

My Hawk Build Part 5 by Stuart Clarke

The Hawk kit.

Gerry Hawkridges range of Hawk cars is growing all of the time with different variations of the theme.

I'd decided on a 289 Roadster that was to be powered by a Ford 289 engine with a T5 gearbox. I took the opportunity of visiting Gerry who went through all of the different options and we came to an agreed spec. Gerry is a very knowledgeable man and this is reflected by the work in progress at Hawk cars which is to a very high standard, with very fine attention to detail.

The visit reassured me that I was making the right decision and hopefully I'd be able to do the product justice in the quality of my build. Luckily for me there was a body shell that was already available and a chassis that was very close to completion so we arranged a collection date for 3 weeks later and I left a deposit.

I planned to purchase everything I needed to complete the rolling chassis. This would be my first milestone and I planned to have this completed within 6 months of collecting the kit. (All the best plans are made in vain... are they not?)

I ordered the 289 chassis and body shell with rounded wheel arch edges (which I think are a little more authentic and one of the things that, if not done, are instant giveaways that it is a kit!). I ordered the Hawk brake kit, Hawk clutch kit and all the relevant master cylinders and SVA compliant reservoirs, panhard rod and anti tramp bars, special rear leaf springs and packer kit, prop shaft and last of all I ordered the door catches which, when ordered with the kit, are fitted free of charge.

I sent Gerry the remaining payment for what I ordered and sorted out a trailer to go and collect the kit.

In the meantime I also spoke to Gerry about brake options. The original MGB brakes are a little "underpowered" and I wanted an up rated option. The options that he recommended were new aluminum 4 piston calipers or refurbished Princess 4 piston calipers. As I'd heard many a recommendation for the Princess (yes from the old Austin Princess) calipers, I went for those with a set of nice chunky vented discs.

The day of collection arrived and the alarm went off at 4:45am as we had over 200 miles each way to cover, some of which involved the M25 around London, and we wanted to avoid the traffic. I'm not a member of the caravan fraternity so towing to me is something that I don't do on a regular basis. 4 hours later after a couple of convenience stops and we were there.

My new toy!



The body shell is fixed to the chassis and this is bolted to 2 transport bars that are mounted on castors. This makes it fairly easy to move around and once we are back at home I just need to unbolt the transport bars and ship them back.

We got the kit onto the trailer.



(Gerry in the background in discussion with a potential customer!)

We then strapped it down carefully. I strapped it front to front around the foremost transport bar and rear to rear through the back transport bar. This should keep it moving backwards and forwards on the trailer and it did.

We packed the rest of the stuff into the boot and we were ready to go.

I did purchase a couple of more bits whilst I was there namely a clutch slave cylinder set up for the T5 Bell housing and a splash plate that fits between the engine and flywheel. The reason that I bought this was because the clutch actuator set up that I was going to buy from a US supplier was no longer manufactured. Gerry to the rescue again!

I got some curious looks on the journey back and I am sure it nurtured many a conversation. 4 hours later (trouble free!) we were back.

Ratchet straps off, ramps reconnected and the Cobra was offloaded.



I wheeled it into the lock up, unloaded the boot, took the trailer back and I was home at 8pm

We had a well earned glass of wine and then off to bed.

Next weekend I got the Cobra jacked up on the four axle stands that I bought for the MGB making sure that I protected the powder coating on the chassis.



I unbolted the transport bars and posted them back to Gerry for the next lucky purchaser. One of the transport bars is bolted on with Allen cap head bolts and the other with standard hex head bolts.

As I was lucky enough to have loads of room in the lockup I decided early on that I could build the rolling chassis without the body shell on. I undid all of the bolts attaching the body shell and we lifted it off and placed it on 4 small well positioned pallets ensuring that the bodywork edges were off the floor. I would recommend that this is done with at least 4 people, we did it with 3 and it was a bit of a struggle.

Now I was ready to start building.

