My Hawk build part 29 by Stuart Clarke

Project Hawk continues….

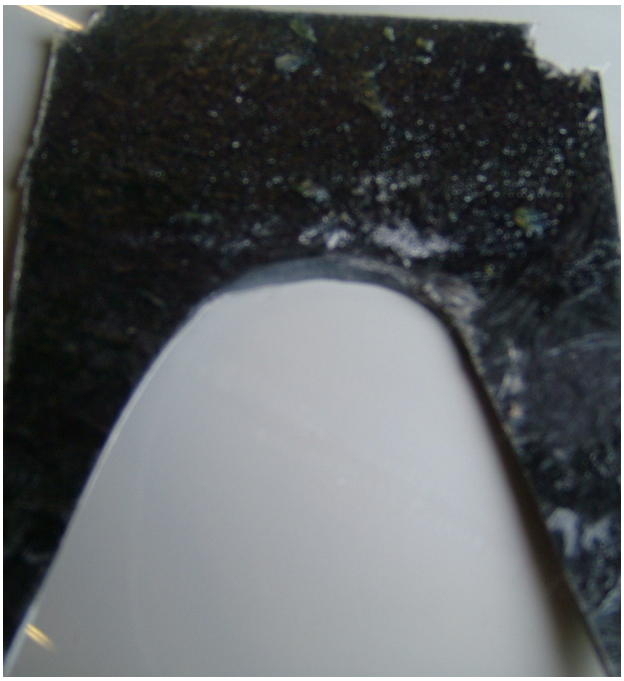
Sometime has passed since my IVA test and the weather has been awful, so not much chance to get the Hawk out and have a blast.
I'd received my V5 and have been assigned an age related plate the same year as the MGB, so all of that worked out fine and to plan.

My next major milestone was getting the car into paint and I had to complete a number of items before then to ensure that all of the holes in the bodywork were drilled and completed.

The first change I made was the front indicators; although the ones fitted were functional they looked horrible (in my opinion). I now had some cash to upgrade them to something more original. I had been assured that the ones I wanted to fit were perfectly legal and would pass any MOT test that I took the car to in years to come.

The original Lucas indicators seem much more appropriate. They are slightly larger than the other indicators I had fitted and just needed new fixing holes to be drilled and tapped. Oh I've fitted a deck badge too. The gel coat has marks for this and is simply a case of drilling suitable holes. After paint I'll stick the badge down with a suitable adhesive or double sided tape.

One other job I needed to do was to cut a larger hole for the propshaft. Driving to the IVA centre and back I noticed some scraping noises when I hit a dip in the road. After investigation it was definitely the prop shaft catching on the rear bulkhead.



It’s plain to see where it had been catching on the piece that I cut out!
I cut out to the extent of the inner profile of the transmission tunnel. After checking with a tape measure, I was happy that the bump stops would definitely bottom out before the prop shaft would catch again!

After replacing the front indicators, I decided to replace the rear lights too. I purchased some reproduction L542 (which were fitted to the original 289 Cobras) and also some L488 indicators. When I fitted the previous rear lights I’d managed to do this within the envelope of the L542 so this meant I was able to re cut the hole without having do any filling of the body, which is a bonus!

I know which ones I prefer!

Whilst I was at it, I picked up some rather nice Lucas PL tripod headlamps too.

I'll have to get some new rims to replace the salt damaged ones.

Next up is to fit the rear bumpers. Gerry is having further supply problems and although I'd ordered front and rear bumpers and front and rear overriders I'd actually only received the rear overriders. This isn't great as I wanted to cut all the holes in the body prior to sending for paint. Gerry managed to dig out an old rear bumper that I could use as a template.
The overriders and rear bumper come with a fitting kit which includes a length of tube, a length of threaded rod, some square captive nuts and various washers and normal nuts. The captive nuts clip into the overriders (at the back of the holes otherwise someone could come along and pull your overriders off and make off with them!). The threaded rod is then cut into 4 equal lengths and these can then be screwed into the captive nuts on the overriders. The overriders complete with rods can then be slotted through the correct holes on the rear bumper. This forms a package. The tubes in the mounting set are used as spacers to space the bumper package from the mountings. I'll get to the tube later.
The job of fitting the rear bumpers is quite straight forward but it's quite tedious to get the holes in the right place. The holes to drill are marked in the Gel coat but mine turned out to be offset to the chassis so I'm glad I didn't just get the right size holesaw and drill them! I followed the instructions in the manual, mounted the winged brackets in the boot area. I then drilled some pilot holes through the marks in the Gel coat and located roughly the centre of the brackets. I then enlarged the holes using a Dremel until I was able to slot the rods through the holes and line up the bumper.

I had to do some more dremeling of the holes until I got the bumper in the correct position. I could then mark on the body the extent of the holes needed and then

grind them out. When the holes were ground out in the correct position and to the correct size, I refitted the bumper / overrider / threaded rod package to the correct position and distance from the body (allowing clearance to open the boot) and measured the distance individually from the overriders to the bumper mounting brackets. This distance could then be cut from the tube provided with the mounting kit. After 4 tubes were cut I was able to assemble and fit the complete rear bumper package. The grommets supplied were pushed into the holes, the four, cut to size, tubes were pushed through the grommets and the threaded rods on the bumper package were pushed through the tubes into the bracket slots. Nuts and washers on, tighten up job's a good'n.

I was then onto the sidescreens. Not a fun job but within the capabilities of all. The manual explains the procedure well other than the sidescreens angle outwards towards the back of the door. The gel coat marks on the doors are a good guide to where they need to be, but as always, good use of a ruler reduces the risk of any mistakes being made.
I rolled up some cardboard to make a support at the back of the door.

As in the manual description, the sidescreens are placed over the open door and the sidescreen frames are marked slightly shy of the windscreen pillar at the top and slightly too long at the bottom. The frames are then cut to the correct length as per the manual.

After the frames are cut, a long thin piece of plastic or card is cut to make a drilling template. Holes are drilled so that the sidescreen fixing rods can fit snugly into the plastic strip. When the plastic template is placed correctly over an open door the profile of the extended ends of the plastic can be drawn around so that when the sidescreen is removed and the door closed. The plastic strip can be replaced within the markings and the location of holes to be drilled will be indicated on the doors. I made some packers to ensure the correct gaps were left between the sidescreens and the windscreen pillars.
Hopefully this demonstrates how the sidescreens are angled outwards towards the back of the doors.

Next step is to drill the holes and I ground them out using a dremel to get the final size for the finials.

"Voilà"!
These can then be packed off for trimming in Mohair. Mine will be going to Gerry.

I could now turn my attention to the front bumper. I didn't actually have the front bumper but as I needed to get the Hawk off to paint it was a case of "*winging it*"! I had the bumper mounting kit which bolt inside the front wheel arches using the same bolts that bolt the body to the chassis. I also had the threaded bars that attach to the bumper mounting brackets protrude through the holes in the body and will eventually attach to the bumper and front overiders.
It was a case of drilling out small pilot holes and dremelling to something that looked pretty close.
They'll have to do!

I did ensure that the threaded rods protruded through nicely but as I was on a tight schedule to get the car ready for Donington Park I couldn't wait until Gerry managed to track down a bumper for me.
Worst case, I'll have to go back to the painters for a bit of rework.

I also wanted to fit the hood and tonneau before the paint job but I was also still waiting for the screenbows! The only thing I could do is drill and tap the holes for the lift the dot fasteners. After many discussions with members of the 289 fraternity and Gerry's Hood maker, I decided just to go ahead and drill and tap the holes that are marked on the gel coat. The hood and tonneau both have a decent width edge to them so any minor mistakes can be taken up by this.

The next day the Hawk was packed up and off to the painters!

Hopefully the next time I'll see it, it'll be a nice shade of blue!