

Details on RWV 953R

HD100 Mk1 Galvanized ladder chassis, carries the registration of the Chevette donor (Kadett C).

2.0 Ford Pinto OHC engine (increased to 2.1 litres with unleaded head). VV carb now replaced with a synchronized twin choke Weber 38DGAS from a 3.0 V6 Essex Capri.

I highly recommended this carb conversion - much cheaper than twin 40s with a torquey mid-range and sharp throttle response thanks to the synchronized (rather than sequential) twin chokes - perfect for a 100/4 and a popular set up for oval racers and grass trackers in the UK. I also added a bigger air filter to aid breathing.

I understand my carb had already been set up for a Pinto but these are the settings recommended by others for Pinto installation:

Webcon:

mains 145

airs 185

idle 45

pump 45

idle air bush 145

Burton Power (RS2000 settings)

Mains - 155 (or 160 for 2.1 Pinto)

Air - 185

Idle - 45

Emulsion - F50

Pumps – 60

5 speed gearbox (ratios and gearing unknown but it's low geared by modern standards. Members of the Chevette forums tell me the standard Chevette axle can take the power of a mildly tuned Pinto no problem. For anything approaching 200bhp however a Manta A axle is recommended.

Chassis number: TBC (can't remember but will update this)

Additional updates I've made:

Replacement Corbeau Classic seats in matching oxblood red and contrasting off white piping. Mine were more compact 'sport' or 'club' versions (designed for narrow cockpit '7's) and they freed up a bit more cockpit space when mounted in a fixed position.

Replaced the number plates with pre '74 style silver on black & remounted the back plate under the rear bumper

Replaced the 3000 style Lucas 594 domed amber indicators at the front with 100/4 style Lucas 488 original clear glass lenses but with silvered amber bulbs

Replaced the SVC 6408 amber side repeaters with clear lensed versions (more in keeping I thought).

Replaced the repro 594 lenses at the rear with original glass items (may replace with 488 at some stage).

Trimmed the cockpit restored original aluminium trim from a rolled Canadian 100/4 (took me hours to straighten and polish out all the scratches!)

Replaced the boot carpet

Replaced much interior & exterior brightwork

Recreated the centre console in MDF & trimmed with off-cuts from an old brief case and pair of ladies boots (not mine!)

Replaced some of the chrome trim, cleaned and repainted sub frames.

New rear AVO shocks

Replaced tyres – little wear, was just concerned with age!

Websites and forums I've found useful:

<http://www.pilgrim-cars.com/> - Club website

<http://www.locostbuilders.co.uk/> - Great 'hands on' advice on SVA tests, tuning Pintos & general kit car issues

<http://www.burtonpower.com/> - Pinto parts and tuning guide

<http://www.chevettes.com/> and...

<http://www.chevetteownersgroup.co.uk/> - Useful advice forums for Chevette based Mk1 Haldanes

<http://www.s-v-c.co.uk/> - Parts for classic and kit cars

<http://www.austinhealeyclub.com/> - Good forum and links for sourcing authentic trim & ancillaries, found my local branch helpful and friendly too.

As Advertised prior to my purchase



Original stick on plate



With repositioned old style plate



At home in the Lakes



Interior as purchased



Updated with new seats, centre console, cockpit trim & brightwork





