

My Hawk build part 30 by Stuart Clarke

The Final Frontier!

I was now (hopefully) on the home straight and once again I was in the hands of someone else working on the Hawk.



I'd arranged for PF Autos in Tunstall to sort out the bodywork as they had quite a lot of experience in fibreglass Cobras and I was happy, after the discussions I'd had with them, for them to do the work.

There's quite a bit of work involved with a fibreglass car and the process takes between 2 and 3 weeks to complete.

The first stage is to bake the whole car in an oven to "pop out" any air bubbles in the gelcoat.

Then the whole body is prepped, sanded back, doors, bonnet and boot gapped and any additional profiling is completed.

These pictures show the amount of high and low spots on the Hawk body!



The next stage is to spray the whole vehicle in a facing material to reduce any sinking, and then the whole car is sanded again.
Then the car is sprayed in a two pack primer and sanded again!



The final stage is to add the colour, I went for a Bright Blue Metalline that AC used in the 60's for a couple of their 289's.



The car took a little longer than I hoped so that left me 3 days to rebuild the car for the track day we had booked at Donington Park. 3 long days and nights to refit all of the lights and bright work, reconnect and refit the dash with all the gauges. After that I had to retrim the cockpit and refit the seats. I'd modified the dash slightly after the IVA test and I had a couple of minor wiring headaches and only managed to get the engine running on the afternoon of the 3rd day! but all in all it worked out OK. Luckily the holes for the bumpers turned out to be spot on too!

The finished item!



There are still a few things to sort out such as fitting the tonneau cover and hood. Fitting the Raydyot mirrors, that I had, and no doubt plenty of other things I've forgotten but it was now time to enjoy the fruits of my labour.



What a buzz!