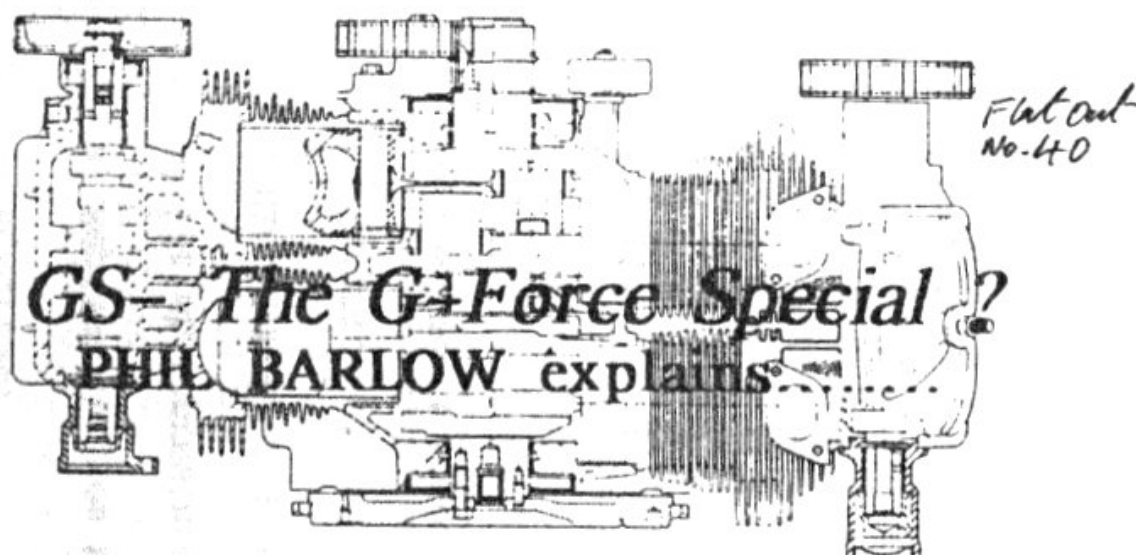




I AM GOING TO BUILD another special. The one I have now is great fun, but it has its limitations. You know the sort of thing. It's a windy day. You are in the outside lane following a car, with a line of cars behind you. Everybody is doing a speed in excess of 69mph. The car in front pulls over. Your machine staggers in the head-wind. You know what all the drivers behind are saying. It's, "Well come on then, what are you waiting for?". You can't do anything, can you? In fact, you can hardly see because you are half-blinded by sweat in your eyes from the effort of trying to force the accelerator pedal through the floor while nothing is really happening.

Oh, I know there is John Nash's excellent book. I did a lot of that sort of thing with motorcycles when I was a young man, and I learnt to be very fast with the clutch when I heard and felt that urgent clatter-clatter-clatter, and all the bits of steel and aluminium got mixed up in the oil, while I coasted quietly to the roadside with yet another wrecked engine. No, it's got to be a big engine that will have a reserve of power for those very rare occasions when you felt the need to travel at over 69mph. I spoke to John, and with his advice, decided to build using a Renault engine and transmission etc. I asked my daughter's boyfriend if he knew of a scrap Renault five. He said that he did not, but his mother had a redundant GSA 1300cc 5-speeder with 55,000 miles on the clock and would that do? Well! I decided to forget about the Renault.

What would I need? Another scrap 2CV and make a chassis? Wasn't there some problem about the gearbox being $3\frac{1}{2}$ " longer than the 2CV type? Adapters were needed for the driveshafts - expensive! So I decided to look through all the 'FLAT OUTS' to get information. There it was in No.34. Bob Blackman's letter with very fine pictures. 'Kermit', that's the way to build a special. If it is good enough to compete at hillclimbs, it would suit me fine as a road machine. Over the next day or two, I found out more information. To begin with, the GS track is $5\frac{1}{2}$ " more than the 2CV's. The brakes are much bigger and the engine, when new, gives about 65 BHP.

The GSA is like the British Mini (and many other cars), with a front sub-frame and a back sub-frame and a car body in the middle. All the important bits are attached to the front sub-frame. All you need to do is to build your own chassis, bolt it to the front sub-frame, hang on a wheel at the back, two sheets of aluminium, some pop rivets - and there is your next racer!

You see, I live about one mile off road. Half that distance is up a bumpy track. So on my present machine the suspension has to be set higher than I would like. With the GSA, I could have it set really low for road use and then raise the suspension to come home on the bumpy track. Has anyone built a GSA special using the Hydropneumatic suspension? I now need a Haynes manual for an 'X'-reg. GSA. If anyone has one, perhaps we could exchange some money. (See adverts. - ED.)