



SLIPSTREAM

New South Wales November/December 2010

The Buchanan version of the newsletter



Gavin's Buchanan

Highland Motorfest



“The best weather for seven years” saw a record crowd and number of cars on display (up around the 500 mark). John Barnett had his Nagari there and Tony Pengilly parked his Porsche alongside. Some of us went back to John and KC’s place for a coffee and chat...and to see how his Buchanan is progressing. Funny how a bit of a ding progressed from a new fender to a new front section to a new body!!!

Gavin Black's Buchanan....

It all started after I completed the restoration of my Austin Healey 100/4 and was looking for another project, thought that it would be nice to try a glass fibre car. As I have always had liking for the shape of Buchanans and in particular the Aston DB3S of which Nat Buchanan used to create the Buchanan it was a no brainer for me when an ad in Just Cars came up for a Buchanan at a couple of hundred bucks in central Victoria.

After trailering home the remnants of a car the decision now was where to next, from the early stages I thought that the Aston was a prettier car than the Buchanan so let's restore it to look closer to a DB3S, sourcing the bits and pieces was next, four genuine Aston chrome wire wheels from eBay, one of the features of the Aston is the exposed exhausts on the right hand side so the need to find a motor that has exhaust ports on the right side so six cylinder Triumph looked good also the triumph Herald Vertice chassis had the correct wheel base so these became the drive train and under frame.

During the process of repairing the body I became aware of the Buchanan body moulds at John Barnetts so a new body was laid up from these saving hours of repairing the old unit. After a few years of cobbling all together using a scale taken from a magazine sketch of an Aston which allowed me to position items like clutch and brake peddles, gear stick/knob, fuel filler cap, wheel arch heights windscreen position etc etc as per the Aston a restored Buchanan/DB3S takes shape.

Overhaul and raise the tune of the motor a little by a mild cam, increase of CR a balance, strip and check gearbox, diff, tail shaft, brakes etc etc. Line the cockpit with aluminium sheeting someone said was the way to go, so an additional few months doing that added to the overall time. A number of months then spent etch priming, primer filling and hours and hours of sanding until fingers are bleeding with all various grades of wet and dry and a top coat by a professional and its time to wire up lights, fit seats, instruments etc. and fire it up and a few laps around the house before a day at Wakefield Park.

All good fun but no not again, well just maybe.

Regards Gavin





