My Hawk build part 20 by Stuart Clarke

Fitting a few shiny bits.

I've spent the last few weeks grafting on the Hawk and I can't see that I've made any progress at all. It's times like this when you start to question if you'll ever finish. When you feel like this pop onto the main 289 register site and have a look at the Gallery. These pics do a great job in motivation and also give you lots of tips and ideas.

I'd received the IVA compliant mirrors from Gerry. They come as a kit and include everything to fit them to the windscreen pillars.



The mirrors have radiused edges and are also designed to break away when they hit something like another wing mirror or a pedestrian. The theory is that this should reduce both injury and damage.

For the installation, we start by removing the second chromed screw up that attaches the pillar to the screen. We can then check the depth of the hole to ensure that the longer screw provided will not make contact with the glass on the screen when the oval plate is bolted to the pillar. This can be done with a piece of wire or matchstick.

It's best to then stick some double sided tape to the surface of the oval plate that is going to face the pillar. As the mirrors are only held on with one screw, this will prevent the plates and mirrors from twisting round. The oval plate can then be fixed to the pillar. Then the plastic insert is screwed to the plate using the screws provided and the wing mirror clamps onto the plastic insert using the grub screw in the bottom of the mirror mounting.







The rear view in these mirrors is quite good

Next job up is to fit the bonnet stay.

I didn't want to fit the bonnet stay in the normal position along the bulkhead. The original cars had them fitted along the offside of the engine bay. I had a bit of a play with the stay and thought that I could make some aluminium brackets that would enable me to do this. I just had to leave enough room for the throttle linkage, ensure that the brackets would be strong enough to hold the bonnet up if a gust of wind caught hold of it and also I had to keep the stay away from any wiring.



The bonnet stay is the standard item that Gerry supplies I just fitted it differently.

The stay comes complete with the rod end and allen cap head screw. It also comes with a plastic catch clip which I wasn't going to use.

The bracket I made for the pivot end is doubled up and also angled inwards to offer extra support on the GRP engine bay lip and to provide the angle required to support the centre of the bonnet. This doubling up of the bracket allows the GRP lip to be clamped between the inner and outer brackets. I used countersunk stainless steel cap head screws and lock nuts at the rear. The countersunk screws look a little like rivets.

I made a similar bracket at the front but I didn't think it needed to be doubled up for the extra support as it only had to carry the weight of the bonnet stay.



The plan worked and the stay was well away from the coil, ballast resistor and wiring and I was happy with the result.

The last thing needed was to drill a hole in the inner skin of the bonnet for the stay to locate into.

Next up was to refit the bonnet and fit some bonnet latches. Gerry does some really nice bonnet latch handles that are close copies of the originals fitted to AC Cobras. These are machined out of brass and are chrome plated. Unfortunately they wouldn't pass an IVA test as they wouldn't comply with the rules of exterior projections and external radiused edges. The latch and escutcheon plates can be used in conjunction with a T bar key to secure the bonnet. The fitment is the same if the AC handles are used or not.



The marks for the latch catch plates fixings are on the fibreglass tabs on the bulkhead. They just need to be drilled to accommodate the M6 fixings used for catch plates. The holes on the catch plates are slotted so they can be adjusted to be in the correct place.

There are various ways that the bonnet latches can be fitted and it depends on the system being used.

The system I had needed to be fitted as follows.

A pilot hole needed to be drilled in the centre of the bonnet latch recess. Then a 20mm hole needed to be drilled through the first skin of the bonnet from the outside and a 16mm hole from the inside through the inside skin. The 20mm hole on the outside could then be increased slightly to ensure the escutcheon plate was a snug fit.



Then holes could be drilled and tapped to accept the M3 screws to fix the escutcheon plates in place.

The latch mechanisms could then be screwed to the mounting plates and these could be lined up with the escutcheon plates and drilled and tapped to the underside of the bonnet.

I closed the bonnet and locked the latches and just needed to move the off side catch plate down slightly to remove the small amount of play in the bonnet. After that was done the fit was perfect.

I've left it so that the latch handles can be added if I ever want to attend a show in the future and want the look of the car to be more authentic.



I could now fit the screen washer system. I'd already fitted the IVA compliant jets and I just needed to fit a suitable receptacle for the washer fluid, a pump and pipes and a tee piece joiner to allow connection to both jets.

Many of the original cars were fitted with bag style washer fluid containers (similar to those found on the MG). Original type FoMoCo bags are still available but I went for a Tudor washer bottle instead. These are readily available from most classic car part dealers and come complete with a mounting bracket.

I drilled a couple of holes to mount the washer bottle bracket and drilled a hole and fitted a grommet for the pipe.



Behind the dash I drilled and tapped a couple of holes for the pump and mounted the pump. I then connected the pump outlet to the washer jets and the pump inlet to the washer bottle. I then connected the connected the appropriate wires to the pump. Job done.

