

# Heinz is simply so

Chris Clark, Woking, Surrey

Back in April's *Impressions* I updated you on my growing Imp fleet as *Heinz* the Chamois joined the stable, the shell having been restored by Neil Gurner. The article was written in February 2013 and the car was at that stage on its wheels but that was about it.

During the cold winter months I wrapped up warm and ploughed on most weekends in the garage. Progress was good, the 998 was built up and mated to a 'box of unknown origin purchased at the memorable and superb 2010 National at Bridgwater. The steering was sorted, driveshafts and couplings fitted and the engine wiring plumbed in. Next the clutch cylinders and pipes were fitted and the fuel tank refitted. A front rad followed, then new heater hoses followed by details such as header tank, re-locating the battery, front 930 'stat, bumpers, gear linkage, steering column and the like. Short Monte Carlo front springs were fitted to give the car the right stance and it now sits just right. By this stage the car was mobile under its own power, which is just as well as it soon had to be moved. My Neighbour wanted her garage back by the end of May so the Dolomite needed to be put back where *Heinz* was now sitting. With some urgency, I fitted sound deadening, carpets, front and rear seats, rear side trims and door panels and new window

MoT inspector was  
impressed with superb  
workmanship evident

Photo: Chris Clark



# ouper!

rubbers all round. However, I did not have a solution for the missing headlining except for two stained examples that were not good enough to fit. So a can of satin black paint was utilised and once fully cooked in the sun, the headlining was fitted. I am very happy with the results, even though it is not perfect. A Stiletto dash came

my way via Fleabay and ironically the seller was Neil Gurner who was keeping the item for fitting to the Chamois, had he kept the car. This was collected from him at the Coventry event and once

back home, recovered and fitted to the car.

By this stage the Dolly was back in the garage and Heinz was now placed out the front of the house. Lots of small but time consuming jobs followed between the rainy weather so progress slowed somewhat.

Then Beaulieu spring autojumble came around and more parts were sourced and subsequently fitted along with the majority of the wiring required.

Nearly all the remaining parts I needed were found at this year's National at Perth which, considering I cheated and flew most of the way, was interesting as hand luggage didn't cater for larger car parts!

Back home and my finds were quickly fitted. Finally a set of inertia reel seat belts were made to order and fitted. With a few days' holiday left at work I decided to take some days off to catch up on Imp related work.

This morning *Heinz* was fired up and taken for its first drive for a number of years, not without some trepidation – the car is a collection of parts, some of which are an unknown quantity. I knew the car was running hot so I left plenty of time for the relatively short journey to the MoT station.

I needn't have worried. The car 'fizzes', the engine is really pleasing, it is smooth, revvy and torquey and considering the stories I have heard about 'peaky' cams being undrivable at

**Chris experimented with bike carbs but finally opted for a trusty Weber 28/36**

*Photo: Chris Clark*



**'SINGER' bonnet letters and '998' rear wing numbers courtesy of Halfords**

*Photo: Chris Clark*





low revs, it pulls like a train. It feels tight and grippy, almost go-kart-like, the gearbox is superb and the change is like the proverbial hot knife through butter. The steering is direct but the brakes need a good shove to haul the car up. Bearing in mind the performance of the car, a set of discs are on the shopping list. After a stop halfway to let the car cool down, I arrived at the MoT test centre and the tester's smile said it all. He loved the car. I told him if he failed it on rust I wouldn't speak to him again! 45 minutes later I had my test certificate.

I decided to come home a longer route that was more free flowing. This encompassed a dual carriageway whereby a Civic Type R came up behind me. I pulled out of his way and he accelerated – and so did I. As we approached a roundabout, he dropped his passenger window down and gave me a thumbs up and a grin to match. The rest of the journey home was uneventful and I have a handful of jobs to finish off on the car including sorting the cooling issues out but at least once taxed it will be road legal.

So eight months hard slog have resulted in a super Chamois – I love it.

A BIG thank you to the following for their assistance with *Heinz's* rebuild: Colin and Graham Cashmore for parts supply and work on the car and 'couriering' the larger parts back from Perth for me, Tim Sears for finding some of those elusive bits for me, Neil Gurner for bringing the Stiletto





**Opposite and left:**  
**Sporty interior uses**  
**leather seats from Ford**  
**Ka. Rear vision**  
**hampered but give**  
**comfort that standard**  
**Imp seats can only**  
**dream of!**

*Photos: Chris Clark*

dash to Coventry and  
finally my better half,  
long-suffering Karen,  
for endless cups of  
tea in winter and cold  
drinks in the summer.

While writing, a  
belated thank you to the usual suspects for their support at the Woking Classic Car Show in June (it seems so long ago now), this year held at the excellent venue of Brooklands. We put on a good display of seven Imps, namely my two Stilettos, Tim Sears and family brought their ever faithful and hard working Husky, the Cashmores with Graham's Super and Colin's Husky, Paul Parson's Chamois and finally Geoff Taylor's superb rally car.

Here's to the remainder of 2013 and into 2014.

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