts!-----AND we got PAID for being there! Yes we got paid £10 per car, if it was there for the full weekend, to go into club funds.

Not bad as it also didn't cost any of our club members anything to get in if they showed their membership card. Which was just as well as the entry charge, in my opinion, was rather 'naughty' at £4.

Anyway apart from that a full show and we've booked the same spot for next year.

Midlands Festival
of Transport
Weston Park
Salop
Easter Weekend

We made it on to the front cover of the program!! ie one Hustler, one Rickman Ranger and a Countess (the first Countach replica)

This show covered all sorts of 'transport'

As far as kit cars go, compared to last year, there was an increase in attendance of approx 400%! The Dutton Owners Club where there, a couple of Teals and a Nova, to name but a few.

If you're interested in air transport there were micro lights in all shapes and sizes coming and going all day. Two superb bi-planes doing amazing thing with an aircraft no bigger than average family car but with wings. If it were, and I were, in the 'kit' aircraft industry then as the saying goes 'I Want One!

Better Late
Than Never

Guess who was late sending off his contribution to N/L 22. Assuming as always that Trevor would be struggling for material I was in no hurry sending of my contribution. BUT WHAT A PLEASANT SUPRISE. YOU LAZY WORD SHY B-----D aren't that shy after all!!! THANK YOU

Now don't think you've been let of the hook. It has been done once. It can be done again!!!! SO KEEP THE ARTICLES FLOODING IN. By the way I shall be going round with the hat at Stoneleigh. I cannot afford all of £50,000!!!!

RR

No!!! not Rolls Royce. What's wrong with Reliant Robins?? I borrowed one from my Father-in-Law whilst he wasn't well enough to drive and used it for twelve months. Cheap road tax, cheap insurance, 50+ miles to the gallon, a new set of tyres comprises three tyres not four (not including the spare), you also save on rubber when going round corners on two wheels, (very hairy!!!) and to take the alternator off of the car you also have to remove the oil filter first. To tune the carb you have to take of the air filter to get to the screw to adjust the mixture. But apart from that there not all that bad once you've got used to hitting **every** pot hole in the road due to the configuration of the wheels. For anyone whose never driven a three wheeler it definately is an experience - especially in snow!

National Kit Cars
& Specials Show
Stoneleigh 30th April/1st May 1989

As my fellow PKCC members call it I gave the portable shed its first outing since buying it (caravan!). The Hustler 'managed OK?' going but overheated slightly due to getting bogged down on the rather soggy field when we got there. On the way back and 3 miles from home we had to pull into a lay-by to allow the engine to cool down. I had suspected that the cylinder head gasket might be on it way out and the task of pulling the caravan eventually saw it off! In fact I changed it the following weekend to find that 'pots' 2 & 3 where pumping air into the cooling system, causing an air lock and preventing the coolant from circulating and cooling the engine.

On the HOC stand or should I say field (you could have got approx 50+ cars on the grass with possible room for more.) We had roughly 7 cars each day with 10 different cars attending over the weekend. Weather was fine but occasionally blowing rather chilly.

More wood than plastic this year (on both days!!).

Cheshire Kit Car Show
Capesthorpe Hall
May 15th 1989

An excellant day out and enjoyed by all who attended. The PKCC was joined by another Mini based 6 wheeler Hustler showing again that most Hustlers are wooden ones (Well that's what the punters who go to the shows see. As stated above, at Stoneleigh we outnumber the 'plastics' by 4 - 3 on both Sunday and Monday)

Wooden Kit For Sale

If anyone out there fancies a go at making a 4 wheeler wooden Hustler, 'I haven't got one for sale but I know a man who has'. The full kit contains all the glass, lock set and lights. All you've got to do is buy the wood. If interested give me a call.

The Alternative

& Kit Car Show

Newark 17 & 18th June 1989

The weather again was brilliant!! Arrived Friday night with the 'shed' in tow (no serious overheating problems this time just everything getting warm because everything was already warm!!!) to find the organisers had provided the HOC with a club spot next to the PKCC.

On Saturday there were three Hustlers, my wooden one and Dave Webb's Harrier plus a chap called Peter (sorry I've forgotten your surname) who has just purchased a 6 wheeler mini based Huntsman with a Stoke area registration. On the Sunday Dave came back with his 4 wheel wooden Hustler.

We had quite a lot of interest in 'disabled' Hustlers namely the Harrier. There was one chap who wanted to know if there was a 6 wheeler wooden Harrier available. Now there's a challenge!!!

It's encouraging to learn that Joe Public is still interested in the Hustler range. We had quite a few enquires and some concern that because the Hustler range is no longer advertised that they are no longer supplied. We did our best to belie their fears.

See you all at Park Farm

Keep Hustlerin'

K(S)³

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Mr Trevor Faithfull
Hustler Owners Club
21 Gloucester Road
TROWBRIDGE

Dear Trevor

RE: NATIONAL KITCAR & CLASSIC REPLICA SHOW 1989

We wish to thank you and your members who supported the National Kitcar Weekend.

From the Manufacturers point of view, it was the most successful show that they have ever attended. Over £8 million worth of export orders were actually placed and numerous manufacturers have reported excellent sales in the UK. Visitors from 18 different Countries also attended the Show.

From the Clubs' side, we accept we made a mistake by moving the camping off the club stands and this created more traffic moving around the Showground than in previous years. We experimented this year, because of the satisfactory way, it seemed to work at Sandown Park, but on reflection, and by talking to the various Secretaries, we will revert back to Club camping within the site area next year.

We would be grateful to receive any criticism, comments or suggestions for improving the Club participation, any new ideas for the Inter-Club Competition or activities or, if any, variation in the Show.

The 1990 Show will be held on May 6 - 7, which again is a Bank Holiday Weekend. Next year, we will have the use of the Grand Ring for the competitions, as this has now had a new all weather turf surface, which we were unable to use this year, as it had not consolidated. Perhaps then, we can make a better feature of the presentation of trophies! as we will be able to incorporate the main Grand Stand.

Once again, please accept our sincere thanks to all your members, who have supported the Show, in making it once more a very successful weekend.

Yours sincerely


DON FORD

12, Arlington Walk,
Guildford,

Surrey GU2 5EA.

Member No: 113.

7th April 89.

Dear Trevor,

Herewith £4 annual subscription, and my entry for longest build up time award on my Huster 4.

I fell for the Huster several years ago when I saw the magnificent Highlander at Sandown Park. However having neither a garage nor money at the time that was the end of that. I did however have a Mini, 1970 vintage and I sort of knew its days as a Mini were numbered.

My salvation came in February 87 when darling Julie, my stepdaughter, stuffed said Mini into the back of a Fiat near Twickenham. Well, all the dirt and rust fell out of the Mini and inspection revealed that it was only these materials holding on the wings and the floor to the toe board. It made stripping easier, but that was a year away and I had a garage now, but no money. Redundancy took care of that - February 88.

It was at this point, after two visits to Park Farm and the placement of the order that two major mistakes were made. First I took a job in the City and as you can't shop for car spares in the square mile I assume you. Secondly we had a baby, a major handicap to car building and the chief engineer, my wife. It took until May to strip the Mini.

Theory was all assemblies would be stripped, cleaned, refurbished before the kit arrived. Didn't happen did it! But big event, the kit was collected from Bennetts' on 8

7th July. For the purpose I hired a 3 ton Luton with a 17 ft
dick. Way over the top from the look on Mr Bennetts
face, it seems that strikes and rocks are the norm. However
everything went in with space left over and this part of the job
was a joy. I might add that with the GRP
but fitted to the lower frame the upper frame wouldn't go over
the top because the B posts were, and still are the wrong
size tube. I had Bennetts solve this by cutting a section
out of the bottom to achieve a fit. The first, but by no means
the best case of "approximate" or "guaranteed" manufacture.
I had expected better.

With some time later I had a refurbished subframe,
and it was here I discovered that neither sub frame
nor the current Huotter mounting brackets would fit. Like
everyone else it seems I had to revert to the file, the
drill, the grinder and a crowbar and then it went
together. Please nobody say "geometry" to me I
might burst into tears.

To get this far I might add required one of the
brackets to be replaced by Mr Towns, it really
was beyond bodging, sorry, modifying. At the same time
he swapped the rear window for one without
the optional lumps out of the edges.

So to date I've got a Huotter 2 and the
front subframe stripped down to its essentials. At this rate
I ^{may get} 4 wheels on the wagon by December, but which year
I can't say.

Finally before I go, please HOC members, please turn out
in strength for Sandown Park this year. Huotters are I fear becoming
extinct south of Watford.

Yours till Stoneleigh, Mark Jackson.

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

After 18 months on the road and nearly 8,000 miles on the clock it is time to reflect.

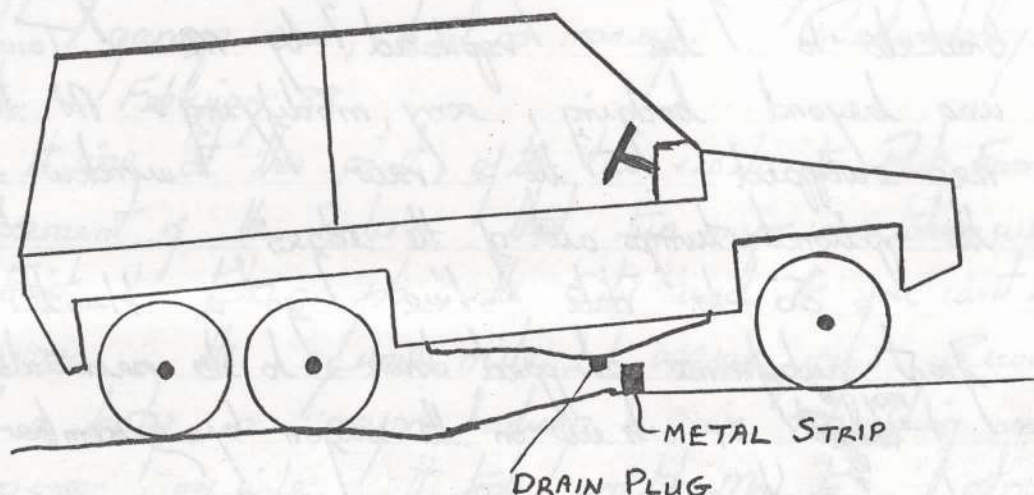
My Wooden 6 is used every day of the week for the short journey to work, and in the evenings and weekends for family transport.

The main problem with the car is that my Wife enjoys driving it. In particular she enjoys using it on hot sunny days. The wooden roof acts as a very good insulator and its altogether more comfortable than her old metal roofed car. The weekly shop also fits conveniently in the rear.

The car has been particularly trouble free with very few modifications or improvements being made. The following however might be worth noting.

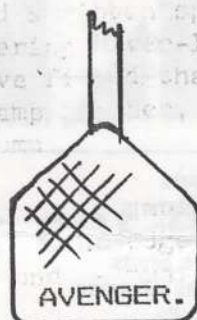
1. The suggested position of the Mini van petrol tank is under the front passengers seat. Yes it does fit quite well into that area but within the first 1,000 miles I struck a problem which on reflection is obvious. The drain plug on the tank is the lowest point situated centrally along the tank and more to the point, about half way between the front and first of the rear axles. I drove into a yard from the road and knocked the head of that drain plug right off on a metal gate closing strip. Out came the chewing gum and a few moments later the contents of three mouths were pushed onto the remains of the plug for the journey home.

The repair solution chosen was to remove the tank, clean it EXTREMELY THOROUGHLY pray and then proceed to weld a metal plate on to the bottom to act as a form of skid plate. O.K. I don't have a drain plug now but how often have you needed one? Anyway the tank is quick and easy to remove and invert!



Anybody about to build might find it better to locate a tank in one of the rear subframes. this would obviously produce a more constant ground clearance.

2. Brake and clutch pedals from a Mini have rectangular footplates fitted. On the Hillman Avenger this plate is extended on to the arm with a tapered section (see diagrams below).



QUESTION. Which pedal shows the best design?

ANSWER. The avenger one.

WHY? Well twice now, wearing my favourite pair of Clarks size 9's I have experienced a problem. So far this has caused embarissment only, but it could be worse. I often rest my clutch foot (you know the left one) under the pedal and the large butterfly loops on my laces have passed over the pedal pad. When I pull my foot back the lace gets caught against the flat upper end of the pedal pad and I am unable to use the clutch. With the Avenger plate, to start with it is larger and therefore less likely to allow even my laces to pass over it. Secondly if the lace did pass over then I believe that it would be eased back by that tapered section.

SOLUTION. I have learned to tie double knots in my laces so producing smaller loops.

3. Did you know that Trevor's ever so Faithful Wife Isobel collects postcards from around the world? I am sure that she would be grateful for any you may have finished with and care to send to her.

To be continued.

John E. Brazier

JOHN E. BRAZIER.

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