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IT IS ALL ABOUT A MEXICO...
AND A 'ESCORT RACER' SOAPBOX?! SEE PAGE 26



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JANUARY 2020

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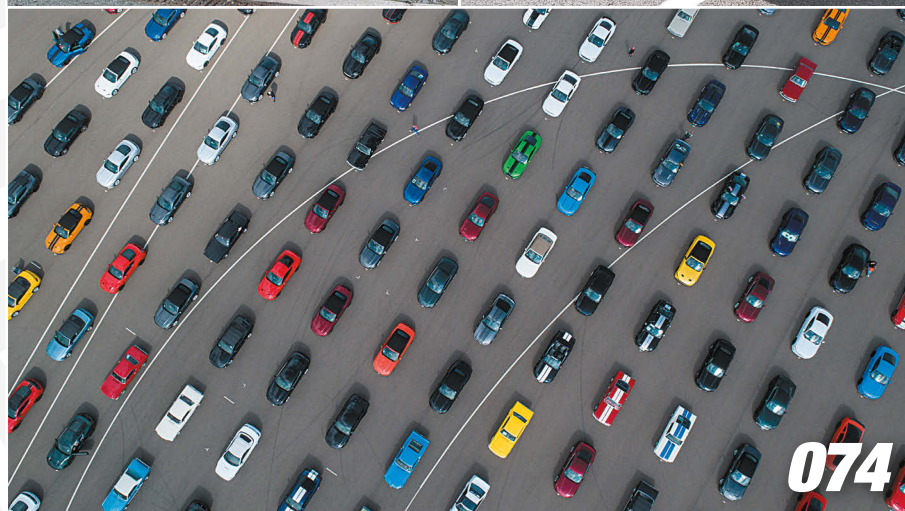
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Welcome to our latest issue of your favourite Ford magazine! This one of my personal favourites of the six we've printed so far. It can still be ordered if you didn't manage to get one, simply by going to the Retro Ford website (www.retrofordmagazine.co.uk)

I'd like to wish everyone a very Happy Christmas (and Happy New Year since this is the January issue!) I would also like to say thank you to everyone who has bought the magazine in 2019, and for all the lovely feedback I have received since I took the job here at RetroFord Towers. We are a small team as you will see from the pictures of the guys below and we aim as always to bring you the best content we can. We have some great cars lined up for 2020, so please keep supporting us as best you can.

We have another bumper issue for everyone this month, the only thing we didn't have space for was a Capri (but don't worry Capri lovers we have a sublime one in the next issue for you!). In this issue, we have the crazy/mental/insane or however you want to say it, in the form of Ady's track Fiesta. This, for a car that used to be a car Doris did her shopping in, has had some transformation under new owner (and Fiesta

lover) Ady. David has done a fantastic job to tell Ady's story and Nathan has done a top job on bringing the car to life in his pictures. We also have the Escort and 'Escart' which are both owned by Escort lover James Pickard. I recently sent John to Harewood Hillclimb to have a chat and picture these. I'm a big fan of Soapboxing (and hope to take part in the event next year) and knowing John had never heard of it, I thought it would be a perfect job for him.

We also bring you the RS2000 of Warren Marshall, John and Andy have done another great job on this feature. Top marks for anyone that can tell me where it was shot without reading the feature?

I also decided to include the 100e of Nick Bainbridge in this issue as these cars always bring a smile to people's faces and make the magazine look a bit different. Andy and John again bring this feature to life, with the pictures really telling the story that John has written. David also brings you Derrick Bolland's Escort. Whilst this car splits opinion at Retro Towers, it fits my criteria perfectly so is very deserving of a feature. Let me know what you all think of this one.

Something very different for this month comes from Mike (my Mustang friend) in the form of the Mustang world record that was recently held in Belgium. What a great event this was. Sadly the funds weren't in the Retro coffers to allow for me to attend but Mike has done a great job in bringing this feature for you all to read. David also attended Ford's research centre for a car event and he brings you the report along with taking the pictures too. Thank you, David.

Finally, Andy and John bring you the last Tennants show of the season. We have the regular slots from Rob Cheesemur and Rob Hawkin, two great regular features. We also have the 'away' round from the Hot Rods with more fantastic racing on the ovals.

All that is left for me to say again is have a good Christmas, and see you all in 2020 for more RetroFord goodness.

Hope you enjoy the issue!

DAN
EDITOR

Get in touch via email at: dan@retrofordmagazine.co.uk



DAVID

This month I've reported on two of my favourites - Ady Bright's stunning track Fiesta and Derrick's take on what a 5-door RS1600i may have looked like. Finally, one of the last shows of the year (and one of the biggest) was held at Dunton.



MIKE

Mike has been to SEMA Show '19 in Las Vegas where he served on the International Judging Panel for the 2019 SEMA Global Media Awards. This month you can read his behind the scenes look at how Europe claimed a Mustang World Record.



JOHN

I was delighted when Dan sent me to Harewood Hillclimb to have a look at the Escort and Escart, as not only did I did meet James, I was also introduced to Soapbox racing! I also met Nick's with his 100e and Warren with his Escort. Until next month.



ANDY

Our main cover car is something rather special, indeed. I first saw the car at a local show and was gobsmacked with how much work has gone into it. The other Escort is something different, so step back to the '90s and enjoy the issue.



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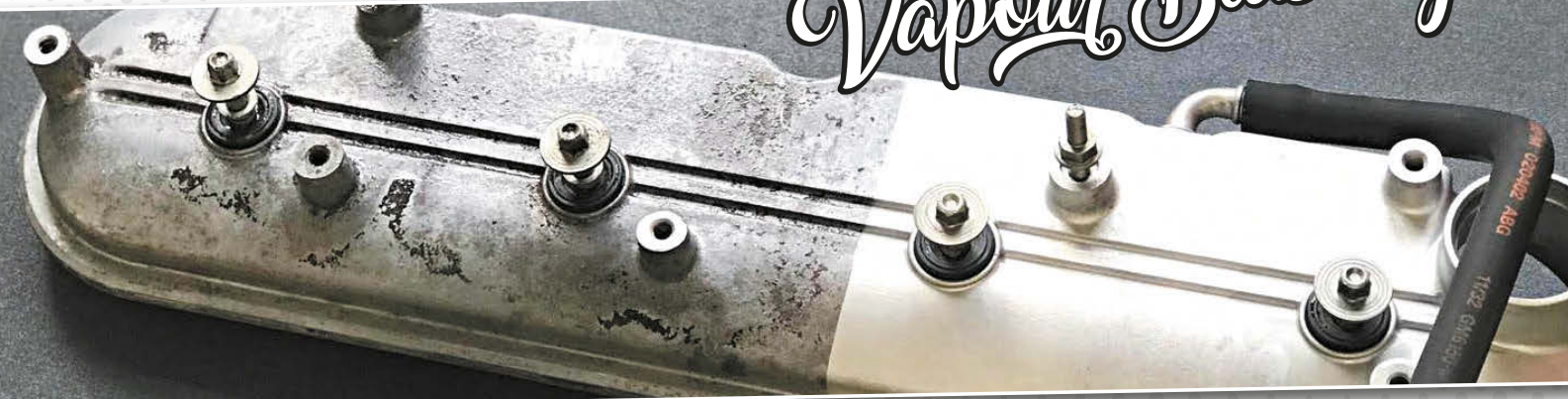
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£67.27 £80.72

Blackline digital caster/camber gauge, magnetic mount	£67.27	£80.72
Blackline caster/camber gauge mounting kit including digital gauge - suit wheel diameters 10-20"		
Turntables, 1.5ton each capacity pair	£107.28	£128.74
Digital tyre pressure gauge	£3.80	£4.56
Digital tyre depth gauge	£4.80	£5.76
Infra-red thermometer, -50°C - +500°C	£23.80	£28.56

TESTING EQUIPMENT

Cylinder leak detector	£21.83	£26.80
Fuel injection test port	£19.38	£23.26
Diesel engine compression test	£27.20	£32.64
9 piece petrol engine compression test	£14.92	£17.90
LED digital voltage circuit tester	£12.90	£15.48

LED LIGHTS

Rechargeable workshop light - 30 LED	£16.25	£19.50
Rechargeable under bonnet light - 120 LED	£39.50	£47.40
Ranger LED spotlight, 7" 28 LED, 12,600 lumens	£94.00	£112.80
Ranger LED spotlight, 9" 45 LED, 22,000 lumens	£112.40	£134.88
Special installation wiring harness	£14.90	£17.88

CIBIE LIGHTS & COVERS

Cibie 'Oscar Style' Lamp
£39.00 £46.80

Genuine Cibie Oscar	£89.50	£107.40
Genuine Cibie Super Oscar	£99.50	£119.40
Pattern 'Oscar' lamp, E-marked	£39.00	£46.80
Pattern 'Super Oscar' lamp, E-marked	£44.50	£53.40
Spare Oscar light cover	£15.90	£19.08
Spare Super Oscar light cover	£19.90	£23.88

INSTRUMENTS & GAUGES

52mm Gauges from	£16.30	£19.56
0 - 8,000 RPM Tacho, 95mm	£27.50	£33.00
0 - 11,000 RPM Tacho, 120mm + shift light	£29.30	£35.16
52mm gauges - Boost, Vac, Temp, Pressure	from £16.30	£19.56
0 - 10,000 RPM Tacho, 80mm stepper	£49.65	£59.58
0 - 180 MPH Speedo, 80mm, stepper	£47.80	£57.36
60mm gauges - Boost, Vac, Temp, Pressure, stepper	from £25.90	£31.08

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Quick disconnect, cable connector & anti-corrosion washers	set	£4.90	£5.88
Terminals, 13.5mm post	pair	£2.90	£3.48
Terminals, 16.5mm post	pair	£2.90	£3.48
Washers and terminal boots	set	£2.50	£3.00
Hydrometer tester		£1.90	£2.28

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MIG 200 amp
£194.48 £233.38

Arc welder, 200 amp	£93.29	£111.95
Mig welder, 120 amp	£87.88	£105.46
Mig welder, 200 amp	£194.48	£233.38
ARC & TIG welder, 180 amp	£157.20	£188.64
AC TIG welder, 250amp, ideal ally	£372.40	£446.88
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Starter/Chargers from...
£47.32 £56.78

Starter/Charger, max. 45 amp	£47.32	£56.78
Starter/Charger, max. 100 amp	£98.70	£118.44
7 stage charger - reconditions deeply discharged lead acid batteries	£29.80	£35.76
1kw inverter - incl. USB port	£99.90	£119.88

BlackLine POWER TOOLS 450Nm Cordless Impact Wrench Set

Includes powerful 450Nm wrench (reverse), 120Nm (forwards), impact socket set, (1) 72T ratchet handle, (1) extendable ratchet handle, (2) x 4a Samsung batteries and quick charger

All for just
£149.70 £179.64

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Standard ratchet handle, 72 tooth, 1/2" drive	£7.98	£9.58
Extendable, 180" head ratchet handle, 72 tooth, 1/2" drive	£15.79	£18.95
4Ah Samsung spare lithium battery	£32.98	£39.58
Torque wrench, 40-210Nm (30-155lb ft)	£33.90	£40.68
5 piece twist socket set, 1/2" drive	£19.92	£23.90
Universal ball joint impact socket, 1/2" drive	£8.25	£9.90
250Nm lightweight impact wrench, 3/8" drive	£74.80	£89.76
13 piece impact long-reach socket set, 3/8" drive	£11.58	£13.89
1.5Ah Samsung spare lithium battery	£13.25	£15.90
Cordless power drill, 18v, 52Nm torque	£41.50	£49.80
19 piece cobalt drill set, incl 338, 1-10mm	£16.58	£19.90
Cordless screwdriver, 7.2v, lightweight, 6 torque settings	£19.42	£23.30
Angle grinder, 1100w x 125mm diameter, 1100rpm	£23.00	£27.60
Polisher, 800-3000rpm, 180mm pad	£39.83	£47.80
Heat gun, 2000w, 50-650°, 500 ltr/min air flow	£24.92	£29.90
170w mini grinder (tool only)	£23.90	£28.68
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.68

BlackLine PORTABLE GENERATORS

Portable Generators

0.9kw Portable generator	£82.42	£98.90
1.2kw Portable generator	£124.58	£149.50
2.5kw Workshop generator	£166.58	£199.90
3.0kw Workshop generator	£229.08	£274.90
ELP 2.0kw Inverter/Generator (suitcase style)	£331.67	£398.00

BIG RED JACKS

2.0 Ton Nascar Quick jack
£141.25 £169.50

JACKING EQUIPMENT

3.0 ton Trolley jack	£36.50	£43.80
3.0 ton workshop trolley jack, 75 - 505mm quick lift - NEW 2018/2019	£98.60	£118.32
3.0 ton double lock 'Pro' axle stands - pair	£19.50	£23.40
2.25 ton lightweight jack	£49.25	£59.10
2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
Wheel skate, hydraulic lift - each	£49.58	£59.50
Wheel dolly, pair	£39.50	£47.40
750lb engine stand	£41.25	£49.50
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Low rise (70mm) car ramps, 5.0 ton capacity	Pair £31.60	£37.92
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0.5 ton engine support bar	£76.20	£91.44
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Tyre Carriers

(4) Wheel tyre carrier	£24.92	£29.90
(4) Wheel tyre carrier, handle & lock	£39.80	£47.76

Tyre Carrier, handle & lock
£39.80 £47.76

Rally Design

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3 piece HVLP spray gun kit	£29.63	£35.56
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Pro riveter kit - rivets, rivetuds, pop rivets	£39.90	£47.88
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Torque wrench, 40 - 210Nm	£33.90	£40.68
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PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

WORDS: DAVID FORD PICS: NATHAN ORBELL

THE ULTIMATE TRACK DAY TOY!

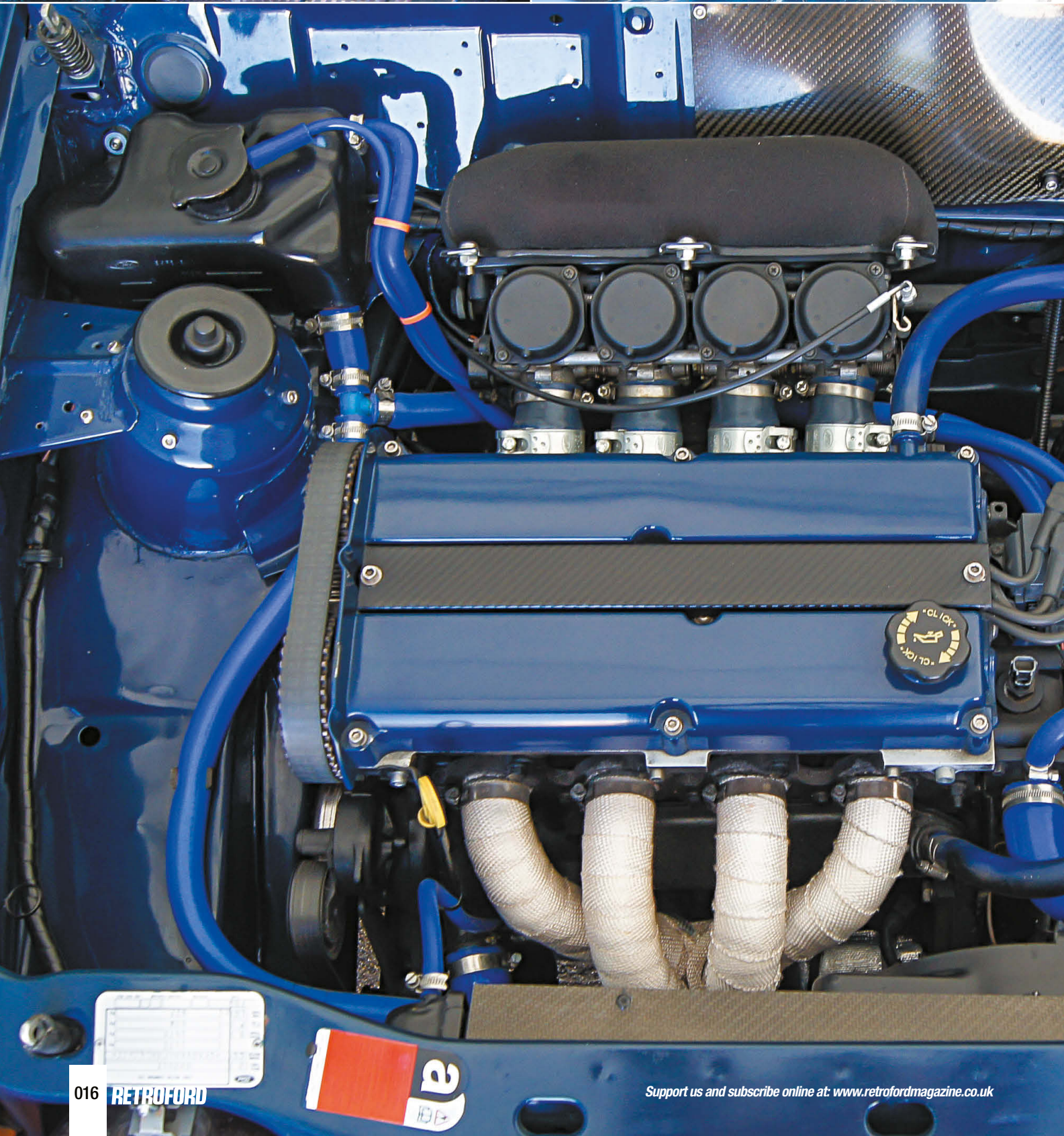
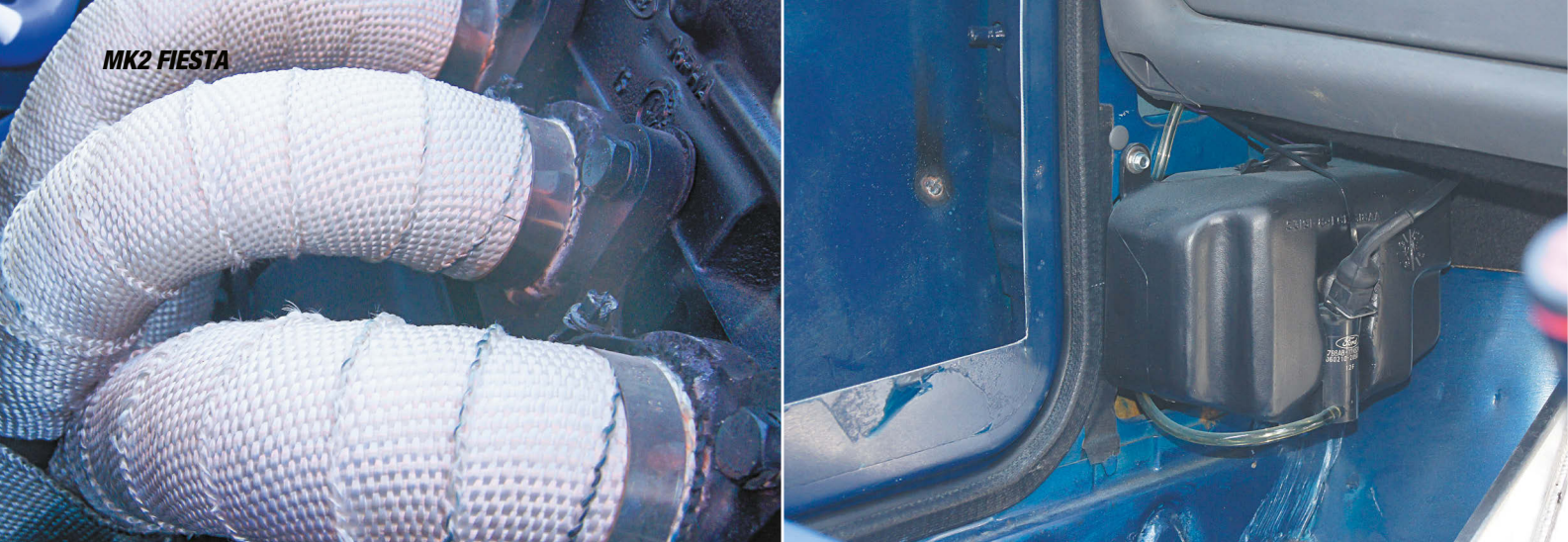


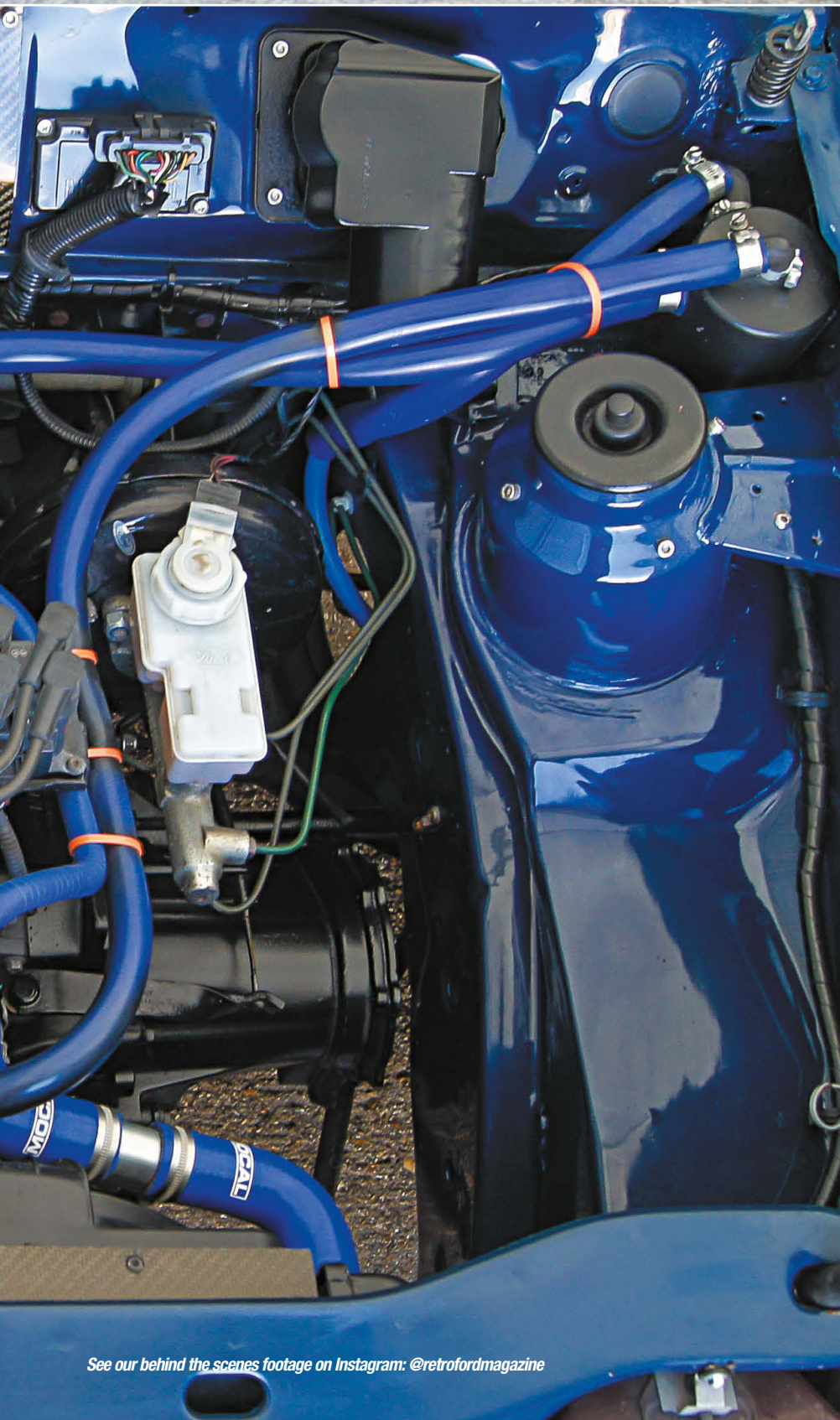
MOTORSPORT FAN ADY BRIGHT HAS TRANSFORMED THIS ONCE STANDARD POP PLUS INTO A TRACK-READY WEAPON...

When we hear the name, Mk2 Fiesta, most of us think of that hugely popular small car that was once a common sight on our roads back in the '80s and '90s. Head down any street, and you would have seen hundreds of these things being used for anything from driving three miles around the corner for the weekly shop or down the road to the local church for Sunday mass. But not this one, oh no! The only thing you'll see this Fiesta doing on a Sunday is the cobwebs being well and truly blown away either on a B road blast or on its way to a track. Long gone are the days of it being used as a run around by the sweet dear old lady at number 52, oh my, if Dorris could see it now she'd be spilling her cup of Earl grey!

Ady Bright is the man responsible for turning this once mundane factory standard 1987 Mk2 Popular Plus into the sweet-looking track styled Fiesta you see on these pages. While snapper Nathan sets up his equipment, Ady tells us where the inspiration came from to build this little pocket rocket. "I'm a huge motorsport fan, and I also compete in the OSFDC," he says. It turns out that Ady here is no stranger to quick

Let's go... >>>>>





motors as he now explains. "My first car was a Mini 1275GT when I was 17. That was a proper fast little car, and from there I got into Fords," he tells us. "I've had every model of Fiesta from the Mk1 to the Mk6 including an Mk1 XR2, several Mk2 XR2s, Mk3 RS1800 plus a scattering of Sierras, XR3is and Orions, but I've always been drawn back to Mk2 Fiestas, and after having so many XR2s I really fancied getting a base-spec model."

Cue August 2012 and the perfect poverty spec car came along. "I had recently sold my Zetec powered tiger-striped Mk2 XR2 one Saturday morning, as I'd had enough of messing around with cars," he tells us. "I have a workshop behind my house with a lot of spares, so I thought I'd just sell everything on." How many of us can relate to that? "Then one Sunday morning, I opened up the workshop for a 'tinker' and realised I no longer had anything to play with." The previous sale of the XR suddenly dawned, and Ady started to get an itch that so needed scratching. "With a back pocket full of cash I started searching for another car," he grins. "A good mate of mine, Michael Clarke had this 1.1 Pop Plus for sale on Facebook, so I gave him a call." For those of you that are not familiar with the name 'Michael', he built the bonkers red Mk2 drag car, and he's well-known for liking a Mk2 or few!

"By Tuesday morning my daughter Daisy and I fought our way through London at the peak of the 2012 Olympics to pick up the Fiesta. I was gobsmacked at just how good it was," he smiles. "The car was in 100% original condition, even right down to its LW/FM radio! Even better so arrow straight and solid as a rock."

Ady had barely sat on the seat and turned the key when plans entered his mind on modifying his new purchase. "The car hadn't even cooled down when in the workshop it went to be treated to a set of -50mm lowering springs and XR2 pepperpots wrapped in sticky Yokohama tyres!" Those first few minor tweaks soon made way for more though. "After the suspension and wheels, I did my own bonnet raiser conversion followed by another one of my homemade specials, a single wiper conversion up front and removal of the rear." This was just the beginning of the Fiestas journey into track car territory. Within days the interior was stripped out making way for a Safety Devices rear cage. Some elegant Corbeau bucket seats and Sparco harnesses plus a set of digital gauges bought for Ady by his wife as a birthday present.

During these first modifications, Ady had also been gathering all the necessary parts for a Zetec engine conversion. "Once I had everything I was all set to drop the engine in the bay just as we were set to fly out to Tenerife." Not the end of the world you'd think as after having a relaxing holiday Ady would be all bright-eyed and fresh to get the job done, hmm no! "It just so turned out that on the following day of returning from our holiday it was Ford Fair and I had track time

MK2 FIESTA

booked.” Sometimes installing a new engine can be a quick task but not in the time Ady would have from landing back home to Ford Fair day, so another good mate of his stepped in. “My good friend Dan Judd, one of the few other people who has worked on the car offered to fit the engine while I was away sunning myself. Dan is also a serial Fiesta fanatic and knows these cars like the back of his hand, so off it went to his workshop.” Well, If Carlsberg did friends, then Dan would probably be the best in the World!

“In fact, Dan had done an amazing job, better than what I would have done to be fair. He even dropped the car back to my garage, so I can’t thank him enough.” Dan’s high level of workmanship stood in good stead as the day after the installation, the feisty little Fiesta made the one hundred and sixty miles round trip to Silverstone a real treat. “As well as the journey there and home it withheld thirty minutes of track time with me wringing its neck like a boss and it never missed a beat.” First track outing under its belt it was time for further improvements. “The suspension came in for some groundbreaking treatment,” Ady beams as he explains. “The rear set up consists of -75mm 250lb Outlaw Motorsport springs and shocks with caravan spring assistors, but the front is where things get really trick,” he says with a cheeky grin. “I spent twelve months working for a Lotus specialist on the research and development side, and after a lot of head-scratching I’ve managed to fit 400lb S1 Exile springs to some Outlaw motorsport front struts.”

“The more I look at this car, the more I love just how good it looks,” Ady says. As the faint sound of Nathan’s camera shutter clicks fast in the background, you stand here in awe to the level of finish and detail Ady has lavished on this Fiesta. Everything has been finished to the highest possible standard.

Unclip and remove the raised bonnet to reveal the 2.0L Zetec blacktop which has received some mild headwork, bolted to the back sits the Kawasaki Ninja ZX6R bike carbs which coupled with the Ashley manifold and 2.5” side exit exhaust featuring a Lotus Exile silencer, making for one beautiful soundtrack. Sitting alongside is an Escort RS five-speed box complete with the all-important limited-slip differential (LSD) helping to achieve those flying starts from the line. Bodywork wise it has changed a fair bit over the seven years that Ady has owned it. “The paint started to look tired, so in the last twelve months yet another good friend came to the rescue in the shape of Callum Bligh who gave the sides and bonnet a light blow over in the original shade of Galaxy blue, plus he fitted the number squares all in the space of just one week!”

Continuing with the exterior, the eagle-eyed amongst you will have spotted the ultra one-off bespoke front lower splitter. “A lot of hard graft went into making that,” Ady laughs. “It had to be









completely different to any others out there, so it really is a total one-off piece, and it happens to be one of the most talked-about parts on the car with many people asking if I'd make them one but sorry to say 'no', mine will always remain the only one of its kind I'm afraid!"

Elsewhere, and in keeping strictly to its track style are the motorsport graphics gracing both doors, the modified front bumper incorporating cooling holes with mesh behind giving the front a mean look and if you think that looks good just wait until you see the rear with Ady fitting a three-piece spoiler from an XR2 and if you look lower down you'll spy the tasty rear diffuser borrowed from a Lotus Exile. Finishing of the race car look is the poly carb windows all round. "Ah, the windows," Ady starts to say with gritted teeth. "Along with the fair amount of trial and error fitting the Lotus springs one extremely delicate task was the removal of the original glass windows, ready for the poly ones. My friend Carl and I made a start very early one Sunday morning out on my drive, and we were trying to be as quiet as possible" (as I have a very grumpy neighbour.) Now, as he continues Ady's face turns from an ever so slight grimace to a huge grin from ear to ear with a subtle laugh. "We managed to remove every side window with such silence you could have heard a pin drop from the clouds, but the rear screen came out last of all we thought we had it licked when all of a sudden boom, a monstrous explosion as the screen shattered into 4 million pieces shattering that early Sunday quietness! Three years on I'm still finding traces of glass, but on the plus side I annoyed captain grumpy!"

Exterior pretty much complete, the interior came in for more race car gear. Out came the carpet, sound deadening, headlining and removal of the inner door skins all adding to a drastic bit of weight loss. Finally, a helmet net which is a luggage net from a Land Rover. Working alongside the suspension, you'll find a rear strut brace plus relocation of the battery keeping the engine bay free from clutter. If you're lucky enough to be handed the keys then quickly jump inside and once your tightly strapped in you can grab hold of the deep dished three-spoke steering wheel covered in sumptuous black suede with yellow centre marker complete with the Lotus horn push. Before firing up the Zetec to the bark of the carbs and the throaty roar from the side exit exhaust. Build up the revs, clutch down into first then away you go as the Yokohama wrapped dayglow orange and blue-lipped 13" Alley cat rims grip the tarmac and before you know it you'll be grinning like a Cheshire cat!

Ady has surpassed himself in building the perfect Mk2 Fiesta over seven years, evolving from an original and untouched example into the epic classic car you see on these pages. A real testament to Ady's self-taught skills and that of good friends. "I'd like to thank my good friends



for all their past and continuous help, Dan Judd, Callum Bligh, Kevin Swann and anyone I haven't mentioned. What a journey so far." For now, Ady wants to enjoy the Fiesta, where he attends many different events throughout the year. "I can't wait for winter to pass and show season to start," he smiles. "Fiesta in the park is less than a mile from home so that's one I'll be sure to get to, that along with Classic Ford, the Retro show and Ford Fair. Well, that was before it turned into pop and bang fest!" And if you don't catch Ady and his awesome Fiesta at any of those maybe get yourself to one of the Fenland old Skool meets which he runs with Kevin and Jake Swann. "We hold them every month during the summer, but we have a

strict pre-1990 rule so sorry no plastic fantastic allowed!"

And finally, Ady one more question we have to ask? What's next for this already outstanding car? "None as such as I think it's pretty much there but then again are they ever totally finished?" This is very true. Who knows maybe Ady will be tucked away overwinter in his workshop. "If I'm not holed up in there I'll be enjoying a brisk bit of mountain bike 4X racing and riding with my son." Sounds cool and it's no drama for Ady as he's an ex-professional mountain bike and BMX rider with a World Championship medal to his name. Well if that's as good as the car building, you'll always be onto a winner! ■



TECH SPEC

ENGINE

2.0 Zetec blacktop with mild headwork. Kawasaki Ninja ZX6R carbs, Pipercross filter, Ashley manifold and 2.5" side exit exhaust with Lotus Exige silencer. Megajolt ECU mapped at Randell Motorsport at 163bhp

GEARBOX

Escort RST with LSD

SUSPENSION

Outlaw Motorsport struts, -75mm 250lbs springs with towing spring assistors on the rear, with carbon wrapped strut brace, Outlaw Front Struts with Lotus Exige 400lbs springs

BRAKES

MK2 XR2 Calipers, drilled and grooved EBC Discs and Mintex pads. STS XR2 rears

BODYWORK

My own secret spec Ghetto front splitter with bumpers supports and Stuke canards. Ady's own Ghetto single front wiper raised bonnet, drilled and meshed front bumper, Chequered roof, poly carb windows all round, JDM fibreglass arches, MK2 XR2 rear window surround, Lotus Exige rear diffuser, rear wiper and fog light delete. Honda civic tow hook, motorsport graphics.

INTERIOR

Stripped out, no sound deadening, Buckets, Sparco harnesses, Saftey Devices rear cage with additional diagonal, inside of the door skin removed, other digital gauges (oil pressure, water temp, volts and tachometer) Helmet net, the battery is in the boot, rear strut brace. Suede deep-dish steering wheel with Lotus horn push. BMX brake cable adapted to door release.

WHEELS & TYRES

13 x 7 Alleycats, dayglow orange with blue lip, Yokohama A539 175.50.13 Tyres

Q&A

WHAT'S NEXT?

Tyres, I do get through them! No other significant plans for now.

WHAT'S THE BIGGEST TALKING POINT ABOUT THE CAR?

The splitter

ANYTHING YOU WOULD HAVE DONE DIFFERENTLY?

Twin 45 Webers, more power and bark



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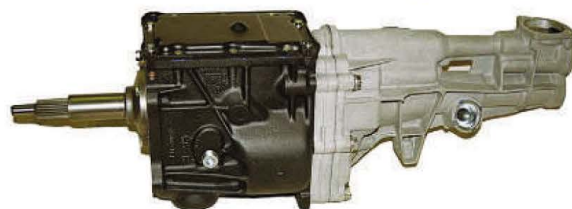
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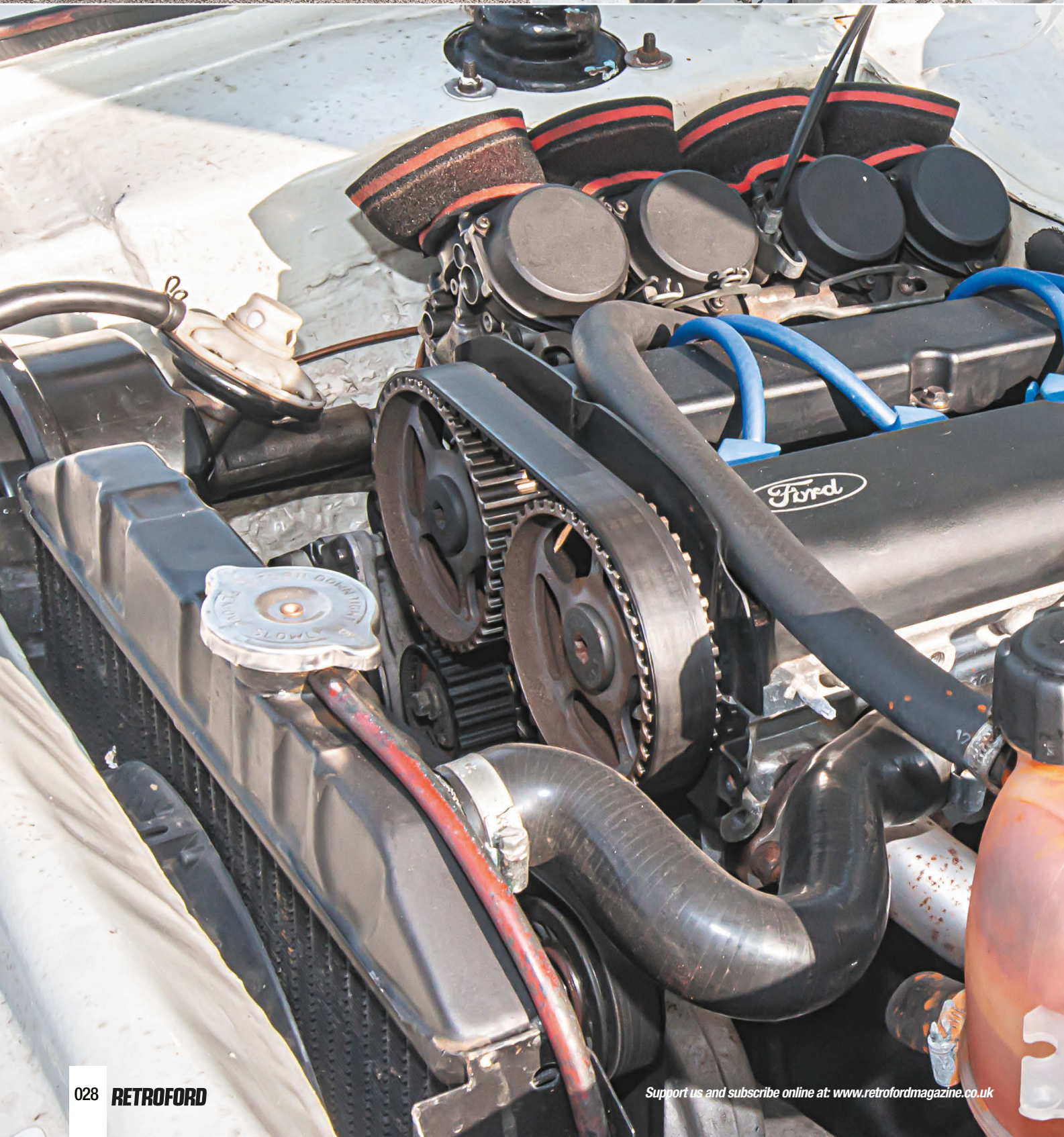
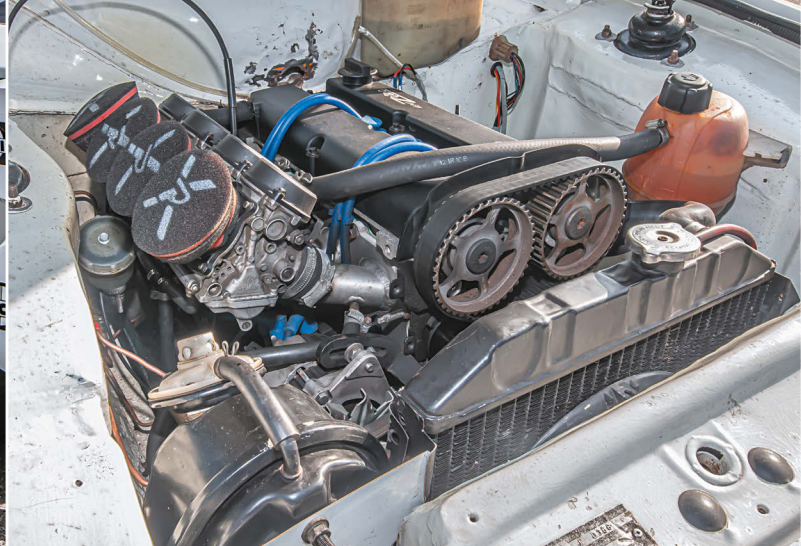
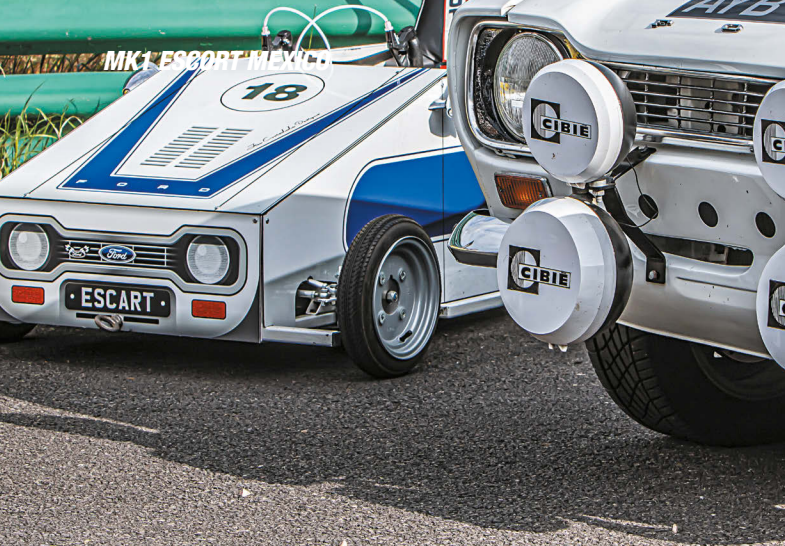
WORDS & PICS: JOHN WAIDE

JAMES PICKARD

CAR – MK1 ESCORT MEXICO REPLICA – ESCART SOAPBOX (GRAVITY RACER).



Let's go... >>>>





We met James Pickard at the Harewood Hillclimb establishment where a soapbox event was taking place, not exactly knowing what to expect as when someone says “Soapbox” the expectation is more like the “Red Bull” events as seen on television, and indeed there is a similarity, but not much really. We quickly came across the Escort Mexico which was situated in pride of place on display at the event HQ and more surprisingly also had a companion in the shape of the “Escart” which is a soapbox, or specifically a “Speckart” which is the term used to describe a soapbox kart which is built to a specific set of disciplines — decoration, however, is up to the owners’ imagination. Both the Escort and “Escart” belong to James, and his kart was decorated in a fantastic livery to replicate an Escort Mk1 in white with blue highlights. Both vehicles were getting a lot of attention amongst the grown-ups and the kids, sometimes the lines between them were blurred. I eventually found James who was in the thick of organising the event, doing the scrutineering (of the karts and soapboxes) to be specific, but obviously the “go-to-guy” of the event.

James Pickard is 35 years old and MD at Pickard Event Service, they started trading in 2004, primarily servicing the exhibition industry with shell scheme and electrical distribution. He has grown up with a love of all things classic Fords. His first car (and first Ford) being an Mk1 Fiesta XR2 lookalike which was followed by an Escort Eclipse (XR3 Copy) then an Mk1 Escort 1300 XL. His currently has this Escort Mk1 Mexico Replica and also two Ford Rangers.

The Mexico Replica has been in the ownership of James for only a few months, and it is evident by the enthusiastic way he talks about it that he is very proud of it. The car was bought on eBay after time spent looking and searching for the perfect one. He sent someone down to Milton Keynes to pick up a previous attempt (to purchase an Escort) only to find it was more a “project” than a runner, so came away empty-handed. Licking his wounds over that he found the beauty he has now in Middlesbrough from previous owner Mick Levett. Mick is more responsible (than James) for the way the car looks, a very tasteful and sympathetic replication of the Ford Escort Mexico. The car as you see is in white with Black Mexico decals equipped with roll-cage, and a rally look about it. James said he didn’t pick the car, it chose him as he fell in love with it as soon as he saw it. James wanted to thank Mick Levett for allowing him to buy the car and for his hard work in creating it in the first place!

The car was initially produced in 1969 but registered in 1970 making it an H plate, and formerly a 1100cc two-door base model in blue. Mick Levett bought the car in 2005 from Christchurch, Dorset and soon began the transformation, as we all know these things are never ‘finished’! The final paintwork is as previously advised a Mexico livery, but this is only

MK1 ESCORT MEXICO

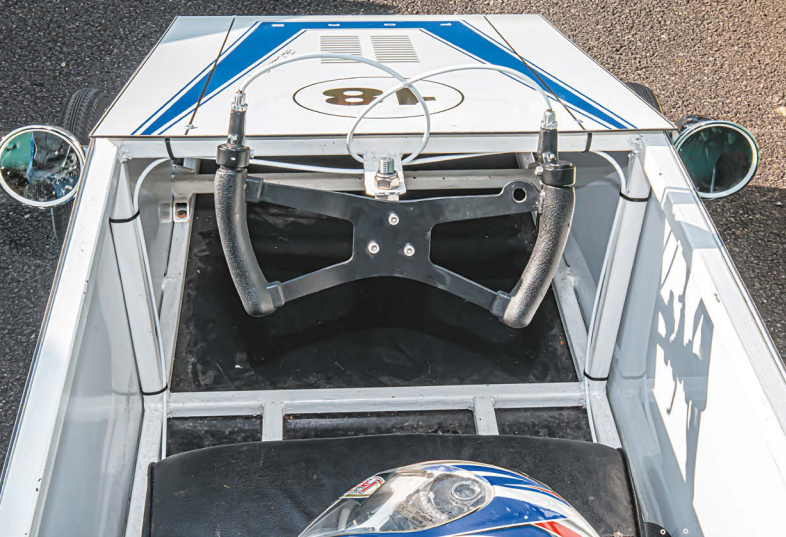
skin deep as below is a collection of mechanical ingenuity brought together in the creation of this car. The engine is a brand new Zetec 135bhp (direct from Ford) and was installed three years ago using RetroFord RWD conversion parts. The engine is entirely standard although it has had 44mm Honda Blackbird Carbs fitted and set up by Bogg Brothers in Malton, which is now giving her 168bhp on the rolling road. The rear axle is the English version with a 4.1 differential and strengthened half-shafts. Under the bonnet it was completely re-wired giving it the old Ford look in grey tape. RWD Performance exhaust with two and half inch rear section giving it 'a look' with a hint of performance power. The suspension is also improved, with Mk2 Escort struts with group one Capri racing springs. Cross-drilled and grooved discs and pads, DOT 5.1 fluid and remote servo. Bilstein shocks, Capri 3.0 Litre single leaf springs at the rear. The gearbox is from the Sierra, a Type nine conversion with a quick-shift kit and re-drilled Pinto competition clutch from Retroford. Megajolt remappable ignition system. The interior has seats from a Rover 200 GTi with 4-point harnesses, genuine Safety Devices cage and alloy centre console with located fuse box and aircraft switches alongside the battery isolator.

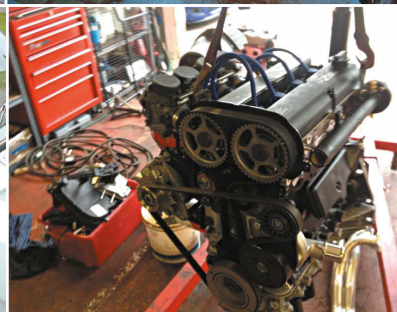


Mountney 5" deep dish steering wheel and 2.4 quick rack for catching the slides. Externally she has the original and rare 7" Cibie headlights as well as a rare set of RS wheels date stamped 1973 running Yokohama A539 tyres. She has a fibreglass bonnet, and finally a nice touch is a rear spotlight looking as retro as it gets.

We asked James what further modifications was he going to make? The question was asked tongue in cheek, but the answer was unexpected! "I might put a rear seat in, so I can enjoy the car with the







TECH SPEC

ENGINE

Zetec with 44mm Honda Blackbird Carbs

IGNITION

Megajolt re-mappable ignition system.

GEARBOX

Sierra Type 9 with a quick-shift – Re-Drilled Pinto competition Clutch

AXLE

English with 4.1 diff and strengthened half shafts

SUSPENSION

Escort MK2 struts, Capri 3.0 single leaf springs.
Bilstein shocks

STEERING

2.4 quick rack

wife and kids” go for it, James we say!

What about the Escart you ask? Well as James explained “Obviously, everybody gets bored of their day job, so we decided to have a bit of fun and established organising Soap Box Derby’s in 2013 would be an entertaining thing to do and get involved with, as we all love ‘a bit of speed’ and a fun day out. Harewood has gone from strength to strength (over the years) and now has been dubbed one of the best events in the Gravity race calendar.”

“We can’t wait for our next event in August 2020” James said. “Last year, after seeing the SpeckKarts, I decided to build one and use the opportunity to teach myself how to weld. The result was this Mk1 Escart, and I love it!”

Well thanks for your time James and it was great to meet you and the team at harewood Soapbox event, maybe we’ll pop down next year. We may even convince our editor Dan and big boss Tom, to have a go at building one. ■



TENNANTS RETROFORD END OF SEASON MEET

WORDS: JOHN WAIDE PICS: ANDY ELLIS

There is no official start or finish to the car show season; however, un-officially it is regarded as April to September which coincidentally matches with a six-month car tax period for those who only show during this period and then hibernate during the off-season months, to preserve the condition of their pride and joy. This may also be the reason why there seems to be an abundance of shows as the season end starts to loom on the horizon. The end of season show at Tennants was only one of a few which occurred in this same weekend, obviously this can dilute the number of vehicles attending, however this did not affect the Tennants meet as much as it possibly could which is a credit to the people who chose, it to be their 'home' for the weekend.

Attendance was as expected with the quality being at its usual high level, the '70s and '80s made







some excellent cars which are deservedly favourites of today and looking stunning even at the end of the season, this is a 'pat-on-the-back' to the owners and well done to each and every one of them.

Of note in the show was a Ford Popular 100e which was brought to the show by Nick Bainbridge who literally finished a sympathetic restoration and build a few days before the show and being exposed to scrutiny by the attendees. It received a lot of well-deserved attention and a car we will see around next season and worth looking out for. Also, the Capri Mk2 two-litre GT belonging to Fred Eastwood, which has featured in Retroford in the October issue. A sprinkling of the many models of Ford could be found for the enthusiast to inspect and discuss with the owners and catch up with friends and families who only meet at the car events around the country. This is the social side of classic







car ownership between the many owners of some amazing vehicles.

A special VIP car for this show was the ex WRC Fiesta, fully specified and used for Rally Cross belonging to and raced by Kevin Procter, our thanks to him for bringing his 600BHP machine from the show organisers. This car can be regularly seen in action in the various RallyCross series events at the local Croft Racing Circuit and around the UK.

As usual there is always a prize for the 'Winning Car of the Show' chosen by Paul, the Manager of Tennants Auction House. This is the car he likes based upon his own choice, for this show his choice was the Ford Popular owned by Les Wray and indeed an eye-catching car with the distinctive and unique paintwork. It also has a V8 under the hood. The prize was donated by A+H Automotive Cleaning and a year's subscription to Retroford magazine was presented by Andy Ellis.

For next year, the date 26th April 2020 should be put into the show diary. This is for the Tennants Retroford show and is one not to be missed. ■

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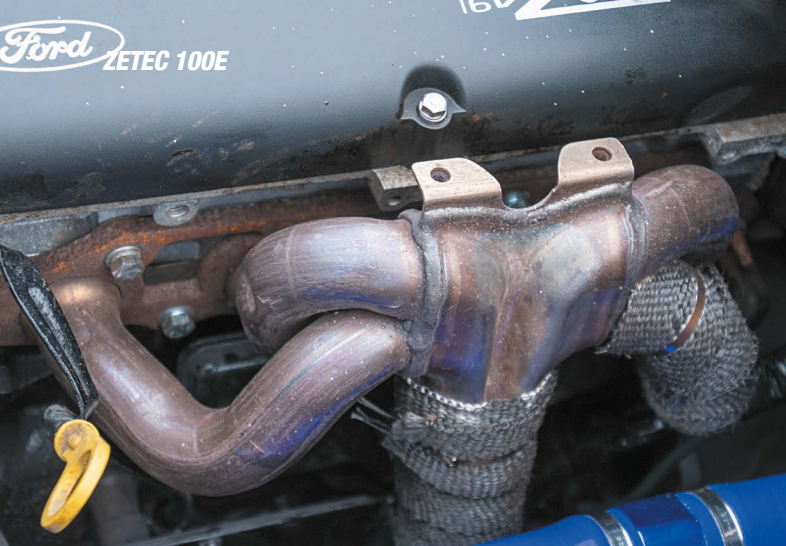
WORDS: JOHN WAIDE PICS: ANDY ELLIS

NICK BAINBRIDGE



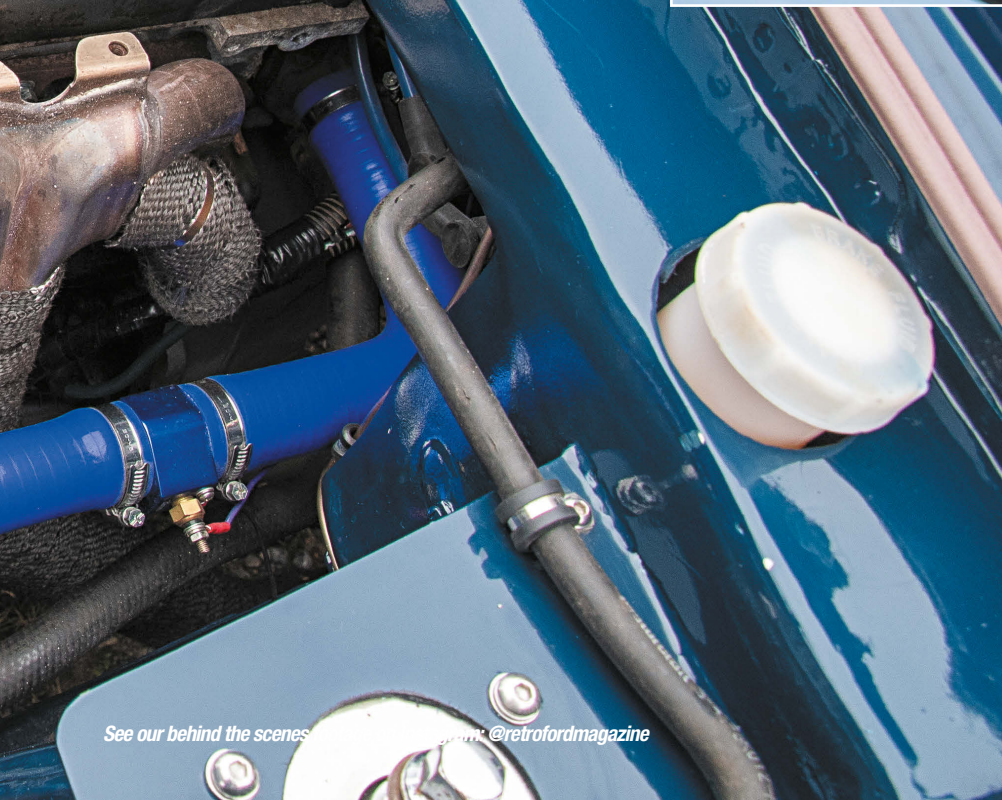
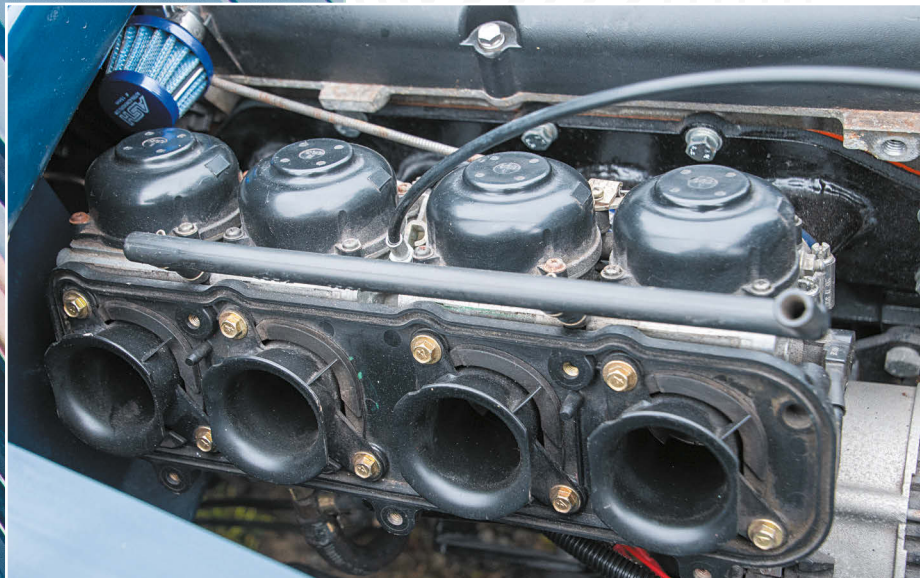
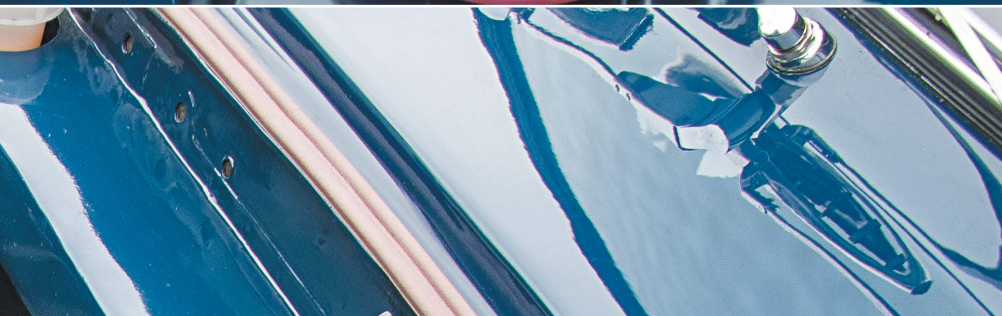


Let's go... >>>>>



When Andy Ellis told us he was doing some photos of a Ford Anglia 100e, we at Retro towers were very intrigued and somewhat excited to see what this car would be like. As it turns out, it was quite impressive, and its small stature was outweighed by the stylish and polished stance it had, an excellent job by Nick Bainbridge. Nick told the story of the car which has been in his life for a long time and was a personal challenge.

This Anglia 100e was technically his first car followed by an Mk1 Escort, although the first car he had on the road was an Mk2 Fiesta which he bought for £60 from the notice board in Morrisons. It needed a load of welding, he gave it what he 'thought at the time' was a beautiful paint job, "it wasn't as good as I thought looking back" Nick added. Nick had to fit a new interior too because when he was busy welding the underside, he noticed the garage was full of smoke, and flames could be seen inside the car! Several buckets of water later things were under control, he learned a



very valuable lesson that day – it is best to remove the carpet first! He was only 16 at the time so we can let him off.

Nick said he couldn't possibly count how many Fords he has owned but at least six Mk1 Escorts, four Mk2 Escorts, five Capris, Mk1, two and three models of Cortina, one Anglia 105e, a Sierra XR 4x4, it seems like he has had his share for sure. The 100e was advertised in the Loot free ads paper, and he thinks it was 1997 when his Dad bought it. His Dad had always wanted one and decided it would be a great project to get Nick started with modifying and restoring cars."

It was in reasonable shape at the time, the previous owner was halfway through fitting a 2.0 Pinto engine but never got it finished. His Dad was really enthusiastic about modifying a 100e as he had always wanted to do one. First, they fitted a 1600cc crossflow engine, and his dad painted it purple, they thought it was cool at the time, but he's

ZETEC 100E

thankful the purple is now gone. It never entirely made it on to the road and got forgotten about for a while as he discovered alcohol and women and his dad's health has been in decline for years (as he was diagnosed with Parkinson's disease at the age of 36.) Nick dug the car out again about ten years ago and fitted a 3.0l Essex engine, but the enthusiasm was short-lived. He started work on the car back around four years ago and has been slotting the project around a house renovation. Nick has been determined to get it done while his dad is still with him so he could see it finished."

As for the modifications, Nick altered the rear spring hangers to accept Mk2 Escort single leaf



springs, he fitted Escort anti-tramp bars and turreted rear shock absorbers. He fabricated some new strut tops as the old ones had seen better days. Also installing an Mk2 Escort cross member, compression struts, quick rack, Capri struts and new brakes. A 2.0 litre Zetec engine was installed with a type nine gearbox. Mk2 Escort bias pedal box and countless other things, which Nick can't recall. Nick did a lot of research and spoke to other people to see what worked best for them, and mentioned that the 100e Facebook pages are absolutely tremendous and helped out no end.

Nick did pretty much everything other than the bodywork at home. He had a lot of lonely nights in his workshop but did have a mate help out with some of the tricky welding (so no flames in this car!) which helped things along a bit faster. "It's now been ongoing for 22 years," Nick said. "But it has taken about four years from stripping it back to a bare shell to completing it to what you see today."

Nick told us that it has been a nightmare doing this car, when he stripped it down he found so much rot and filler, it needed work to the floor pans, sills, chassis legs, rear panel, roof gutters, a full boot floor and various other bits. He had to replace the bonnet, boot, doors, front wings and front panel. "It was only sentiment that kept me going" Nick added. "The actual build of the car was reasonably straight forward compared to some I've seen on the internet. The Facebook groups I'm a part of really helped me with these parts of the car, as there was always someone in the know." Nick has spent





ZETEC 100E





HOME BUILD



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ZETEC 100E

most of his life repairing things using parts he had laying around, so it was relatively standard for him.

Nick has only managed a couple of shows this year as it has only just been finished very recently. The day after he did finish it, he took the car to the Tennants Retroford meet in Leyburn. Nick couldn't believe how much attention the car got that day, everywhere he goes, he will end up talking to someone about it.

"It's not just older people that are into them either, its people of all ages which is the great thing about old Fords," Nick said. "It really puts a smile on my face when I drive it, it's a proper fun car."

Future plans for Nick and the car? Nick tells us the only thing that lets the car down are the compression struts. It appears they constantly rattle on rough roads and spoil what is otherwise a reasonably good ride, so he will be replacing them with an anti-roll bar over the winter. Nick is sure he will end up wanting a bit more power out of it before long too, "I find horsepower is a bit like sex, way too much is just about enough!"

Nick wanted to give his thanks to everyone who has helped out on the various Facebook groups and forums and to his wife who has put up with him spending all his spare time in the garage instead of with her and the kids. ■



TECH SPEC

1958 Ford Anglia bodyshell,
Modified mk2 escort cross member
Mk2 escort compression struts,
Mk2 escort quick rack, adjustable track
control arms,
Capri front struts converted to coilovers,
Anglia 105e rear axle with escort single leaf
springs and anti-tramp bars,
Turreted Spax shock absorbers.
Mk2 escort bias pedal box,
Vented front discs with princess 4 pot
calipers.
2.0 Zetec engine with zx9r carbs,
Modified focus exhaust manifold
Megajolt ignition system.
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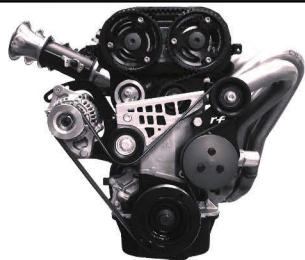
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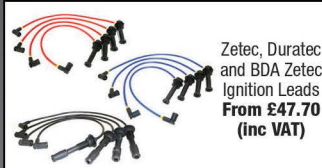
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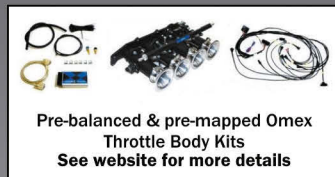


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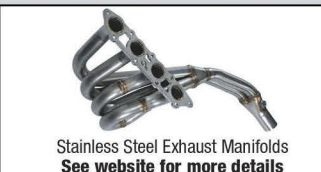
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WARREN MARSHALL

MK2 FORD ESCORT RS2000 (PRE CUSTOM) – SIGNAL YELLOW

Let's go... >>>>>



MK2 ESCORT RS2000





5 0-year-old Warren Marshall was exposed in his younger life to the modification of Mini's by his dad and uncle and with Olivers Mount, on his doorstep where many motoring rally events took place he was undoubtedly destined to have a passion for cars. At 17 years old he driving his own Triumph Dolomite Sprint on "L" plates at a time when your mate passed his driving test and the next day could sit at the side of you to make sure you were driving – (Oh what a joy those days were, we remember them fondly at Retro Towers!)

Warren bought his first Ford the Mk1 RS2000 in 1987 for the princely sum of £1,800 which has been followed by two Mk2 Mexico's, a series 1 RS Turbo and finally the Mk2 RS2000 which he has now as in the pictures. The car which was luckily sold to Warren by a friend which is a good reason for buying it and Warren also mentioned he had never owned an Mk2, so this was a perfect car for him. Warren has owned this car now for over nine years, so he knows the car very well. Although the interior could be described as "tired", the body of the car was in good condition, and under the bonnet it was covered in Ziebart which has helped in keeping things protected for years to come.

While considering the modifications Warren wanted to make them 'in period' and has even kept the original parts in his loft to change back to standard if he ever wanted to do so. It is his personal choice of course and should be applauded for his consideration to do this.

The modifications took three years to do as of now, but Warren admitted that there are still some odd bits that could be better so, as ever with classic cars they are always a 'work



in progress'. Most of the work was done in Warren's own garage which had been extended and widened when he moved into the house.

MK2 ESCORT RS2000

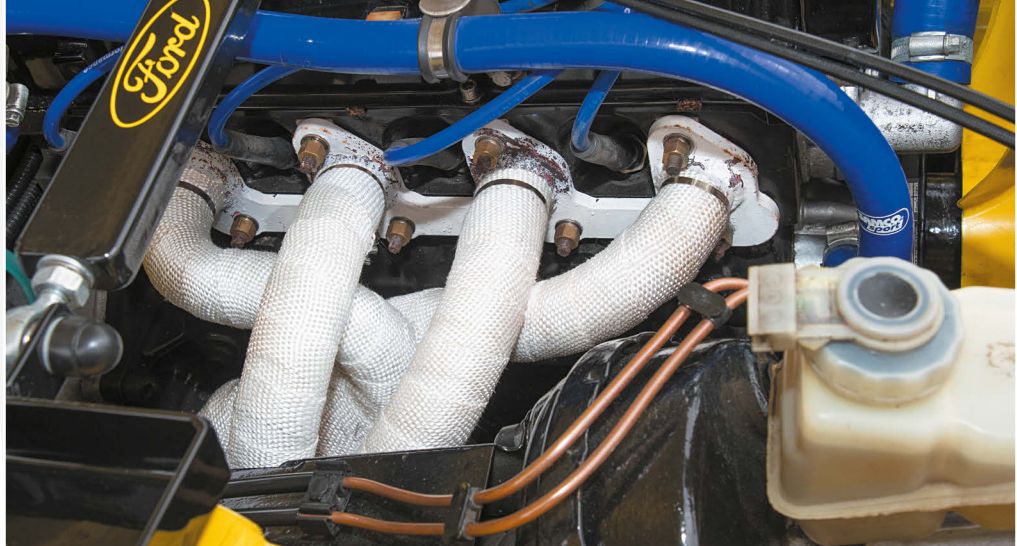
Before this, he used his driveway or tent, which he said wasn't ideal. The exception being the two-litre powerplant which was modified by Park Engineering in Malton with the work consisting of lightened and balanced crankshaft and conrods. He lightened and dowelled the flywheel which along with a big valve head Kent FR32 camshaft adorned with a pair of 45 Dellorto carburettors completing this part of the modification.

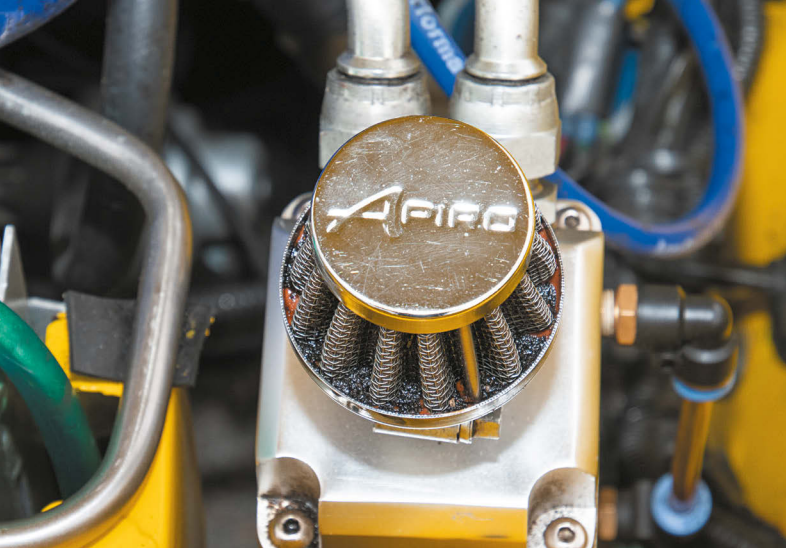
Additionally, Warren explained that while the engine was out of the car, a five-speed gearbox was fitted because as he intended to drive the car as much as possible, it's much gentler on a long run with lower revs at in the higher gear. The Revolution wheels have always been a wheel of choice for Warren (he used to have them on his Mini) although they have 175/50/13" tyres fitted when he bought the car (which looked good) but drove horribly so he changed them for 185/60/13" tyres and this has totally transformed the car. Two fire extinguishers are onboard the car, one in front of the passenger and one behind the drivers' seat were fitted, this is a must if you run a car with Dellorto or Weber carbs like Warren does.

When Warren's daughter complained that the steering was too heavy when she drove the car he fitted an electric steering conversion to make it easier. Warren also fitted a homemade large bore exhaust tailpipe to the Ashley system. Extra oil and voltmeters have been installed and also a Yukspeed flocked dashtop. For the suspension, a 2.8 Capri front Bilstein struts with one in lowered coil springs. On the rear Warren has Bilsteins with single leaf springs and 1½" lowering blocks keep everything planted. He also opted for vented front brakes paired with Mintex 1144 pads on the front of the standard Ford system to control the speed.

Not everything goes to plan, and Warren recalled that typically Ford put in a drain hole that was a quarter of an inch higher than the metal of the bulkhead, when the bubble was removed, and the rot cut out it was the size of a letterbox, both Warren and his dad welded it all up. They struggled to find a new scuttle grill (this was before Magnum made reproductions) fortunately Darren at Escort Tec located a brand new, never fitted genuine Ford one for him, which once fitted everything was plain sailing.

All in all Warren has completed a lot of work on this car and mentioned that he would have been completely lost if not for his friend Trevor Watkinson, who used to work in the body shop at Crystals of Scarborough and he served his time working on these old vehicles (his outlook on the car was "if I spend an hour on it, it will look good but spend two hours, and it will be mint.") Also Warren would like to thank Yuk Hodgson of Yukspeed for his advice and supplying parts, Matty's mobile valeting for keeping the car in top shape, Dave Bogg for keeping the 45 Dellorto's running sweet and, of course, his partner Rachel for putting up with the many nights of burning the midnight oil.







TECH SPEC

ENGINE

2 ltr pinto, Big valve head, lightened and balanced Kent FR32 camshaft and conrods, lightened and dowelled flywheel and a pair of 45 Dellorto Carbs.

GEARBOX

5-speed type 9 with homemade quick-shift adaptor.

SUSPENSION

2.8 Injection Capri front Bilstein struts, 1-inch lowered coil springs, rear Bilsteins with single leaf springs with 1½" in lowering blocks.

BRAKES

Vented front brake discs, standard Ford system but fitted with Mintex 1144 front brake pads

INTERIOR

additional oil and voltmeter, two fire extinguishers.

WHEELS

Revolution 7x13, Yokohama tyres.

AUDIO

Alpine CD player.

As a result of all the planning and effort Warren has a vehicle that he loves the way it drives easily keeping up with modern cars, and he enjoys the social side of classic car ownership, going to shows, meeting other car owners and has made some good friends and many acquaintances from this.

One question Warren is asked about his car is that - should it have Fishnet Recaro seats fitted as it has the glovebox, centre console and clock pod installed? His reply is that it is a "pre-custom", this is usually followed by "I have never heard of that!" The car has custom door trims, but there is no hole for the remote mirror. He tells the doubters to check and find a repair to conceal the hole as there has never been a hole cut. Also it has a black headlining, another sign that it is a pre-custom.

To clarify this a quote the RS Owners Club website "Pre 78 models would have had some of the later custom features but not the fishnet seats."

We thank Warren for his time and hope he keeps enjoying his 'Pre-custom' car! ■

MOTORSPORT DESIGN

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WORDS: DAVID FORD **PICS:** MORGAN SHIPLEY

THE NEXT BEST THING

**WITH PRICES OF MK1 AND TWO ESCORTS SHOWING NO SIGNS OF DROPPING
WILL FORD'S THIRD-GENERATION BE THE NEW ESCORT TO HAVE?**



Okay, most of us know that out of all the old Fords in the retro scene the mighty Mk1, and two Escorts are top of the charts, always have been and probably always will be. However, if your budget can't stretch to these sums of money, these models currently fetch what other options do you have? Sure, there's the Anglia, which is a great car and has a huge fan base. Then you have the Cortinas with the Mk1 and two getting many peoples votes. How about Britain's favourite small car the Fiesta, still good numbers that have survived the dreaded common tin worm with prices still being very reasonable for a good example either in Mk1 or two guises. Or if you want to stay loyal to the Escort name, then the Mk3 could just be the one for you. Launched in September 1980 this all-new model replaced the outgoing Mk2 which ceased production in August 1980. Now it is a known fact that many don't view the FWD model as being 'old enough' to be labelled retro (yet) and so everyone's perception of what's considered retro or not differs, hugely in RetroFord towers anyway. Let's look at it differently, imagine we have one of the last Mk2s on a 1980 'W' plate and stood right next to it one of the first of the Mk3 versions on a 1980 'W' plate. Both pretty much the same age but both very different cars, RWD vs FWD, both come in two and four-door variants, both have the all-important metal bumpers as opposed to the less favourable plastic ones, but still the Mk2 would be called more retro than the Mk3 (which is a little unfair as lets be honest by the time you read this the Mk3 is fast approaching 40 years old.) Mk3's are a rare sight these days, but maybe this is set to change if cracking examples like the one you see here is anything to go by.

32-year-old cycle technician Derrick Bollands is one such person who thinks they are retro-cool, and he's the proud owner of the spotless Escort featured here. "My dad was always heavily into cars," he says with fondness. "So from an early age and growing up with friends, I got hooked. My first set of wheels was a Rover Metro GTA," he laughs. "Not the standard of a Ford but I loved that car!"

Derrick was only twenty years old back then but, soon saw the errors of his ways, and did the sensible thing and got the Ford bug! "My first car, funnily enough, was a Mk3 Escort in beige, followed by a blue Mk5 and from that a couple of series two RS turbos' and a few different Fiestas'." Purchased eight years ago from a friend the five-door came minus its engine and interior, but the shell was good, so it made the ideal blank canvas for what Derrick had in mind.

"I really like the shape of the Mk3, and I've always fancied owning another since driving one as a teenager," he says. "Being the five-door version makes it that much different plus the three-door examples I found were just crazy money."



MK3 MORE-DOOR

Exactly what's happening with the first two generations of this much-loved model. The first job on the list was sourcing an engine and helping keep things easy Derrick opted for a good old 1600 CVH which came from a Mk5 Escort, so this dropped in place nice and easy. As previously mentioned, the shell was in good shape, so didn't need any immediate attention, which left more time for Derrick to go shopping for goodies. For the RS connoisseurs reading you will no doubt spot the RS1600i front and rear spoilers along with the familiar top driving spot lamps and lower fog lights. "I've always dreamed of having an RS1600i but can't afford one, so I built 'a sort' of replica only with an extra couple of doors!"

Exterior touches sitting pretty Derrick needed something for himself and passengers to sit on. Peak through the side windows you won't see the usual 88 or 90 spec RS Recaros bolted in but a beautiful pair of Escort RS Cosworth seats ensuring driver and passenger are both comfortably and firmly held in place. "I went for these seats just to be different," smiles Derrick. "I had to spend a bit of time modifying the runners to fit, and the rear bench seat had to be cut down and trimmed to fit, but I think the end result speaks for itself and it keeps things period which is what I like." With the Escort running it was put straight into daily use serving Derrick well, but as with any old car after a while, things start to show signs of getting tired and this one was no exception to that, and his hands were tied. Time to whisk this trusty car off the road to give it the makeover it deserved.

"The CVH had been in poor health for a while, and when it finally threw in the towel, it gave me the perfect excuse to take it out of daily activities and give it some love. The shell was still in amazing condition, which is one of the reasons I kept hold of it." Derrick got the car stripped down to a rolling shell before entrusting it to a friend for painting. "As well as the shell getting a fresh coat of paint I sourced as many replacement parts as possible ready for building it back up and any parts I couldn't obtain new were refurbished to be as good as new". The next thing that Derrick had to hunt down was another 1600 CVH as the first gave up the ghost and again a Mk5 Escort came to the rescue by donating its heart. Mated to this you'll find a five-speed XR3i gearbox sending the CVHs power to the front wheels. With the Escort still running the standard 1600, the brakes, for now, are standard as they are more than up to the job. Giving the Escort a mean but subtle stance comes courtesy of Koni adjustable shocks with a set of their -60mm springs, a lovely period addition and tucked up snugly under the lowered arches sits what has to be one of the best looking wheels ever, some sexy Compomotive THs in 16" flavour.

Cedar green is the colour Derrick went for, and it's not one we've seen that much of before but saying that it suits the curves of the Mk3 a treat





TECH SPEC

ENGINE & TRANSMISSION:

1600CVH, standard carb, mild lift Kent cam, Sportex manifold & system, five-speed XR3i gearbox.

CHASSIS:

16" Compomotive TH wheels, 195/45/16 Uniroyal Rainsport tyres, Koni adjustable front struts with -60mm springs, Koni adjustable rear shocks with -60mm springs, standard front discs, standard rear drums.

INTERIOR:

Escort RS Cosworth front seats with rear trimmed to fit, Ghia door panels and carpet, JVC head unit, Vibe speakers, Edge sub.

EXTERIOR:

Cedar green paintwork, RS1600i front & rear spoilers, decals, spot lamps and fog lamps, early Mk3 metal door handles.

Q&A

FAVOURITE MODIFICATION:

Spoilers.

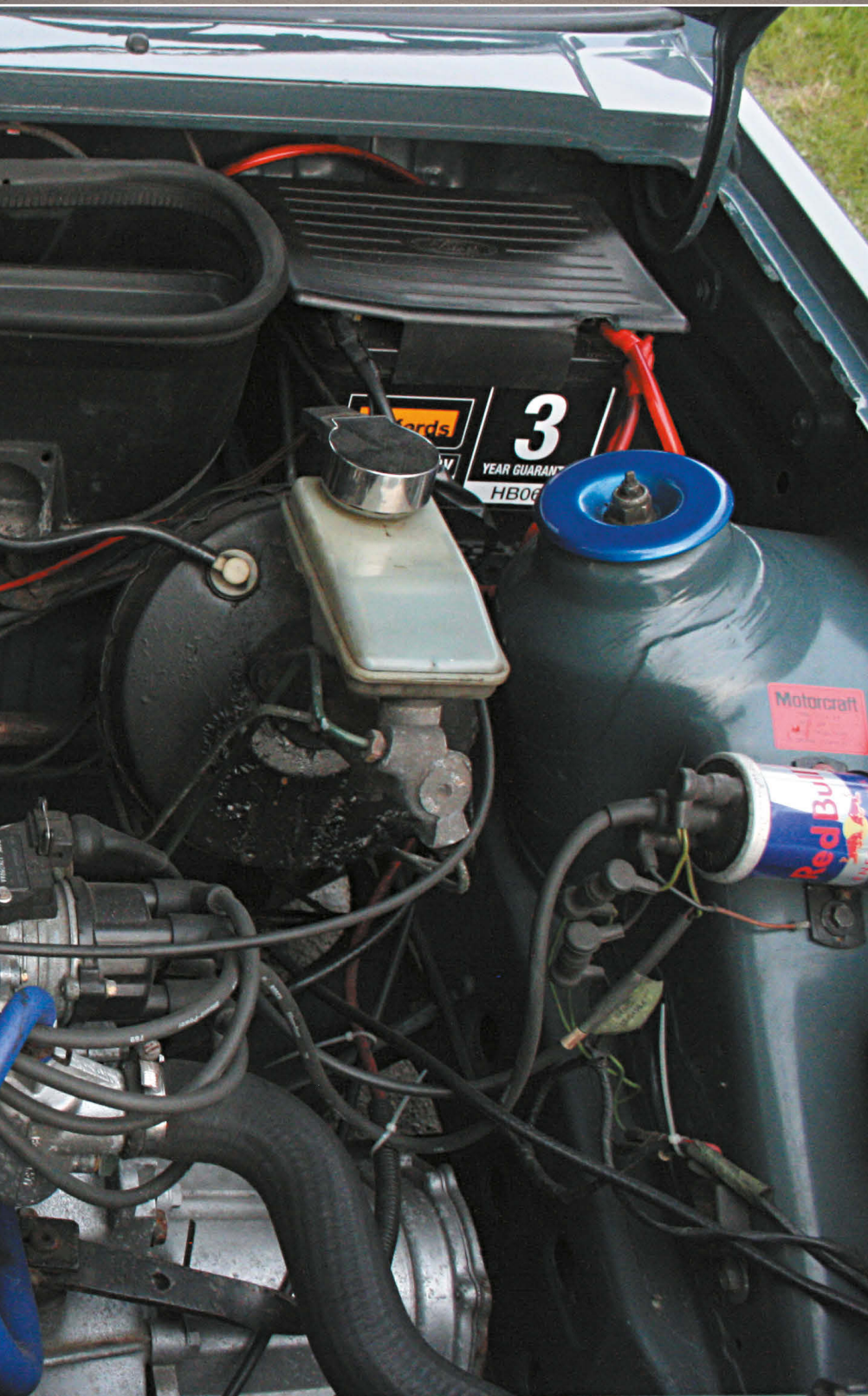
IF YOU COULD OWN ANY OTHER FORD WHAT WOULD IT BE:

Sierra Sapphire Cosworth.

WHAT'S NEXT:

Finish off my Escort Mk2 & install a Zetec in the Mk3





and works really well with the RS1600i decals on the bonnet and down both sides. "Even the bumpers are colour-coded to match that of the body a la RS style and finishing off the look of the front end the spot and fog lamps were bolted back on. Another detail worth noting is the door mirrors which have been left black. As some of you will know a genuine RS1600i came with the mirror housings black and not colour-coded like those of the XR3i and S1 RS, not a huge thing but all the same shows that Derrick has kept things OEM and this has been adopted inside too. Keeping the Escort RS seats company Derrick has chosen front, and rear door panels and carpet taken from a luxury Ghia model all adding to the '80s feel and charm.

Owned for eight years the last two have been spent getting this wicked motor looking as great as it does today and all of us here at RetroFord towers have a feeling we'll be seeing more Mk3s appearing on the scene soon. All the work has been carried out by Derrick's own hands with only the painting and a few parts supplied by good friends. "I can't thank everyone enough for being involved over the years, my lass Sophie for being so understanding, a friend of mine renting me space for which to build it and lastly all the members of the Northeast Ford meet. Luckily the project went really well," Derrick smiles. "It helped a great deal by sticking with Ford parts like the engine and body parts, although the biggest task was trimming the rear seat to fit along with making runners for the fronts, that was a proper nightmare but well worth it."

The attention he has lavished on this Escort is second to none, from the edge of the RS front spoiler to the tip of the rear it still looks so crisp and fresh you could almost be stepping back into the mid-80s. Seeing this car has brought back so many memories for us here at Retro Towers, and we look forward to seeing more Mk3s gracing the pages of this magazine in the near future.

Sadly with winter upon us, the Escort will be tucked away in readiness for the good weather to start again next year (we hope!) "I have no real plans for the car just yet as my main thing at the moment is restoring my Mk2 Escort to get that ready for next year's show season, although I hope to install a Zetec engine at some point down the line."

On the subject of show season, Derrick goes on to tell us about the general reactions the Mk3 gets. "The first thing people say it is the wrong colour for an RS1600i, but at the end of the day I realise it's not the genuine article. I just wanted to add my own twist to how a five-door version might look, but largely the public enjoy looking at it and like it for what it is. It gives me a great sense of pride that I can jump in and drive something I put together myself from which was once a bare shell."

Well said Derrick as the best part of any project build, is the driving of it. ■

BREAKING THE MUST

WORDS: MIKE RYSIECKI PICS: FORD MOTOR COMPANY & MIKE RYSIECKI

Examples from every generation of Mustang since the iconic sports car's launch in 1964 converged on Ford's Lommel Proving Ground in Belgium on September 7th, to help set a new world record for the largest number of Mustangs gathered in one place. Go behind the scenes with Mike Rysiecki who was there along with other Mustang owners from all over Europe to set new static and moving records for the most Ford Mustangs ever rounded up.

We hear lots about the training and preparation that individual athletes have to go through when they are looking to set a new world record, but what is required when it comes to orchestrating a group event on that scale that was recently attempted by Ford in Europe?

First, it needs a visionary leader with a worthwhile target around which to build a challenge that people will want to get behind. Then it needs a suitable venue with the right infrastructure to accommodate the numbers participating in the event. No matter how many volunteers and willing participants, it will inevitably need a sponsor with deep pockets to cover the costs and underwrite the event. Other 'must-haves' include cooperative neighbours who will need to be patient as their lives are disrupted by a large capacity occasion and finally an excellent promotion and communications plan to involve and engage all the participants. If all of the aforementioned comes together, then flawless execution 'on the day' will be required to make a positively memorable event.

While Jo Declercq, Director Communications & Public Affairs at Ford of Belgium & Luxembourg, who master-minded the event, was thinking about logistics he had a right-hand man who was engaging the European Mustang owners' groups. As is the case for many new car manufacturers, it's the owners' community who keep the history and heritage of a car model's back-catalogue alive with their enthusiasm and passion. Belgian Mustang super-fan, Adelbert Engler, proprietor of The Mustang Garage in Heusden-Zolder had the knowledge and the contacts to reach out and marshal the national groups of Mustang owners across Europe. Adelbert says "(Planning for) this event started in 2016 when Jo Declercq from Ford asked me what I thought about gathering 1001 mustangs and moving them all together at the same time. I was immediately enthusiastic to work on the project. My job was to bring as many Mustangs as possible. My database has always been full of Mustangs in Europe and Ford invited every club and individual from that list".

Why is 2019 so important in the Mustang

timeline? The Mustang is one of fewer than 10 nameplates to enjoy continuous production for more than 50 years. Born in 1964, this year marked the 55th anniversary of the Mustang's continuous production. In August 2018 Ford had revealed the 10,000,000th iteration of the car, now in its 6th generation. Over 45,000 6th generation (S550) Mustangs have been sold in Europe with more than 10,000 going to the UK in RHD. There is no doubt that first-time availability of new official, dealer-supplied, warrantied and after-sales serviced imports boosted the popularity of the Mustang in mainland Europe and that the availability of right-hand-drive variants in the United Kingdom played a part in refreshing and rejuvenating interest and ownership of the model.

Earlier in 2019, on the anniversary of the launch of the very first Mustang, owners came together for celebratory events. Ford had organised 'Cars and Coffee' meets to be held at their locations in the UK and Germany on Wednesday April 17th - 55 years to the day that the Ford Mustang officially went on sale. On the same day, Ford locations in Canada, China, Lebanon, Mexico, UAE and USA also hosted Mustang owners and their vehicles. Although the current Mustang was the best-selling sports coupe in the world in 2018, for the fourth consecutive year, the latest model has yet to reach the sales volume of the 1st generation model. It was those early cars that were to be the stars at the record-breaking attempt scheduled for 7th September in Belgium.

BUT WHY BELGIUM?

There are two main reasons, firstly Belgium has the highest per-capita sales of Mustangs in Europe and is perfectly located to draw in the Mustang owners' communities from adjacent Germany, France, Netherlands and Luxembourg. It is also well served by fast road links to countries further afield which enabled an even larger audience to participate. More importantly, Belgium is home to Ford's Lommel Proving Ground where the company refines the sustainability, technology and driving dynamics of its vehicles in Europe. The site also has around 390 employees, who were to be the source of the 100+ volunteer marshals needed on the day. Some live close by and acted as ambassadors to get the site's neighbours on board with the prospect of 1000+ Mustangs disrupting a peaceful Saturday in September.

The site has the space, facilities and infrastructure to host the event and that Europe's Mustang owner community could experience what is otherwise a closed and confidential place was a privilege that many appreciated. Europe has several manufacturer testing sites none of



FANG WORLD RECORD

HOW FORD GOT THE GREATEST NUMBER OF MUSTANGS EVER TO
GATHER AT ONE LOCATION – IN BELGIUM



LOADS A 'STANGS





Watch the event video on YouTube:
<https://www.youtube.com/watch?v=wijRBAmSi9o&feature=youtu.be>



which are public venues, in fact their locations are selected for privacy and are normally closely guarded from prying eyes. As the facility does not normally accept visitors on the scale of this record-breaking occasion, even getting the cars into place required a well thought through plan. Roads were closed, traffic police officers were in charge and participants were given staggered arrival times to reduce the tailbacks.

The previous record of 960 had been set in 2017 at Toluca, Mexico. Through a wide-ranging communications program Jo, Englebert and Ford PR Officer, Julien Libioul, had attracted the attention of more than 1700 European owners who had registered to learn more about participating in this once in a lifetime event. On the day, the forecast for rain probably kept some away but for the 1000+ who faithfully arrived as instructed, the day was about to provide lasting memories. After filing through the gate and receiving a serially numbered souvenir event sticker, attendees got to drive on some of the most secret roads in Europe before arriving at the centre of the action.

Food services had been laid on, along with concert-quality PA to provide instruction and entertainment for the more than 3500 people present. Local rock 'n roll bands played as owners mingled multi-nationally, talked cars, inspected merchandise and bought limited edition event T-shirts. It was only as Jo and his team gathered the group together and revealed his agenda for the day that attendees started to realise just how much thought and planning had gone into the day.

THE STATIC WORLD RECORD:

Hourly updates during the 3 hours that were needed to bring the Mustangs on-site revealed the static record had been broken by 11:00. Counting went on until after 12:30 when 1326 Mustangs had safely arrived from across the continent. The distribution by model year was fascinating with around 35% being pre-1990 models, approximately half were current generation S550s and some 25% 'star cars' were from the first generation of Mustangs. Every generation of Mustang ranging from 1964 to 2019 was represented. Participants had joined from all over Europe, with 746 vehicles from Belgium, 232 from Germany, 136 from the Netherlands, 75 from the United Kingdom, 68 from France, 53 from Luxembourg, as well as others from Switzerland, Monaco and Poland. From the UK, the Mustang Owners Club GB, Simply Mustangs UK and Mustangs Unleashed travelled in groups to play their part in the event. Even the Channel Tunnel Border Force staff joined in the fun, encouraging the British pony drivers on their way.

Although the crowd didn't need much help getting their car-conversations going, Jo Declercq had pulled out all the stops to arrange a varied programme of appropriate entertainment including Belgian star Günther Neefs singing songs from his "Roots 66. Music from Chicago to L.A." album, a fly-over by a Mustang P51 fighter and an aerobatic display

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LOADSA 'STANGS

by the 'Belgian Red Devils' stunt flying team. A more sombre minute of silence recalled the life of Mustang 'patron' Lee Iacocca before Jo orchestrated a simultaneous choreography of Mustangs and owners. Overhead drones captured doors opening, convertible tops lowering, lights turning on and horns blowing in (almost) perfect unison, to provide some light content for the event video.

During the static assembly, visitors had the chance to admire the model year timeline display that Adelbert Engler had arranged. "The 31 Mustang long row tells the 55 years of the Mustang. Some years have only minor differences which is why I just needed the 31 cars. I started the row with a 1964½ and ended with the 2019 Bullitt, including 9 examples from my collection of 14 cars".

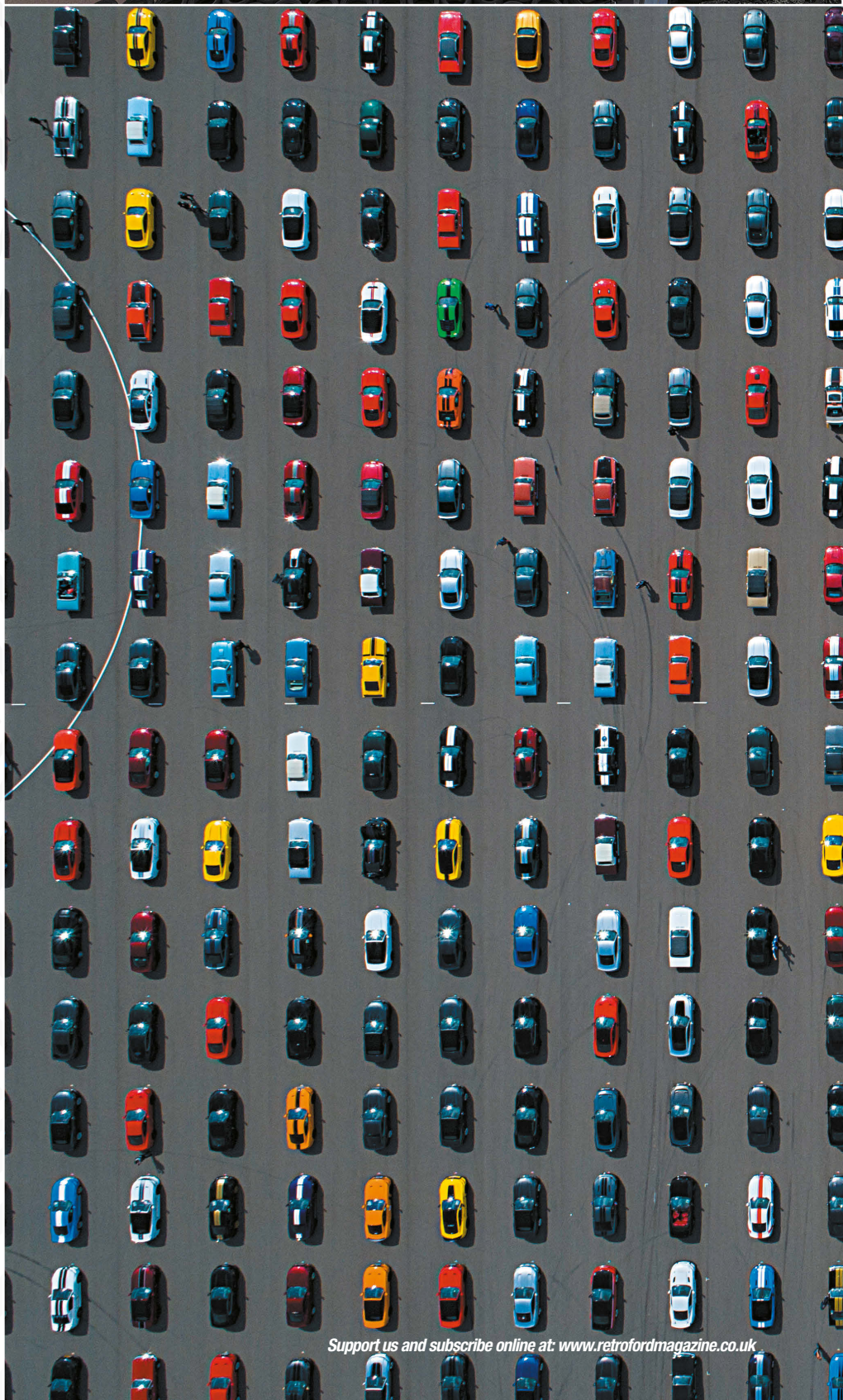
HIGHLIGHTS ON DISPLAY FROM ADELBERT'S COLLECTION INCLUDED:

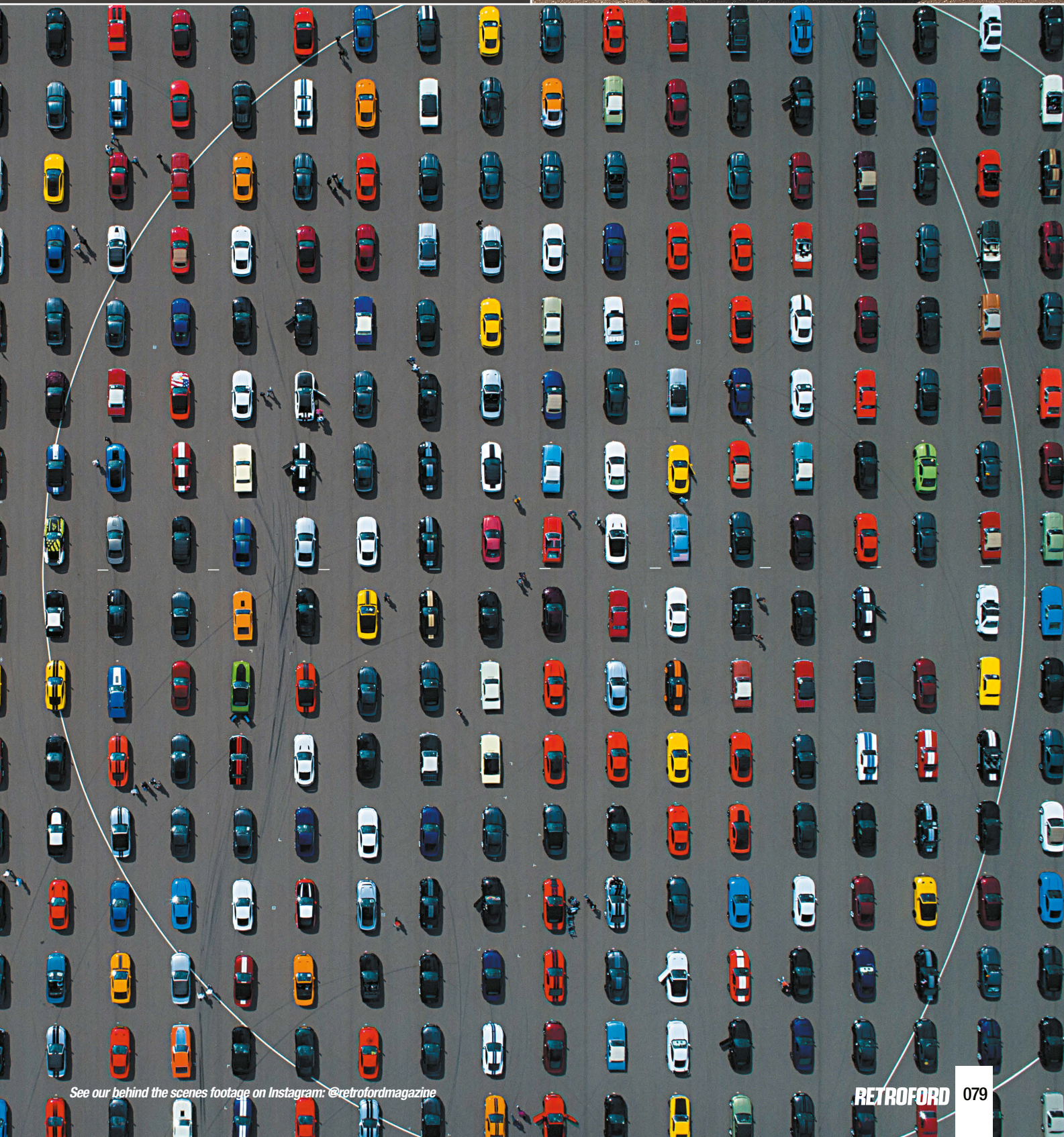
- 1965 Convertible V8 automatic, in the style of the 1964 Official Indy 500 Pace Car, built as the parade pace car for this event, just 3 days prior
- 1965 Coupe rally car, a tribute to the Ecurie Ford France Mustang driven in the Monte Carlo Rally by Johnny Hallyday & Henri Chemin
- 1977 Mustang II Monroe 'Handler' one of only 8 build and the only T-top variant
- 1983 Fox chassis GT Group A race car, a copy of the Vince Woodman's Mustang used by the Belga team in the 24 hours of Spa-Francorchamps

THE MOVING WORLD RECORD:

At 16:30 the cars were led off the 'Great Circle' in two lines to pass in front of the official adjudicator who counted the 1326 Ford Mustangs driving past in an uninterrupted convoy with no more than 20 meters between each car. The Lommel site came into its own again as the cars could be staged around the various test tracks until the record was confirmed. The final car across the line to complete the new record was SMUK member Ross Barnett's 994 BHP supercharged 2011 S197 Mustang GT. Every driver received a commemorative certificate as a lasting memento of their part in breaking a World Record.

When the event was over, the organisers had reason to celebrate. Adelberg declared, "I am very proud to be in the team that organized this beautiful record. I hope the record will stay (in Europe) a while but when it is eventually broken it will be a good thing in the worldwide family of Mustangs". Jo Declercq reflected, "We worked very hard with the team from the Ford Lommel Proving Ground and with Adelbert from the Mustang Garage to make it happen, beating the Mustang Parade record from Mexico in 2017. Thanks to the big efforts of the whole Mustang 1001 team, of the Mustangs Clubs from all over in Europe and of many Mustang enthusiast owners we managed to do what we believed was impossible!" ■





See our behind the scenes footage on Instagram: [@retrofordmagazine](#)

FRANKIE'S CAR & BIKE FEST 2019

WORDS & PICS: DAVID FORD

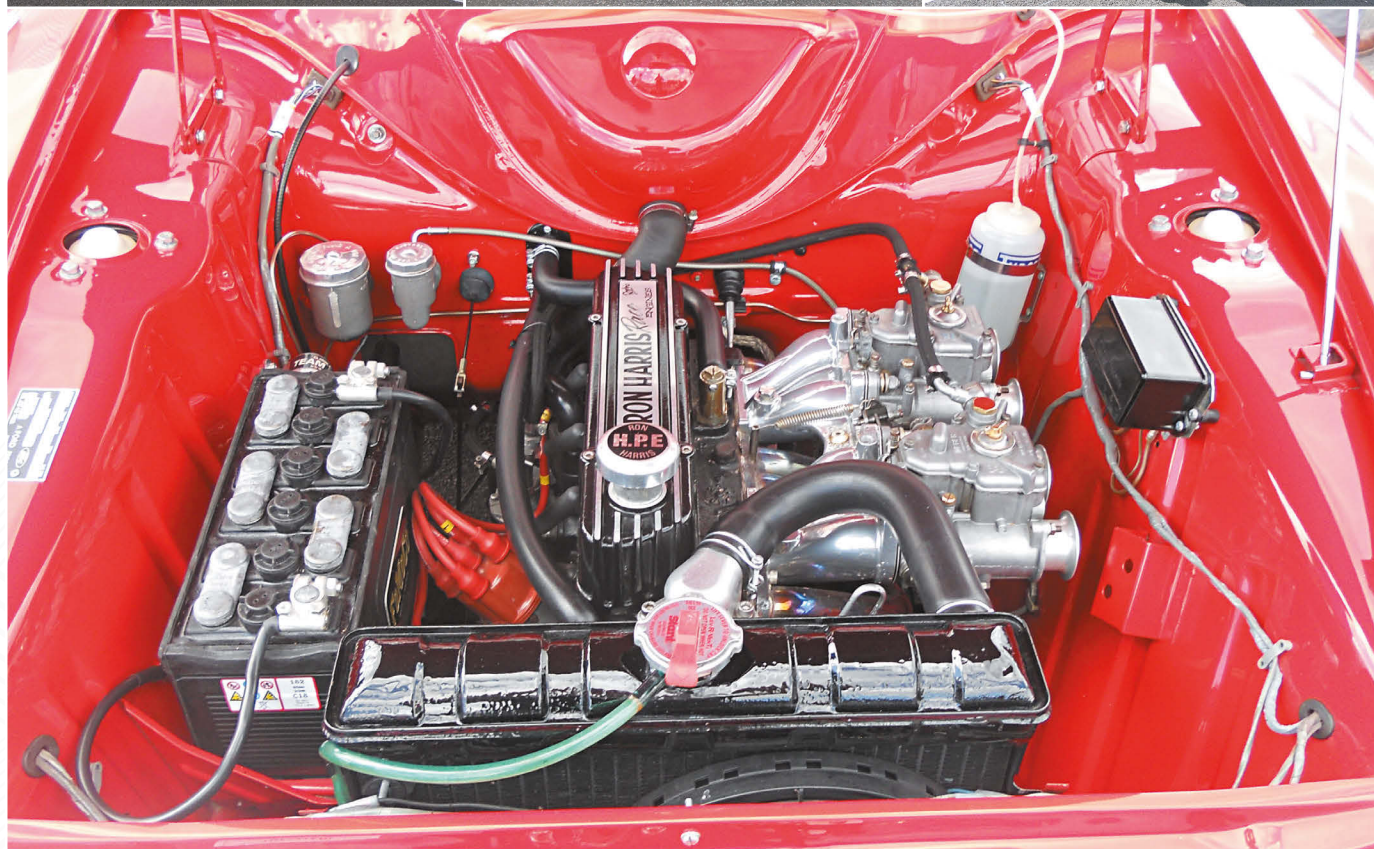


Ever since it began in 2011 'Frankie's Car and Bike Fest' has grown and grown each year and 2019 saw the event being the biggest and best to date. Held on Sunday, September 1st at the Ford Technical and Research Centre in Dunton Essex a record number attended on the day attracting five thousand people, boasting seven hundred classic cars, and raising £33,000 for this very worthy charity. Alan Mason and his dedicated team have always organised a great event, and it's a must for any classic vehicle owner or enthusiast. As you would expect with the event being held at Dunton the number of Fords attending far outnumber any other and as well as the many variations of the Blue Ovals the day also marked a significant milestone with being the 50th Anniversary of the mighty Capri. Lovers of the famous sports coupe were not disappointed, in fact over 200 made the trip from far and wide to be part of this extraordinary gathering. What a spectacle seeing the Dunton test track lined up with such a display of this iconic car, with every variant from the Mk1 to the Mk3.

Also in attendance was Steve Saxty, author and former Ford employee giving talks and signing his book called 'The Cars You Always Promised Yourself'. Steve has written a thoroughly great book about the sporting coupe with himself being an ex-owner of a limited edition 'Tickford Capri' which he got reunited with on the day. With the stunning array of Capris taken in, it was time to take a look at all the other Fords on display, and there was plenty to whet your appetite, from Anglias to Escorts, Sierras









to Fiestas. Inside the main foyer sat a lovely Mk2 Capri which received many a passing glance with groups of people overheard reminiscing about their fond memories of either owning one themselves or knowing someone who did 'back' in the glory days.

Elsewhere, looking glorious in the early September sunshine we spotted an extremely rare beast, a remarkable Mk2 Escort Harrier in gleaming silver. It was absolutely flawless in every way. Sitting in the private display area and another contender-chasing after retro Ford status was a somewhat shiny red Mk3 Fiesta which caught our eye sitting low on RS four-spokes and displaying gloss black bumpers, while inside the interior had come in for a re-trim in a pattern known as 'hounds teeth' which looked very retro indeed.

Once you'd worn yourself out strolling amongst the sea of beautiful cars, there was plenty of stalls offering vintage goods and excellent food and drink from burgers to hotdogs, doughnuts to noodles and after overeating, there was a stage featuring live music acts for you to have a dance to and keeping children entertained. Darth Vader along with his Storm Troopers was seen on the prowl posing for photos mixed in with the famous DMC DeLorean car from Back To The Future sitting by the stage. A wicked event surrounded by all things Ford with some worthy prize winners so congratulations to those who won, which were-

- Personal Business Partnership Capri Trophy – Adrian Fulcher (York) 1972 Ford Capri Perana – voted on by the Capri owners club.
- Show 'n' Shine Trophies awarded to in the following classes.
- Pre 1958 Stephen Alexander Trophy – Andrew James (Romford) 1957 Ford Thunderbird
- 1958-1968 Heart of Gold Trophy – George Spence (Great Wakering) 1960 Ford Zephyr
- 1980 – 1999 G&J Motorsport Trophy – Chris Macrowan (Romford) 1991 Ford Fiesta XR2
- Burton Power Concours Best in Show Trophy – Andrew Harwood (Longfield, Kent) 1978 Ford Capri.

Thanks go to Alan Mason and all the volunteers from the St Francis Hospice for organising such a fantastic day and to Ford motor company for the use of the venue. If you've never been, make sure you get along to the next big Frankie's Car and Bike fest in 2020. ■



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THANKS

Aldridge Trimming
01902 710805
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Trim panel shown costs from
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WORDS & PICS: ROB HAWKINS

ALL YOU NEED TO KNOW...

MAKING A SIDE TRIM PANEL FOR A MK2 ESCORT

ALDRIDGE TRIMMING SHOWS HOW THEY MAKE INTERIOR TRIM PANELS

How hard can it be to stick some vinyl over a trim panel and make a neat finish of it? Not that easy, but specialist Aldridge Trimming use stretchable vinyl that's easier to work with and produces better results than standard vinyl. They also have gallons of high-temperature contact adhesive, which is not only effective at securing vinyl, it won't soften and lose its grip in hot weather. And they start with a new board for their trim panels, such as the one shown here, which is for the rear side panel inside a Mk2 Escort Custom. The following pages show how it's all done.



Let's go... >>>>>



1

Just like many of the trim panels from Aldridge, the new interior rear side panel for a Mk2 Escort Custom begins with a GRP board.



2

Using a template, several holes are drilled into the GRP board. These holes can be used for mounting a strip of chrome trim.



3

Using a piece of P40 grit paper, any rough edges on the exterior face and edges of the GRP board are rubbed down. This helps to achieve a smooth finish once the board has been trimmed.



4

The ashtray is trial fitted into the GRP board to make sure it fits. Aldridge has found that in some cases, the edges of the hole in the door card need to be sanded down, which is better than having too much space.



5

A stretchable vinyl covering is used to cover the GRP board. Ryan at Aldridge Trimming retrieves a roll of this material, then cuts a sufficient amount to ensure there will be a little excess to trim off.



6

High-temperature contact adhesive is applied to the inside of the stretchable vinyl. This type of adhesive won't melt when the weather is hot. In fact, the hotter it gets the better it grips.



7

The same high-temperature contact adhesive is applied to the GRP door card, carefully brushing it into the curved recesses, but not the top and bottom edges, which will be covered later.



8

Whilst Ryan applies the contact adhesive to the GRP board, Steve applies a second coat to the vinyl. This helps to reactivate the first coat and absorb it into the back of the vinyl.



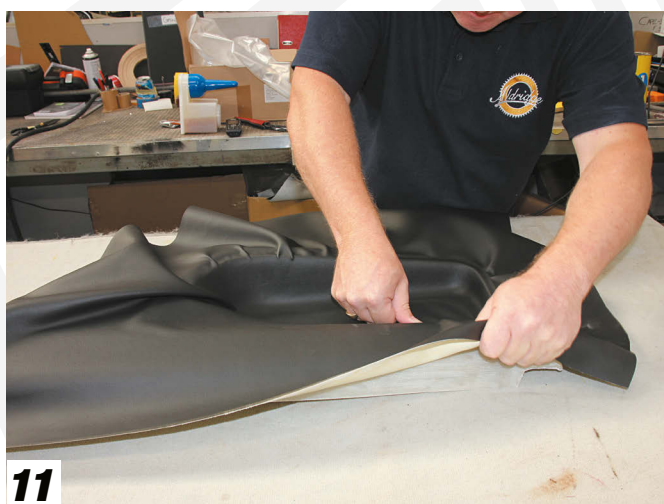
9

The adhesive is left for a few minutes to become tacky, then Steve lays the GRP board onto the vinyl, making sure the top edge lines up and there's enough material to cover the board.



10

Steve carefully turns the GRP board and vinyl over, then lifts the vinyl to ensure it's stuck along the top edge of the board. He then lets the vinyl drop naturally into the recess in the board.



11

The stretchable vinyl is pushed into the deepest recess of the GRP board. Steve needs to lift the vinyl and manipulate it to do this, which looks like hard work, and it is.



12

Fortunately, the vinyl can be lifted, stretched and manipulated without damaging it, unlike standard vinyl. Steve explains that he's had years of practice, so he makes it look easy.



13

If necessary, Steve uses a heat gun to warm up the vinyl and to help manipulate it. However, in most cases, he prefers to cold-fit the vinyl if he can.



14

Once the vinyl has been manipulated and stuck into the curved recesses of the GRP board, adhesive is applied along the top and bottom edges, lifting the vinyl a little to avoid any lines of adhesive that can show through.



15

Steve pushes and smooths over the vinyl across the top and bottom edges, ensuring it's flush fitted with no pockets of air or imperfections.



16

The inside edges of the vinyl sometimes need a little adhesive brushed over them to help stick the vinyl down on the edge of the GRP board.



17

Steve is now ready to secure the edges of the vinyl to the inside of the GRP board, so he applies more adhesive around the board.



18

More adhesive is applied to the edges of the vinyl, which will be stuck onto the inside of the GRP board. The finish isn't important here and the vinyl must be secure, so Steve applies lots of adhesive.


19

Whilst the adhesive is being left to dry a little and turn from wet to tacky, Steve adds some adhesive around the hole for the ashtray. The vinyl here will be cut and stuck down later.


20

There's a little too much vinyl to stick down onto the inside of the GRP board, so Steve trims off some of it, leaving around 30mm spare all the way round.


21

He then folds the edges over and onto the inside of the GRP board. A neat finish isn't as important as it is for the exterior, but he still makes a good job of it.


22

When it comes to the corners, a few cuts in the vinyl help to stick it down without any unsightly creases.


23

The top rear corner of the trim panel needs three cuts making in the vinyl to help fold it over and onto the GRP board without creating any creases.


24

A little more excess vinyl is trimmed again to leave between 10 and 12mm stuck onto the inside of the GRP board. This helps to remove some of the unwanted folds.



25

Steve uses a black marker pen to colour in wherever the white edge of the vinyl is showing through, especially where it has been cut or trimmed.



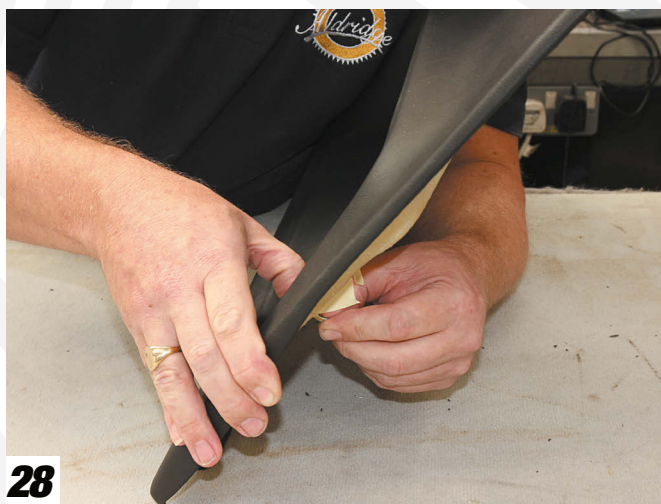
26

The hole in the GRP board for mounting the ashtray is currently covered over with vinyl, so Steve pierces it with a Stanley knife to make a start on cutting and folding it.



27

Next, he cuts the vinyl into the shape of an envelope to enable each piece to be folded around and onto the back of the GRP board.



28

The stretchable vinyl is manipulated and folded over to help secure it onto the back of the GRP board. There are four triangular-shaped pieces of vinyl to fold over.



29

Steve makes a neat job of trimming off the excess and leaving enough to make a tidy finish. He must make wrapping Christmas presents seem like a work of art.



30

The ashtray is fitted once more and Steve completes a final check of the completed trim panel. It's left to cure for up to a day before dispatching it. ■

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WORDS & PICS: ROB HAWKINS

TRIED & TESTED

Let's go... >>>>>

DIGITAL TYRE PRESSURE GAUGES

WE PUT EIGHT DIGITAL TYRE PRESSURE GAUGES TO THE TEST.

There are hundreds of different types of tyre pressure gauges, ranging from analogue pens and foot pumps to digital gauges and electric pumps. So we're narrowing the field a little to a choice of eight digital tyre pressure gauges, which promise to be accurate and easy to use. Some have useful features, including a backlight to see the readout in the dark, a torch to help find the tyre valve,

a means of measuring tread depth and most can display tyre pressure measurements in psi (pounds per square inch), bar, kg/cm³ and kpa (kilopascal).

We spent many months testing all of the eight gauges over the following pages, which are listed in alphabetical order. We tested their accuracy against a digital manometer (they were all 2.6-3.5% accurate and they all over-read) and used each one extensively to

LASER DIGITAL TYRE PRESSURE GAUGE

PART NUMBER: 2961 PRICE FROM: £29.55 LASER TOOLS 01926 81500 WWW.LASERTOOLS.CO.UK

This tyre pressure gauge from Laser Tools is similar to the tyre pressure gauge from Sealey and offers all the same functions. So if your choice is narrowed down to these two models, shop around for the best price.

Laser's gauge has a single black button to activate all of its functions. There are no instructions provided for switching between different units of measurement (psi, bar and kg/cm³ up to two decimal places), but we discovered this by holding down the button on the gauge for a few seconds, and once the readout started to flash, we repeatedly pressed

the button to switch between the different units of measurement.

The hose and metal attachment are straightforward to use and fit onto a tyre valve, but we found we had to accurately locate it to avoid air escaping. The reading on the gauge resets itself once the end of the hose has been removed, a feature we found with all these types of gauge. There's a useful bleed valve on the end of the hose, which enables it to remain attached to the tyre valve and to release air pressure, should the tyre be over-inflated.

There's no backlight on the readout and no

means of switching it off (despite the instructions on the packaging recommend holding down the ON button), although it switches off automatically after 90 seconds.

The gauge is powered by a single CR2032 battery, which is accessed by undoing a couple of crosshead screws on the back of it. Changing the battery is quite fiddly, requiring a small screwdriver to carefully push it out of its cage.

Our digital manometer tests showed the gauge to be accurate by +3.1%, which means a reading of 30psi may have to be increased by 1psi.



LASER TYRE PRESSURE & DEPTH GAUGE

PART NUMBER: 4886 PRICE FROM: £13.29 LASER TOOLS 01926 81500 WWW.LASERTOOLS.CO.UK

This seems to be one of the better designs of compact handheld digital tyre pressure gauges, with a conical-shaped end to help fit over a tyre valve. Some of our testers appreciated this, whereas others found it awkward to position and view the readout. We found it struggled to take a reading if a tyre valve was damaged.

With pressure readings provided in psi, bar and kg/cm³ up to two decimal places and illuminated with a backlight (no torch), there's one button on

this gauge, which switches on the readout, changes the units of measurement and allows the gauge to be switched off (or it switches off automatically after 85 seconds). The battery compartment is easy to access via a small cover, and once removed, the gauge needs a firm tap against the palm of your hand to release the two chunky LH44 watch batteries - safer than them being loose and the gauge not working.

There's a mechanical slider for measuring tyre

tread depths, which can be locked in the closed position to avoid the risk of it protruding and being broken. It's a little awkward to read because the measurements are on the part that sticks out, and for anything below 5mm, the slider fully retracts and becomes locked inside the body of the gauge.

Our digital manometer testing showed this gauge was one of the least accurate at +3.4%, but in reality, that means a reading of 30psi would need to be inflated and measured at 31.2psi to be true.



PCL 3-IN-1 DIGITAL DEPTH & TYRE PRESSURE GAUGE

PART NUMBER: DTPG7 PRICE: £16.25-32.64 PNEUMATIC COMPONENTS LTD, 0114 248 2712, WWW.PCL-ONLINE.COM

From all of the compact handheld tyre pressure gauges on test, this one is the easiest to understand. It has four labelled buttons, which clearly explain their functions, so you can see how to switch on the gauge, choose the correct unit of measurement and take a reading. A button labelled LIGHT switches on the backlight upon the first press, followed by a blue torch on the second press, which also keeps the backlight switched on, and a third press of the same button switches both of them off. A MODE

button switches between pressure readings and mm for a digital tread depth gauge. At first, this had us puzzled, until we saw a plastic tag on the back of the gauge, which we accidentally prised off, but clipped it back into position and realised it was a slider for the tread depth gauge that protruded out of the top of the gauge. All the other gauges on test have analogue readings for tread depth, so this was seemingly more accurate and the easiest to read.

Overall, this gauge is straightforward to use and

its single CR2032 battery is easy to access and change. The pressure reading was 3% accurate (1psi difference at around 30psi) and provides values in psi, bar, kg/cm³ with two decimal places.

At times, it was difficult to locate the gauge onto the tyre valve and see the readout, but upon releasing it, the pressure reading remained displayed. Its recommended retail price is high when compared with many of the other gauges on test, but we did find one for half this cost on Amazon.



PCL DIGITAL TYRE PRESSURE GAUGE

PART NUMBER: DTPG8 PRICE: £26.99-57.48 PNEUMATIC COMPONENTS LTD, 0114 248 2712, WWW.PCL-ONLINE.COM

This seems to be one of the better designs of compact handheld digital tyre pressure gauges, with a conical-shaped end to help fit over a tyre valve. Some of our testers appreciated this, whereas others found it awkward to position and view the readout. We found it struggled to take a reading if a tyre valve was damaged.

With pressure readings provided in psi, bar and kg/cm³ up to two decimal places and illuminated with a backlight (no torch), there's one button on

this gauge, which switches on the readout, changes the units of measurement and allows the gauge to be switched off (or it switches off automatically after 85 seconds). The battery compartment is easy to access via a small cover, and once removed, the gauge needs a firm tap against the palm of your hand to release the two chunky LH44 watch batteries - safer than them being loose and the gauge not working.

There's a mechanical slider for measuring tyre

tread depths, which can be locked in the closed position to avoid the risk of it protruding and being broken. It's a little awkward to read because the measurements are on the part that sticks out, and for anything below 5mm, the slider fully retracts and becomes locked inside the body of the gauge.

Our digital manometer testing showed this gauge was one of the least accurate at +3.4%, but in reality, that means a reading of 30psi would need to be inflated and measured at 31.2psi to be true.



RALLY DESIGN BLACKLINE DIGITAL TYRE PRESSURE GAUGE

PART NUMBER: SWE310 PRICE: £4.56 FROM: RALLY DESIGN, 01227 792792, RALLYDESIGN.CO.UK

This is the cheapest digital tyre pressure gauge on test and it really is quite a bargain. If all you need is a no-frills device for less than a fiver, you can surely afford to buy a few of these and store one in every car you drive or own.

At this price, there are no extras, such as a backlight, torch or tyre tread depth gauge, but this gauge does provide the full range of tyre pressure

measurements - psi, bar, kpa and kg/cm² with up to two decimal places.

The biggest disadvantage is there's no means of replacing the battery or batteries because it's a sealed unit. However, our test gauge lasted for four years!

The digital manometer tests showed this gauge to be one of the least accurate at +3.5%,

but that means a tyre that needs to be inflated to 30psi should be inflated to 31.05psi to ensure its reading is correct.

The plastic construction of this gauge, particularly the part that fits over the Schrader valve seems to be more reliable at providing a reading than many of the other more expensive gauges we tested.



RING PROGRAMMABLE TYRE GAUGE

PART NUMBER: RTG7 PRICE: £19.99-24.99 RING AUTOMOTIVE, 0113 213 2000, WWW.RINGAUTOMOTIVE.CO.UK

This is the heaviest handheld tyre pressure gauge, weighing in at 168g (the closest is Sealey's TSTPG11 at 73g), but the only one that's supplied in a small fabric carry case.

With pressure measurements in psi, bar and kg/cm² up to two decimal places, our lab tests revealed it was +2.7% accurate. This is the only digital tyre pressure gauge on test which has an adjustable 360-degree swivel head. The angle at which the gauge is fitted onto a tyre valve can be swivelled around, although we sometimes struggled to correctly fit it against a tyre valve and not allow air to escape.

Ring's gauge includes a useful memory function, which displays a picture of a car on the readout with values for the front and rear tyre pressures. The values are easy to set and when you are checking a tyre's pressure, providing you have selected the appropriate front or rear tyre using the arrow buttons on the gauge, the readout will not only display the tyre pressure, but also whether that reading is low, high or OK. The tyre pressure doesn't need to be exactly correct to achieve an OK on the readout. We tested a tyre that was a mere 0.1psi lower than the value stored in the gauge's memory and the readout stated that this was OK.

Other features this gauge offers includes a torch and a tread depth indicator. The readout is permanently backlit and the gauge is powered by two CR2032 batteries, which are accessed via a small panel on the back and a single crosshead screw. We found the memory function for the tyre pressures was retained when we removed the batteries for a few seconds and refitted them. The tread depth indicator provides a range from 0.5mm to 15.5mm. However, for tyres that are close to the UK's 1.6mm limit, the scale displayed on the gauge is difficult to read, even if you wish to be a little conservative at say 2-3mm.



SEALEY DIGITAL TYRE PRESSURE AND TREAD DEPTH GAUGE

PART NUMBER: TSTPG11 PRICE: £12.97 SEALEY, 01284 757500, SEALEY.CO.UK

We've been using Sealey's digital tyre pressure and tread depth gauge for over a year now and it has proven to be reliable and easy to use. It comes with a torch, backlight and a tyre tread depth gauge, although the latter was quite stiff and awkward to operate and very difficult to obtain an accurate reading if a tyre was close to the UK legal limit of 1.6mm. Pressure readings can be displayed in psi, bar, kpa, kg/cm[3] up to two decimal places.

The attachment that fits over a Schrader valve is manufactured from plastic or a similar composite

and was occasionally quite awkward to correctly locate and obtain a reading, especially if a tyre valve was damaged, but this was also the case when using most of the other tyre pressure gauges.

With a couple of small buttons to operate the light, switch the gauge on and off and toggle between the different measurements, we needed our reading glasses to identify the symbols on them, but could guess by simply pressing them.

There's a larger button in the centre of the gauge that's a bleed valve, allowing air to be let out of a tyre

if it has been over-inflated, whilst still monitoring its pressure on the readout.

Two CR2032 batteries power this gauge, which are quite fiddly to extract by hand, but easier with a small screwdriver. However we did discover they should spring out when we left the cover off and they were indeed launched into the air.

Our lab tests showed this gauge was +3% accurate, which is comparable with the other gauges we're testing and less than 1psi variance for a tyre pressure reading of 30psi.



SEALEY DIGITAL TYRE PRESSURE GAUGE

PART NUMBER: TST/PG981 PRICE: £24.99 SEALEY, 01284 757500, SEALEY.CO.UK

With the exception of a red-coloured ON button, Sealey's digital tyre pressure gauge with hose attachment is exactly the same as the one we tested from Laser Tools. Even when we released the back of the gauge to access the single CR2032 battery, the parts inside and the fiddly means of renewing the battery are all the same.

There are no instructions for switching between the different units of measurement (psi, bar, kpa, kg/cm[3] up to two decimal places), and just like the gauge from Laser Tools, we found out how to

do this by holding down the red button - when the readout starts to flash, repeatedly press the red button to change the unit of measurement. Our lab tests revealed this gauge was +3% accurate.

Attaching the end of the hose onto a tyre valve is straightforward, but accurate fitment is essential to avoid air loss, and we found this awkward at times. It's useful to be able to press the bleed valve on the other end of the hose (close to the gauge) to allow air pressure to be released from an over-inflated tyre, whilst still

checking the readout.

All of these types of gauges reset their readout when the end of the hose is released from the tyre valve. They are perhaps a more traditional workshop gauge when compared with the smaller gauges we are testing, and consequently are not equipped with a torch or backlight. Sealey's is straightforward to use, so if you like this design, shop around between this unit and the one from Laser Tools to find a good price and perhaps a deal that includes free delivery.



YOUR PROJECTS

WORDS: ROB CHEESMUR



CHRIS WILLIAMS

PERANA CAPRI



Growing up in the 1970s and early '80s in the UK was a fantastic time if you were a Ford fan. There were a plethora of tasty motors to lust after! Just think... Escort Mexico's, Rs2000, 3.0L Capris, Sierra Cosworth's, the XR models and big wafty Granada's to name a few!

If you think this sounds like heaven, then you would be right! But, if you lived in say... South Africa, cars like these were abundant, but they also got even more special models that we never saw this side of the water. Not only were they generally S.A only models, but they were also often on steroids! 3.0L Cortinas, and Sierras in lower specs as well as XR6 specifications! XR8 Sierras with stonking great 302ci engine direct from a Mustang! Even quite a few of the fabled RS1700T Mk3 Escorts managed to make their way over there!

The Car in question being built here though is

a replica of yet another South African special, the brainchild of a certain Basil Green. ... The Perana Capri!

Basil's company in Johannesburg, started off as a tuning house specialising in Fords. Their successful racing exploits soon saw them blip up on Ford's radar! The 'Briefcases' at Ford so impressed, that they began to work alongside Basil Green Motors and use the firm as the 'In house' tuning company, similar to Ford's early days with Cosworth in the UK.

There were all manner of Perana models rolling out of Basil's workshop doors over the years, including some oddballs like a Perana XR3 and culminating in 3.4L Sierra Sapphire models. Probably the most famous was the Capri race cars with numbers Z181 and A2, which brings us to this car and its owner Chris Williams. To say that Chris is an aficionado on Perana Capris is a bold statement that's still selling him short! For this is not his first foray into Perana construction....

"I built a replica of the 1971 car A2 the second

race car some years ago now, in fact, it had a full feature in Retro Ford magazine back then, and I took it to various different shows including one in Luxembourg. Where a Ford dealer saw it and made me an offer for it that I couldn't refuse!" Says Chris.

No wonder the Dealer was desperate to snap the car up, what Chris doesn't mention about his first creation, is the lengths he went to get the build to be as accurate as possible. There can't be many people that would fly to South Africa to look at the original race car, speak to Basil Green himself to make sure they have done the original justice! The attention to detail was staggering!

"I decided that I would let the Capri go to the dealer, and it now has pride of place in their showroom. The trouble was that I regretted selling it! But a few years later a friend tipped me off about another Mk1 Capri with a five-litre V8 and the top-loader 4-speed Mustang transmission already fitted.

The shell was perfect, but the thing that really





sold it to me was the noise! It had superb 'X' system exhaust, and it really sounded superb! I was hooked." Smiles Chris

Some of us would be a bit daunted by the vast amount of work required to create a project like this, especially if you had already done it before,

"some people will think I'm mad building the same car all over again, but they would be wrong! The previous car that I built was a replica of Basil's second race car the 'A2' the Group 2 spec car. This car is going to be a rep of the first car Z181 the group five racer. So I have kind of done things backwards!" Laughs Chris. He added "The ethos will be to end up with the car looking as close as possible to the original, but with some minor concessions to make the Capri more useable road manners."

On stripping the Capri down, Chris found that the shell turned out to be as good as the first impressions, so none of the usual horror stories this time. Wisely Chris has refrained from some of the more extreme mods as the massive wheel arches to house the 10" rear and 9" front GT40 rims until the Capri has been UK registered. So, the build for the moment is to be slightly paired down with BBS 15" rims wrapped up in Toyo Proxe 215/45/15 rear rubber and 195/50/15 fronts.

Chris has also learned a lot from his previous build on things like the suspension. For the rear, multi leafs with some of the leafs removed in conjunction with coilovers with reasonably softer springs can result in 200lb rear spring set up and allow the Capri to sit just right! Upfront will be based around coil-overs again with 200lb springs.

"I have a good circle of friends who are all massively into the Perana scene, and each brings their own top-notch skills to the party, without these, the builds would certainly be a whole lot harder. We are working on the shell at the moment, and it will be resplendent in the original Team Gunston tobacco sponsor logo. The ducktail rear spoiler and front lip are already on, and the shell is mostly painted. When I first saw it in the spray booth, I couldn't get over how good it looks! I will fit new old stock glass, with new window rubbers etc to make it look factory fresh."

Chris now has the enjoyable but stressful job of fitting up the immaculate shell without scratching the immaculate paint. The engine has had a full rebuild to ensure that the Perana performs as good as it looks.

Chris will need to take his time over this, but there is also a sense of urgency in the back of Chris' mind, as he has a Mustang Shelby GT350 patiently waiting in the wings for its turn to be restored.

Judging by the attention to detail with the Perana builds, the Mustang will be jaw-dropping! However, for the time being, we can't wait to see the Capri finished, especially when it's in full-fat mode with the GT40 rims and massive arches! Don't forget Chris, just give us a call at Retro towers when she is ready to go in as a full feature. ■

MATT JONES

P100

It's not often that we have a P100 in this section of the mag, but once we clapped eyes on Matt's creation, it had to go in the mag! Matt was on the lookout for a Sierra Cosworth rep to build with a muscle car twist, when a mate Gareth Andrews stepped in and offered him a BOA engine 4x4 that needed some TLC. Matt snapped it up and built it into the self-confessed 'Rat look' P100 that you see here. It certainly looks mean lowered 70mm over

the 4-stud BBS rims! A Scorpio has donated its rear beam and wishbones, with Escort Cosworth anti-roll bars bolted up front and rear. Discs all round help reign in the BOA engine when it's on full chat, and Matt can sit in comfort in Cosworth seats with and XR 4X4 dash and RS steering wheel. There's even electric windows and a heated front screen! This is one of the coolest P100's we have seen, nice build Matt!



CLIVE CATTERALL

105E ANGLIA

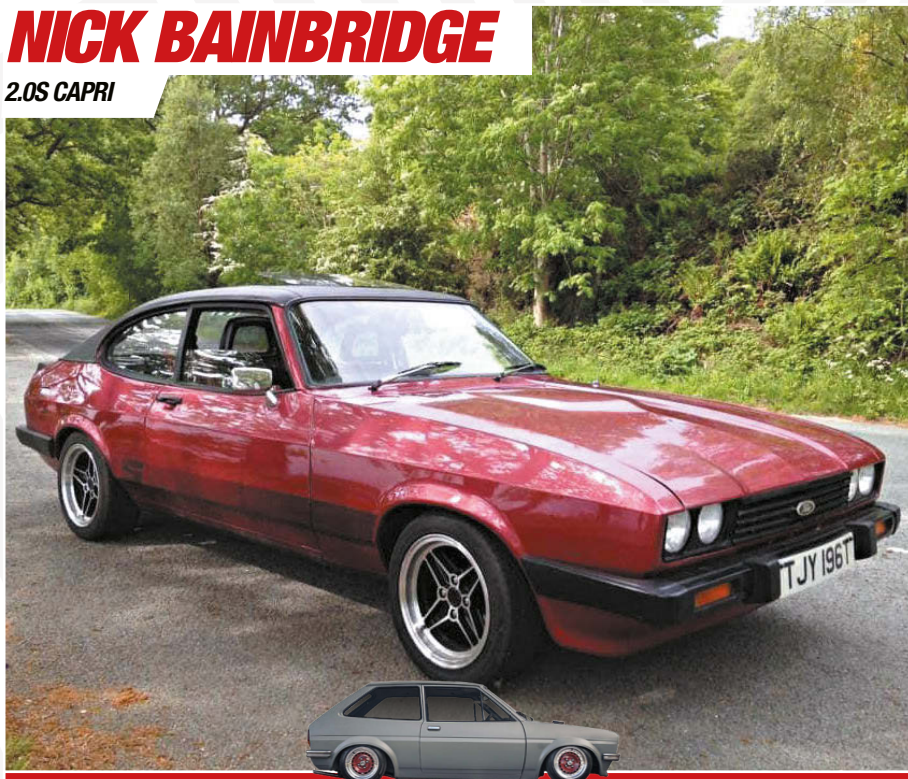
Clive Catterall serial Anglia owner has got himself an Anglia that looks like it's been to the Gym on a serious work out! Those bulging arches that were fitted way back in the 1980s, are doing a sterling job of giving those deep dish 7x13" Minilite alloys a fitting place to live! Clive says that the Anglebox is still running a lot of original panels including the floorpans, jacking points, and spring hangers! Some tasty parts have made their way under the slightly ratty bodyshell... a 1660 X Flow engine powers the flyweight shell and a MK2 Cortina GT gearbox does the cog swapping duties! The suspension has seen some action too, with the addition of MK2 Escort coil-overs up front and a set of Escort rear shock absorbers. The front bumper has been removed to give the front bumper a tougher look, it's all cohesive and he makes little Anglia is a mean little package!



PAUL GLEDHILL**MK3 ESCORT**

Now living in sunnier climes after emigrating to Malta, Paul found himself surrounded by a considerable Ford following. The quality of cars is generally very high, but the prices have risen considerably, and the once plentiful supply is drying up. Nevertheless, Paul has bagged himself an especially rare in Malta, MK3 Escort 2 door non-sunroof shell. It's running a 1.3 pushrod Kent engine. There is a full XR3i strobe interior. Then in the style of the 90s, MK4 Escort bumpers have found their way on along with RGA side skirts. Then there are Fiesta alloys holding up the corners, and a big bore performance exhaust helps expel the gases and adds a beefy note. Looking at the sun reflecting off the gleaming black paintwork, Paul has got himself a tidy island cruiser without breaking the bank. Paul we are envious, perhaps we need a Retro Ford staff trip to Malta?

Instead of the usual story of growing up surrounded by your Dads old fords causing an everlasting impression, and compulsion to buy one as soon as old enough. Divesh grew up in a household without a car at all! Instead it was his uncle that provided the lethal dose of Blue Oval for Divesh. At a young age he can remember looking through the windscreen at the long bonnet of his uncles 2.8i Capri, vowing that he would own one for himself one day! Well here it is! A 'Pepper pot' wheeled 2.8i, wearing a bodykit, and spoiler big enough to double as a snowplough. Divesh has owned the Capri for 10 years now, as says that it's kept safe in a locked garage, and only comes out on dry days and holidays! In fact, it hasn't seen rain at all in those 10 years, and that's certainly contributed to the stunning condition of the car!

DIVESH PATEL**CAPRI 2.8i****NICK BAINBRIDGE****2.0S CAPRI**

Have you got a car worthy of a feature here? Then impress us by letting us know via our Facebook or Instagram accounts. You can also email us at keith@retrofordmagazine.co.uk

Lucky Nick Bainbridge is the owner of this stunning 1979 2.0s! In its time in his ownership he has replaced the tired Pinto engine with a fresher unit, and the added bonus of a 38 DGAS carb with its sequential chokes. The 4-speed rod gearbox has now made way for a type-9 with an extra cog, for more relaxed cruising. Nick has also replaced the original roll-top seats with Recaros re-trimmed with red Carla fabric, to make them look factory fresh! Nick says that the bodywork is pretty much as he bought it, with just a minimal amount welding needed. To finish the Capri off, Nick has bolted up the wheels that Ford should have made 7x15" JBW four-spokes wrapped up in 195 50 15 tyres! Nick has future plans involving more horsepower under the bonnet, give us a shout Nick when it's finished? ■



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WORDS: ANDY HANKIN PICS: STAN LIBUDA

CLASSIC HO



HOT RODS

Following the success of the two-litre Hot Rods over the last few years at Ter Apel raceway in the Netherlands, the Classic Hot Rods were invited to go over for a display style Championship event.

The stipulation came from Spedeworth Promotion that those drivers in the English series must attend the Midland Championship meeting in Birmingham before they could head to Ter Apel. Interest came across quite positively from those drivers wishing to make the trip, Irish and Scottish drivers were given a choice to join in with those going across.

The Ter Apel oval is around 350m in total (the limit for Hot Rods of thirty cars on the track racing at any one time.) The track is tarmac with a concrete wall around the outside, covered on the bends by a tyre wall for the driver's safety. The track incorporates an innovative idea by use of an alternative route around the track. On one corner there are two tracks in one; the longer version for the quicker cars and the short for faster, more action-packed formulas.

Ter Apel itself is also home to the winter sports of ice racing, mainly based with the enthusiastic speedway ice drivers there are also motor based winter sports; it does sound the ideal place all round for the average petrol head to live.

Our drivers set into preparing for the trip across, assisted by Richard Dreier on behalf of Ter Apel Raceway and also assisting the flying of the Spedeworth promotions flag. Deane Wood has never been shy to branch out across the motorsports world having long term investments in tracks in South Africa plus ties in Scotland and Ireland.

We started by putting it to our drivers to see who was interested in going over to race and make connections with the sport over in the Netherlands. Interest came across quite well with the usual guys keen to promote the racing. Some were unable to commit due to work etc.

Gavin Taber the British points Champion and his father Adrian are always keen to help and open new prospects within the sport. Norfolk is close to the levels of the Netherlands; with similar flat land and waterways, the boys would be well at home. Now when they travel its two cars and both on separate trailers plus a team of regular helpers. The hard-working garage owners from Diss are never shy of going in style and looking after their crew while away, so sleeping bags in the van and a barbeque it was not!

Also making the trip the latest duo to enter Classic Hot Rods - Andy "Shakey" Lee and Kevin Roberts, who would be travelling as expected in a fully loaded curtain sided articulated lorry. Both cars and enough spares loaded on and also included caravan in there as well, (possibly the cheapest way to get all the needed bits across the channel for a weekends racing.) Andy Lee of course involved with a family concern of a haulage company does make it that little bit easier. The

pair having joined Classics, of course, coming over from the slick car series. Andy with some good success so far and Kev still having a few teething troubles on his Mk2 Escort.

The Italian Stallion had locked and loaded his horsepower up and would be on route from down in the south of England. Charlie Schrembi is now one of the long-time serving Classic Hot Rod drivers; his Mk1 Escort regularly refreshed throughout the season to high standards.

Joining them from Ireland would be the ex-Hot Rod World Champion, now race promoter Davey McCall, who came back in the saddle last November in a very fresh and well prepared Mk2 Escort.

Graham Boyd would be making the trip across from the outskirts of Cambridgeshire, with his Austin A40. Graham has had a fair bit of success this year, especially on the shale at Mildenhall.

Rumour has it Andy and Kev were just in time for their crossing.

Awakening to the sound of Classic Hot Rods warming up in Ter Apel would be something different for the locals that regularly come to the raceway throughout the season.

Classic cars are just the same market in the Netherlands price-wise but possibly not such a following as we have here in the UK for the Ford Escort. It was a real treat, and perhaps an eye-opener that these cars once raced back in the 1970s and should be back in format again.

Some of the Hot Rods that came over back in the day to compete from Europe were mainly BMW or NSU style cars plus the fact that they were indeed built from left-hand drive vehicles. Although with the ice racing and rally there may well be some Escorts in excellent condition over in the Netherlands.

The increase in Brisca Formula One cars has been fantastic in the Netherlands over the last twenty years, far from what was being raced over there back in the 1970s. These are the purpose-built chassis cars running a Chevrolet engine and are full contact stock car racing.

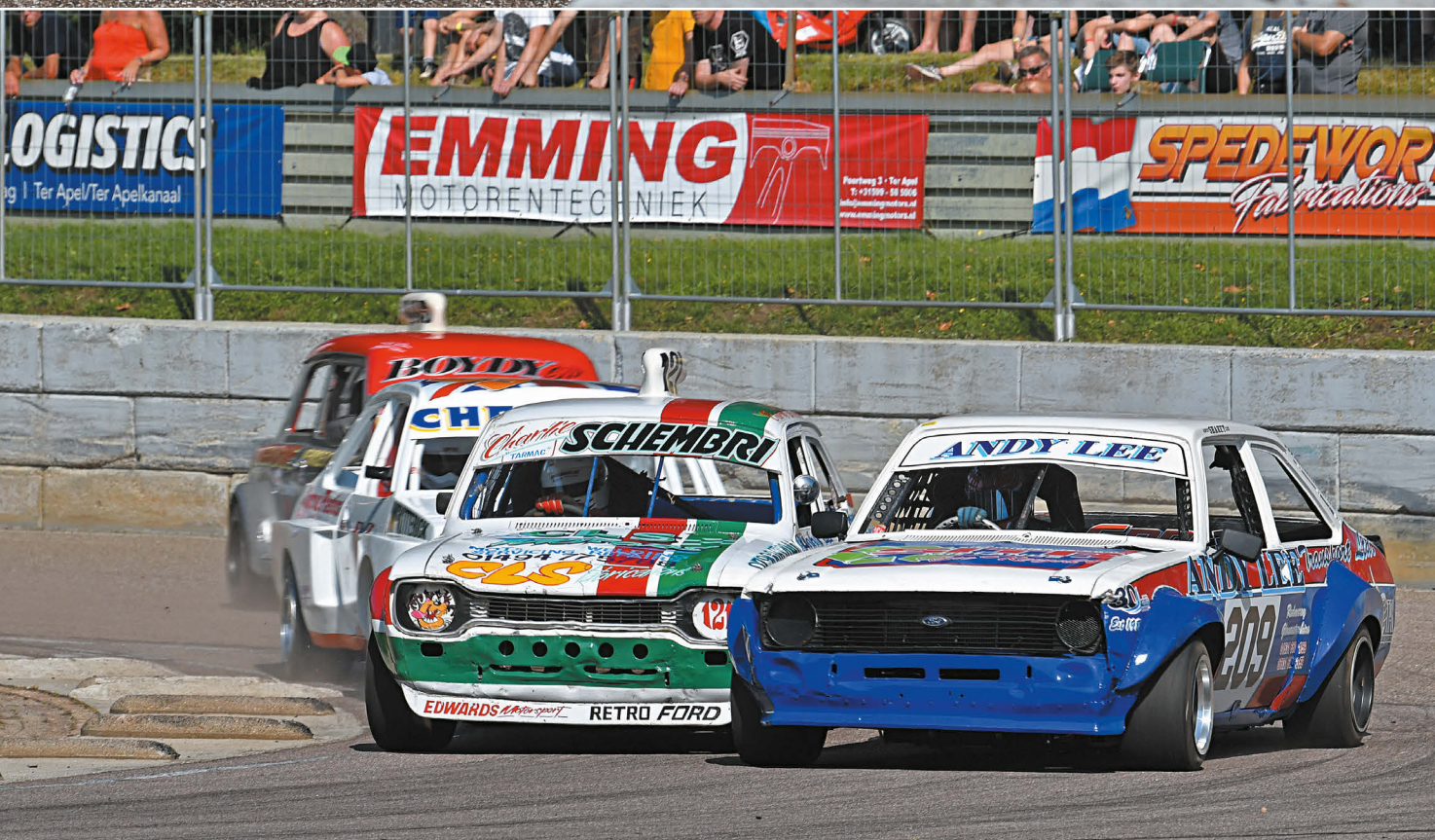
Now, that being said, maybe there will be one or two people interested in building or owning a Classic Hot Rod in the Netherlands. As they do race a lot of bangers in some regions and a style of stock rod cars.

The Saturday was a two-race event with a drawn grid and reverse of that for the second race. Gavin Taber 555 is our first Classic Hot Rod driver to take a win in The Netherlands, taking heat one. The second heat was won by 942 Davey McCall putting them both out on the top of the points ahead of day two.

A similar format lay ahead for day two, although one or two cars were playing up and didn't make all races. 121 Charlie Schrembi also took a solid win along with Graham Boyd. Making the grid reasonably even for the final.

It was 942 Davey McCall that got out in front to take the first Dutch Championship final for the









Classic Hot Rods, with 555 Taber second and 445 Graham Boyd in third.

The Last race of the weekend was a Championship revenge race in a reverse order grid, with Taber and Boyd giving a great display of overtaking. This left 209 Andy Lee and 116 Adrian Taber, to battle it out for the final win. It was Andy Lee who took victory though. Overall Gavin Taber was the top points scorer at Ter Apel.

We did catch up with Team Taber to talk about the weekend and the experience of the whole event.

They said that Richard was a perfect host all weekend and the people were a pleasure to meet and spend the two days. The track was in great shape, and the cars handled well around the tarmac surface. They were indeed taken back by the cleanliness not only of the Netherlands but the facilities at the track and how helpful people had been. Gavin Taber claimed the point's title for Ter Apel and said he would be keen to return back in the 2020 season.

Gavin also expressed how the formulas were in good stead over there, and the development of saloon stockcars looked to be a positive move along with the Hot Rods. They wished them good luck for next season. ■

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A very extensive range of telescopic dampers for both modern and classic car applications.

- These units can be built in various open and closed lengths.
- Bump and rebound is adjustable by means of a single control knob.

All units in all our ranges can be purchased individually or repaired, by return, in the event of an accident. Leda rebuild service also available.

A full range of springs are stocked at the factory for road and motorsport use.

Easy height adjustment



Zinc Plated Body

Spring rates can be altered on request. Silicone Chrome springs available

GAZ GHA kits

Gaz GHA height adjustable kits are primarily made for the modified road car market.

FEATURES:-

- On car damping adjustment
- Shortened body and stroke lengths to allow a -25 to -65mm ride height adjustment
- Coarse acme form thread for ease of adjustment
- Zinc plated to minimise corrosion
- Includes high quality coil springs in various rates and diameters.
- Spring rates can be altered on request.
- When a coilover is unable to be installed a separate damper and rear coil spring with a variable spring platform is used so the kit retains full height adjustment all round.



Nickel coated steel outer tube

Self lubricating spherical bearings

GAZ Gold Coilover Kits

Premium height adjustable kits for tarmac motorsport and the serious track day enthusiast.

FEATURES:-

- On car damping adjustment
- 62mm bodies for increased oil capacity.
- Induction hardened piston rods
- Multi lip sealing.
- Gas cell in the outer reservoir to prevent cavitation and reduce fade in motor racing conditions.
- Lightweight billet alloy bases, end fittings, seats, lockrings, rod guides and gland nuts.
- Nickel coated steel outer tube to provide the best anti corrosive finish possible.
- Anodised outer alloy components