



**DRAG STRIP SPECIAL GTX35
TURBO POWERED COSWORTH
MK2 LIGHTS UP THE
QUARTER MILE**



TRACK TOY COSSIE MK2

**BUBBLE ARCH'D 2000CC
PINTO THROTTLED
BODIED MK1 IS SUPER
MINT**



'Written for the enthusiast, by Ford enthusiasts'

www.retrofordmagazine.co.uk

Classic Fords Modified

RETRO

FORD

**RARE
CAPRI**

**1300CC MK2 REPLICA
RACE CONTROL CAR**



**YOUR PROJECT, FAMOUS FIVE
AND HOT ROD SPECIAL!**



**SHOW:
AUTOSPORT 2020 FORDS
GLORE AT THE NEC**

APRIL 2020 / ISSUE 169 / £4.99



9 771750 294056

04

**RALLY:
ESCORTS IN ABUNDANCE
AT CROFT EVENT**



EUROPE'S LEADING MANUFACTURER OF MOTORSPORT COMPONENTS.



Here at GRP4 Fabrications we offer a wide range of design services for the development and manufacture of Motorsport components. With years of experience in mechanical design and manufacturing, our qualified engineers can provide effective solutions to one-off applications, prototypes or volume requirements to suit the customer's needs.

Unit 8, Glenrock Business Park,
Ballybane, Tuam Rd, Galway, Ireland.
TEL/FAX: 00-353-91-763544
MOBILE: 00-353-87-2717907
EMAIL : SALES@GRP4FABRICATIONS.COM
WEB : WWW.GRP4FABRICATIONS.COM



NEW PRODUCTS

**"INHOUSE"
CARBON FIBRE & FIBREGLASS
PRODUCTION**



Carbon Fibre
Roof Vent



Carbon Fibre
Bumper



**Grp4 Modular Suspension Kit.
Order online today at :
www.grp4fabrications.com**



**NEW MK1 and MK2 Historic
Brass Radiators now in stock,**



AXLES MADE
TO CUSTOMER
SPECIFICATION.



FABRICATED
IN-SITU
TCA KIT



New type
Hydraulic
handbrakes



GRP4
MODULAR
FRONT
SUSPENSION



NEW BILSTEIN
ADJUSTABLE
REAR
SUSPENSION
FOR ESCORT
MK1 & 2



WRC STYLE
SILL
STANDS.



CONTENTS

RETROFORD

APRIL 2020

014





BACK TO BLACK

RESTORATION FOR FORD CARS

BESPOKE, HAND CRAFTED INTERIOR REFURBISHMENT & RESTORATION

ORIGINAL QUALITY FORD TRIM FOR

ANGLIA, CAPRI, CORSAIR, CORTINA, ESCORT, GRANADA,
POPULAR, PREFECT, ZEPHYR AND ZODIAC.

Complete trim kits, headlining, seat covers,
carpet sets, boot mats, kick panels,
vinyl roofs and door panels.



We offer
in-house
trimming or
a mail-order
service



CLASSIC TRIMMING SPECIALIST

Aldridge Trimming Limited

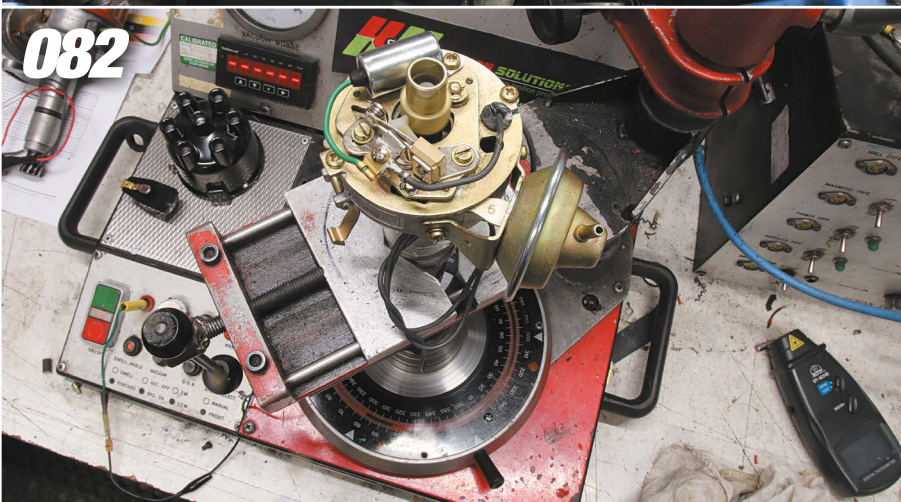
Drayton Street, Wolverhampton WV2 4EF

01902 710805 mail@aldridge.co.uk www.aldridge.co.uk

80 years of the finest trim restoration

FEATURES

- 014** **DREAM CAPRI!**
The only car she wanted
- 024** **MK2 TRACK CAR**
Ultimate track day Escort
- 038** **BILLY HAD A VISION**
He built his dream car
- 048** **DRAG ESCORT**
Complete with Cosworth motor
- 056** **AUTOSPORT 2020**
Mike rounds up the show for you
- 062** **CHRISTMAS STAGES**
John rounds up race action
- 066** **CLASSIC HOT RODS**
Andy talks about Birmingham Wheels



REGULARS

- 011** **STUFF**
- 046** **SUBS**
- 072** **FAMOUS FIVE**
- 098** **NEXT MONTH**



TECH INSIGHT

- 074** **READERS' PROJECTS**
- 082** **HOW A DIZZY WORKS**
- 088** **IMPACT RATCHETS TEST**



The Car Cave Scotland
Unit 6A Butlerfield Industrial Estate
Bonnyrigg, Midlothian
e. alan@carcavescotland.co.uk
t. 01875 820527



Car Cave (Scotland) Ltd

At Car Cave we always carry a stock of around 25 Classic Cars and have many more on the way. We specialise in Classic Fords. If we do not have what you want in stock we may be able to source it so please feel free to ask.

We also have a small selection of modern vehicles that have been hand picked to ensure quality.

Looking to sell your Car

We specialise in selling Classic Cars, if you have a classic car you wish to sell - simply get in touch with us and we can see if we can help you.



WELCOME



When I first accepted the job here at RetroFord, (which now seems a long time ago, but this is only my tenth issue) we had discussed the possibility of changing the look and feel of the magazine. As you'll see this month, we have changed the overall feel of the magazine to a 'perfect bound' type rather than a stapled one.

We have already brought you some fantastic home built cars over the last nine issues (which are the type of features I really like to publish), and that continues again in this issue.

We have Des' Escort which he built at home with the intention of putting the car to good use on the track. I think you'll agree that he has achieved his goal. He also uses it on the road, and I bet he embarrasses some people at the traffic lights!

John and Andy sent me the report of Billy Henderson, another car which was built at home. This Mk1 is a lovely

example and shows what can be achieved if you set your mind to it. You do need a bit of cash in your bank to do it though! They also paid a visit to see Nikki at East Kirkby Airfield during the Lancaster Capri run. Andy took the pictures, and I think you'll agree as far as backdrops go, this must be at the top of your list. If I had known the date, I would have sent my dad up to watch as he is a big fan of the Lancaster bomber.

Steve shows us his Escort, which was built for the track but one that only allows you to go in a straight line. The car has plenty of power, especially after he installed some NOS! As always, David does a great job to bring the story to life.

Mike brings you the lowdown from the Autosport Show at the NEC, with pictures from Andy and also Leigh Jones. Leigh has some features coming up over the next few months, and some are stunning! Leigh has a love for all things retro Ford.

Andy has been busy since the turn of the year as he brings you his take on the Christmas stages rally event from Croft. Andy also has some brilliant shoots coming up over the next few months, so stay tuned for them.

We have the next instalment from 'Capri World' and one that is befitting of the three-page spread. As you'll read, this Capri fan literally has a love for all things Capri and actually owns six of them at the moment! I'd love to have one, so if you do have one spare Mike, I have space in my garage for it, just send me an email anytime.....dan@retrofordmagazine.co.uk

We also have more from our regular features - Your Project, Famous Five and more tech pages to help you with those tough jobs.

See you all next month for some more retro goodness.

DAN
EDITOR

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



DAVID

If there is one thing we do here at RetroFord towers, it's bringing you the best retro Fords in the scene, whether they are from the UK or abroad. This month is no exception with the stunning Mk2 Escort built to be raced.



MIKE

There were some significant changes at Autosport International for 2020. It wasn't just the layout and look that had improved, the diverse and dynamic nature of British motorsport was on show for all to see.



JOHN

I have two features for you in this month's issue, first of all, it's the cover car. Niki Johnson told us all about her 1300cc "Race Control Capri" then I also met with Billy Henderson, who built the Escort he always wanted.



ANDY

Can life get any better! Capris, a Lancaster Bomber, Rally car action as well as attending the Autosport Show! Plus, to top off a great month, John and I met Billy with his stunning Mk1 Escort.



ADVERTISING SALES MANAGER

Clair Martin
ads@retrofordmagazine.co.uk
07719 300864

PHOTOGRAPHERS / CONTRIBUTORS

David Ford, David Little, John Waide, Andy Ellis, Rob Hawkins, Rob Cheesmur, Andy Hankin, Mike Foreman, Ruth Galea, Julian Mangion, Mike Rysiecki, Leigh Jones and H&H Ignition Solutions.

DESIGN

Hype Creative

PUBLISHER

Silverback Publishing Ltd
Publisher: Tom Saunders
Managing Director: Andrew Crispin

SUBSCRIPTIONS

TO SUBSCRIBE CALL 07841 412199

Retro Ford Subscriptions, 14 Victoria Road,
Sutton, Surrey SM1 4RT
subs@silverbackpublishing.rock

If you have trouble finding Retro Ford mag in the UK please
contact: Susan Stone, Seymour Distribution Ltd
Tel: +44 (0) 207 429 4073 Email: susan.stone@seymour.co.uk
2 East Poultry Avenue, London, EC1A 9PT

Overseas queries:

Tel: +44 (0) 207 429 4073 Email: susan.stone@seymour.co.uk
Retro Ford, ISSN: 1364-2502, is published 12 times per
annum by Silverback Publishing Ltd. Annual subscription
price UK £44.50, EUR £59, ROW £79.

INDEPENDENCE

Retro Ford is published by Silverback Publishing for
all owners, drivers and enthusiasts of Retro Fords.
It's entirely independent of manufacturers, dealers
and associated clubs or affiliations. The views of our
contributors are their own.

DISTRIBUTION

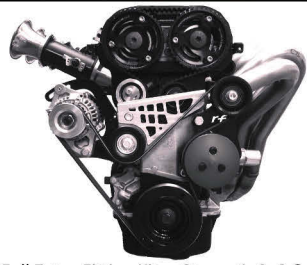
SEYMOUR DISTRIBUTION LTD
Tel: +44 (0) 207 429 4073
www.seymour.co.uk

While every effort is made in compiling Retro Ford the
publishers cannot be held responsible for errors or omissions.
Readers are advised to pay by credit card when ordering
goods from the advertising pages as it is regulated under
Consumer Act 1974, unlike debit or charge cards, which
are not. All rights reserved. No part of this publication may
be reproduced or transmitted in any form or by any means,
electronic or mechanical, including photocopying, recording
or any storage or retrieval system, without the consent of the
publisher. Registered at Stationers Hall Copyright. Direct Input
by Silverback publishing Ltd.



ISSN: 1750-2942
© 2016 Silverback Publishing
Retro Ford magazine, est. April 2006,
is published by Silverback Publishing





Full Zetec Fitting Kits - Stages 1, 2, 3 & 4
From £1,132.50 (inc VAT)



190BHP ST170 Zetec Throttle Body Kits with full VVT control ECU and Loom and port matched inlet manifold
From £2,415.52 (inc VAT)

EXCLUSIVE
EXCLUSIVE
EXCLUSIVE



Alloy Wheels and Fitting Hardware in Stock
Lotus Cortina Steel Wheels
From £62.36 (inc VAT)



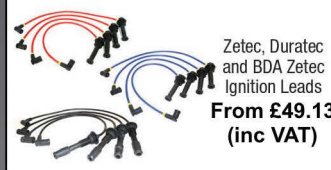
English and Atlas Axle LSD's in stock
Special offer price From £359.93 (inc VAT)



Ultimate Heavy Duty English Axle Upgrade Kits
From £1,088.14 (inc VAT)



Standard and Injection MK1 Cortina Fuel Tanks and sender units From £349.38 (inc VAT)



Zetec, Duratec and BDA Zetec Ignition Leads
From £49.13 (inc VAT)



BDA Zetec Rocker Cover £343.78 (inc VAT)
BDA Zetec Filler Cap £44.03 (inc VAT)



Cortina and Escort Bias Pedal Boxes in stock now
From £286.14 (inc VAT)



Piper Zetec High Lift Cams
From £304.80 (inc VAT)



Zetec and Duratec Water Manifolds
See website for more details



Silicone Hoses for Zetec Escorts
From £20.57 (inc VAT)

Minilight Type Wheels

6 x 13" - £85.28 (inc VAT)

7 x 13" - £93.94 (inc VAT)

8 x 13" - £108.16 (inc VAT)



NEW
PRODUCTS



MK2 Cortina Rack and Pinion Steering Kit
From £1,263.63 (inc VAT)

NEW
PRODUCTS

Zero Noise Type 9 5 Speed and Type E / Rocket Box 4 Speed Heavy Duty Quick Shift Gearsticks with Vibration Dampening Bearing
£98.88 (inc VAT)



NEW
PRODUCTS



Hard Fuel Line Kits From £121.13 (inc VAT)



MK1 & MK2 Cortina 2.5" Zetec Repack Exhaust System and Fitting Kit From £491.93 (inc VAT)



3.3:1 English Crown Wheel & Pinion
£396.32 (inc VAT)

EXCLUSIVE
EXCLUSIVE
EXCLUSIVE



Cast Aluminium Zetec RWD Sumps
From £449.00 (inc VAT)



Zetec and Duratec Engine Mounts available
From £96.84 (inc VAT)
(various fitment types)



7 1/4 Single and Twin Plate Clutches
From £504.29 (inc VAT)



X-Flow to Type 9 Clutches
From £104.75 (inc VAT)



Hydraulic Release Bearing Kits
From £178.84 (inc VAT)



Rose Jointed Adjustable TCA's
From £142.14 (inc VAT)



Radiators
From £130.78 (inc VAT)

Radiator Fan Kits
From £98.27 (inc VAT)



Ford Zetec to MX-5 Gearbox Install Kits
From £1,328.49 (inc VAT)



MK1 Cortina Rack and Pinion Kit
From £1,566.95 (inc VAT)
(Available for RHD and LHD)



Starter motor and Alternator Kits
From £124.69 (inc VAT)



Stainless Steel Exhaust Manifolds
See website for more details



Stainless Steel Exhaust Systems for MK1 and MK2 Escorts
From £349.38 (inc VAT)
(Now available in 2", 2.25" and 2.5")



Full Range of English CWP Ratios now available
From £286.14 (inc VAT)

NEW
PRODUCT



CASTLE COMBE'S VERY OWN FORD SHOW!

SATURDAY 25 APRIL 2020

FEATURING:

Car Club Displays, Public Track Time,
Drifting Demos, White-Knuckle Passenger Rides,
Show and Shine Competition, Trade Village
...and much more!

SAVE up to **25%** by booking in advance!

Adult Admission from **£12.50*** // Under 17's go **FREE!**

Track time from just **£30.00** // Club tickets available!

*subject to booking fee & t&c's

01249 782 417 // castlecombecircuit.co.uk

Castle Combe Circuit, Castle Combe, Chippenham, Wiltshire, SN14 7EY

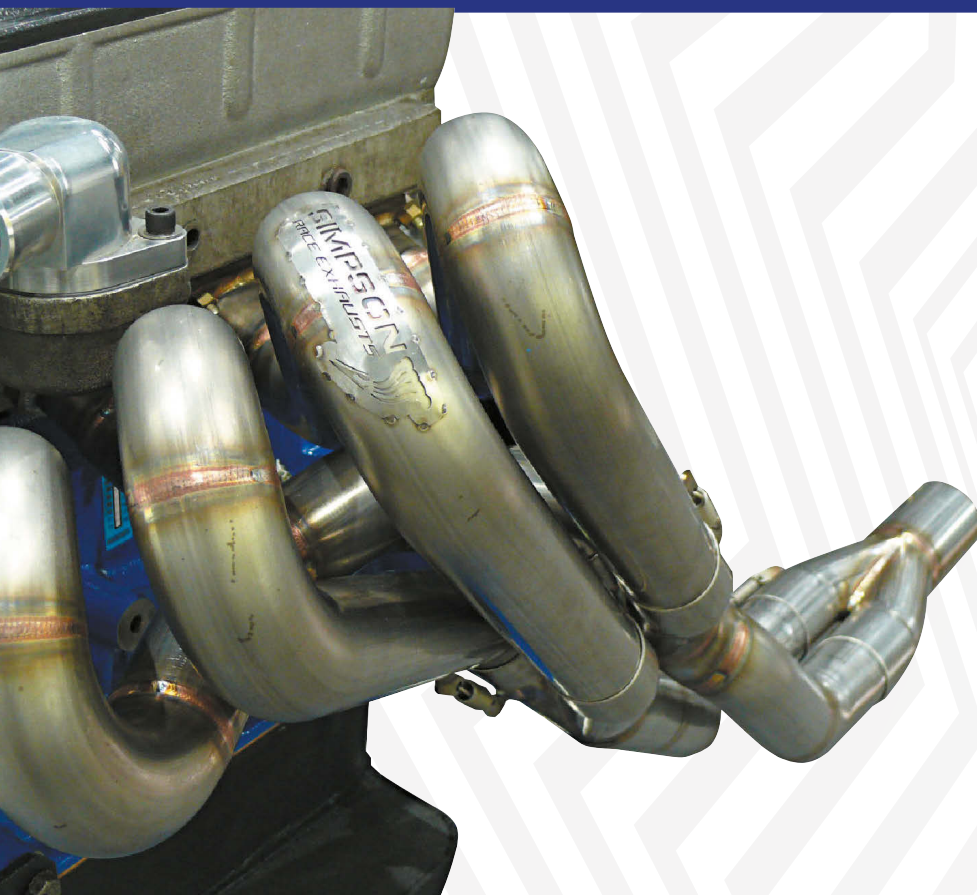


www.pure-ford.com

RF FORUM

**PRODUCTS, EVENTS AND
THE STUFF THAT HELPS
MAKE OUR LITTLE WORLD
ROTATE EVERY MONTH...**

BURTON'S SIMPSON RACE EXHAUSTS FOR CLASSIC FORDS



Burton Power is now stocking Simpson Handmade Race Exhausts for various classic Fords. The manifolds provide maximum performance whilst ensuring that they look like a work of art at the same time.

The manifolds are manufactured from 304 grade stainless steel. The welds are gas purged. Gas purging ensures that the weld remains smooth inside the pipe thus increasing exhaust gas flow.

Available for:

Ford Cortina Mk1/2 Lotus Twin Cam 4-2-1 - £760.50

Ford Escort Mk1/2 BDA/BDG 3 bolt 4-2-1 long primaries - £760.50

Ford Escort Mk1/2 BDA/BDG 3 bolt 4-2-1 - £760.50

Ford Escort RS2000 Mk1/2 & Mexico SOHC Pinto - £760.50

Ford Escort Mk1/Mk2 with Duratec 2.0 - £760.50

Ford Escort Mk1/Mk2 with Cosworth YB - £819.00

Ford Escort Mk1/Mk2 with Duratec 2.5 - £760.50

Ford Escort Mk1/Mk2 RHD with Zetec 16v - £760.50

Available from Burton's Performance Centre in Essex or by ordering from the Burton Power website - www.burtonpower.com.

WEBCON'S REDLINE PERFORMANCE ADJUSTABLE FUEL REGULATOR (0-5PSI)



Webcon has teamed up with leading Australian fuelling specialists 'Redline Performance' to make its Adjustable Pressure Regulator available as a top quality alternative.

Displaying the familiar 0-5 psi markings, the new regulator pack includes 5/16in/8mm unions as well as fuel hose and clips and features a push and lock knob to ensure the desired pressure is accurately maintained. Part number WFR190 is available at £44.95 plus VAT.

For further details contact Webcon UK on 01932 787100 or visit www.webcon.co.uk



Come and see us at...

Our NEW 2020 Motorsport Catalogue NOW AVAILABLE!

THE NATIONAL KIT CAR MOTOR SHOW STONELEIGH

THE WORLD'S BIGGEST KIT CAR SHOW!

Sat & Sun 2nd & 3rd May 2020
NEAC STONELEIGH, CV8 2LZ

ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec.
with 'Boreham' mods, 18 tooth side gears

£495.80 £594.96

SPARES

Spare side gears, 18 tooth each £32.50 £39.00
Motorsport plate kit £83.90 £100.68
Wavy plate each £16.30 £19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1 £251.80 £302.16

Atlas axle casing, thick tube, double pinned & breather
Pig's head only £198.60 £238.32
Atlas axle pinion flange £49.90 £59.88

Axle end stubs, R/H & L/H thread pair £49.90 £59.88
Axle locking rings, R/H & L/H thread pair £21.90 £26.28
Locking ring adjustment tool £25.50 £30.60
Caliper mount brackets, suit AP pair £29.50 £35.40

Fully-floating axle kit £328.60 £394.38

Fully floating hub assembly without shafts pair £218.60 £262.32
Fully floating axle kit, inc. (2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length) £328.60 £394.38
Flange to suit F/F hub kit each £49.50 £59.40

SPARES

Studs each £5.90 £7.08
Seal pack pack £13.90 £16.68
Bearing, top quality each £38.90 £46.68
770mm '4340' halfshaft, 18 tooth each £77.50 £93.00
820mm '4340' halfshaft, 18 tooth each £82.50 £99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications.

4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loads of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

26x x 21 'Forest' type discs pair £159.00 £190.80
FBI 002 disc bells pair £51.00 £61.20
Halfshaft flange, not F/F, suit std. axle each £59.50 £71.40

ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)
Available 18 tooth (mats with semi-floating conversion kit)

£395.80 £474.96

Available 22 tooth (mats with std. halfshaft)

£395.80 £474.96

Spare plate kit £39.50 £47.40
Spare side gears, 18 or 22 tooth (please state) £32.50 £39.00
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3 £231.50 £277.80

Spare side bearing, top quality £19.90 £23.88
Crush washer £5.90 £7.08
Crown wheel bearing £9.90 £11.88
Pinion bearing £14.90 £17.88

Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth £443.80 £532.56

English axle weld-on brace ring £39.90 £47.88
Special 10mm axle brace, English axle £99.50 £119.40

SPARES

Semi-floating hub assembly (less bearing) each £144.40 £173.28
Bearing '4340' £48.90 £59.76
Halfshaft, suit semi-floating kit £77.50 £93.00

Flange, not semi-floating, suit std. axle £59.50 £71.40
Flange, Group 1 type £59.50 £71.40
Brake disc, 265 x 10 each £34.50 £41.40

HELICAL LSDs (ATBs), BLACKLINE

English axle, Caterham, 22 spline £324.00 £388.80
Atlas axle, 16 or 18 spline £354.00 £424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/185 trans) £399.00 £478.80
Sierra 77, Caterham £399.00 £478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box) £399.00 £478.80
Ford Fiesta ST180 186 £495.00 £594.00
9" Ford USA, 28 or 31 spline £495.00 £594.00
Mazda MX5 (94-05) £399.00 £478.80

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever £38.50 £46.20
5-speed bearing type gearlever £40.50 £48.60
5-speed quickshift conversion kit £13.50 £16.20
M10 alloy 'Pro' gearknob £14.90 £17.88
M10 white or black nylon gearknob £12.50 £15.00
Propshaft, Type 9 - English or Atlas axle £89.50 £107.40
RS2000 bellhousing, quick release £129.00 £154.80



Willwood brakes kits from
£299.51 £359.41

ESCORT BRAKING PARTS

Willwood brakes kit, 265x10, Powerlite caliper £299.51 £359.41
Willwood brakes kit, 247x20, Midlite caliper £468.49 £562.19
Willwood brakes kit, 285x21, Midlite caliper £571.40 £685.68
Willwood Powerlite 4-pot caliper £109.50 £131.40
Willwood Midlite 4-pot caliper £154.50 £185.40
Escort Mk1 stainless brakeline kit £29.74 £35.69
Escort Mk2 stainless brake line kit £29.74 £35.69
Balance bar pedal box, cable clutch £189.50 £227.40
Balance bar pedal box, hydraulic clutch £215.00 £258.00
LED balance bar display £98.80 £118.56
RMD master cylinders from £21.50 £25.80
Willwood master cylinders from £29.50 £35.40
Willwood proportioning valve, knob £42.50 £51.00
Willwood proportioning valve, lever £57.50 £69.00
Blackline 'swaged' stainless brake lines, 3-line £29.74 £35.69
Classic Ford wheels 6x13 £69.00 £82.80
7x13 £76.00 £91.20
8x13 £87.50 £105.00
8x15 £99.00 £118.80

Classic Ford wheels from
£69.00 £82.80

Poly 'bump stops, top axle mounting pair £8.12 £9.75
Escort 11/1300 front springs, 145-220lbs pair £33.80 £40.56
Escort RS front springs, 145-220lbs pair £33.80 £40.56
1.9" & 2.25" coil springs, 20,000 in stock! from £15.90 £19.08
Adjustable spring seat kit £24.50 £29.40
Helper spring adaptor, 2.25"-2.25" £10.50 £12.60
Gaz, adjustable front shocks each £67.60 £81.12
Gaz, adjustable (3-way) front shocks £299.50 £359.40
Gaz, adjustable rear shocks each £65.00 £78.00
Quick steering racks RH 2:9 ratio £119.50 £143.40
RH 2:4 ratio £139.50 £167.40
LH 2:4 ratio £149.50 £179.40

H/duty quick steering racks RH 2:4 ratio £174.50 £209.40
RH 2:2 ratio £204.50 £245.40
LH 2:4 ratio £184.50 £225.40
LH 2:2 ratio £214.50 £257.40

OEM style steering rack mounts pair £16.80 £20.16
Roller bearing top mount - spherical bearing, each £49.50 £59.40
Roller bearing top mount - roller bearing, each £49.50 £59.40
Roller bearing plastic dust covers pair £9.50 £11.40
Spherical bearing race type top mounts pair £49.60 £59.52

OEM TCA's £63.50 £76.20

TCA's 'Pattern' style pair £36.50 £43.80
TCA's 'OEM' style pair £63.50 £76.20
TCA bush insertion tool pair £14.90 £17.88
Twin cam anti-roll bar £74.50 £89.40
Anti-dive kit £31.00 £37.20
World cup X-member £106.50 £127.80
World cup mounts £28.50 £34.20
RS2000 track rod ends £10.50 £12.60
Group 4 style all steel U/J coupling £19.80 £23.76
4-link kit £119.50 £143.40
Heavy duty 4-link kit £185.00 £222.00
Group 4 round turret kit kit £65.00 £78.00
Mk1 spring shackles pair £17.00 £20.40
Mk2 spring shackles pair £23.50 £28.20
OEM Escort RS struts each £96.95 £116.34
Group 4 spec. front RS struts £128.00 £153.60
260/60 & 300/70 Bilstein inserts £99.50 £119.40
260/60 & 300/70 Blackline inserts £69.50 £83.40
Escort RS stub axles £130.00 £156.00
RS steering arms pair £69.50 £83.40
Heavy duty steering arms, gusseted pair £79.50 £95.40
Quick fit steering arm kit pair £9.60 £11.52
Ally hubs - standard or Group 4 pair £45.50 £54.60
Stub axle hardware kit pair £10.90 £13.08
Watts linkage kit £199.50 £239.40
Taper leaf springs, 146lb rate each £49.50 £59.40
Ally tube strut brace, round tube £44.90 £53.88
Work style 60mm oval tube strut brace £51.50 £61.80
Rear lamp protectors pair £12.90 £15.48
Chassis mounted pump guard, wet pump £137.00 £164.40
Kaylan mudflaps, 4mm (500x300) pair £16.50 £19.80
Body jacking kit car set £119.50 £143.40
Ford hub nut socket, 3/4"D, 65mm £13.90 £16.68



Mk2 Front Wing
£72.10 £86.52

Mk1 Mexico front wing, LH or RH each £265.22 £318.27
Mk2 front wing, LH or RH, std. each £72.10 £86.52
Mk2 front wing, LH or RH, RS2000 each £175.00 £210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk



X-Flow ally radiator
£179.60 £215.52

Silicone hose kit, Mexico or RS2000 (available blue, black or red)
£62.34 £74.81

20,000 SILICONE HOSES IN STOCK, BLACK, RED & BLUE

Lockable fuel filler cap assembly £49.50 £59.40



WCP Interrupter pump
£29.00 £34.80

WCP interrupter fuel pump £29.00 £34.80
WCP solid state fuel pump £19.00 £22.80
WCP injection fuel pump from £32.19 £38.63
Bonnet pin kits, stainless slider pair £5.00 £6.00
Bonnet pins only, marine quality stainless pair £6.90 £8.28
Bonnet pin kits, alloy £7.00 £8.40
Aerocatch from £32.20 £38.64
Avanti map light from £19.50 £23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite £29.60 £35.52
Roll cage padding, 3ft, B1 fire rating £6.00 £7.20

M16 calipers to fit standard discs, pair £89.00 £106.80
M16 calipers to fit vented discs (no spacers needed), pair £98.50 £118.20
M16 caliper, shouldered bolts, set of 4 £10.99 £13.19
Group 1 vented discs (247x20), pair £39.00 £46.80

M16 Calipers from
£89.00 £106.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) £69.50 £83.40
Escort Mk2 front laminated screen (incl. rubber) £69.50 £83.40
Escort Mk1 front heated laminated screen (incl. rubber) £198.60 £238.32
Escort Mk2 front heated laminated screen (incl. rubber) £198.60 £238.32
Escort Mk1 front screen rubber £24.92 £29.90
Escort Mk1 rear screen rubber £23.92 £28.70
Escort Mk2 front screen rubber £29.08 £34.90
Escort Mk2 rear screen rubber £29.08 £34.90
Laser windscreen chip repair kit £13.90 £16.68
14" or 17" rear view mirror £14.90 £17.88
Mirror mount brackets, 37 or 44mm pair £12.90 £15.48

Escort Mk2 Rubber Parts

Bonnet bump stop pair £6.20 £7.44
Bonnet rail bump stop, set of 4 £10.90 £13.08
Bonnet bump stop, centre-rear £5.10 £6.12
Wiring loom bulkhead grommet £6.90 £8.28
Bonnet release cable grommet £5.20 £6.24
Steering column bulkhead grommet £7.20 £8.64
Handbrake backplate dust boots pair £7.10 £8.52
Spedo cable bulkhead grommet £5.20 £6.24
Throttle pedal pad £5.20 £6.24
Shock and clutch pedal pads pair £8.00 £9.60
Shock absorber top caps pair £13.90 £16.68
Rear bumper side plugs, set of 4 £9.90 £11.88
Oil line bulkhead grommet £5.10 £6.12
Brake servo rod bellows £5.20 £6.24

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

ENGINE TOOLING

Ford Timing Tool Set, Pro
£59.90 £71.88

19pc Universal timing/locking set	£17.92	£21.50
Engine locking tools, Duratorq	£26.68	£32.02
Ford engine timing tool set, basic	£7.36	£8.83
Ford engine timing tool set, pro	£59.90	£71.88
Ford fan clutch wrench	£9.90	£11.88
Flywheel locking tool, Ford belt drive	£13.25	£15.90
Opel/Vauxhall pro timing tool set	£9.90	£11.88
Piston bore honing set, 3 stone	£59.36	£11.23
Spare stones to suit honing set	£4.90	£5.88
Valve lapper tool, 2 piece	£5.20	£6.24

SET UP EQUIPMENT - Suspension

Trackace from
£58.00 £69.60

Trackace in cardboard box	£58.00	£69.60
Trackace in blow moulded case	£68.00	£81.60
Camber bar, Blackline 'Y' design	£23.50	£28.20
Gunsen Trackrite caster/camber gauge - magnetic mount	£19.50	£23.40
Blackline caster/camber gauge 'Bubble type'	£15.75	£18.90

Digital Caster-Camber Gauge	£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"	£107.28 £128.74
Low rise car ramps	pair £29.90 £35.88
Kerb ramps, 45 or 95mm high	pair from £15.90 £19.08
Wheel chocks, h/duty rubber	pair £9.90 £11.88
Turntables, 1.5ton each capacity	pair £139.80 £167.76
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	£20.00	£24.00
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

CIBE LIGHTS & COVERS

Cibe 'Oscar Style' Lamp
£39.00 £46.80

Genuine Cibe Oscar	£89.50	£107.40
Genuine Cibe 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

BATTERY CONNECTION PARTS

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

WELDERS - ARC, MIG & TIG

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
50 amp plasma cutter, cuts up to 18mm	£179.00	£214.80

BLACKLINE 4x4 WINCHES

BlackLine

6.6Hp
13,500
Line pull

Wire (Steel)	£198.46	£238.15
Rope (Dyneema type)	£221.54	£265.85



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

OTHER BLACKLINE POWER TOOLS & ACCESSORIES

450Nm Impact wrench, mains 240v	£47.82	£57.38
16 piece Impact socket set, 1/2" drive	£15.64	£18.77
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
44h 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
320Nm 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, din 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

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

Terio 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
1500lb floodable engine stand	£58.05	£66.66
Engine cradles - pair	£49.50	£59.40
3in1 tool box set	£35.90	£43.08
Trolley style tool box	£79.90	£95.88
Wheel ramp set	£57.92	£69.50
Low rise (70mm) car ramps, 5.0 ton capacity	Pair £31.60	£37.92
Tyre saver parking mat - pair	£12.42	£14.90
Anti-skid grid, rollable	£22.65	£27.18
Electric hoist, 200kgs	£58.76	£70.51
Car creeper, lightweight, 36"	£87.51	£105.01
1 ton engine crane, foldable	£11.90	£14.28
Workshop 'Button' seat, pneumatic	£19.50	£23.40
10 ton hydraulic pull back ram	£23.50	£28.20
10 ton hydraulic body repair ram kit	£43.70	£52.44
10 ton hydraulic workshop press	£79.20	£95.04
500kg transmission support jack	£133.90	£160.68
48" farm jack, 3 ton	£59.60	£71.52
0.5 ton engine support bar	£26.90	£32.28
Tool creeper, (4) castors + LED pod light	£76.20	£91.44
	£19.90	£23.88

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

AIR TOOLING

Double cylinder air pump, max 150psi, 60lts/min	£29.50	£35.40
Hi-flow air pump, max 150psi, 150lts/min	£59.50	£71.40
15 piece 1/2" impact wrench kit	£25.18	£30.22
15 piece 1/2" ratchet wrench kit	£24.04	£28.85
50 piece 1/2" air tool kit includes ratchet, impact, air hammer & accessories	£59.40	£71.28
9 piece 190mm air hammer kit	£17.18	£20.62
6 piece air drill kit	£19.35	£23.22
3 piece HVLP spray gun kit	£29.63	£35.56
Clubman tyre gun, 0-220psi (15bar)	£6.92	£8.30
Pro tyre lance, dual head, 0-220psi (15bar)	£8.92	£10.70

SPECIAL HAND TOOLS

Ratchet tap Wrenches

85mm long, M3 - M10	£6.90	£8.28
100mm long, M5 - M12	£7.90	£9.48



Gear Ratchet Spanners

72 TOOTH - THE BEST QUALITY!	
7 piece metric set, 8 - 19mm	£23.70 £28.44
7 piece SAE set, 5/16 - 3/4	£23.70 £28.44

Brake pipe flaring tool, in-situ use	£29.90	£35.88
41 piece ratchet tap/die set, metric or SAE	£69.90	£83.88
Wire twisting pliers, 7"	£9.92	£11.90
10/12mm spark plug thread chaser	£4.07	£4.88
14/18mm spark plug thread chaser	£4.10	£4.92
5 piece ball joint separator kit	£9.08	£10.89
3 piece exhaust pipe expander	£11.66	£13.99
11 piece trim removal kit	£8.08	£9.69
10.5" heavy duty circlip pliers, replaceable tips	£8.17	£9.80
Spare tips for circlip pliers	£4.90	£5.88
Pocket brake fluid tester, LED readout	£5.83	£6.99
Brake piston wind back tool	£9.98	£11.98
'Pro' brake piston wind back tool	£17.69	£21.23
Windscreen removal tool	£4.98	£5.97
13 piece impact screwdriver kit	£7.49	£8.98
Magnetic wing protector cover	£7.36	£8.83
Coil spring compressors	Pair £11.90	£14.28
Brake bleeder vacuum tester	£17.69	£21.23
16 piece oil filter removal sockets	£18.73	£22.48
Motorcycle chain breaker	£15.63	£18.76
Heavy duty crimper set	£24.90	£29.88
1/2" drive 3 piece wheel nut socket	£12.64	£15.17
17 piece clutch alignment kit	£10.11	£12.13
125mm piston ring compressor	£4.55	£5.46
46 piece multi-purpose puller kit	£8.25	£9.90
10 piece bearing race driver kit	£23.69	£29.89
96 piece drain plug repair kit	£25.76	£29.90
8 piece spindle rebroading tool	£14.99	£17.99
23 piece terminal release tool set	£33.30	£39.96
9 piece scraper, hook and pick tool set	£8.30	£9.96
One-man brake and clutch bleeding system	£38.20	£45.84
Heavy duty coil spring compressors	Pair £39.90	£47.88

Pro Riveter Kit
£39.90 £47.88



99 Pc Socket/Tool set
£55.90 £67.08

12 piece 1/2" drive netric socket set (inc. 72 tooth 'Pro' ratchet handle)	£14.48	£17.38
10 piece 1/2" drive SAE socket set	£9.68	£11.62
48 piece 1/4" drive socket set	£15.59	£18.71
72 piece 1/4 & 1/2" drive socket set	£37.80	£45.36
99 piece 1/4 & 1/2" drive socket set plus useful service tools	£55.90	£67.08
40 piece impact quality Torx bits	£12.90	£15.48
15 piece Torx impact quality sockets	from £15.90	£19.08
5 piece socket extractor set - remove locking nuts	£19.92	£23.90
1/2" drive universal coupling	£8.25	£9.90
Pro riveter kit - rivets, rivstuds, pop rivets	£39.90	£47.88
Box set of rivets, studs & pop rivets	£34.50	£41.40
Torque wrench, 40 - 210Nm	£33.90	£40.68
3 piece magnetic bits socket	£4.85	£5.82
4 piece socket adaptors, 1/4 - 3/8 - 1/2	£2.98	£3.58
3/8 drive oxygen sensor socket, 8mm slot	£3.66	£4.39
3/8 drive oxygen sensor socket, 22mm slot	£3.66	£4.39
3 piece 3/8 & 1/2 spark plug socket	£3.72	£4.46
8 piece socket adaptors, impact 1/4 - 3/8 - 1/2 - 3/4 - 1	£16.46	£17.75
6 piece 1/2 Volkswagen impact socket	£11.90	£14.28
18 piece 3/8 oil drain socket	£18.51	£22.21
5/8 oxygen sensor crowfoot wrench	£3.84	£4.61
1/2 oxygen sensor crowfoot wrench	£3.98	£4.78
14/17mm hex drain plug key	£2.90	£3.48
11 piece 3/8 spark plug/glow socket	£18.34	£22.01
Vernier calipers, 0-6" (150mm), high quality	£17.90	£21.48
10 piece T-handle Allen key set	£11.90	£14.28

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

WORDS: JOHN WAIDE PICS: ANDY ELLIS

THE CAR WAS ALREADY LIVERIED AS A REPLICA CONTROL CAR

IT'S SO MUCH MORE THAN JUST A CHASSIS AND FOUR TYRES TO ME





CONTROL CAR

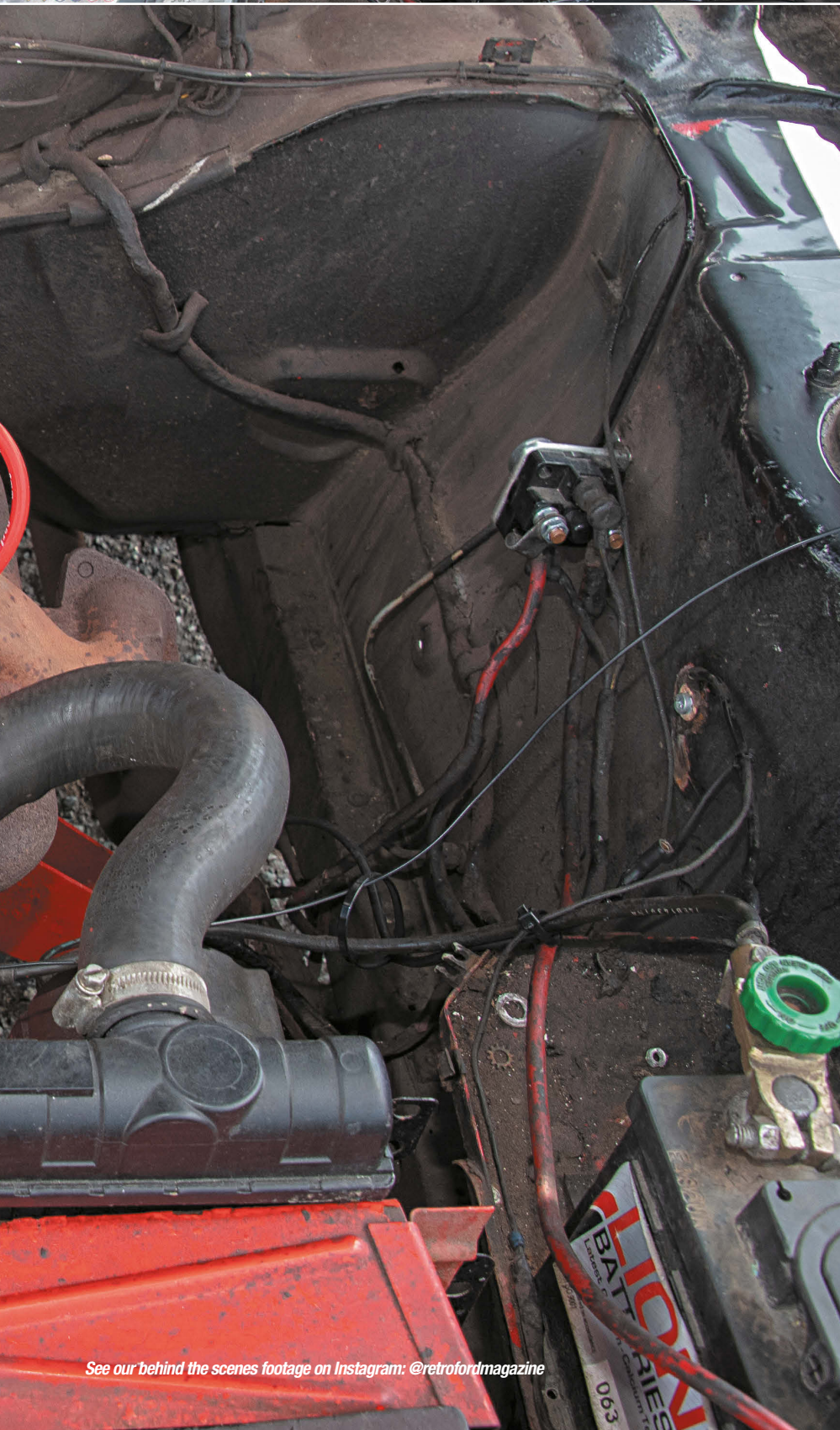
CINE

Shell

SDO 181S

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





Niki Johnson has only owned one Ford, a different story to so many who have had many examples of the blue oval, though her car is a 1977 MkII Ford Capri 1300cc L! An engine size which must be almost extinct as being regarded as underpowered in the day and replaced by larger powerplants.

Niki tells her story of owning the Capri with an enthusiastic passion. This is a car she loves dearly.

"This was my first car. I bought it before I received my provisional license as I couldn't wait any longer to own my own car. My intention was to name it 'The General Lee' out of The Dukes of Hazzard, and this is precisely what I did. I call my car a 'he' rather than an 'it' and call him General, everyone thinks I have a screw loose referring to my car like a person, but to me, he is! He is very well respected amongst anyone that knows me as they know it's my baby and the car has, as many, if not more rights than my husband!" She adds.

"I asked my Dad to find me a Capri as my first car. At first, it looked doubtful I would be able to afford a Capri as I only had £1500 to spend and everything online far exceeded my budget. After being let down once by a dodgy seller, this one popped up on eBay. My Dad travelled down to Norwich to collect it on a trailer. I will never forget sitting in the driver's seat for the first time that evening. I've never looked back. It was the best decision I have ever made, I have owned my car since I was 16. I'm now 23, so it's been mine for seven whole years."

"My Dad has always had classic cars as I was growing up. Spitfires, MG's and numerous Fords. He had several Capri's, but the last one (a Capri) he bought when I was about 12 or 13, and I fell in love, from then on, I made the decision that the only car I ever wanted to own was a Capri." She says reminiscing.

"The 'General' wasn't in bad nick at all when I bought it, the bodywork was far from being perfect, but I ran the car for three years before we started to need to do any real work."

"I personally have only added the orange bucket seats and added a few more personal touches. As I called the car 'General Lee' I had the vision - everything should be orange. I found some orange and black bucket seats of the internet, a confederate flag to drape over the back seats and personalised floor mats with his name on. I wanted to make the car my own from very the start. The car was already liveried as a replica control car. At first, I wanted to paint the car orange and do it up as the General Lee out of The Dukes of Hazzard, as I absolutely love that show! However, as I travelled around and spoke to different people at different events and learned more about the heritage of the pace cars (that used to run at circuits such as Wimbledon) I decided I couldn't change it and wanted to keep a piece of history instead."

"As I say, it wasn't me who had the idea of a replica control car, however, over the past two years we (myself but mainly my husband) have

CAPRI

done extensive restorations on the bodywork and the engine. After running it as my everyday car for over three years, certain parts of the body were in desperate need of attention. The sills would flake away if you touched them and the rear wheel arches and tailgate also had plenty of rot around them.

At the end of 2016, I was also starting to have a few problems with the engine when it got up to temperature, it would start to misfire and lose power. We made the decision to take the engine out and send the car off to be stripped and new panels fitted to the areas which needed them. As is always the case, the job quickly progressed. After stripping the car to almost a bare shell, we realised that the rot was much worse than we thought it to be. The floor was completely rotten. Also, both the front and rear wheel arches on both sides had a bad case of rot, and the front wings were also severely rotted. The sills and the tailgate needed replacing, as mentioned before. It was sickening to see the pictures of my baby as a bare shell and it was terrifying to think that if I had left it any longer, there would be a good chance I wouldn't have had a car left to salvage. Slowly but surely we bought new panels, a new tailgate and fitted them. A new floor was put in, but we had a nightmare trying to find Mk2 wings. Eventually, though we ended up buying a pair of Mk3 wings and the body shop did a fantastic job of modifying them and fitting them to the car. After we had completed the bodywork, we had a full re-spray in Lipstick Red (the original colour) and new Control Car stickers and decals fitted.

The car was rushed back to us as we had an important show coming up, so we ended up re-fitting the entire interior ourselves, it was like a jigsaw!

The engine has only just been rebuilt over this last winter. It's the original 1300 Kent crossflow engine, and that too was in serious need of some TLC. My husband did a lot of the work, but then we sent it away to a specialist to rebuild the block. The sump apparently had 40 years' worth of build-up in it. We had the block re-painted red and had the gearbox stripped and re-built. We have since fitted the electronic ignition. The car now drives so much better with much more power and a smoother tick over. “

“It was certainly not an easy project! The bodywork ended up being a hell of a lot worse than we originally thought it to be, but the engine itself was the real pain in the neck, even after being fully rebuilt, it was still running like a bag of nails but this turned out to be the electrics. The coil pack was getting too much charge and burning out the points. It took a few minds and what seems like forever to finally get to the bottom of it”.

The repairs and restorations, in summary, consisted of the following:

- Bodywork - Floor, Wings, Sills, Front & Rear Wheel Arches, Tailgate - All replaced.
- Paintwork and Stickers re-applied.
- Interior re-fitted.
- Full engine & gearbox rebuild.





FROM THE COVER





"Most of the work was carried out by my wonderful husband. Some of the main bodywork and block rebuild was carried out by third parties, and we must thank these. Aardvark Automotive (Bury) for the bodywork and welding, Engine Express (Ramsbottom) for the engine rebuild. FAM Commercials (Heywood) Transport and Storage. All in all, the car was off the road for two years."

As with all the stories we produce here at retroFord about peoples home builds and rebuilds, Nikki also encountered some funny moments, she tells us about two, over to you Nikki. "There's certainly a few that come to mind! The plans to restore the car were delayed slightly by the fact that I was getting married, so we wanted to hang on until after I had used it as my wedding car. This had always been my dream since getting engaged. It's fair to say that the car wasn't running well in the days previous (to the wedding), but the problems only seemed to occur when the engine got up to temperature. I figured given the church was only two minutes away from my house and the reception five minutes further down the road, we should be ok. Of course, I was wrong! On the day of my wedding, my Dad went to start him up (which had started and ran only a few hours earlier) and the coil pack exploded! My Dad nearly had a meltdown, but I, on the other hand, found it quite amusing! Luckily, a friend came back in our Mercedes (the car used for the bridesmaids) and took me to the church. Between getting married and making our way down to the reception, I asked our wedding photographer to go back home with us and take some pictures of General and me on the driveway! I got pictures, so I was happy!"

"Another story for everyone, after deciding that the original engine needed a rebuild, we found another engine (a 1300) to go in while the other was in surgery. After taking out the original engine, we dropped the replacement engine in and straight away it wouldn't play ball. My husband took the engine back out to go back over everything and check over anything. He had totally missed (to check) only to realise the engine wouldn't turn and it was seized. As we were meant to be at a show the next day, we then put the original engine back in so we could at least run onto the showground. Even after all this we still ended up pushing the car into place at the show the day after!"

"I attend a few local car shows around where I live in Bacup throughout the year, but there are only two that I make regulars in the diary. I always try to do The Lancaster Bomber Meet as I love that show and what it stands for. We are going to Brooklands this year, and we attended the 45th Anniversary at Brooklands too. Most of the shows I do are with my club Lancashire Capri Club.

At the end of 2016, we convoyed up to Aberdeen for a show, where we met up with the Scottish Capri Club. We all had CB radios in our cars and had a great laugh on the journey. Everyone was surprised that my 1300 kept up with the 3.0's and the 2.8 injections! We do lots of other shows in and



around Lancashire and Cheshire and some further afield. Joining Lancashire was a great decision, as I've met so many new friends and it's great to have a laugh and banter at the shows (instead of being there on your own.) I tend to only attend shows from April to October and then put the car inside over the winter to preserve the bodywork."

"During the summer, I use my Capri as my everyday car. You do get quite a few looks as you're driving along and I'm always getting stopped in car parks by people who want to get a picture or just to know more about it. It's a bit like being in a goldfish bowl but, secretly I love it! We always get a lot of attention at shows too. I've learnt a lot from other Capri owners and racing enthusiasts about the history of the Capri Control Car, most of whom I've met at various shows. The thing I love the most is getting in, driving and blasting out the music from the stereo. There's no better way to chill out. It's usually Fleetwood Mac, Dire Straits or Nickelback. I also love (when I get the time) a good polishing session, with no one else around and the music on, it's my

therapy! At shows, it's great to meet likeminded people who love their cars but mostly love their Capris of all shapes, models and ages. To me, there is no other car that has the character the Capri has, and I don't see there will ever be another in the future. I feel fortunate to own such an iconic car."

We asked Niki who she wanted to thank for her Capri journey, "First and foremost, my husband for all the hours he put in and the money he helped invest in getting it to where we are now. My Dad for inspiring me in the first place, then finding and collecting my own for me. My Mum for being co-pilot on long journeys, putting up with my OCD polishing at shows. Everyone mentioned above for their efforts in the restoration. Lancashire Capri Club for welcoming me with open arms into their club, Evans Halshaw at Bury, Simon & Jan have been amazing in helping to get the car running properly and sorting all the electrics out. Their knowledge of old Fords is second to none. Finally, FAM Commercials for their use of their workshop, pit, tools, trucks and staff!"

Niki wanted to add the following comments about how she feels about her car, sentiments which some of us can relate to: "My car is most certainly not in immaculate condition, original condition or capable of competing with some of the beautiful examples out there. However, it's my everyday car that doesn't get valeted every day or put away in bad weather. The Control Car is of so much interest to so many people, and I enjoy people reminiscing and enjoying the fact that it's a piece of history. There are quite a few original features still on the car, but I don't care about that so much, or how many owners and how much mileage is on the clock. To me, it's my car that I've made my own over the past seven years and it puts a huge smile on my face every time I drive it. To me, that's what it's all about. My car is my happy place or where I go to when I need to get away from it all. It's so much more than just a chassis and four tyres to me!"

We can genuinely relate to this at retro towers, this is the kind of story we love to tell everyone. ■



Order
Online

or telephone
0208 518 9184

www.burtonpower.com

Order from our mobile
friendly website!

- Secure online ordering
- Tuning Guides
- Over 4000 product photos
- Flick Through E-Catalogue

Worldwide Delivery

to over 120 countries using
approved courier services
and shipping

sales@burtonpower.com

Easy Mail
Order.

Just call
us!

Tel: 0208 518 9184

- Open Mon-Fri - 8.30am - 6.00pm
- Saturday 9.00am - 5.00pm
- 14 Day full refund return policy*
- Free Mainland UK Delivery on orders over £150
- Free Technical Support



Come and see us!

- Close to London's M25 & M11
- FREE Parking outside door
- Open Monday - Saturday
- Over 100,000 parts in stock!
- Experienced Staff
- Extensive Showroom

All prices include VAT. Prices correct at time of going to press but subject to alteration without notice. E&OE.

Join us for our 2020 track days



Brands Hatch – Monday 9th March
Donington Park – Monday 11th May (day and evening)
Snetterton 300 – Wednesday 10th June
Brands Hatch – Tuesday 18th August
Oulton Park – Wednesday 30th September

Book now! Spaces are limited.

See www.burtonpower.com for details!



Telephone, visit website or call in at our store for your

FREE! Burton's Catalogue

Digital version also available on-line

Visit our website to see our FULL range of products

GAZ Adjustable Dampers

FROM (each)
£65.00

Available for
most Fords

Bump & Rebound
Adjustable



www.burtonpower.com/suspension

Polyurethane Bushes

Powerflex & Superflex
bushes are available
for everything from
Cortina Mk1 to Fiesta
ST180!



Kent Camshaft Kits



Cologne V6 2.8		£423.50
CVH		from £505.90
Essex V6 3.0		£512.95
SOHC Pinto 2.0		from £337.90
X/flow		from £257.95

Classic Mirrors

Longbase Mirror. 112mm Diam.
Stainless steel mirror back with chrome
stem. Not handed. £20.00

Clamp-On Peep Mirror 75mm Diam. Curved
Arm Stainless Steel. Not Handed £20.00



Transmission

www.burtonpower.com/transmission

Fuel

www.burtonpower.com/fuel

BURTONS Black Ignition Leads

FROM
£34.99



Burton's own 'Powerlead' HT Ignition Leads in black as an
alternative to the blue version that Burtons also produce.
8mm diameter sets available for :- 2.9 V6 Cologne, 2.8 V6
Cologne, Duratec HE Inc ST150, CVH & CVH EFI, Zetec E,
Essex V6, Cosworth YB, Crossflow, Pinto. 7mm diameter
for: Lotus Twin Cam 230D From £34.99 to £99.95

www.burtonpower.com/electrical

Alternator Kits

Compact Nippondenso
style 40A alternator.
Alternator Kit 40amp:
SOHC Pinto £273.00
Alternator kit 40amp:
X/flow, pre X/flow & Lotus
Twin Cam £273.00



Air Filters



www.burtonpower.com/filters

Ashley Competition Exhausts

Manifolds and
systems for
most popular
Fords. Ideal for
competition use.
See website for full list.



www.burtonpower.com/exhausts

A full range of engine
parts available for
all Ford engines
including Rear
Wheel Drive
conversion
components for
modern engines

www.burtonpower.com/engines

Wide range of spares and upgrades for
X-Flow, Pinto, Cosworth,
Zetec and Duratec engines

SAMCO Classic Black Silicone Hose Kits

All the benefits of modern silicone hoses
but with the look of traditional black rubber
hoses. Sets available FROM

£79.99

Comex Cooling Fans

Various sizes and
kits available.
Suck or blow. high
power or Slimline
FROM

£78.95



www.burtonpower.com/cooling



Goodridge Classic
Black Stainless Steel
Braided Brake Hoses.
All the advantages of
modern braided hoses
with the traditional
black look.
Available for most classic Fords.
Please call for applications and prices

Millers Nanodrive Oils

Fully Synthetic Oils
1 litre Gear Oil from £16.90
5L Engine 10W50 £75.50
5L Engine 10W60 £75.50
5L Gear Oil 75W90 £70.90
5L Gear Oil 75W140 £75.50

www.burtonpower.com/sundries



Brake Accessories

Goodridge Braided Steel Hose
Kits from £59.95
Comprehensive range of pipe
fittings, bends and unions.
Brake pad fitting kits available for most Fords.
Brake Pipe Flaring Kit £24.00

www.burtonpower.com/brakes

Standard and performance pads, discs
and calipers available for most Fords

3.0 Capri Brake Discs



Now available again!
Brake discs for Ford Capri Mk1 (3.0),
Ford Capri
Mk2/Mk3
(3.0 V6)

Brakes

HiSpec
4 pot 245x13mm road brake kit:
Cortina Mk3/4/5 £450.00
Escort Mk1/2 £450.00
4 pot 245x22mm road brake kit:
Cortina Mk3/4/5 £450.00
Escort Mk1/2 £450.00
4 pot 260x20mm road brake kit:
Escort 1/2/Capri £500.00
Cortina Mk3/4/5 £500.00

Use the Quick Links

Find your part
quickly on our
mobile friendly
website

to find more products on
our website. Search by
category, brand, fitment,
engine and model

Follow us on Facebook



Online Shopping: www.burtonpower.com

Showroom and Sales: 617-631 Eastern Avenue, Ilford, Essex IG2 6PN United Kingdom

Close to London's M25 and M11

WORDS: DAVID FORD PICS: DAVID LITTLE

LONG TIME COMING

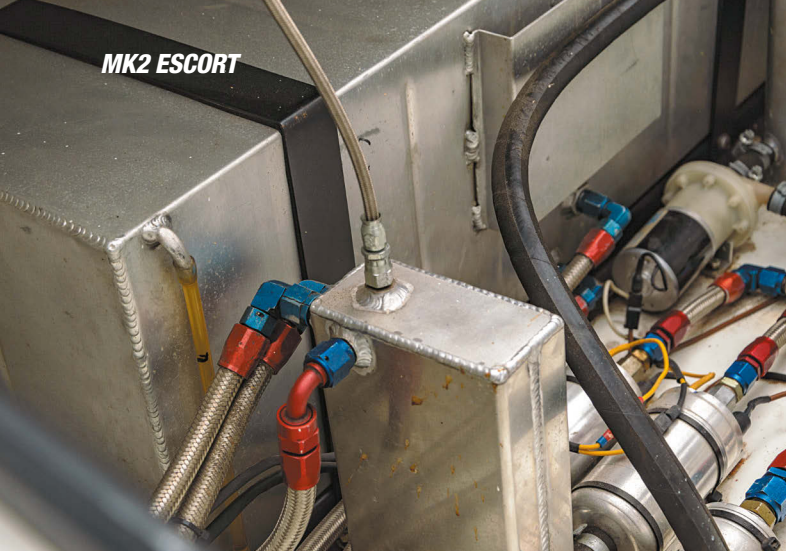
THERE'S AN OLD SAYING, 'THE BEST THINGS COME TO THOSE WHO WAIT' AND IN THE CASE ABOUT AN ESCORT, NOT A TRUER WORD HAS BEEN SPOKEN...

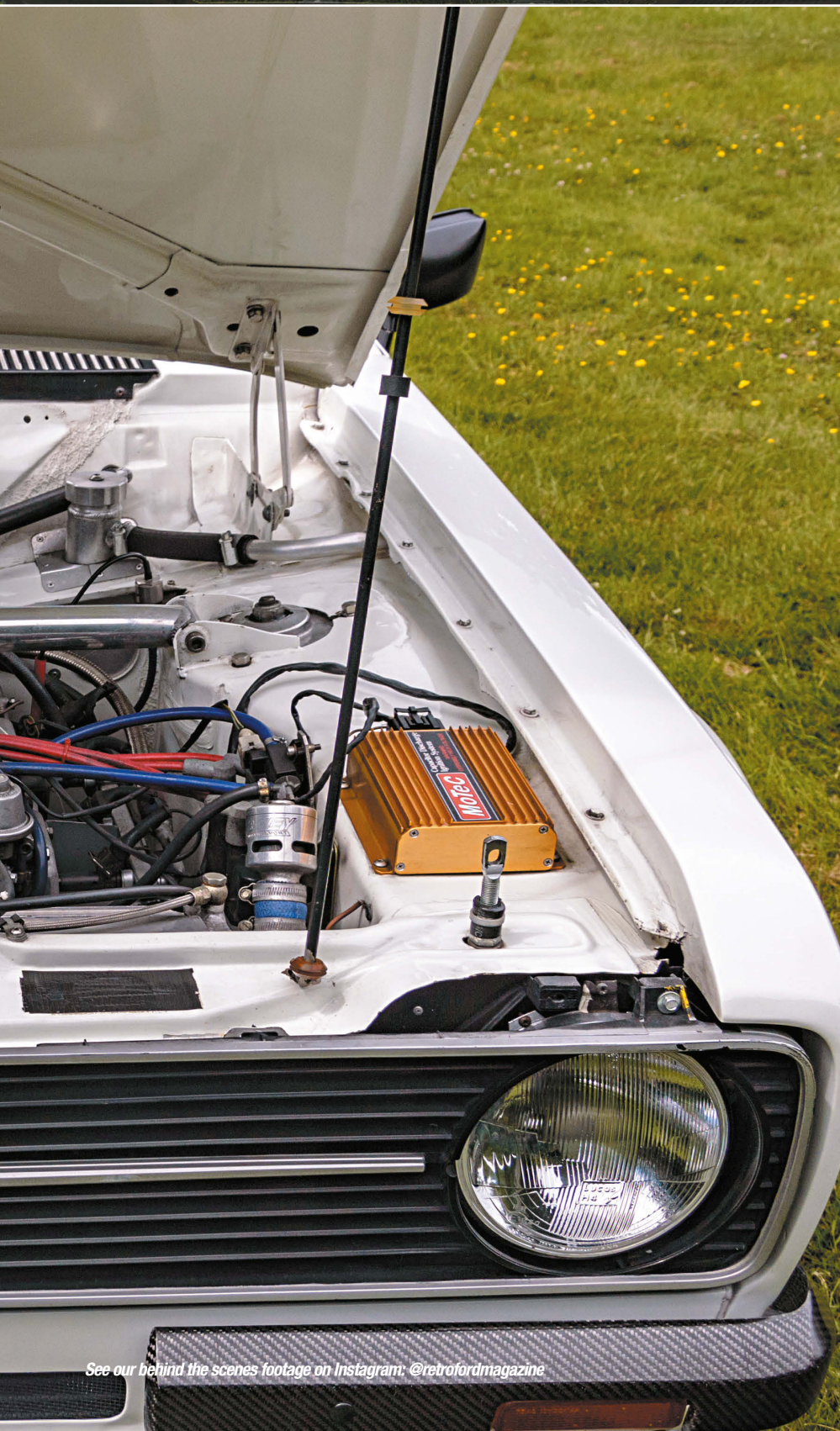
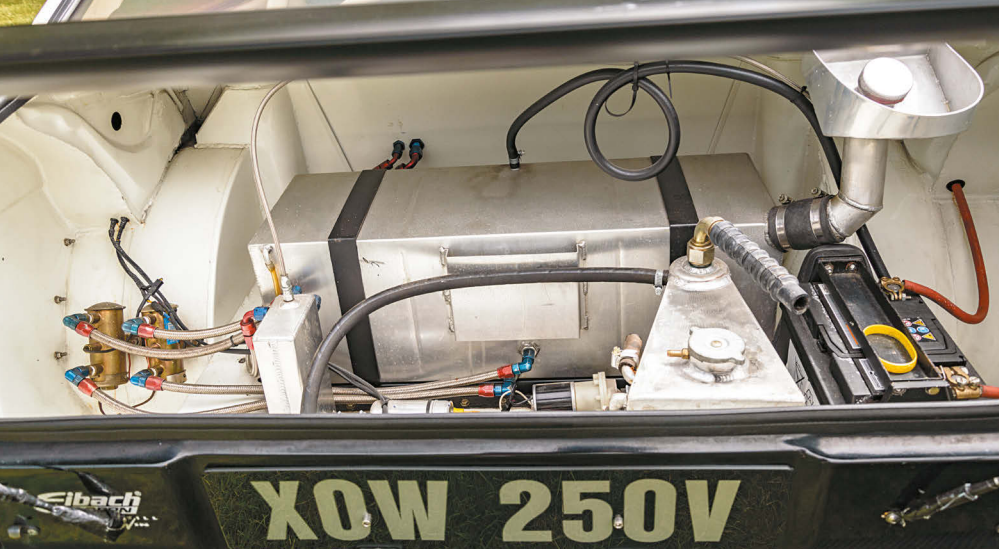




Let's go... >>>>>

MK2 ESCORT





Think back to when you were a teenager and life was probably quite easy and straightforward...out with your mates most Friday and Saturday nights and then laying-in for most of Sunday nursing it off! However, if a night on the tiles wasn't your thing, but being into cars was - chances are that you may have spent your time slaving away in your garage fitting some newly-acquired parts to your pride and joy. Maybe it so happened to be your 'dream' car? Talking of dream cars... how many of you adorned your bedroom walls with posters of Ferraris? Or the legendary black Lamborghini Countach, dreaming that one day you would own one? We all remember that famous poster in the rack in Woolworths in the 80s! Not our Des Morris though... Des, 41, from South London, had only one kind of poster on his wall - the iconic, legendary, 'one and only' Mk2 Escort! That image was the start of a twenty 'plus' year love-affair with one of the most popular cars that Ford ever produced. As we take a walk around the Escort, we find out from Des how his journey with old Fords started.

"Seeing old Fords whilst growing up is what really ignited my passion and living in South London, there was always plenty of them to see. From Anglias and Capris to Cortinas. But by far the most loved were Mk1 and 2 Escorts. My first was a Mk2 Escort estate in black -fitted with forest arches, running a 1600 crossflow sitting on Capri pepperpots". An estate wearing arches must have been a rare sight indeed and that was only the beginning for Des into the world of 'old Skool' Fords. He went on to own a good few fine blue Ovals including a Rosso Red Mk4 Escort van, dropped over a set of RS Turbo alloys. "That was very handy for transporting about eight of my mates in the back, in the early nineties," Des fondly remembers, "Something you wouldn't get away with today!". After that van, came a Mk3 Escort XR3, repainted in that bright Citrus yellow that graced Mondeos. Des grins, "After I got those FWD cars out of my system, I went back to RWD in the shape of a Mk2 Escort 1600 Sport running a hot Harris 1700 crossflow, before moving onto a red Mk2 Escort RS2000 in the late nineties. That was a right weapon!" Des recalls. "I dropped in a full race HT 2.2 Pinto and not long after sold it for another Mk2 Escort. This time, a Mexico with a Mk5 twin cam from a RS2000."

Des certainly likes his Mk2's!

Due to other commitments, Des took about an eight year break away from the car scene - which sometimes isn't a bad thing, as when the passion comes racing back, it comes back... fast! We mentioned at the beginning of this feature that Des got into Escorts as a teenager. Des continues, "I wanted this car so bad after first setting eyes on it. That was over 20 years ago now and after going through several owners, my good friend Ricky the Hutch got hold of it. He's very well known in the old Skool Ford scene and I badgered him so much to sell me the Escort that I'd loved for so long. I

MK2 ESCORT

knew the time was right to get my mitts on it!". Des's determination and constant badgering would come to fruition, and seven years after showing his interest in the car, Des held the keys to the stunner. Des steps back to that day, "I was absolutely ecstatic to finally own the Escort that I always dreamed off. I was like a kid at Christmas! I couldn't believe the day had finally come, I had to keep pinching myself!".

And who wouldn't be delighted? We have seen some very nice Mk2s at various shows and events over the years, but this one just blows our mind away. Take a glance over its pristine, flawless white bodywork and absorb every inch of this fine masterpiece - which shows how much time, thought and effort has gone into this truly epic build. Keeping the weight down are carbon fibre front and rear bumpers, front wings and wheel arches along with the carbon Zackspeed rear wing with the integrated Mexico spoiler - which all add to the aggressive stance. Many a Ford, old or new, has had a Cosworth YB shoehorned between its wings, but never has one looked so at home as it does in this Escort. Open the vented bonnet and staring right back at you is an 'all singing, all dancing' YB running 8 injectors, HT racing profile cams and huge roller bearing Garret T4 turbo. Keeping it water cooled is via a radiator mounted under the rear valance, with fresh air being feed by the inner wing mounted induction filter. Management duties are looked after by a Motec ECU. Elsewhere, tucked in the bay, you'll find the stainless steel header tank, strut brace keeping the front end nice and tight, blue and red hoses and a dump valve making all the right whooshes at every gear change. The spent gases are sent out via a custom made exhaust system housed inside a custom made tunnel running inside the cockpit.

This is one seriously sorted YB with a rev limit of 8250RPM and producing an eye watering, leg trembling 538BHP! We look up and spot Des with a huge smile across his face, "It was fun and games on the rolling road day," he recounts, "The car maxed out at 209MPH!". Man, that is scary stuff! Getting that amount of power down came in for some serious kit. In went a 6 speed gearbox from a BMW E36 M3 Evo, AP racing paddle clutch, mated to that is a custom prop shaft leading to the BMW Evo rear diff. Keeping this monster glued to the tarmac are Bilsteins all round with a BMW independent set up out back. Making the car stop on a sixpence is a AP racing bias set up with AP racing prototype six pots up front and AP racing four pots at the rear. Housing the stoppers and filling the arches to perfection are some rather tasty black five spoke Revolution split rim wheels in sizes 16"x10.5 at the front and 16"x12.5 out back - all wrapped in 245/45/16 rubber.

Peek through the opening of the one-piece side Perspex window and you'll be greeted by what must be one of the best race interiors we have ever seen! This is one place that you would love to spend time in. Open the doors to reveal the











alloy door panels, Momo 3 spoke steering wheel, body-coloured full roll cage, complete with diagonal side bars. Keeping Des and his co-driver firmly in place are a pair of side-mounted Omp fixed winged bucket seats, complete with red harnesses. Other race car touches include a AP racing fly off hydraulic hand brake, brake bias control, race tech stack gauges which keep a close check on the turbo pressure, water and oil temps and oil pressure, front and rear alloy fire walls, floor mounted and fully plumbed in fire extinguishers, reservoir pots for front/rear brake and clutch fluids dash mounted in a custom made bracket. All fuel and brake lines mounted through the car. Jump back out and head to the rear end and lift off the one-piece carbon fibre bootlid and you'll find

the fuel cell with four fuel pumps with fuel filter, keeping the thirsty YB going, and a water tank which feeds the turbo cooling rad.

Des waited a long time to bag the Escort he always wanted and it was certainly worth the wait. Des continues, "I have no plans on selling. It's taken me over 20 years to get it and it's not going anywhere!". We don't blame you Des, any Escort like this has to be a keeper! "I am keeping it just as it is," he informs me, "It has everything it needs, so I don't feel the need to change anything. I just plan on attending as many shows and meets as possible with a few track days thrown in." And for any of you out on track...be afraid, be very afraid...as you might just see the mean-looking front of this Escort closing in on you! ■

TECH SPEC

ENGINE & TRANSMISSION:

Cosworth YB, 8 injector, HT racing profile came, roller bearing Garret T4 Turbo, Motec ECU, dry sump with alloy catch tank in passenger footwell, turbo water radiator mounted under rear valance, custom made exhaust running through cockpit fabricated tunnel. Power 538BHP, BMW E36 M3 Evo 6 speed gearbox, AP racing paddle clutch, custom prop shaft, BMW Evo rear diff.

CHASSIS:

Revolution 16x10.5 and 16x12.5 5 spoke split rims with 245/45/16 tyres, Belstein suspension all round with BMW independent rear suspension, AP racing 6 pot front brakes AP racing 4 pot rears.

INTERIOR:

Stripped interior with Omp bucket seats, full roll cage, fire extinguishers, fuel and brake lines run through the car, fly off handbrake, momo 3 spoke steering wheel, stack gauges.

EXTERIOR:

RS2000 flat front, carbon fibre wings, Arches, bootlid and rear wing, Mexico rear rubber spoiler, carbon fibre front and rear bumpers, 'FORD' front grill, black lower side decals, one piece perspex door windows with sliding openings.

THANKS:

"I would like to thank my loving partner, Amber, for her support and my good friend, Rick, for parting with the Escort."

OWNERS Q&A

IF YOU COULD OWN ANY FORD WHAT WOULD IT BE?

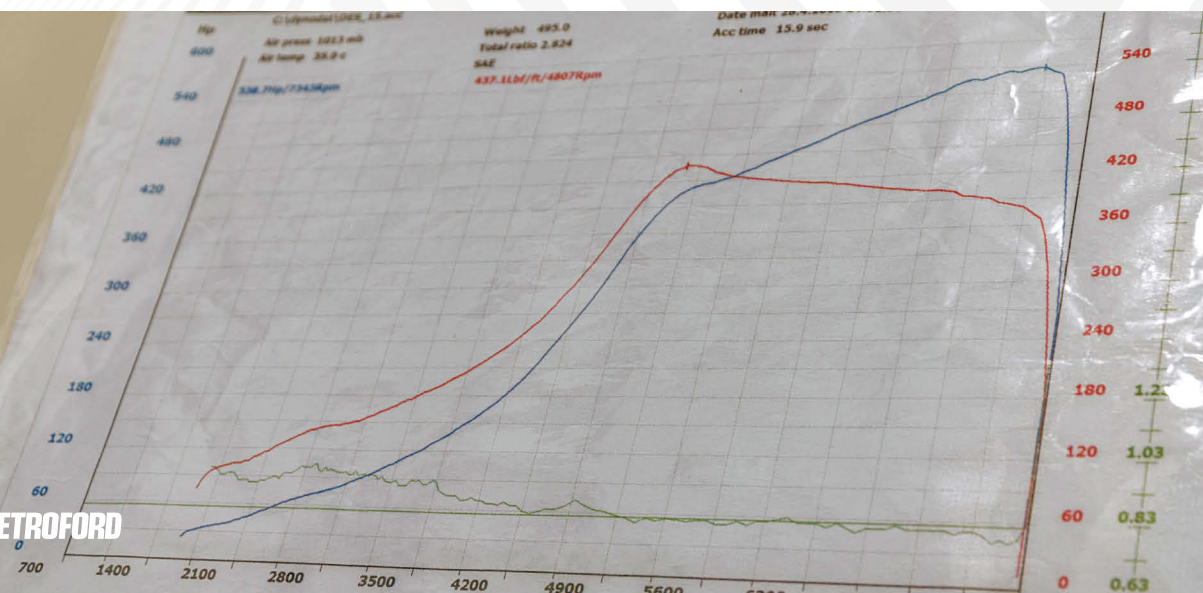
RS200

TRACK DAY OR SHOW FIELD?

Both

WHAT'S YOUR FAVOURITE THING ABOUT THE ESCORT?

The sound!



ALL FORD MODELS WELCOME | PEOPLE'S CHOICE AWARD

Simply FORD

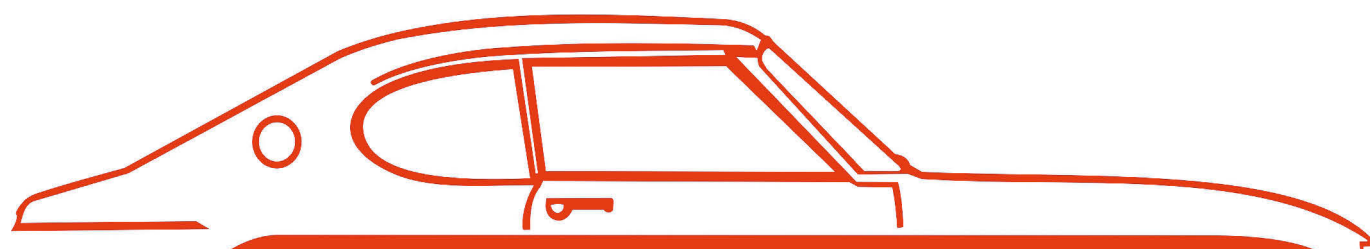


Be part of the action:

beaulieuevents.co.uk

01590 614614 | New Forest | Hampshire | SO42 7ZN

Beaulieu



Capri World

MEMBER FEATURE



Paul from Capri World has sent us another members car for this month, in the form of Mike Foremans yellow Mk2, but it doesn't stop at one! Mike tells us his Capri love story and where it all started.

The (Yellow) 1974 Mk2 3.0 Ghia Capri first came to my attention back in the mid-'80s. It was for sale in Brighton at a dealer who specialised in low mileage, low owner Fords and this one was no exception. With only 6,000 miles from new, they were asking £6,000 for it. It was very tempting to buy it but, I already had three other Capris and was only a few years into my house mortgage, so common sense prevailed, at this time.

Over the next few years, I saw the car at various

Classic Car shows, and it was immaculate in every way. I kept an eye on it for many years, and after trying to get the owner to part with it on a few occasions, it finally came up for sale. It was about fourteen years ago and I snapped it up.

The Capri is finished in Daytona Yellow with Black Vinyl Roof, and all of the paintwork is still original, (with the exception of the tailgate, which had to be painted due to something falling on it in the garage.) Long before my ownership started.

I purchased the registration CAP 3L from DVLA many years ago so I decided this would go on the yellow Capri. The car travelled to the 40th Capri celebrations in Germany, Holland and the UK. I also went to the 50th celebrations in the UK last year.

I look forward to many more years of ownership

before my son takes it over and gets to enjoy it. The Capri (mine and in general) is very easy to maintain and easy to work on car, and later this year I will be upgrading the current stainless steel exhaust for a Janspeed system, other than that, it just has the occasional polish to maintain it's shine.

Along with a 1974 Mk2 3.0 Ghia, I also own, one Mk1 3000E, which was produced for The Greater Manchester Police as an unmarked pursuit vehicle, affectionately known as "EMA" due to the registration number.

I have another Mk2 in Diamond White, (a 3.0S) and have owned for it 23 years. I also own a Diamond White 2.8 Injection, which has only 26,000 miles from new. I have had this one for 31 years. This list keeps on going – also a 2.8 Injection





Special 4-speed automatic that I have owned for 30 years. I also have a 1987 registered 2.8 Injection Special with 10,000 miles from new that my mother bought me for my 40th Birthday twenty years ago.

My very first Capri was a 1974 Olympic Blue Mk2 2.0 Ghia that I purchased in 1977, I did many miles touring Europe in this car. Over the years, I have owned more than 130 different Capri's and the most I had at one time was 17. With the years flying by, I have found that 6 is now more than enough for me.

I still attend as many shows as I can and am going to Holland for a Capri Show in June this year with the Mk2 Register, who organise many events abroad.

My first ride in a Capri was in 1971 when a good friend of my parents took me to the open evening at my School. Sitting in their brand new Mk1 1600 GT, I sat there thinking to myself, "One day I will have one of these", and the rest is history as they say! ■

CLUB ESSENTIALS:

Membership costs:

Free via Facebook

Club contact details:

To join the group go to [facebook.com](https://www.facebook.com) search 'Capri World'.





TICKOVER

The Ford Capri Specialist



- Mail order parts service for Capris and other old Fords
- Full servicing and repair facilities
- Unleaded and modified cylinder heads
- Performance braking systems and suspension upgrades
- Engine, gearbox and axle rebuilds
- Electrical repairs
- Established in 1992

SEE OUR WEBSITE FOR OFFERS AND ONLINE SHOP ORDERING

www.tickover.co.uk



Full mail order service available



01322 839303 or ford@tickover.co.uk

Tickover, The Old Powder Mill, Powder Mill Lane, Dartford, Kent DA1 1NT

Capri Club

INTERNATIONAL

Also known as Capri Owners Club

- COLOUR MAGAZINE EVERY MONTH.
- SALES AND WANTS SUPPLEMENT
- SPARES AND ADVISE SERVICE.
- REGIONAL, NATIONAL AND INTERNATIONAL EVENTS.
- DISCOUNT INSURANCE.
- OVER 70 UK BRANCHES.
- CLUB HANDLING, TUNING, REGALIA, SPARES AND ACCESSORIES AT DISCOUNT

CLUB MEMBERSHIP Tel 01386 - 860860

SAE:- MEMBERSHIP PACK, Capri Club International
Capri Club HQ, Badgers hill, Sheriffs Lench, Evesham,
Worcs, WR11 4SN Fax: 01386 861455

Email: capriclub@btdick.com
Website: www.capriclub.co.uk



Kit Spares

Order online today from
www.kitspares.co.uk



IN STOCK NOW....

NEW Ford 2L Crated Zetec Engines.... NOW BACK IN STOCK - Limited availability Delivery & Fitting service available.

Throttle Bodies... Duratec/Zetec

Team Dynamic Wheels Pro Race Wheels & Yokohama Tyres in stock...

Fuel Filler Caps Vented/Not Vented In Black, Orange or Silver... ONLY £78.00

From £380.00

Full range of Shocks & Springs suitable for various cars.

INCLUDING THE ATR RANGE NOW AVAILABLE

FULL RANGE OF OIL NOW AVAILABLE

GRP seat ONLY £294.00 WIDER SEATS NOW AVAILABLE

Over 900 products now online...

www.kitspares.co.uk

Kit Spares, Maun Way, Boughton, Ollerton, Nottinghamshire, NG22 9ZD

T: 01623 860990 | E: info@kitspares.co.uk

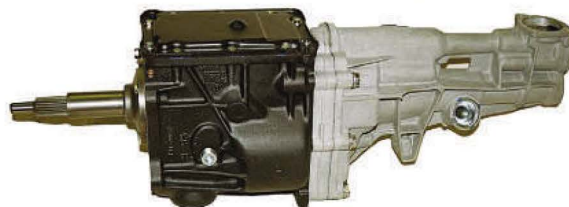
Follow us @kit_spares

Prices and Specifications were correct at time of print.



FORD GEARBOX SPECIALIST
CLASSIC TO RACE

3 Rail, Type 2, Type 3, Type 5, Type 9, Type E
TALK TO US FOR YOUR REQUIREMENTS



ALL QUIET HELICAL GEARS

Modified, Close Ratios, Heavy Duty
50 Years of Experience
Complete Boxes and Parts
Mail Order or Collection

Telephone: 01580 714114

bghgeartech@btconnect.com

www.bghgeartech.co.uk Kent, TN17 3LE

WORDS: JOHN WAIDE PICS: ANDY ELLIS

A STUNNING V

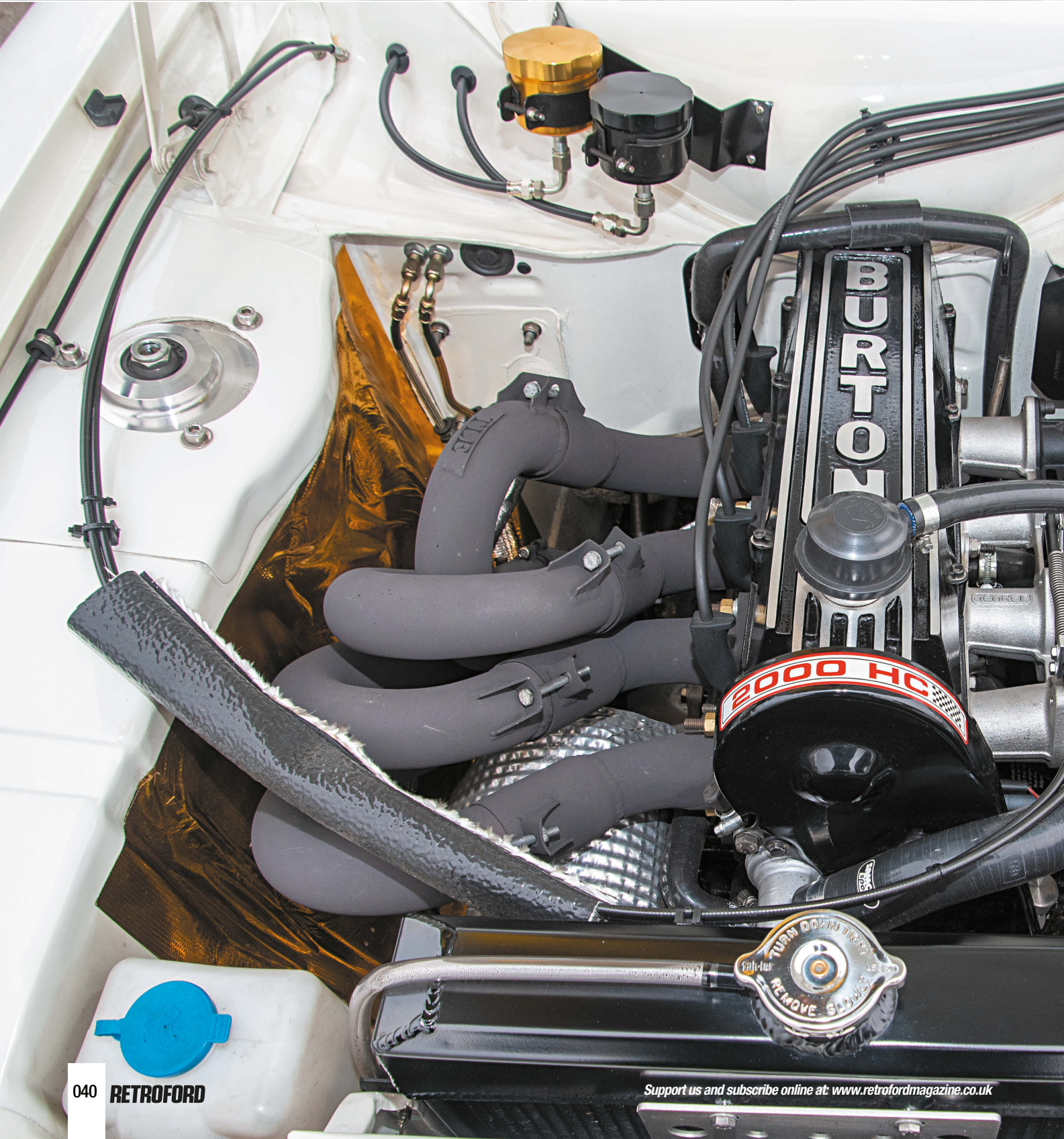
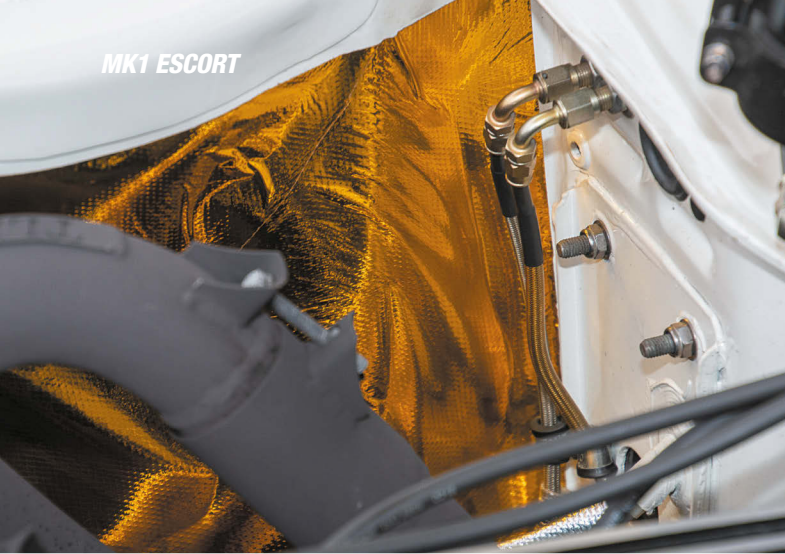


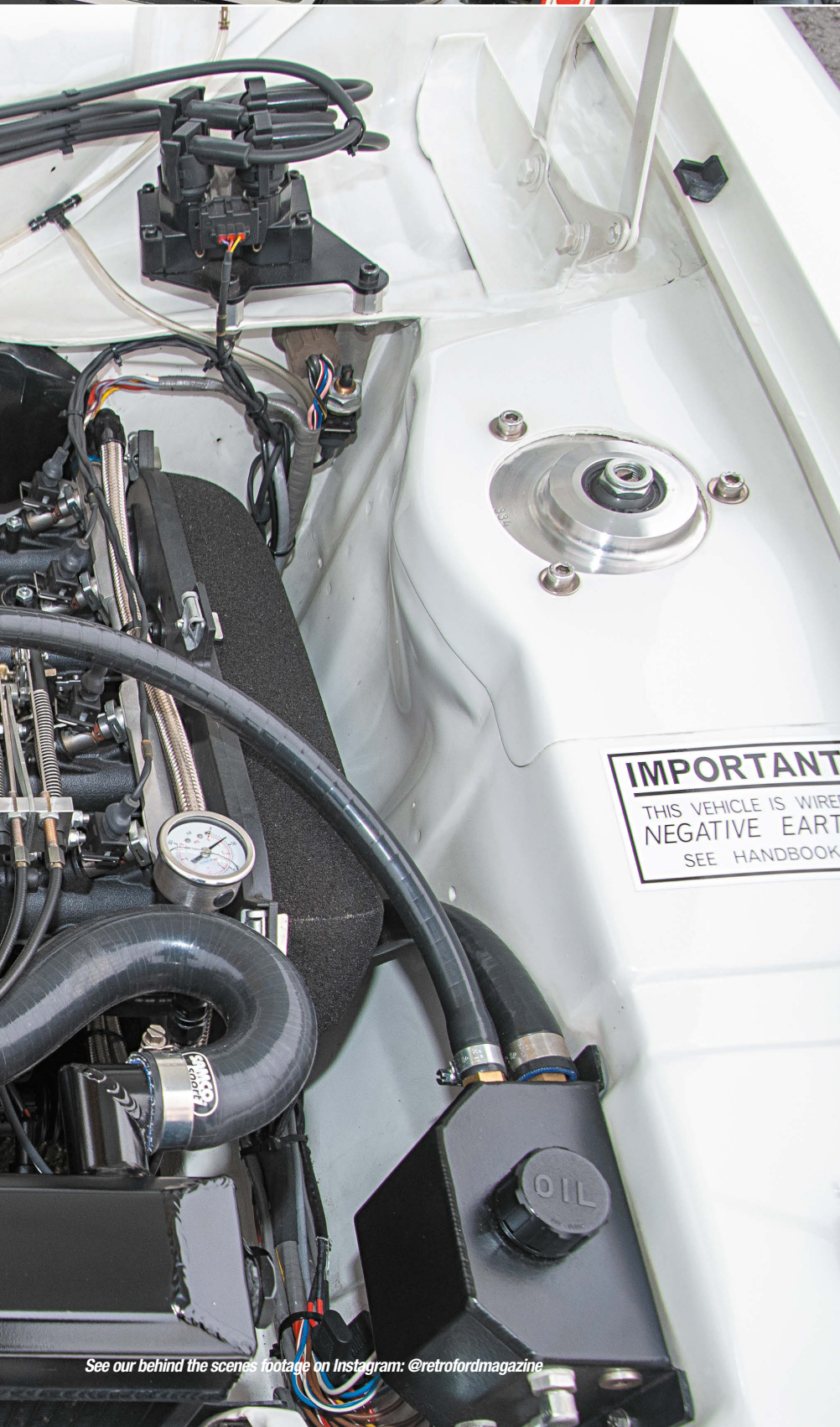
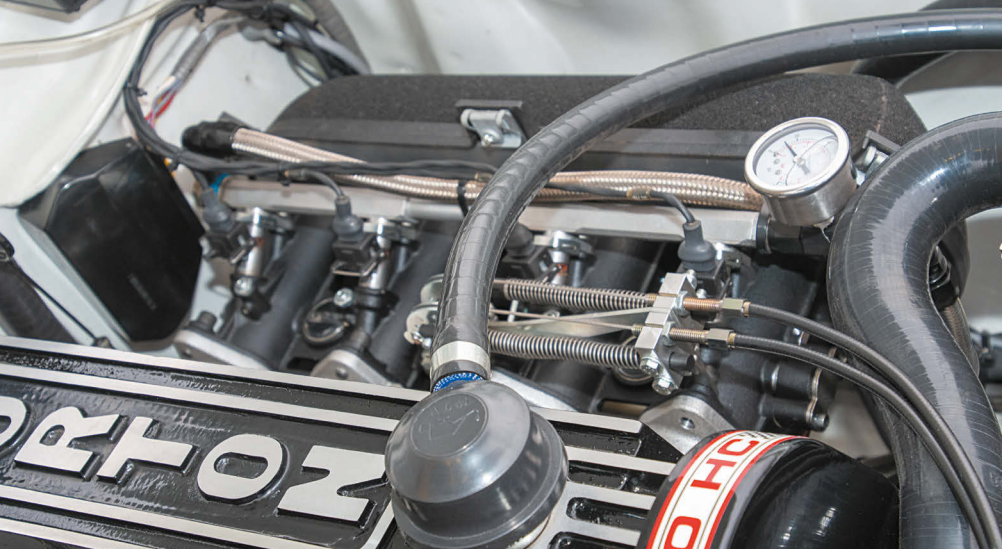
VISION IN WHITE

A BLANK CANVAS TO MAKE THE CAR I HAD IN MY HEAD



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





John William Henderson, or 'Billy' as he is known, had an image in his head of the car he wanted. He was determined to get that car and would not deviate from his dream of owning it. Billy's first Ford was a 1992 Escort Ghia, making a total of nine Fords in all, comprising of two Ford Orion, one Fiesta, one Sierra 2.0 XL, a Fiesta XR2, an Escort Cosworth, Sierra Cosworth, Escort Van and a Transit Recovery Truck. An interesting mix which seems to include enthusiasts' cars as well as work-related vehicles - which considering he is self-employed, makes perfect sense! He acquired his current Escort Mk1 from a friend, who had bought it with a job lot of other parts. It was not exactly a car, but just a rolling shell with no wings, no engine and no interior. As Billy describes it - a 'blank canvas' upon which to build the car that he had in his head. Billy wanted to base his car on a rally spec, with ambitions to take it on the Lakes Tour. However, he wanted an appropriate car to do it in - so this was his challenge to himself, to realise the car that he had in his head and drive it on the Lakes Tour - a worthy challenge!

Billy has had the car for nine years, taking seven years to complete its rebuild. It took six of those years to get it to the 'paint stage' and another year to re-assemble. The shell was shot-blasted by Rick's Shot Blasters and then there was the mandatory welding and body repairs to be done. Welding was down to Davie Gibb who was tasked with completing the shell to a decent standard. The bubble arches in steel was the first thing that had to be done, to give it the look that he wanted. The paintwork was done by Peter Bell, Spraytec of Sunderland. Whilst out and about doing the photoshoot, a car pulled up and it was only the actual chap who painted the car - what were the chance of that completely random event?! This added to the day as Peter could also see the end result of his work.

Billy's 'vision' had included 15" wheels of 8's for the front and 9's for the back to give it the required stance - filling the arches beautifully, a rally tank in the boot, a disc conversion front and back and Limitedslip differential. These were all on his list and this was just for starters! Much of the work as possible had to be done in his own garage with the help of Anthony G. A 'built not bought project' was underway and no short-cuts were allowed or taken. This was a car that had to be done in a certain way and Billy was going to see that this was going to happen! With Billy having to work hard in his own business, he had a lot of late nights and long weekends whenever possible working on the car. Six years may seem a long time, but the time taken, and the resulting shell proved it was worth the effort. The car was to have a lot of 'rally' spec items wherever possible - so an alloy fuel tank from GRP Fabrications was placed in the boot. The battery was placed nicely in the rear as well as a fuel pump and filter arrangement. The battery had been evicted from the engine bay, making a neat

MK1 ESCORT

and tidy install. In the engine bay, the gleaming white paint was a perfect backdrop for all the necessary tools to make the car go - no fancy frills just what is required. The exhaust manifold 4-2-1 mated to the Tony Law exhaust neatly in symmetry with the throttle bodies, is almost artistic as well. The gold heat shielding, protecting the inner wing, and matching gold and black fluid reservoirs giving a bit of drama - a nice touch!

You would think it would be 'plain sailing' for the assembly - no such luck! The search for new or decent parts is one which confronts us all from time to time in the world of classic cars, especially if you desire the very best that is available. Billy could not find a decent rear bumper, so bought a stainless steel one. He sourced badges from Australia and had to solve problems with some of the new parts he bought. For example, the wiring harness from Autosparks had a problem with the earth which was wrong to the starter. Plus, there was a problem with the manifold for the throttle bodies which came as a kit. Billy had to get a proper Jenvey manifold (which Burton supplied free of charge as they had not come across this problem previously). He was also supplied with the wrong fuel line, which also had to be changed. Whoever said that building/restoring a car was easy has probably never done it! Beneath the bonnet, is a place so clean you would hardly know the car had been used.

Billy has succeeded in building the car which he had in his head, with little or no compromises. He assures us that he intends to keep it in this amazing condition and takes the car to many of the usual shows and events - including the Lakes Tour, RS show at Croft Circuit, Sunderland Restoration Show, RS National day at Donington, Scarborough RS Show and as many local shows that he can. Keep an eye out for him and his car as it is well worth a look (if you can get near for the crowds it draws at shows!).





TECH SPEC

2.0 Ltr Pinto Engine on throttle bodies with Jenvey Manifold.

Exhaust – Tony Law Exhaust plus a 4-2-1 manifold

Ignition – Omex ECU

Gearbox – 5 speed type 9 with LSD axle

Wheels – 15" rims with 8" in on front and 9" in on rear

Brakes – Wilwood 4 pot calipers on front and Cosworth discs on rear.

Cooling using Aluminium Airtex radiator

Body has steel bubble arches fitted

Interior - rally steering wheel. Electronic digital Tacho. Cobra seats and back seat to match.

Power output – Dyno tuned to recorded 153 BHP.



Billy admits that the car is certainly a 'head turner' and whenever he is out and about, will often get others tooting their horns and giving the thumbs up - a petrol head mark of approval!

So, did Billy take the car on the Lakes Tour 2018? - YES he did! Not only that, but he was awarded the 'best car on the stand', which is a fitting result for all the hard work and effort that went in to producing it.

Billy wanted to thank the people who helped him with this build - Dave Gibb, Anthony G, Peter Bell Spraytec and of course his wife, Elaine, who has put up with everything during the build.

We viewed this car during the photoshoot and can confirm that there is something special about it that makes it stand out from the crowd...the wheels look just right, filling the arches to perfection; the purity of the white paintwork; the spotlights or a whole number of things which give this car a 'wow' factor so often sought by others. Whatever it is, this car has it in abundance! ■



Clarke

MIG WELDERS

Quality machines from Britain's leading supplier
See online for included accessories

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£194.99	£233.99
110E	30-100	£229.98	£275.98
135TE Turbo	30-130	£249.98	£299.98
151TE Turbo	30-150	£289.00	£346.80
175TECM Turbo	30-170	£449.00	£538.80
205TE Turbo	30-185	£489.00	£586.80

135TE
GAS TIPS, SURROUNDS & WIRE IN STOCK
FROM ONLY **£194.99** EXC.VAT
£233.99 INC.VAT

Clarke NO GAS/GAS MIG WELDERS

Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas with optional accessories

MODEL	MIN/MAX	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£124.99	£149.99
MIG 106	40/100	£159.00	£190.80
MIG 145	35/135	£179.98	£215.98
MIG 196	40/180	£219.00	£262.80
MIG 240	50/240	£399.00	£478.80

Clarke
ARC WELDERS
For home user, automotive and industrial applications.

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£59.98	£71.98
115N	30-110	£71.99	£86.39
EA165	65-160	£72.99	£87.59
160N	40-150	£79.98	£95.98
EA200	60-200	£99.98	£119.98
190N	50-185	£104.99	£125.99
235TEN#	40-210	£159.98	£191.98

Clarke
ARC / TIG INVERTER WELDERS
• Efficient inverter technology
• Variable output current

MODEL	MIN/MAX OUTPUT CURRENT	ELECTRODE DIA. (MM)	EXC.VAT	INC.VAT
MMA80	20A-80A	1.6-2.5	£79.98	£95.98
MMA140	20A-140A	1.6-3.2	£99.00	£119.80
AT133	10A-130A	2.5/3.2	£129.98	£155.98
AT162	10A-160A	2.5/3.2/4.0	£149.98	£179.98
MMA200	20A-200A	1.6-4	£139.00	£166.80
AT135	10A-130A	2.5/3.2	£169.98	£203.98
AT165	10A-160A	2.5/3.2/4.0	£199.98	£239.98

*was £117.60 inc. VAT #was £142.80 inc. VAT
#was £190.80 inc. VAT

Clarke CAR CREEPERS

Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CMC36	Car creeper	£24.99	£29.99
CMC40	With tool storage	£39.98	£47.98
CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98

Clarke
STRUT SPRING COMPRESSOR
• Foot operated hydraulic powered
• Adjustable for springs up to 400mm dia. & 520mm in length
• Adjustable spring retainers
• Inc. spring retaining guard

Clarke
ALUMINIUM RACING JACKS
• Quick lift • Non-marking nylon wheels • Rubber contact pad - helps protect vehicle undersides

MODEL	LIFTING CAP.	EXC.VAT	INC.VAT
CTJ1250AB	1.25T	£250.99	£303.99
CTJ1800A	1.8T	£159.98	£191.98
CTJ2500QLG*	2.5T	£149.98	£179.98

LOW ENTRY ONLY 85MM

Machine Mart

65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

Clarke NO GAS/GAS MIG WELDERS

Uses flux cored steel wire, which creates own gas shroud as it burns

MODEL	AMPS	EXC.VAT	INC.VAT
151EN	30-150	£219.98	£263.98
130EN	30-130	£239.98	£287.98
160EN	30-150	£279.98	£335.98

Clarke
ARC ACTIVATED HEADSHIELDS
• Activates instantly when Arc is struck
• Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

Clarke
SOCKET SETS
Top quality chrome vanadium steel.

• 18 Sockets 8-32mm
• Reversible ratchet
• Comfort grip handle

Clarke
1/2" TORQUE WRENCH - CHT141
• 5" Extension bar
• 1/2" - 3/8" adaptor
• 28-210 Nm

Clarke
TAP & DIE SETS
• High quality tungsten steel
• Supplied in metal storage case (except 16pc)

Clarke
CORDED IMPACT WRENCHES
• Ideal for garage mechanics

Clarke
18V 1/2" BRUSHLESS IMPACT WRENCHES
• 3 forward and reverse gears
powered by **Li-Ion**

MODEL	POWER	TORQUE	EXC.VAT	INC.VAT
CEW520 1/2"	520W	320Nm	£54.99	£65.99
CEW1000 1/2"	1000W	450Nm	£59.98	£71.98
CEW1100 3/4"	1100W	710Nm	£89.98	£107.98

Clarke INTELLIGENT BATTERY CHARGER/MAINTAINERS

Automatic charger - maintains optimal charging condition

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
IBC7	12/24V 7A	£49.98	£59.98
IBC15	12V 15A	£46.99	£56.39
IBC20	12/24V 20A	£59.98	£71.98
IBC25	12/24V 25A	£89.98	£107.98
IBC40	12/24V 40A	£109.98	£131.98

Clarke
BATTERY CHARGERS ENGINE STARTERS
• Ammeter
• Multi-position charge regulator
• Overload protection on charging cycle

Clarke
PRO 7" SANDER/ POLISHER
• Includes hook & loop backing pad and hook & loop wool polishing bonnet.
• 1200W motor

Clarke
BLAST CABINETS
• Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium
• Min. air flow 10cfm
• Bench & floor standing models

Clarke
PRESSURISED SANDBLASTERS
• Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

Clarke
CRANES
Folding and fixed frames available
Fully tested to proof load

Clarke
HEAVY DUTY LONG REACH JACKS

MODEL	DESC.	EXC.VAT	INC.VAT
CFC100	1 ton fold	£164.99	£197.99
CFC1000LR	1 ton long reach	£219.00	£262.80

Clarke
AC80 12V BATTERY CHARGERS
For lead acid batteries

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
LA4	4	£17.99	£21.59
LA6	6	£19.98	£23.98
AC80*	8	£33.99	£40.79

Clarke
INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS
Keep batteries in top condition over a long period

MODEL	STAGES	BATTERY	EXC.VAT	INC.VAT
CB03-12	3	6Ah-40Ah	£24.99	£29.99
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

Clarke
HYDRAULIC BOTTLE JACKS

MODEL	JACK HEIGHT CAP.	EXC.	INC.	VAT
CBJ2B	2	148-276	£39.98	£11.98
CBJ3B	3	180-350	£14.99	£17.99
CBJ5B	5	185-355	£17.99	£21.59
CBJ8B	8	190-365	£19.98	£23.98
CBJ10B	10	195-375	£24.99	£29.99
CBJ12B	12	200-380	£27.99	£33.59
CBJ15B	15	205-390	£29.98	£35.98
CBJ20B	20	217-407	£39.98	£48.79
CBJ30B	30	230-370	£59.99	£71.99

Clarke
2 & 3 TONNE TROLLEY JACKS

MODEL	TYPE	TONNE	EXC.VAT	INC.VAT
CTJ2L	Long	2	£29.98	£35.98
CTJ2000LPB	DIY Low Profile	2	£33.99	£40.79
CTJ2250LP	Quick Lift	2.25	£34.99	£41.99
CTJ2250LP*	Low Profile	2.25	£39.98	£47.98
CTJ3000GB	Pro Garage	3	£79.98	£95.98
CTJ3000LB	Quick Lift	3	£86.99	£104.39
CTJ300L	Pro Instant Lift	3	£99.95	£119.94
CTJ300GB	Pro Garage	3	£99.98	£119.98
CTJ20LP	Low Quick Lift	2	£114.99	£137.99
CTJ1500QULP	Ultra Low Quick Lift	1.5	£156.99	£188.39

*CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke INDUSTRIAL AIR COMPRESSORS

Top quality belt driven air compressors for industrial & commercial users inc. garages, factories, workshops and farms. 10 bar/150psi max working pressure

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/260	2HP	7.5	24ltr	£89.98	£107.98
7/250	2HP	7	24ltr	£94.99	£113.99
11/260	2.5HP	9.5	24ltr	£109.98	£131.98
8/550	2HP	7.5	50ltr	£119.98	£143.98
7/510*	2HP	7	50ltr	£119.98	£143.98
11/550	2.5HP	9.5	50ltr	£139.98	£167.98
16/550*	3HP	14.5	50ltr	£199.98	£239.98
16/1050*	NEW 3HP	14.5	100ltr	£249.98	£299.98

Clarke
WORKSHOP AIR TOOLS
• Huge choice in-store/online

Clarke
DIAGNOSTICS
• EOB Fault Code Reader
• Engine EOB/DB2 Fault code reader
• Engine Diagnostic & EOB/DB2 2 Fault Code Reader

Clarke
CAR RAMPS
• Lift cars safely and quickly
• Tough angled steel construction

Clarke
BOLTLESS QUICK ASSEMBLY STEEL SHELVING
Simple fast assembly in minutes using only a hammer

Clarke
HEAVY DUTY LONG REACH JACKS

Clarke
SAVE 10%
WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST £23.99 INC.VAT

CHOICE OF 5 COLOURS
RED, BLUE, GREY, SILVER OR GALVANISED STEEL

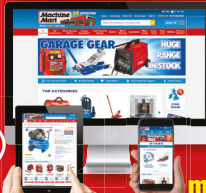
PAY Monthly NO DEPOSIT

- Over 18, 24 or 36 months
- From only £300 minimum spend*
- 18.9% Rep. APR

5 MIN APPLICATION!

EASY TO USE WEBSITE

NOW OVER **21,000** PRODUCTS ONLINE!



For hard-to-find, specialist items visit the

Xtra

section on machinemart.co.uk

NEW 508 PAGE CATALOGUE

Over **500** PRICE CUTS & NEW PRODUCTS



GET YOUR FREE COPY NOW!

- IN-STORE
- ONLINE
- PHONE

0844 880 1265



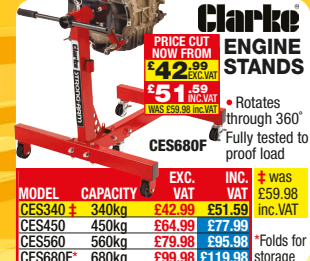
Clarke JUMP STARTS
Provides essential home, garage and roadside assistance • Integral work light • 910 includes air compressor • Long life battery

MODEL	START BOOST	PEAK AMPS	EXC. VAT	INC. VAT
J1100	400	900	£64.99	£77.99
J1100C	400	900	£69.98	£83.98
J1100C	400	900	£72.99	£87.99
J1100C	500	1100	£79.98	£95.98
J12/24	700	1500	£139.98	£167.98
J12/24	1000	2000	£159.98	£191.98
J12/24L	600	1200	£179.98	£215.98



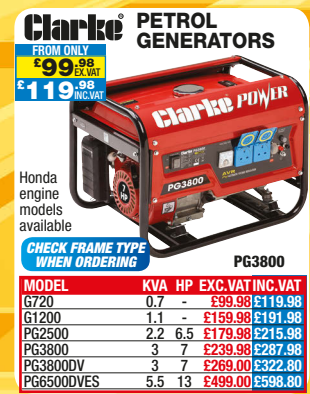
Clarke MICRO JUMP STARTS
Ideal for starting cars, charging phones, etc.

MODEL	START BOOST	PEAK AMPS	EXC. VAT	INC. VAT
JSM200	200A	400A	£49.98	£59.98
JSM300	300A	500A	£64.99	£77.99
JSM350	350A	500A	£84.99	£101.99



Clarke PARTS WASHERS
PARTS WASHER FLUID FROM £5.99 INC. VAT

MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£42.99	£51.99
CES450	450kg	£64.99	£77.99
CES560	560kg	£79.98	£95.98
CES680F	680kg	£99.98	£119.98



Clarke INVERTER GENERATORS
Produces sine wave & stable power, essential for computers & sensitive equipment

MODEL	MAX OUTPUT	WEIGHT KG	EXC. VAT	INC. VAT
IG950B	800W	9.3	£179.98	£215.98
IG1700F	1700W	22	£199.00	£238.80
IG1200B	1100W	12.4	£249.98	£298.98
IG3500F	3400W	35	£329.00	£394.80
IG2000W	1800W	19.4	£329.00	£394.80
IG2200W	2200W	26.6	£379.00	£454.80



Clarke JETSTAR PRESSURE WASHERS
Makes easy work for washing vehicles, patios, stonework, etc. • JET7500, 8500 & 9500 include nose reel

MODEL	MOTOR MAX. PRESSURE	EXC. VAT	INC. VAT
J1850	1400W 1523psi	£59.98	£71.98
J1950	1600W 2030psi	£89.98	£107.98
Jet 7500	1600W 2030psi	£124.99	£149.99
Jet8500	2100W 2610psi	£149.98	£179.98
Jet9500	2400W 3045psi	£179.98	£215.98



Clarke AXLE STANDS
Ratchet action for quick height adjustment • Sold in pairs • per single stand • Aluminium

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC. VAT	INC. VAT
CAX2TF	2	235-360mm	£19.99	£16.79
CAX3TF	3	325-490mm	£21.99	£26.39
CAX-3TBC	3	300-430mm	£23.99	£28.79
CAX6TF	6	333-500mm	£29.98	£35.98
CAX-6TBC	6	400-615mm	£34.99	£41.99
CAX3TA*	3	295-395mm	£49.98	£59.98
CAX10TP*	10	450-750mm	£89.99	£104.39



Clarke GRINDERS & STANDS
Stands come complete with bolt mountings and feet anchor holes

MODEL	CAPACITY	EXC. VAT	INC. VAT
CS48BK	4 tonne	£89.98	£107.98
CS105BRK	*10 tonne	£155.99	£187.19
CS108BK	10 tonne	£149.98	£179.98



Clarke HYDRAULIC PRESSES
PROFESSIONAL QUALITY Built for tough daily use in automotive/industrial workshops

MODEL	SPEEDS	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£69.98	£83.98
CDP102B	350 / 5	£79.98	£95.98
CDP152B	450 / 12	£149.98	£179.98
CDP202B	450 / 16	£189.00	£226.80
CDP101B	370 / 12	£199.98	£239.98
CDP352F	550 / 16	£229.00	£274.80
SDP452B	550 / 16	£239.00	£286.80
CDP502F	1100 / 12	£569.00	£682.80



Clarke HYDRAULIC PRESSES
Available with/without 7 pce pin, bracket & pressing plate kit • Adjustable polycarbonate safety screen • Economy model

MODEL	EXC. VAT	INC. VAT
CSA10BB	£144.99	£173.99
4 tonne bench*	£209.00	£250.80
10 tonne bench*	£269.00	£322.80
12 tonne floor*	£359.00	£430.80
20 tonne floor*	£359.00	£430.80
30 tonne floor*	£769.00	£922.80
50 tonne floor*	£1498.00	£1797.80



Clarke MECHANICS' TOOL CHEST & CABINETS

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CBB203B	3 Dr step up	£72.99	£87.59
1CBB209B	9 Dr Chest	£129.98	£155.98
CBB210B	10 Dr Chest	£139.98	£167.98
CBB213B	3 Dr Cabinet	£199.98	£239.98
CBB215B	5 Dr Cabinet	£199.98	£239.98
2CBB217B	7 Dr Cabinet	£249.98	£299.98



Clarke MECHANICS' TOOL CHEST & CABINETS

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CTC600B	6 Dr Chest	£66.98	£80.39
CTC900B	9 Dr Chest	£79.98	£95.98
CTC500B	5 Dr Cabinet	£109.98	£131.98
CTC800B	8 Dr Combination Chest/Cabinet	£119.98	£143.98
CTC700B	7 Dr Cabinet	£129.98	£155.98
CTC1300B	13 Dr Combination Chest/Cabinet	£159.98	£191.98

VISIT YOUR LOCAL SUPERSTORE

OPEN MON-FRI 8.30-6.00, SAT 8.30-5.30, SUN 10.00-4.00

BARNESLEY Pontefract Rd, Barnsley, S71 1EZ
B'HAM GREAT BARR 4 Birmingham Rd.
B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills
BOLTON 1 Thynne St, BL3 6BD
BRADFORD 105-107 Manningham Lane, BD1 3BN
BRIGHTON 123 Lewes Rd, BN2 3QB
BRISTOL 1-3 Church Rd, Lawrence Hill, BS5 9JJ
BURTON UPON TRENT 12a Lichfield St, DE14 3QZ
CAMBRIDGE 181-183 Histon Road, Cambridge, CB4 3HL
CARDIFF 44-46 City Rd, CF24 3DN
CARLISLE 85 London Rd, CA1 2LG
CHELTERHAM 84 Fairview Road, GL52 2EH
CHESTER 43-45 St. James Street, CH1 3EY
COLCHESTER 4 North Station Rd, CO1 1RE
CONVENTRY Bishop St, CV1 1HT
CROYDON 423-427 Brighton Rd, Sth Croydon
DARLINGTON 214 Northgate, DL1 1RB
DEAL (KENT) 182-186 High St, CT14 6BQ
DERBY Derwent St, DE1 2ED
DONCASTER Wheatley Hall Road
DUNDEE 24-26 Trades Lane, DD1 3ET
DUNBURG 163-171 Piersfield Terrace

01226 732297
 0121 358 7977
 0121 7713433
 01204 365799
 01274 390962
 01273 915999
 0117 935 1060
 01283 564 708
 01223 322675
 0229 2046 5424
 01228 591666
 01266 762831
 01244 311258
 01206 762831
 024 7622 4227
 01325 380 841
 01304 373 434
 01332 290 931
 01302 245 999
 01382 225 140
 0131 659 5919

EXETER 16 Trusham Rd, EX2 8QG
GATEHEAD 50 Lobby Hill Rd, NE8 4YJ
GLASGOW 280 Gt Western Rd, G4 9EJ
GLOUCESTER 221A Barton St, GL1 4HY
GRIMSBY ELLIS WAY, DN32 9BD
HULL 8-10 Holderness Rd, HU9 1EG
LIVERPOOL 746-748 Eastern Ave, IG2 7HU
IPSWICH Unit 1 Ipswich Trade Centre, Commercial Road
LEEDS 227-229 Kirkstall Rd, LS4 2AS
LEICESTER 69 Melton Rd, LE4 6PN
LINCOLN Unit 5, The Pelham Centre, LN5 8HG
LIVERPOOL 80-88 London Rd, L3 5NF
LONDON CATFORD 289/291 Southend Lane SE6 3RS
LONDON 6 Kendal Parade, Edmonton N18
LONDON 503-507 Lea Bridge Rd, Leyton, E10
LUTON Unit 1, 326 Dunstable Rd, Luton L4 8JS
MAIDSTONE 57 Upper Stone St, ME15 6HE
MANCHESTER ALTRINCHAM 71 Manchester Rd, Altrincham
MANCHESTER CENTRAL 209 Burg Road M8 0DU
MANCHESTER OPENSHAW Unit 5, Tower Mill, Ashton Old 0161 223 8376
MANSFIELD 169 Chesterfield Rd, South
MIDDLEBROUGH Mandale Triangle, Thornaby

01932 256 744
 0191 493 2520
 0141 332 9231
 01452 417 948
 01472 354435
 01482 223161
 0208 518 4286
 020 8803 0861
 020 8558 8284
 0116 261 0688
 01522 543 036
 0151 709 4484
 0208 695 5684
 020 8803 0861
 020 8558 8284
 01522 543 036
 01622 769 572
 0161 9412 666
 0161 221 1851
 0161 223 8376
 01623 621781
 01642 677881

NORWICH 282a Heigham St, NR2 4LZ
NOTTINGHAM 211 Lower Parliament St.
PETERBOROUGH 417 Lincoln Rd, Millfield
PLYMOUTH 58-64 Embankment Rd, PL4 9HY
POOLE 137-139 Bournemouth Rd, Parkstone
PORTSMOUTH 277-283 Copnor Rd, Copnor
PRESTON 53 Blackpool Rd, PR2 6BU
SHEFFIELD 453 London Rd, Heeley, S2 4HJ
SIDCUP 13 Blackthorn Parade, Blackfen Rd
SOUTHAMPTON 516-518 Portswood Rd.
SOUTHERN 1139-1141 London Rd, Leigh on Sea
STOKE-ON-TRENT 382-396 Waterloo Rd, Hanley
SUNDERLAND 13-15 Rhyolite Rd, Grangetown
SWANSEA 7 Samlet Rd, Llanisaw, SA7 9AG
SWINDON 21 Victoria Rd, SN1 3AW
TWICKENHAM 83-85 Heath Rd, TW1 4AW
WARRINGTON Unit 3, Hawley's Trade Pk.
WIGAN 2 Harrison Street, WN5 9AU
WOLVERHAMPTON Parkfield Rd, Bilston
WORCESTER 48a Upper Tything, WR1 1JZ

5 EASY WAYS TO BUY...

- SUPERSTORES NATIONWIDE**
- ONLINE**
www.machinemart.co.uk
- TELESALES**
0115 956 5555
- CLICK & COLLECT**
OVER 10,000 LOCATIONS
- CALL & COLLECT**
AT STORES TODAY

WORDS: DAVID FORD PICS: RUTH GALEA & JULIAN MANGION

BUILDING FORCE

WITH A LONG LIST OF PREVIOUS 'READY TO GO' FORDS TO HIS NAME STEVE XUEREB, WANTED TO BUILD HIS OWN FROM SCRATCH, AND HERE IT IS...

=====

Nat'l Drag Racing Association
Hal Far RaceWay
Hal Far
L-O 8' Bugia
Race the track not the street!
!!!!Run Your Car., Not Your Mouth!!!!

323E	Entry	S. Xuereb
0.400	0.000 TREE	30
0.00	DIAL-IN	0.00
0.550	REACTION	0.522
2.448	60 FT	1.370
11.493	330 FT	3.926
13.470	---594 FT---	5.676
13.880	660 FT	6.067
109.68	Mid MPH	114.99
15.757	1000 FT	7.915
17.051	---1254 FT---	9.174
17.397	1320 FT	9.487
130.08	MPH	144.08
	==>>>WINNER	
	FIRST	7.938
	STATUS	

Autostart Disabled

=====

PORTATREE TIMING SYSTEMS, INC.
aRtshF ===== 39/40 ===== 07.16.14
bracket qualifying QUAL RND 1
November 15, 2019. 11:25:17 AM



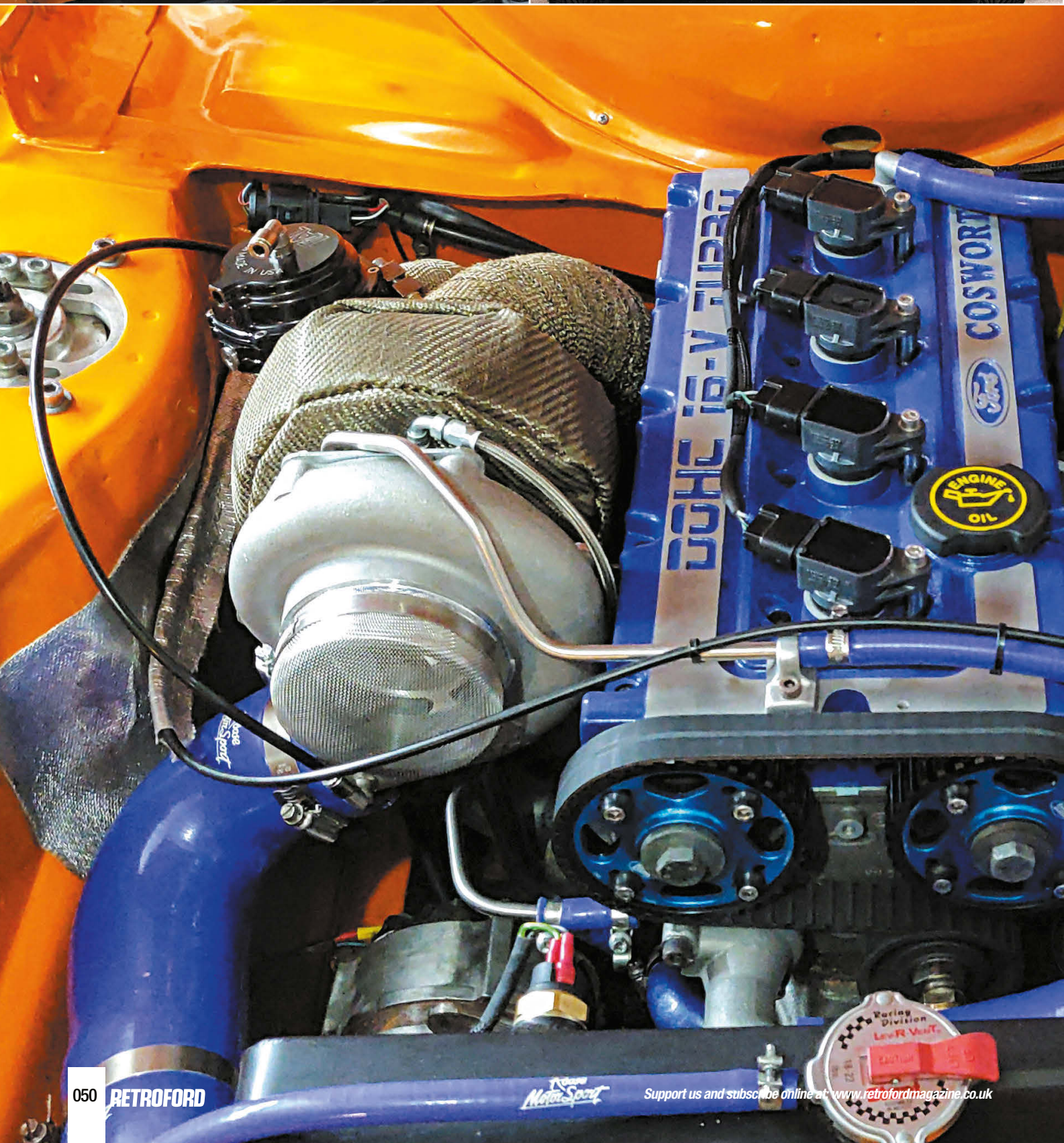
It goes without saying that retro Fords are the most popular of any that wear the blue oval at each end, and this is not just evident here in the UK. Visit most Countries, and you're bound to spot a cheeky retro Ford somewhere on your travels. One Country that loves

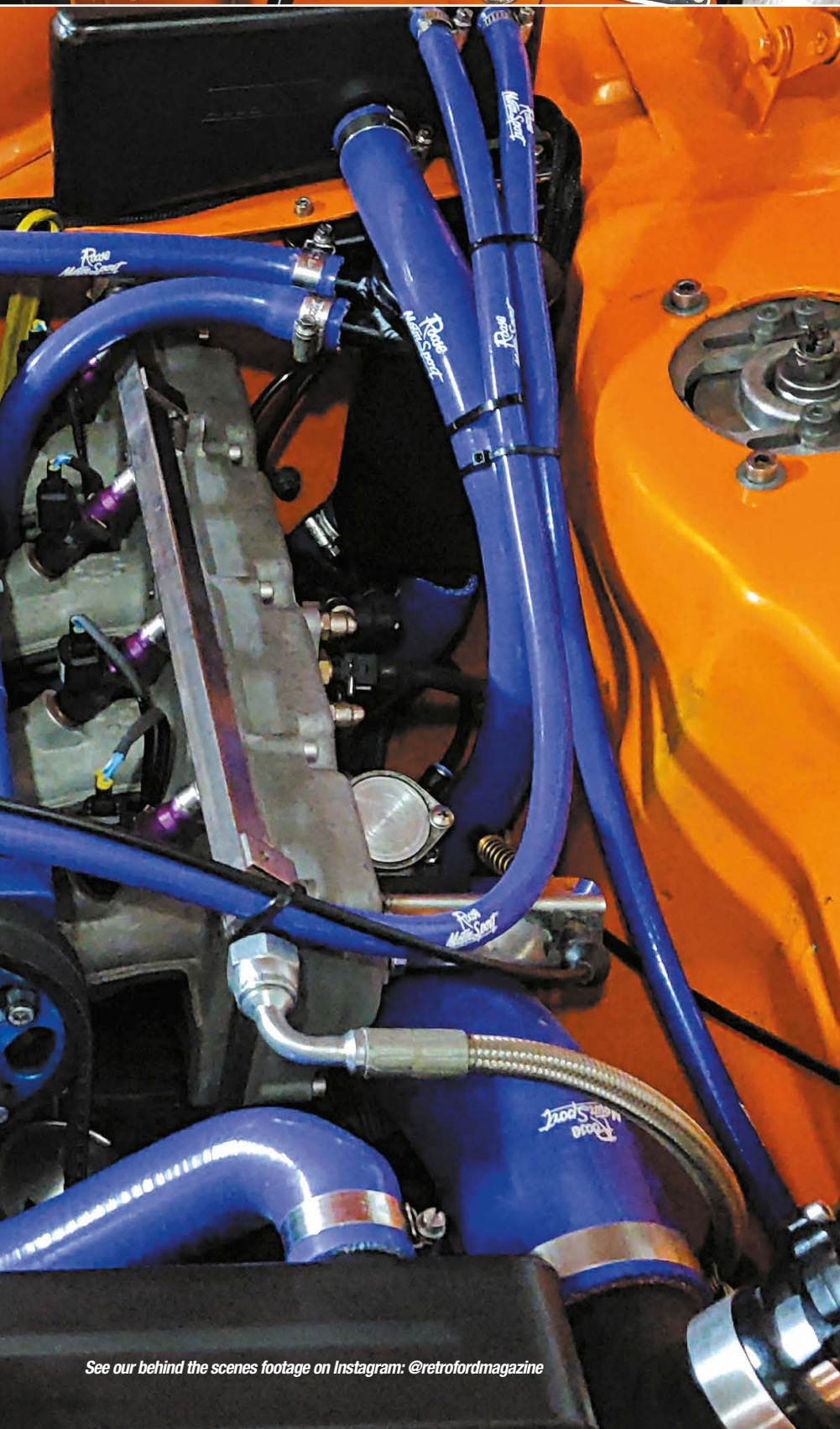
their old Fords is Malta, and for any of you that have been, you're sure to have come across a few. Many are on the roads there but as you would expect it's the mighty Escort that takes the accolade and the one we bring you here all the way from sunny Malta is right at the top.

Steve Xuereb is the proud owner of this simply stunning Mk2 displayed here before you. Steve is an out and out petrol head as he now starts to tell us. "I was just 17 years old when I got my first car," he smiles. "A black Fiat 127 Sport with an orange stripe and it now seems that from that young age I



MK2 ESCORT





have been a fan of orange.” With the 127 out of his system, it was time for some decent metal to come into Steve’s hands. “So far I’ve had one Capri 2.8i, Escort Mk2 X-pack, a couple of Mk1s and another Mk2 before this one. All superb, but they came all ‘ready to go’ so I was limited to what extra touches I could add to them. What I really wanted was a full-on project to build from the ground up.”

Finally, his desire came to fruition, and in January 2010, Steve found the Escort as an unfinished project. “I think the previous owner realised that it wouldn’t have been a quick and easy job to get the car restored so I decided to let it go.” The Escort came as a completely bare shell in need of ‘some’ restoration and was perfect for Steve. “It ticked all of the right boxes and I couldn’t wait to get started in bringing this great car back to life once more.” Steve goes on to tell us he holds a deep passion for the Mk2 model. “They’re such a great ‘70s car,” he grins. “The heritage behind them is unprecedented on the road, race or rally circuits. After owning both Mk1 and two variants, I must be honest and say I much prefer the Mk2.”

With a bare shell sitting before him, Steve drew up plans to get the car on the road starting with some minor repairs to ensure the Escort would reach the body shop completely rust free. “A very good friend of mine Adrian Busutil at the Buzu Garage got the task of painting the car for me. I have made so many new and good friends through the car scene,” Steve says. “I actually go as far as classing them like family, we have all become so close, and that is one thing I love about the whole scene.”

We couldn’t agree more, nothing can bring a group of people together like cars can, especially when there old Fords! With a short anticipated wait, the Escort was back safe with Steve and looked outstanding in its gleaming shade of Focus RS orange.

“I really love the RS shade,” Steve beams as he tells us. “A lot of people comment on how much it suits the lines and curves of the Mk2, and I couldn’t agree more.” The Escort first hit the Maltese roads in 2013 in its first guise and has evolved ever since.

“For a good number of years, the car ran a Pinto engine complete with steel crank, rods, forged pistons, big valves along with a full race cam and twin 48-Webers.”

Now, for most of us, those choice old Skool mods would be enough to satisfy for a fast road set up, but Steve added NOS for an even bigger grin factor. This boy sure likes speed!

“That set up gave good power and was totally reliable, bulletproof even and it gave me many years of happy spirited driving, but I really wanted a change, and at the end of 2018 the Pinto came out making way for a Cosworth set up.”

The desire for more performance stems from Steve’s love of drag racing held at the Halfar race track organised by the Malta Drag Racing Association. “I’m not one for static shows and meets,” he tells us. “Don’t get me wrong I admire

the time and effort people put into their cars whether they are retro Fords or any other marque but, for me I'd rather spend the day ripping up the drag strip."

Look at the pictures featured here, and you'll spot the front end lifting off the ground, and this shows that the Cosworth power plant lurking under the flawless orange bonnet is tuned to produce some big BHP. Open the hood and you're greeted with a clean, neat install. Everything sits so well with nothing looking out of place.

With its blue and silver cam cover, the engine looks right at home resting between the wings. Complementing the blue of the engine is a full blue silicon hose kit supplied by Roose Motorsport and as for the turbo who could miss spotting it looking almost as big as the engine itself! "That's a Garrett GTX35 turbo," Steve grins widely. "Other tuning goodies come in the shape of steel rods and crank which I sourced from Burtons, ten-studded 200 block, ported head, Aries pistons and BD16 Kent cams."

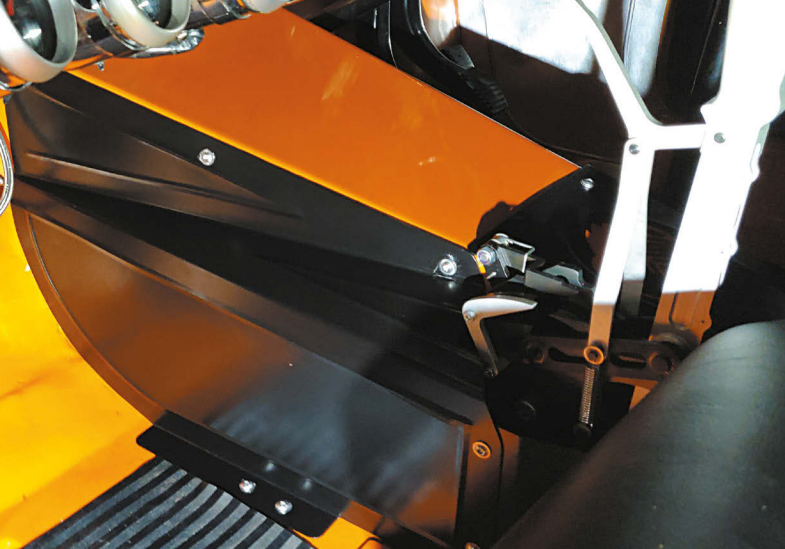
Getting rid of the spent gasses is through a standard manifold modified with a spacer before existing through the Zisco custom made exhaust system which gives out a sweet burble. Transferring the Cosworths power to the rear wheels is courtesy of a Tremec TK0600 gearbox leading out to an Atlas axle with Quaife half shafts and LSD. This is soon to be replaced with a Strange 9" -axle complete with Wilwood rear disc conversion, to improve brake performance. Keeping the Escort firmly on the tarmac is taken care of by a coilover suspension set up, ladder bars and some great magic from Ronnie!

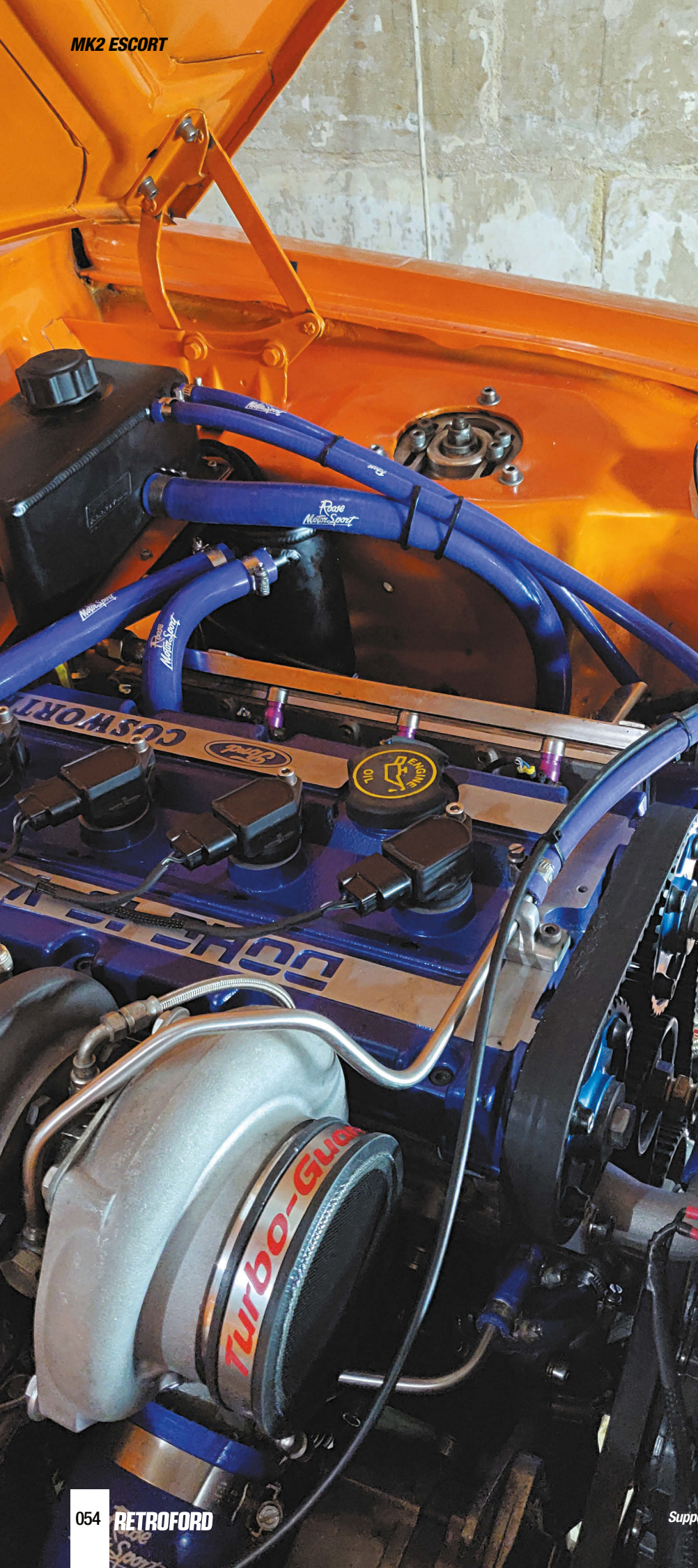
As already mentioned this is one Escort that gets used and used hard so with none of this show field pampering the interior remains pretty much standard but functional featuring a row of extra gauges enabling Steve to keep a close eye on things, and a bank of flick switches are neatly mounted to the centre of the dash. Making the gear changes swiftly and more exciting is the longer alloy lever adding to that race car feel. Many hours have been spent from day one in getting this Escort to exactly how Steve wanted.

"It took three years from when I got the car to it being fully on the road for the first time. That was for panel work, the prep, painting and refitting up the whole car. We had many laughs along the way which to me is all part of this great hobby of old Fords."

Steve goes on to tell us how thankful he is for all the help and support over the years and which he still receives. "I can go as far as saying that I wouldn't have this car if it wasn't for the support of my friends. After the Escort was painted, my dear friend Ronnie, (who I have no words to thank him enough with) built the car from the ground up." ■







TECH SPEC

ENGINE & TRANSMISSION:

Garret GTX35 turbo, BD16 Kent cams, Ported head, Standard manifold – modified with spacer, Zisco custom made system Tialrace gate and blow-off valve Radtech radiator & intercooler Roose motorsport hoses Aries pistons Steel rods and crank from Burton performance. Ten studded 200 block Coil-on-plug Fueltech 500 ECU G-Force 5 speed transmission Strange 9" rear axle with Willwood disk brakes (to be installed soon) – currently on Atlas axle with Quaife shafts and limited-slip (torque biasing)

CHASSIS:

Image wheels, Toyo and BF Goodrich tyres, coilovers front and rear, uprated disc brakes all round.

INTERIOR:

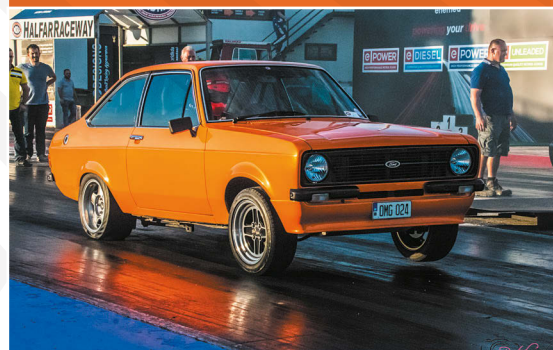
Standard apart from extra gauges, flick switches, alloy gear lever.

EXTERIOR:

Ford ST Orange paintwork, front and rear Mexico spoilers, black bumpers.

THANKS:

Adrian Busuttill of Buzu Garage for bodywork/ paint, Ronnie Busuttill for rebuilding the whole car and suspension, Lawrence Misfud for the engine build plus set up and Mark Farrugia for the rewiring. Torque Racing Team Malta and Reuben Miccallef for the loan of the transmission.



FORD ONLY exchange reconditioned standard and modified units, 12 months guarantee, to fit any FORD ENGINE vehicle. Such as: ANGLIA, FIESTA, ESCORT, CORTINA, ORION, CAPRI, SIERRA, GRANADA, TRANSIT, GILBERN, GINETTA, MARCOS, MORGAN, QUANTUM, SCIMITAR, TVR, PANTHER, + any KIT CARS. Standard engines examples: Pre-cross-flow £1295 Cross flow £1295, OHC £1295, CVH £1295, CVH Turbo £1495, ZETEC £1395, 2.0 DOHC 16V £1595, V6 3.0 £1495, V6 2.8/2.9 £1425 all unleaded

MODIFIED ENGINES

	Stage 1	Stage 2	Stage 3	Stage 4
All pre-cross -flows	£1495	£1695	£1895	£2195
All X flows	£1495	£1625	£1825	£2095
*CVH XR2, XR3 etc.	£1600	£1850	£2050	£2200
*CVH S1, S2 & Fiesta Turbo	£1695	£1895	£2150	£2550
Zetec E1.6/1.8/2.0	£1495	£2025	£2395	-
Zetec S1.25/1.4/1.6	£1495	£1900	£2295	£2900
2.0 DOHC 16V	£1795	£2200	£2500	-
O.H. Cams Pinto	£1495	£1695	£1895	£1995
V4 Essex 1.7/2.0	£1650	£1850	£2250	£2550
V6 Essex 2.5/3.0	£1795	£2050	£2395	£2695
2.8/2.9 Cologne	£1795	£1995	£2550	-

MODIFIED HEADS

	Stage 1	Stage 2	Stage 3	Stage 4
Stage 1	£495	£595	£695	-
Stage 2	£495	£595	£695	£795
Stage 3	£425	£550	£850	£995
Stage 4	£425	£550	£850	£995
Stage 5	£575	£1025	£1395	£1950
Stage 6	£575	£1295	£1395	-
Stage 7	£695	£1025	£1395	-
Stage 8	£495	£595	£895	£995
Stage 9	£595	£675	£750	£850
Stage 10	£695	£795	£895	£995
Stage 11	£695	£795	£895	-

We can do all the work on your original engine if you wish to retain the original engine number.

And we can do a full digital photographic rebuild on any of the engines, all at no extra charge.

All machine work done on in our own factory.

We sell a full range of pistons and bearings and gaskets, valves all engine parts.

Fitting from £250.00 all plus V.A.T

ALSO 3.0+, & 3.1+ CONVERSIONS FOR 2.8 SIERRA, CAPRI ETC FROM £2050.00

* 1.9 + For all the C.V.H. Escort, Fiesta, Orion, Ginetta, Morgan, Panther, Quantum, Scimitar S.S.1. + any Kit Cars, Based on the American 1900 Engine. BORED WITHIN FORD TOLERANCES. NOT a massively overbored 1600 as all other conversions are. It is the strongest, and most reliable on the market. FROM £1650.00 + VAT

ALL THE ABOVE ARE COMPLETE ENGINES INCLUDING: CYLINDER HEAD, SUMP, OIL PUMP ETC. WE PREFER YOU TO SEE THE ENGINE BUILT UP.

All our modified and big engines for small are for normal fast road use. To give added B.H.P. whilst retaining reasonable economy and tractability, these Engines can include Gas Flowed Cylinder Heads. Larger Valves. Modified Cams, ARP Bolts, Balanced and Overbored etc.



1.9+ Turbo Block assemblies, includes crank, rods, pistons oil pump: £1395.00

MACHINING: REBORING, REGRINDING, BEADBLASTING, EX. CRANKS, HEADS, PIPER AND KENT CAMS, CARBS, ETC. SEND 38p STAMP FOR DETAILS GIVING MODEL OF YOUR CAR & ENGINE TYPE AND SIZE

15 CURZON DRIVE, GRAYS, ESSEX RM17 6BG

Sytec

FUEL TECHNOLOGY

MOTORSPORT

ADJUSTABLE

Competition

FUEL PRESSURE REGULATOR



MSV MODELS
from
£99.70

Colours:
● Blue
● Purple
● Red
● Polished Silver
● Black

• 1:1 RATIO
• ADJUSTMENT RANGE
15.0 - 90 PSI

• AUX. GAUGE/SENSOR PORT
• RANGE OF HOSE fittings
• LIGHTWEIGHT ALUMINIUM

Tel: +44 (0)1784 493 555

www.glencoeltd.co.uk

PRICES EXCLUDE VAT @ 20%

H&H IGNITION SOLUTIONS

the only solution to your ignition problems



Reconditioning Service

This is a complete overhaul of a customers own distributor, including replacement of all serviceable parts, shot blasting and re-plating of all bolt on parts, available for conventional and electronic ignition systems for classic and modern vehicle applications.

Obsolete Replacement

Because of the rarity & Shortage of some classic & vintage distributors we offer a modern direct replacement using either OE or a New Bespoke unit where necessary, this gives the owner ease of maintenance and parts availability.



H&H Eazi Fit Ignition Kit

The Eazi Fit Kit has been developed as a simple and cost effective way to convert your distributor, from points and condenser to a basic form of electronic ignition using a magnetic style trigger wheel which triggers the switch that controls the HT coil, although still using an original points type HT coil the kit will improve the spark integrity giving your vehicle improved starting, fuel economy and all around performance, this kit is available for all makes and models positive or negative earth using 12volt battery

H&H High Power Electronic Kit

Our high power electronic ignition kit is supplied as part of an off the shelf distributor range giving the ultimate in electronic ignition. Based on a late Mitsubishi ignition system it gives accurate control of the HT coil with variable dwell and spark integrity only seen in late manufacturers technology, this high power kit is supplied with a choice of HT coil either a conventional oil filled coil or high power dry cell coil. Available in 2, 4, 6, 8, and 12 cylinder versions.



Engine Management Replacement

Due to reliability and durability, later model engines are now commonly being transplanted into older vehicles. Unfortunately late engines often come with complicated engine management systems, H&H offer a direct replacement mechanical distributor system to replace the engine management on most applications enabling the engine to run with carburetors. Note: Engine must have a location for a distributor.

WWW.H-H-IGNITIONSOLUTIONS.CO.UK

T: +44 (0) 1384 261500 E: sales@ignitionsolutions.co.uk
Unit 32 Fens Pool Avenue, The Wallows, Brierley Hill, West Midlands, DY5 1QA
Terms of Trade: Carriage is at additional charge on individual orders. VAT charged at the current rate at time of purchase. Accepted methods are credit card or pro forma other than these methods account terms apply.

AUTOSPORT INTERNATIONAL

EUROPE'S LARGEST MOTORSPORT SHOW - NEC, BIRMINGHAM, 9TH – 12TH JANUARY 2020

WORDS: MIKE RYSIECKI PICS: LEIGH JONES, ANDY ELLIS AND AUTOSPORT INTERNATIONAL



Autosport International returned to Birmingham with a fresh look, a new layout and more space for visitors to enjoy the exhibits and live action. As British motorsport evolves for the new decade, so does its pre-season, warm-up event. Mike Rysiecki found sporting Fords of all ages and racing disciplines in every area of the show.

Autosport International is going through an exciting revitalisation as it celebrates the 70th anniversary of Formula 1, 70 years of Autosport magazine and the show's own 30th birthday at the National Exhibition Centre. The event grew out of what was previously the Racing Car Show, which itself has a much longer history dating back almost another 30 years and even used a Townsend Thoresen car ferry docked on the Thames during

one of its early years. Whichever way you count back, the event is still the new season 'opener' for British motorsport and is the place where many deals and drives are settled for the upcoming year. The trade and media-only Autosport Engineering 'show-within-a-show' on Thursday and Friday exceeded all expectations, according to the show organisers, with both trade and consumer exhibitors reporting great business generation.

Sparco, Haltech, EEC Performance Systems, Hardwire Electronics, Aero Tec Laboratories, FreeM and Lithiumax were all winners of Product Showcase Awards, which recognise outstanding achievements within the development of innovative products for the motorsport industry. Tony Tobias, Head of Engineering at the show said, "Autosport Engineering is all about innovation and it is

important for us to recognise the very best advances in motorsport technology. The technologies that have won an award this year have shown some clever developments and clear thinking."

Historic and landmark championship winning Ford cars were showcased in the 70-year timeline display. Henry Ford II and Lee Iacocca launched the worldwide 'Ford Total Performance' programme in 1963 and it didn't take long before Ford won its first Formula 1 world championship. An unbroken run of seven world championships followed Graham Hill's 1968 drivers' championship win in the iconic Lotus 49B powered by a Ford Cosworth V8. The 1969 Gold Leaf liveried car was proudly displayed wearing the world champion's number 1 in honour of that important year. Ford powered cars went on to win another 5 Grand Prix championships over





the subsequent eight years. Other significant Fords highlighted in the Autosport 70-year racing timeline included a 1964 Mk1 Cortina and a 1990 Sierra RS500 Cosworth from the British Saloon / Touring Car Championships.

Probably the oldest Ford at Autosport International was Peter Moore's 1934 3-window Ford Coupe street rod. This car was custom built by Andy Robinson Racecars around ASC rails,

multilink rear suspension from a Vauxhall VXR8 and is powered by a Chevrolet LS2 with MSD ignition. That Chevy V8 powered Ford theme continued through several other show cars.

Freshly built and on show for the first time was a 1955 Mk1 Zodiac 2-door conversion. It can take a moment to realise the extent and quality of that body customisation because of the distraction caused by the 9.8 litre big-block Chevrolet engine with 1071 blower poking out through the bonnet. Cooling for the monster motor is supplied by Serck Motorsport who displayed the car on their stand in Hall 2 of the show. This truly visionary build is the product of father and son Paul and Steven Merton who engaged a team of renowned industry specialists, like Rob Chilton who crafted the chrome-moly tube chassis, to help with the build of this exciting car. The 1000+ HP street-legal drag car is newly finished and is about to be wired before its street eliminator debut. Look out for this car and its other close Ford family relatives in future issues of Retro Ford.

Further round the show, in the Performance and Tuning Car section, more Chevy (and a Mopar) powered, Ford based, drag cars were on display on the Outlaw Anglia stand. This enthusiastic group formed their own drag racing class in 1992 in which 'sit-up-and-beg' style Anglias, Populares, Prefects and Fordson commercials compete for class honours. There are more than 27 individual examples in their drag racing discipline. Four of their finest brought colour to a Ford body style more famous in period for much more sombre shades. Barry Woodford's '55 Pop is steel bodied, with a fibreglass front covering a 383 ci (6.2 litre) Chevy small block. This is contrasted by Simon Barlow's full fibreglass Fordson van which is capable of 7 second, 194 mph, quarter miles. Rob Stone's Anglia is powered by a 7.5 litre Mopar and pulls 0-60 in 1.2 seconds.

Rally Fords were well represented throughout the show and in particular on Ian Gwynne's BGMsport stand. On display were a Mk1 Lotus Cortina historic rally car which had been driven by Roger Clark and Colin McRae at various times. A rare RS1700T prototype Group B Escort had undergone a long-term restoration by BGMsport and is now part of a private collection. One of the last two Boreham RS200s which was initially built for the 1986 Acropolis Rally, remains one of the few examples to be unmodified and unchanged from its original 'works' specification. A 2001 WRC Focus driven, and crashed, by Colin McRae had competed in the







Monte Carlo and Corsican rallies before being rebuilt for demonstration and promotional use. Bringing the impressive line up to date was an ex-Markko Martin Motorsport Fiesta R5 which will see service in some UK events during 2020.

The Kwik Fit British Touring Car Championship kicked off its 2020 season at Autosport International with a line-up of stars and cars contesting the upcoming season taking pride-of-place on a dedicated BTCC feature in Hall 2 at Birmingham's NEC. On a more affordable level, the ultra torquey diesel-powered Focus Racing Cup series previewed the second season of their 'arrive-and-drive' competition.

The Mustang played a role right at the beginning of Ford's 1960s Total Performance programme when British, Alan Mann Racing prepared, endurance rally cars gave the nameplate its first ever competition win. After 55 years of continuous production, the model is still competing in the UK today. A previous generation S197 Mustang competition drift car was displayed on the Cannon Run driving holiday company's stand but the most exciting Mustang news belonged to Academy Motorsport.

In 2020, Academy Motorsport will carry the Ford Performance banner in Europe, taking up where Multimatic Motorsports left off with the Mustang GT4s last season. The team has previously won Ginetta G20 and Ginetta Junior titles and are mainstays of both the British GT Championship and the European GT4 series. Academy Motorsport has also become a Multimatic-approved agent for the Ford Mustang GT4 in Europe. The Ford Mustang GT4 proved itself to be fast, robust and, reliable in the 2019 season when Scott Maxwell and Seb Priaulx very narrowly missed out on winning the British GT4 championship. "We are delighted to be representing Ford Performance and Multimatic in Europe," said Academy Motorsport MD, Matt Nicoll-Jones. "The product and support speaks for itself, with the results of the Mustangs last year alone convincing us that this was the right path." The 2020 Academy Motorsport Mustang drivers will be announced soon.

Elsewhere at Autosport International the Live Action Arena provided traditional combustion engine excitement while e-sports and Formula E were showcased as the latest derivatives of motorsport to eager show goers. The major manufacturers are piling into Formula E and the London ePrix will be held just one week after this year's conventional Grand Prix at Silverstone. Motorsport Games and Autosport International hosted online, virtual and simulator racing over the four days of the show providing participants and spectators alike with the opportunity to experience and view these new and growing additions to the sport. Motorsport in Britain has become even more diverse, with new offerings filling every niche - they were all there at the Autosport International Show to be enjoyed and explored. ■

WORDS: JOHN WAIDE PICS: ANDY ELLIS

CHRISTMAS STAGES – CROFT CIRCUIT – DECEMBER 15 2019

ESCORTS IN ABUNDANCE AT CROFT CIRCUIT.

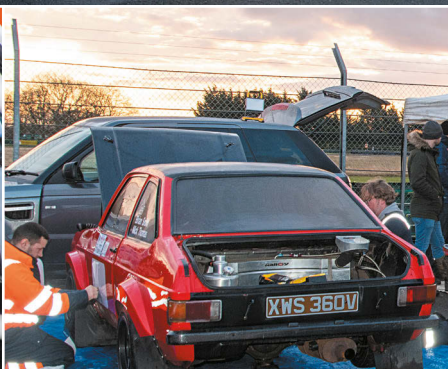
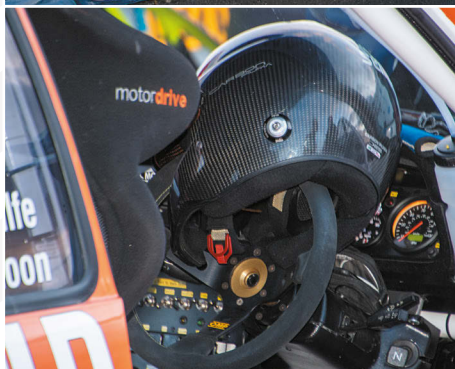


The Croft Circuit hosted the Swift Signs and Shirts Christmas Stages, organised by the Northallerton Automobile Club. This annual event is well established and attracts many of the best drivers around. This one-day event is one of the UK's most popular winter club-level rallies with stages based

on different configurations of the circuit. There is something for everyone, with drivers and teams set to produce plenty of high-octane thrills and spills.

As the most enthusiastic motorsport supporter knows, an early start is necessary to get the most from the sport. Usually, what goes on early in the day can be of great interest and there

are opportunities to meet and chat with like-minded friends and the crews before they get too preoccupied with the business of racing in an event. This event was no exception. So it was an early start on Sunday morning for the trip. The weather was cold, but nice and sunny (with the exception of a sleet shower around 6:00 am), so a



thick coat was the order of the day...

As we walked into the paddock area, it became very apparent that the number of Ford Escort crews was exceptional. It must be said that the cars were in stunning condition -worthy of any car show (not a rally where the possibility of damage was ever-present). There were 87 entrants in total, 23 of which were Ford Escorts. This was over a quarter of all entrants. For the purposes of this report, we concentrated on the rear-wheeled Ford Escort crews, mainly because of the number and quality. The vehicles were in amazing condition and there were more than a few top rated Escort drivers present. Of course, there was fantastic talent amongst the other drivers and teams.

Overall, there were a fantastic group of Escorts - ranging from the professionally built Millington engine powered rockets to a well presented MK1 of Paul Davey. There were numerous cars listed as Escort MKII with two litre powerplants, also a RS 1800 - all of which had the promise of some entertaining racing. Plus, you'd be foolish to underestimate any of the crews and the drivers of the non-Escorts - which consisted of vehicles ranging from ex-WRC vehicles of the Ford Focus and Fiestas R5. There was a four wheel drive Subaru Impreza, Mitsubishi Evo... the list goes on! Through all the classes, many enthusiastic teams used the smaller hatchbacks and it was interesting to see how the Escorts would perform alongside them. With the different class system, there were rewards available for all - so everything to try for. The Escorts fell into two classes - class 3 for vehicles over 1600cc but no more than 2000cc (15 cars) and class 4 for vehicles over 2000cc (8 cars).

The event was run on a staggered-release basis, with a few cars on track doing the 3 laps each per stage. Cars were released in 30 second intervals, ensuring the track was always occupied and the racers constantly changing. All this lends itself to an interesting mix of cars racing together, which makes excellent viewing for the crowds in attendance! Another appeal is that all eight of the rally's timed special stages are held within the perimeters of Croft Circuit - the region's premier motor sport venue, located just outside Darlington. This means that spectators can see the vast majority of the action as well as rub shoulders with competing drivers in a permanent service area where mechanics work on fettling the cars in between stages. It is not unusual to see crews working on a groundsheet under a gazebo out of the back of a van - grassroots motorsport at its most fascinating! The drivers and crews are always ready to talk to the supporters and followers.

Once racing commences, cars of all classes race together - sometimes of similar power and ability which allows for the competitive nature to be shown. Close racing often ensues with larger cars sometimes chased by a smaller competitor. All things which prove entertaining to the crowds. The track was initially wet and slippery (depending on the tyre choice), no doubt because of the early

CHRISTMAS STAGES

morning sleet shower. However, the track did start to dry as the day wore on, which helped with the tyre choices.

The results for the day were pleasing, with four Escorts being placed fifth, sixth, seventh and eighth as overall positions against the whole entry. In their class, they placed first, second, third, and fourth - an excellent result!

DRIVER COMMENTS

*Paul Swift – Car 6 – Navigator - Jessica Swift
Finished 6th overall and 1st in Class*

Paul is best known as a stunt driver and for his precision driving. He has performed in live action arenas at motor shows, including the Top Gear programme.

Paul commented on the race - "Really enjoyed the event, amazing to see so many people spectating at our local event. We struggled with traction on the early stages, but the track dried as the day went on and we were able to go hard in the afternoon. Jess did a great job on the maps and given the standard of cars and drivers on the entry list - we were delighted to get 1st in class!"

*David Henderson – Car 15 – Navigator - Ian Forgan
Finished 6th overall and 2nd in Class.*

David Henderson was competing in a Millington powered Ford Escort Mk2. The initial wet conditions were not the best for a 300bhp rear-wheel drive rally car, especially as it was 16 years since he last competed in a rally AND his first time in an Escort! Co-driving was Ian Forgan, normally a driver himself, so this was a change for him!

*Ian Woodhouse – Car 7 – Navigator - Paul Rowland
Finished 7th overall and 3rd in Class*

Ian commented on the race, "All in all the day was good. We just struggled with grip as the day went on. It kind of dried out and we just couldn't get a grip - so went back to wet tyres. That helped for the last few stages. It's my local event and always well-run."

*Martin Hodgson – Car 9 – Navigator - Tony Jones
Finished 8th overall and 4th in Class.*

Martin showed a pleasing effort at Croft in his distinctive blue Escort. He recently competed in the Rainworth Skoda Dukeries Rally at Donington where he managed 6th overall and 4th in class. At the Neil Howard Stages he suffered electrical problems, causing retirement.

*Phil House - Car 63 – Navigator - Wayne Ward
Finished 18th overall and 5th in class.*

Phil's Escort was featured in the Retroford's November edition - which was a worthwhile read. Phil let us know how his experience was at Croft, "Really enjoyed my first taste of rallying after 20 years of circuit racing. Had a low seeding due to being a newbie, starting 63rd. I made some rookie errors on one stage, which lost about 10 seconds. I





was held up a little with slower cars but eventually came 18th. The car ran faultlessly and I'm looking forward now to the Jack Frost stages and hopefully a better seeding - which will enable me to try knock on the door of the top ten."

Matt Edwards – Car 3 – Navigator – Rhys Stoneman
Finished 21st overall and 6th in Class

Matt is a former British Rally Champion - which he won for two consecutive years. The year prior to that, he was placed third. At Croft, he was driving the Pete Smith's Escort, but he is also known for driving a Fiat 131 (which he did in the Trackrod Rally), a Hyundai i20 R5 (in the Wales Rally GB) and his usual Ford Fiesta R5 in the Neil Howard Memorial Stages at Oulton Park in November. Matt is clearly a driver who enjoys doing just that - driving.

Tim Metcalf – Car 36 – Navigator – Nicole Moon
Finished 28th Overall and 5th in Class (class 3)

Tim told us about his day at Croft - "Christmas Stages is always great fun and also good to see so many familiar faces and friends. It sometimes feels like an episode from 'Wacky Races' with a number of cars on the stages all at once! We were trying a new different setup in readiness for next years TER(Tour European Rally) Historic Championship and we were very happy with the results. The car is FIA 'K' Ford Escort RS1800, fitted with BDG engine and Kugelfischer fuel injection. It was built and prepared by Richard and Jack Pocklington of Motoscope, Northallerton. Darren Moon (Escort legend) was with us for the day giving valuable advice and tips. His daughter, Nicole, expertly navigated me through the stages!"

Some of the above cars were 'Class 4' declared as having an engine of 2500cc - so all very similar. So there should be no surprise that they finished in similar positions, with a total of time 1:18 separating all four. An exciting competition between them, which ended with a very small margin over 8 stages throughout the day. Interestingly, the next Escort was piloted by Phil House, who ended in 18th position and 5th in class. Although he had a slightly less powerful car (at a mere 2100cc but still in the same class), his time of an additional two mins dropped him eight places behind the No 4 car of Martin Hodgson - which confirms how close the competition was. Phil admits that being new to rallying, (circuit racing being his norm), he did make a few mistakes, which he believes cost him about 10 seconds - so he could have made up a few places. Congratulations to all the overall and other class winners.

If you are even slightly interested in a good day out watching motor racing at any level, it is well worth finding out where your local circuit is. Check out the events' calendar, which is usually online, and get along there for a really good day out. You will not be disappointed! ■



WORDS: ANDY HANKIN

CLASSIC HO



HOT RODS

Birmingham 'Wheels', one of the longest established race car oval tracks, came under threat of closure in December - with little warning. We had known for some time that the council, (who own the site) had plans for a new redevelopment there.

After losses of Stoke Auto Speedway and Belle Vue Manchester towards the end of 2019, this was the straw that broke the camel's back. The whole race community has been turned upside down. It brought a lull of depression amongst those in the Midlands that have grown up and raced at the track.

Eight businesses operate within the complex, ranging from motor racing to speed skating, along with go-karts and a drifting school. The council issued an order for them all to leave by the 31st January 2020. A call for action is needed!

The 'Save Birmingham' group is headed up by former promoter, Phillip Bond, and his son Mark - who have a vast knowledge of the site and its history. The attempts to save the track began with a petition and a protest outside council premises on Tuesday 14th January. The reports that came back from the protest were not promising and fans began to grieve for the home track. A wave of new enthusiasm was needed and people began to fight back with photos and # links to social media sources with a call to stay positive.

One piece of other leverage came from the presence of Japanese knotweed on the site, which can take ages to get rid of - thus holding up building work. In the eleventh hour, Birmingham city council called a meeting to find a way forward and how to work with those who have businesses on the complex. The future on the site now looks better, at least for the short term, and the gates will be open for racing very soon. This is the first turnaround of its kind for British oval motor racing in the United Kingdom.

The removal of Birmingham Wheels would have meant a loss of around four fixtures to the classic hot rods and a total of around fifty scheduled race dates in the year. This topped off by the loss of a tarmac oval would have left fewer places to race and a possible downturn on drivers. One or two owners had already made plans to sell their cars in the early part of the month. Birmingham, on the oval side, has been home to stock car and banger racing for some 40 years at the Landor Rd site and certainly played a major feature in the early days of Classic Hot Rods. Classics were run at many of the domestic style meetings alongside stock rods and bangers in the early years of the formula.

With the track being in the Midlands, it has always been ideal for all types of oval racing with drivers travelling up and down from Devon, Cornwall and Scotland to race. Classic hot rods, though, is not the only formula that features Ford cars or cars with Ford running gear. Of course, on the side of banger racing, Fords have always

provided a good variety of competitive cars and engines.

The early days saw Cortinas start to take over from the Austin A60 as a mid-range banger, whilst the Ford Granadas and Consuls battled it out in the bigger classes against the P5 Rovers and Jaguars. The Granada quickly became the banger car of the last four decades or so being a good strong car and able to get brilliant traction out of the corners. There are still a decent amount of Ford Granadas raced amongst the bangers today, many have had a full rebuild to a banger specification. Scorpios and Mk3 shape cars can also be seen racing. The V6 engine is used for transplant into almost anything. Some owners run them in Lexus and Mercedes bodyshells, whilst others choose them to power Jaguars or large American cars.

The Cortina, for some, broke away from banger racing to be the early start of Lightening Rods. These were then replaced with the long-term favourite, Ford sierra; these again powered by the Ford 2.0l OHC engine and now the later, Mondeo Zetec power unit.

For those who wanted to race V6 power and non-contact, there was a formula known as 'Super Rods' which was mainly dominated by the Ford Capri with either a 2.8 or 3.0l engine for power. These, latterly, gave way to use of the Ford Sierra shell with the Ford XR4i and 4x4i being in production at the time - which helped with the development. Unfortunately, we only see the odd one or two of these at race tracks nowadays which appear in a mixed hot rod formula known as 'slick cars'.

Brisca Formula 2 stock-cars (by the time Birmingham had opened for business) were evolving from a mixed power unit and drive line choice (Alfa, Austin Morris and Fiat). Favouring the Ford powered, they had become more standardised with Escort axles, 1300 crossflow engines and Ford based running gear. The 1300 on-twin carburettors produced some great brake horse at the wheels. The OHC Pinto was brought in as an alternative and the choke sizes limited on the crossflow saw the demise of crossflow cars, with a scrapyard Pinto costing around £50 in the early days. The Pinto then began to dominate the formula, with great engine builders like Redline and Frank Anderson. The latest replacement is also the choice for classic hot rods and other formulae - the Ford Zetec unit.

The main chassis of a Brisca Formula Two stock car is steel rail/box section with purpose built bumpers for full-on-contact motor racing. These are very much purpose built race cars and many builders have successfully fabricated Championship winning chassis.

The complex itself though started off in the early days as a way of getting some of the local youths off the streets. It aimed to show them that cars could provide other interests apart from joy-riding. The project ran at the site through the probation service and provided somewhere





for these youngsters to encounter all types of mechanical work. The main choice of car for the project was the Ford Cortina which was an easy build up into a banger race car, with full roll cage and protection panels in place. They would then let them race the cars at the circuit in order to help them get things out of their system. This then led to the youths going on to build cars for racing on race nights at the second city oval. For some, it became a lifestyle. The scheme was not one of a kind. Similar facilities were deployed at other stock car tracks across the country.

Sadly, usual funding withdrawals and changes saw the demise of the scheme, however, the race scene in Birmingham had began to grow. There had been a big movement of street racing in the early eighties around the back end of Digbeth by the fruit and veg markets. There were a set of bends and locals gathered to see mk1 and mk2 Escorts, amongst other cars, broadsided around the curves. Often recovery trucks were on hand for any of those who pushed too far and crashed.

For those wishing to show off their skills at some meetings, the promoters would run a time

trials attack of hot laps at the oval raceway in Birmingham. Members of the public were invited to bring their road cars along and take to the oval. It was a real buzz for one or two, but for some - a steady plod and a sharp exit!

So what of 2020 for the classic hot rods? Well, the original list of fixtures is being redrawn by the Spedeworth promoters, adding Birmingham to the list. The National Championship looks like it might have a change of venue and will possibly return to the Staffordshire Oval at Hednesford Hills. The early season will see the Scottish Open Championship on 25th April at HRP Lochgelly Raceway, followed by the Malcolm Cheshier Memorial on the 26th. The two titles will be defended by 45 Craig Boyd who will also defend the "Cock of the North" on 25th October - completing the Scottish season.

The classics are also scheduled for a return to the Ter Apel Raceway in the Netherlands for the Dutch Open Championship where 942 Davey McCall will defend. We may possibly see our first Dutch Classic hot rod driver? Who knows? The Irish Open Championship and Jim Purdie

Memorial weekend will be held on September 26th/27th, a great date for your race diary. This meeting attracts a good number of drivers.

There are rumours of a brand new classic hot rod coming from the current English points Champion, Gavin Taber. It will be revealed at the Motorsport with Attitude show which is in its second year at

Peterborough Showground during the first weekend in February. It is well worth a visit to view not only short oval race cars, but Autograss cars, radio control racing and the live arena where displays will take place.

Pictorial this month comes with a view of some of the classic hot rods and other Ford based formulas that have raced at the Birmingham Wheels Raceway over the last few years and hopefully will continue to do so for some years to come. ■

Fixture updates can be found at www.classichotrodtracing.com or search Classichotrods on Facebook.





Classic Car
Full Restoration Facilities,
Sales & Service

**All the facilities you
need for your Classic....**



NEW for 2020 - 68 page colour brochure now available - FREE
Just phone or email



Tiger Sportscars, Unit 10, Anglia Way, Wisbech, Cambridgeshire PE13 2TY
Tel: 01945 466200 / 461423 e-mail: jim@tigerracing.com laura@tigerracing.com
www.tigerracing.com

The brochure contains full details of our extensive classic car services and facilities plus examples of cars undergoing restoration and finished examples. It also contains details and examples of our full sports and race car model range.

Over 40 years of experience in total restorations, tuning, maintaining, servicing, repairing & upgrading the blue Oval



Above: Full Dalby Paint
and 'Spital' Services

Tiger Sportscars

Unit 10, Anglia Way, Wisbech,
Cambridgeshire PE13 2TY
Tel: 01945 466200 / 461423

....contact:-
Paul, Jim or
Laura on
01945 466200 or
01945 461423

www.tigerracing.com

e-mails: laura@tigerracing.com

jim@tigerracing.com

Sytec

MOTORSPORT FUEL PUMPS



SYT610E



SYT620EM



SYT342EM



SYT420G



SYT340G

GLENCOE

See the full range available on our website

www.glencoeld.co.uk

tel: 01784 493 555

email: sales@glencoeld.co.uk



SHAUN WINDESS

MK2 CORTINA SUPER

Shaun Windess is the owner of this stunning one previous owner from 'new' Cortina 1600 Super. This matching number car has covered a minuscule 39,000 miles from new! But, don't think that this has prevented Shaun from adding his own stamp to the car. Gaz adjustable shocks and de-cambered leaf springs bring up the rear, with Gaz coilovers and Group four- top mounts upfront. Then at the front,

he put Hi-spec four-pot calipers which peep through the JBW 13" rims! That low mileage engine hasn't gone untouched either. Burton Power cylinder head and rocker cover, fuel enters via twin 45 carbs and an HPE stainless steel four-branch manifold. An alloy radiator upfront then does a sterling job of keeping the crossflow cool. Shaun plans to send the original engine to Wayne at WPE to breathe even more power out of it.

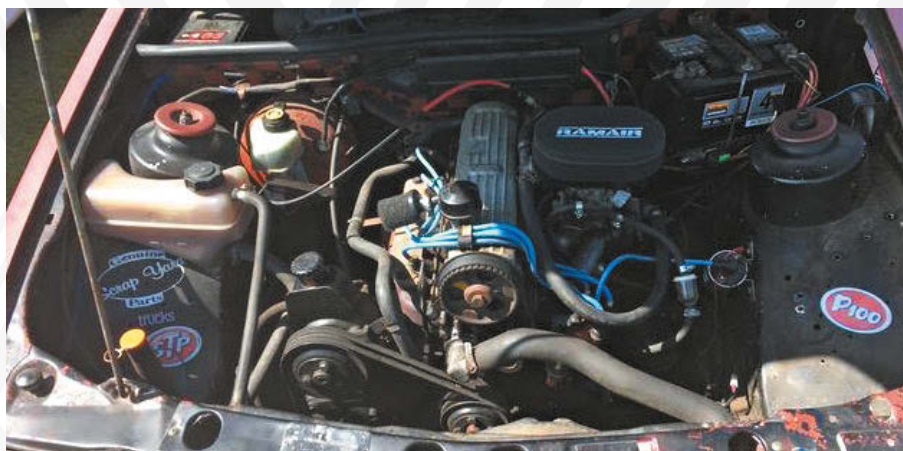


NEAL KEY

P100 CREWCAB

You may have possibly seen some old prototype Fords doing the rounds on Facebook recently? With hindsight, it's easy to look at some of them and think maybe Ford missed a trick, as some of them would have been a sure-fire winner!

This P100 may not be a Ford built prototype but is an excellent copy of one. This is what attracted owner Neal to this unique truck. Built initially by Gary Izzard, the Crew cab was fabricated from P100/Sierra Estate panels, and has fully functional rear doors! The rear buck has been smoothed and shortened to accommodate the longer body. The running gear isn't standard either, the rear leaf suspension has been replaced with a 2wd Cosworth IRS set up and LSD. A Granada hub conversion with disc brakes all round and Granada wheels hold up the corners. The power plant is a 2.0L Pinto with injection head and Webber 32/36 Carb. Then to top things off, Gary went for custom twin exhaust with stainless tailpipes. If only Ford had put these into production?



CHRISTOPHER GINNS**CONSUL ESTATE**

A proper retro long roof this one! A barn find purchased by Chris Ginns with two decades of dust included. Owned previously by an elderly gentleman called John who owned a funeral business, hence the black estate car. It was used as a hearse, so the back windows were tinted. It had a flower-rack bolted to the roof, but this was removed some years ago. Chris recently managed to snap-up the very tidy and original Consul with a 2.5L engine. The first job was to clean all those years of detritus off the exterior, to reveal some pretty sound bodywork! Never-the-less Chris plans to put a fair bit of work into this rare car to bring it back to its former glory. Nice one Chris and keep us posted!

Curvy 'Transatlantic' styling, a vinyl roof and Arizona gold paint! How much more '70s could it be? Dive behind the wheel into the cream velour interior and put David Bowie on the radio, it's the essence of cool! If that's not enough Steve has added a period-correct autoplas rear window louvre to give the 'Tina' a proper Starsky and Hutch feel! The suspension has been lowered so that the shapely body sits nicely over those refurbished Mexico steels. Then the rest is standard bar a stainless steel exhaust system which expels the spent gasses, and will last for decades! Owner Steve initially saw this car at a show, and it was love at first sight. He had to wait a year before he could buy it though, but it was well worth the wait... This range-topping 2000e is a stunner!

X

STEVE BOWDEN**MK3 CORTINA 2000E****JOHNPAYL MUSCAT****MK1 ESCORT**

Mk1 Escort powered by a Cosworth YB engine is an excellent recipe for a lairy animal of an Escort at the best of times, but Johnpaul has taken this one a bit further! Green injectors, three-bar map sensor, stage two-chip, group A head gasket and Airtec intercooler, which adds up to 340BHP! More than enough to make the lightweight Escort very entertaining!

Power without some control would corrupt, so Johnpaul has sensibly uprated the rear end to a four-linked Atlas axle. Tortured 205/50/15 semi-slick tyres do their best to put the power down at the rear, with 'Cookie-cutter' skinny 135/60/15 front tyres help reduce rolling resistance! Johnpaul can make the most of the brutal acceleration while sat in the comfort of Cosworth Recaro seats, and he can keep an eye on the engine's vitals via a bevy of Autometer gauges. The Escort not only goes like stink, but it also looks fantastic, with its flawless bodywork draped in copper paint. Johnpaul we are very jealous! ■



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 dan@retrofordmagazine.co.uk

SIERRA

YOUR PROJECTS

WORDS: ROB CHEESMUR

SHAUN HUNTER

FORD SIERRA FRANKENSTEIN MONSTER



Quite frankly the project Sierra on these pages may well be housing one of the most left-field engine conversion ever seen in this magazine! Well if not... definitely in this section of the mag.

Just look at it. We have been following this one at retro towers with great interest. From the get-go when the constructor of this Sierra, Shaun Hunter bought a 1.3 Pinto engine, with a supercharger and a pile of parts. When we first clapped eyes on them, we thought that they looked like they came from the wreckage of a '50s B-movie flying saucer! In fact, Shaun bought this pile of 'scrap' without even having a car to put it in! However, at the bargain price of only £100 on eBay, it was worth paying and buying this, just for the cylinder head on its own!

Now the 1.3 Pinto is almost a 'Unicorn' in the world of old Fords, there are even people that will insist that they don't even exist! Well, they do, but to be honest it is a miracle they were ever made, as in standard form (with that big cast-iron block and head), the power to weight ratio must have been shocking! The cylinder head is rumoured to be the holy grail for engine tuners to use as a base, on a stout bigger capacity Pinto.

In this instance, there was some method in the madness of using this unlikely engine, as these small capacity engines are low compression, making them ideal candidates for boost.

"I put in a small bid on eBay as I found this whole setup rather interesting. I have never seen anything like this before! I won it for the bargain of only £100. The trouble was, it turned out to be a seven-hour round trip to pick it up and get it home. The guy selling it came from an engineering background, and had concocted this set up as he couldn't keep up with his mates in their Sierra Cosworths back in the day! So he built this setup, put it in his Sierra, and had no trouble with keeping up after that! I asked him what BHP it was putting out, and he said he had no idea, but it did the job." Shaun told us.

Unfortunately, the owner was suffering from a brittle bone disease, and he didn't have an engine hoist to help get it in the back of Shaun's car, but that didn't deter Shaun.

"I saw a pile of logs and moved the engine on them and then built them up to the same height as the back of my motor."

Once home, Shaun had a look at the confusing pile of parts that he had bought. Even to the trained engineering eye, it was quite complicated. This supercharger is no ordinary charger, it starts off being driven by an electric motor, which then shuts off once it gets going, then even more bizarrely it manages to run on its own, not driven by a belt or the motor! To fire this engine up the electric motor takes an impulse feed from the oil pressure switch. Sounds bonkers? It certainly is, but before he got too involved with this, Shaun needed a car to put it in...

"I found an ideal candidate on eBay again, it was a rolling Azure hatch Sierra, with no engine or gearbox. I bid £300 for it and won! It was a result as it was quite a clean shell."

Shaun wasted no time at all bolting up the 1300 Pinto to a type 9-five speed gearbox and then lowering it into



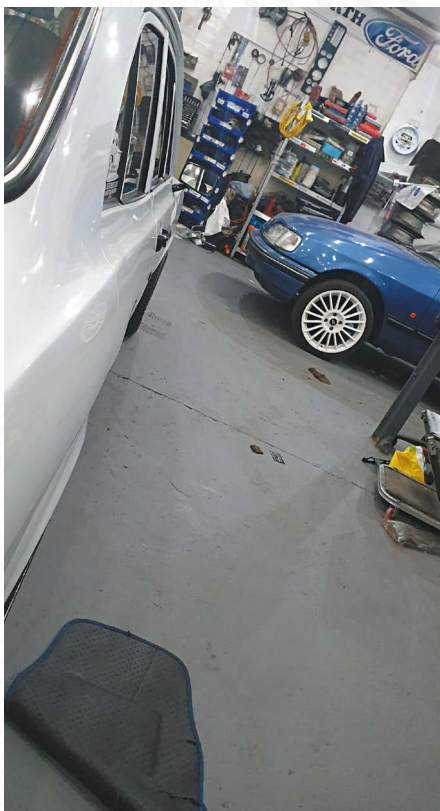
the engine bay, which he had been busy smoothing and preparing for it. Then it was a case of working out what goes where? An intercooler and radiator set up from an Eco-boost Fiesta made for a tidy and compact set up, as it comes in a frame. Shaun got his hands on this arrangement from a Fiesta that had a rear-end considerably shorter than when it left the factory, but the front end was still intact. With the mounting frame chopped down, it bolted in a treat.

"It looked more like it should have been in some sort of 'Steampunk' Frankenstein horror film"! Shaun added.

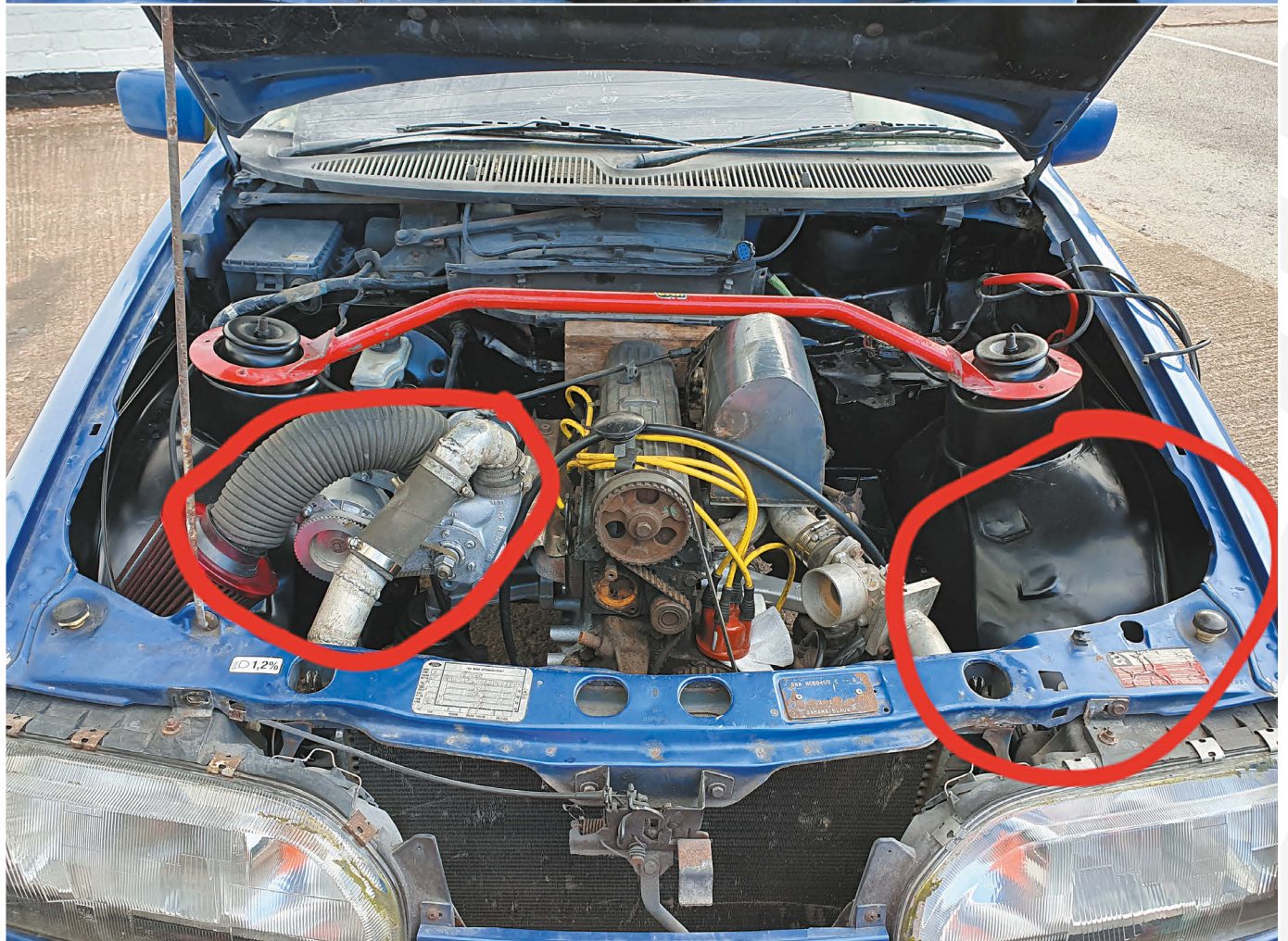
We are sure it would have worked a treat like this, but Shaun decided that it needed modernising and tidying with silicone hoses and twin cone air filters. The 'lunch box' is a smart idea as it houses the Carburettor, and because the 15 P.S.I boost pressure is surrounding the Carb, (and being forced into it at the same time) it means no special Carb is needed.

"There was a lot of too and fro of information between myself and the guy I bought it from via email, he was a great help and source of information. I certainly couldn't have got it running without him! The instructions for wiring it, and setting it up were almost as complicated as defusing an atomic bomb! This will glow red hot, do this wrong and it will detonate, and so on!"
Laughs Shaun

Eventually, with a bit of help, Shaun managed to get the set up working, and the engine running. Then he turned his attention to the rest of the running gear on the Sierra. Cosworth lowering springs and suspension have been added, and Shaun admits that the rear end hasn't settled down yet. This and the fact that the car has yet to turn a wheel, hasn't helped with the 'arse in the air stance' The brakes are earmarked for attention, as the original Azure brakes are not really going to be up to the job. But at least running the 17" rims from a Cosworth rally car will give Shaun plenty of space to run some









'dinner plate' sided brakes!

"I'm going to try and use the car to start with an open standard diff, but if it proves too much of a handful, then I'll upgrade to an L.S.D. I don't have an exhaust for the car yet, but I'm friends with John Ashley and he has agreed to make me a one-off exhaust if I take the car to him."

Shaun plans to keep the outside of the Sierra looking pretty much as it is, comfy interior and standard exterior, so there will be minimal by-way-of clues, as to what lurks under the bonnet!

By the time you are reading this, there will be a good chance that Shaun will have finished this build and it will be prowling the streets looking for victims...

We think in hindsight the nickname 'Frankenstein' that we gave this project from the start, may be incorrect. This car is more like Jekyll and Hyde. It's all docile and domestic shopping car on the outside, but underneath the bonnet, it is a totally bizarre animal of setup, that only requires Shaun to stamp on the loud pedal to release it! ■



MAGNUM CAR PANELS

REBUILDING YOUR CLASSICS



Classic Fords Modified
RETROFORD



**CALL US AND SEE
YOUR AD HERE!**

JUST CONTACT THE NICE CHAP BELOW...

Clair Martin
ads@retrofordmagazine.co.uk
07719 300864

Classic Power For Classic Cars

New Applications just released

Aston Martin 6 cyl

Datsun 240Z, 260Z & 280Z

Fiat 124,125,131,132 Twin Cam

Jaguar XK3.4-XJ3.8-4.2 & V12

Mazda RX7 13b

Sunbeam Alpine

Triumph Dolomite Sprint

Volvo B18/20

VW Type 1,2,4 Air Cooled

Porsche 356/914

Retroject is now available

Our unique new **Retroject** throttle body is now available. Designed to directly replace the Weber DGV and DGAS, **Retroject** is supplied complete with Twin Injectors, ATS, TPS, IACV & Fuel Regulator. Works with all popular EMS systems!



New From
Webcon UK

Weber Carburettor Performance kits for Classic Cars.

Full range details can be viewed at **WWW.WEBCON.CO.UK**

Webcon UK Ltd

Dolphin Road, Sunbury, Middlesex TW16 7HE UK

Tel: +44 (0) 1932 787100 Fax: +44 1932 782725

Email: sales@webcon.co.uk Web: www.webcon.co.uk

All Kits
Feature Genuine
Spanish **WEBER**
Carburettors, Manifold
Linkage, Fittings and
Weber Tuning
Manual



WEBCON

 www.facebook.com/webconuk

SIT BACK & ENJOY THE RIDE



When it comes to classic car insurance,
Adrian Flux have got it covered.

Our classic car insurance policy benefits can include: Agreed value,
owners club discounts, limited mileage discounts and much more.

Call us today for a free personalised quote
0800 085 5000 or visit **adrianflux.co.uk**

ADRIANFLUX

Authorised and regulated
by the Financial Conduct Authority

THANKS

H&H Ignition Solutions
01384 261500

www.h-h-ignitionsolutions.co.uk

Inspect and test a distributor: £25

Rebuilt four-cylinder distributor:
from £150

Rebuilt V6 distributor: from £165

Electronic ignition conversion kit:
£65

Upgraded distributor with variable
dwell and ignition amplifier: from
£205

Solid base plate with 36oz points
and external condenser (fast road
applications only): £35

Above prices include VAT and UK
postage

WORDS & PICS: ROB HAWKINS

ALL YOU NEED TO KNOW...

DISSY JARGON AND MODS

FOLLOW OUR GUIDE TO BECOMING MORE
KNOWLEDGEABLE ABOUT HOW A DISTRIBUTOR WORKS
AND HOW IT CAN BE MODIFIED

The distributor is one of the essential components on an engine for ensuring a substantial spark provides sufficient combustion to force the pistons down the cylinders and rotate the crankshaft.

In brief, when the high-voltage charge from the coil (around 20,000 volts) is delivered to the distributor, it travels down a main centre shaft and looks for an exit route via the rotor arm and metal contacts on the inside of the distributor cap. This centre shaft is rotated by the engine using a drive gear on the bottom of it. At the top of the shaft is a separate upper shaft and the rotor arm sits on top of this. The upper shaft also consists of a cam, which opens and closes the points. The charge from the coil is controlled by the points, which open and close, acting as a switch to deliver the power from the coil.

DISTRIBUTOR PARTS DEFINED

Advance springs – two (in most cases) non-identical small springs (primary and secondary) which control the movement of the bob weights and help determine the advance curve.

Base plates – two-piece plate fitted inside the distributor to which the points and condenser are fitted, which is rotated by the vacuum to adjust the timing at tickover and part throttle.

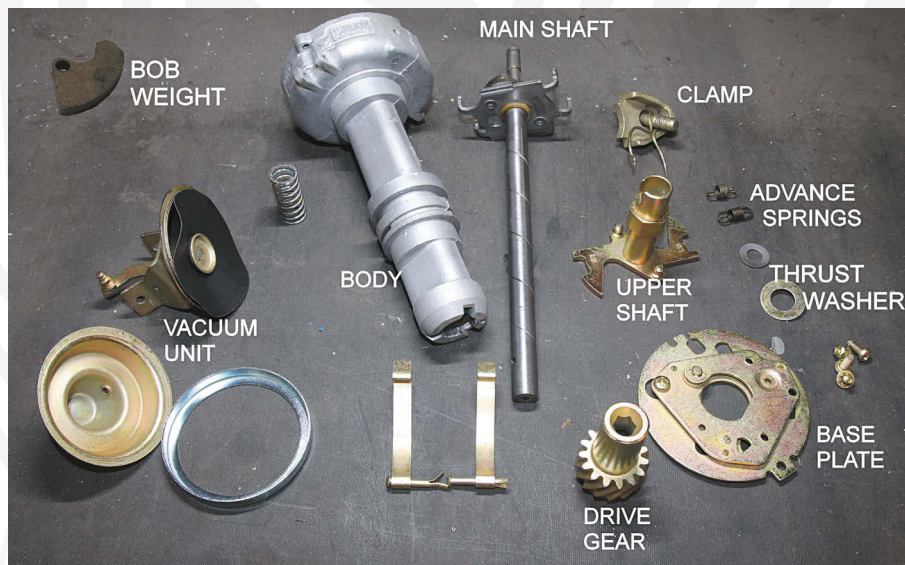
Bob weights – fitted inside the distributor. As the distributor shaft spins, the bob weights move out with centrifugal force and twist the upper shaft to in turn alter the ignition timing.

Body and bush – the distributor body is usually made of cast aluminium and requires a moulded, dust blown bush, which is oil impregnated. This allows oil to seep out as the bush gets warm.

Drive gear – links the distributor to the engine. Located on the end of the main shaft.

Main shaft – a long metal rod that runs through the centre of the distributor.

Points and condenser – the points is a live switch that delivers the energy from the coil. Controlled by the cam on the distributor shaft. The condenser is a capacitor which holds voltage and

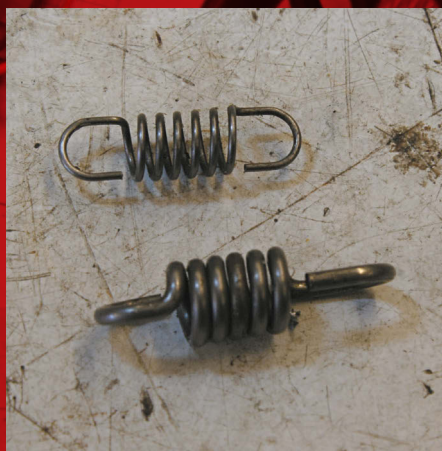


takes away the high voltage from the points to prevent them arcing out.

Thrust washer – fitted on the main shaft between the drive gear and the base of the distributor. Protects the drive gear from rubbing against the soft aluminium body of the distributor.

Upper shaft – fitted onto the end of the main shaft at the top of the distributor. Responsible for delivering the spark at the right time by advancing and retarding the ignition. The cam-shaped section of the upper shaft opens and closes the points.

DISSY JARGON



Dwell angle – the amount of time the points remain closed, which equates to the energising time for the coil.

LT – low tension, low voltage. This is the points side of the distributor and a low voltage (usually 6-9 volts).

HT – high tension, high voltage. The spark plug side of the distributor. A top-condition standard system produces around 20,000 volts, whereas an uprated electronic system can produce at least 40,000 volts.

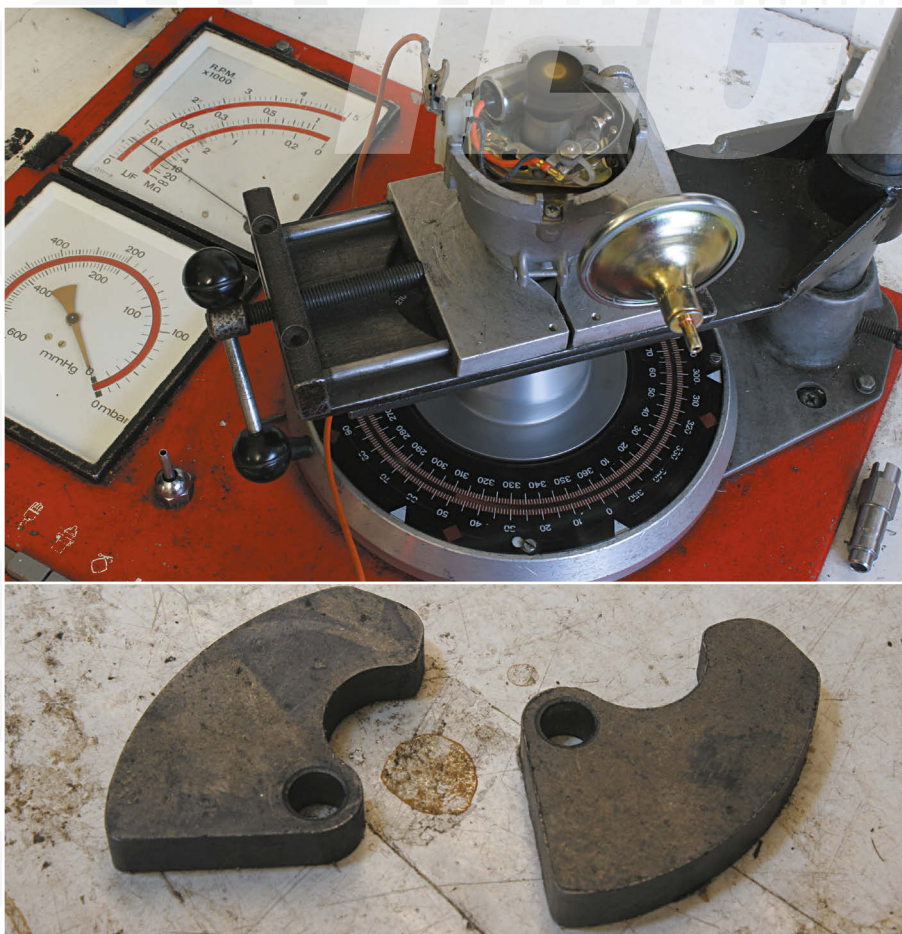
Advance curve – a plotted chart showing ignition timing. Can be altered by fitting different primary and secondary springs.



BOB WEIGHTS

Under hard acceleration, the spark plugs need to ignite the fuel sooner. This is achieved by advancing the ignition timing inside the distributor. A centrifugal mechanism inside the distributor alters the ignition timing. It consists of two spring-mounted bob weights, which alter the upper shaft and rotor arm (these springs are known as the primary and secondary springs). As the distributor's main shaft spins, centrifugal force moves the bob weights out, altering the position of the upper shaft, making it deliver the spark from the rotor arm to the contacts inside the distributor cap sooner. The faster the engine spins, the faster the main shaft spins, which creates more centrifugal force to adjust the upper shaft and thus further advance the ignition timing.

H&H has testing equipment that can calculate the advance curve for a distributor, and by fitting different primary and secondary springs, the curve can be altered.



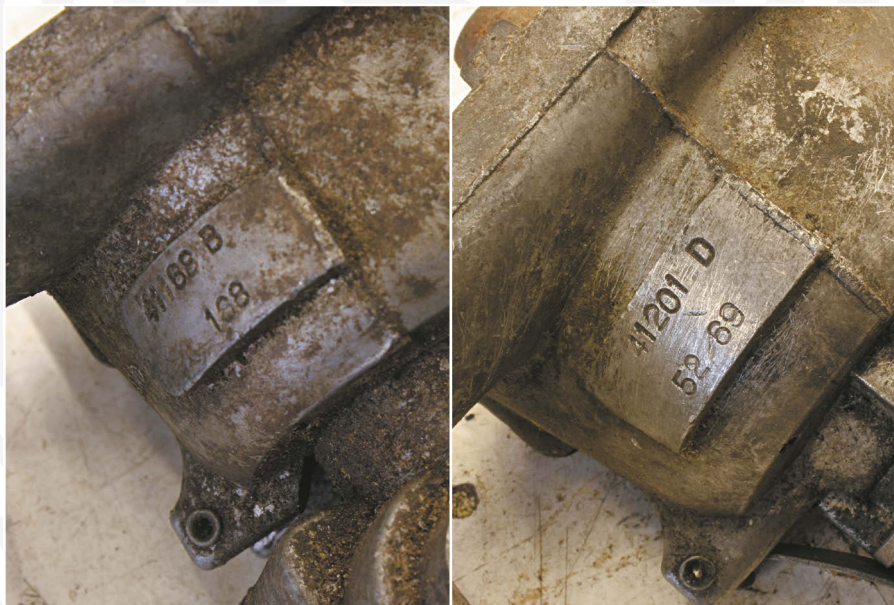
VACUUM ECONOMY

The vacuum unit is designed as an economy aid. Inside, there's a spring and rubber diaphragm, which is connected to the distributor's base plate via an arm.

A plastic tube between the vacuum unit and the inlet manifold controls the vacuum using air drawn from the engine, which in turn moves the base plate and alters the position of the points to help advance or retard the ignition timing. At part throttle, the inlet manifold's vacuum pulls the diaphragm, which in turn rotates the base plate in relation to the cam and advances the points' timing.



SWAPPING DISTRIBUTORS



Identification stamps on the body of the distributor and the vacuum unit will indicate the specification of the distributor and which car and engine it should be fitted to. Inside the distributor, the main component that will prevent it from being a straight swap is the upper shaft. This consists of the centrifugal advance mechanism which controls the amount and rate of advance required by the engine throughout acceleration and deceleration. Similarly there's a vacuum unit, which is loaded with a specifically rated spring and advance stop that aides economy at lower rpm and under load.

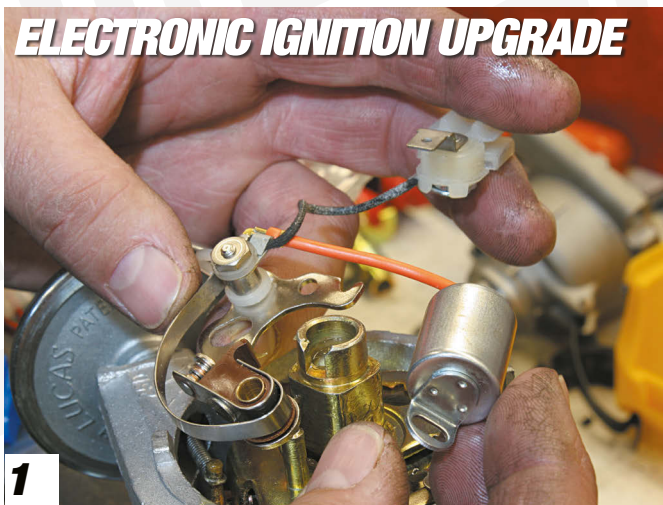
There are very few standard distributors that will suit an uprated engine. And there are a number of internal components in the distributor that prevent it from being a straight swap between different engines and cars (Lucas and Bosch distributors were used on many Ford cars from the Fifties to the Nineties).

ULTIMATE IGNITION

H&H's top-of-the-range distributor upgrade helps boost the output to over 40,000 volts (a standard distributor will produce 20,000 volts if properly maintained). It features electronic ignition (no points or condenser), an electronically controlled variable dwell and an ignition amplifier. A variable dwell angle helps to create a longer energising time for the coil at higher rpm and less time at low rpm (to reduce the risk of melting the coil). This upgraded distributor should be accompanied with a good set of HT leads and a suitable high-performance coil.

H&H also manufacture a solid base plate, which replaces the standard twin base plates. This is more suitable for race or fast road set-ups and doesn't require a vacuum unit. Consequently, it can result in lumpy idling, but with the benefit of less parts and a sturdier platform. The solid base plate can be fitted with points and a condenser or H&H's electronic ignition.

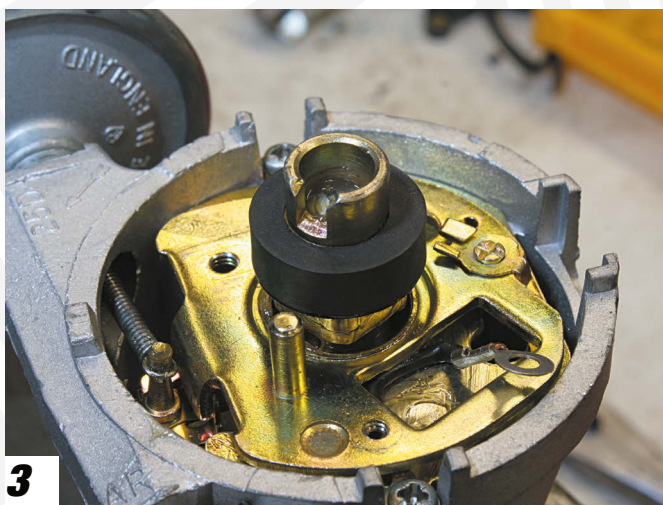


ELECTRONIC IGNITION UPGRADE

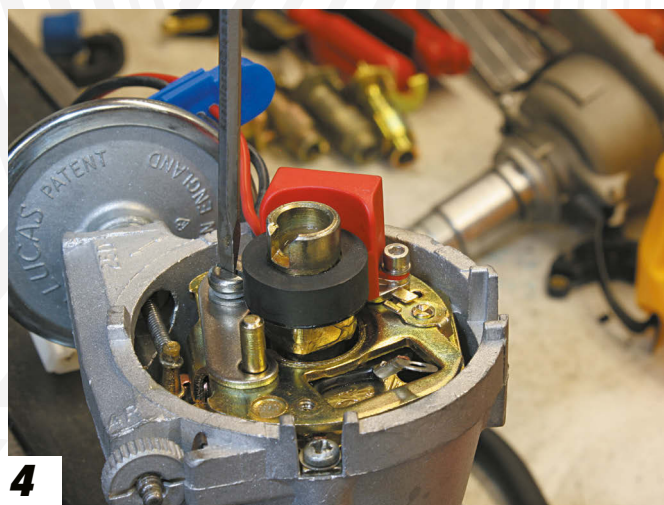
1 Fitting a basic budget electronic ignition doesn't require the distributor to be removed from the engine. First, remove the distributor cap, followed by the old points, condenser and low-tension lead. These components are usually secured with flat-blade and crosshead screws.



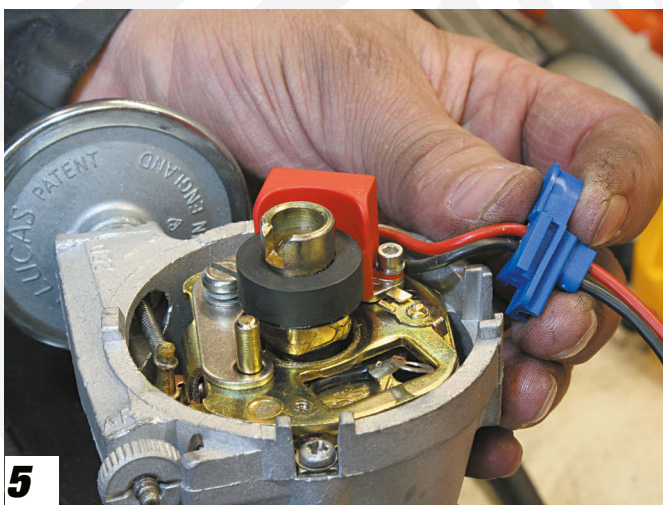
2 Fit the trigger wheel from the electronic ignition kit onto the top of the distributor shaft. It can only be fitted one way up.



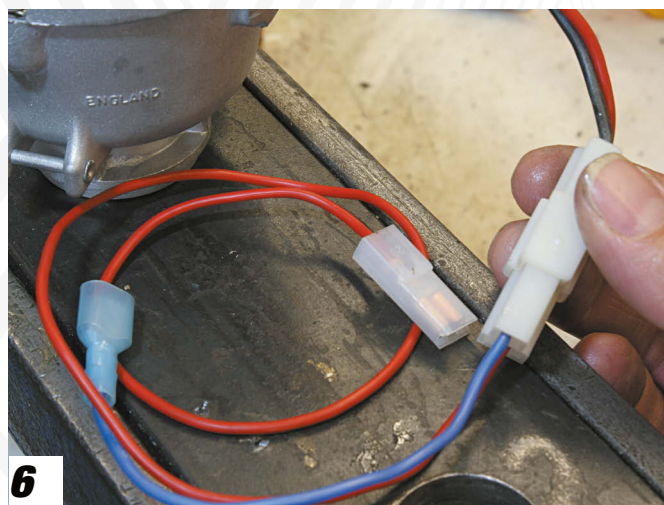
3 Push down gently until it stops moving down the shaft.



4 Fit the electronic pickup in the same position as the old points and secure with an original screw.



5 Route the wiring around inside the distributor and clip into the space where the low-tension lead was fitted.



6 Attach the additional wiring supplied in the kit and connect the two contacts to the positive and negative sides of the coil. OE points and a condenser have a lead connected to the negative side of the coil. ■

WORDS & PICS: ROB HAWKINS

TRIED & TESTED:

BATTERY-OPERATED 3/8IN IMPACT RATCHETS AND DRIVERS

SAVE TIME ON UNDOING NUTS AND BOLTS WITH A BATTERY-OPERATED IMPACT RATCHET OR DRIVER, BUT WHICH ONE SHOULD YOU CHOOSE? WE PUT SEVEN OF THEM TO THE TEST.

There was a time when the only answer to having a selection of time-saving power tools was to invest in an air compressor. However, lithium-ion battery technology has improved, prices have come down and now there's a seemingly wide assortment of these electrically-operated tools, many of which share the same battery. Whether you want to drill holes, fit screws, trim a hedge or polish your paintwork, there's a battery-operated tool for this job.

We've decided to look at some of the mid-range power tools for undoing medium-sized fittings, such as manifold nuts and similar items that don't need a large amount of torque to undo or fit them. Consequently, we've chosen to test seven impact driver and ratchet power tools that can be used with 3/8in impact sockets. It's important to stress that impact sockets and bits should be used with impact tools to withstand the force that is being applied and the repeated impact when a fitting is being loosened or tightened. A non-impact socket, such as a chrome vanadium socket, could split or potentially shatter and cause injury.



TECH



DRAPER STORM FORCE 10.8V CORDLESS RATCHET

RATCHET: (17135) £47.94, BATTERY (16254) £16.74, CHARGER (16255) £15 - WWW.DRAPERTOOLS.COM

The Storm Force range from Draper includes several cordless tools all powered by the same lithium-ion 10.8v 1.25 amp-hours battery. There's this impact ratchet, a combination drill, 3/8in impact driver, mini polisher and a reciprocating saw. Spare batteries are cheap to buy at under £17 each and should take one hour to fully charge.

This 3/8in impact ratchet has an LED light to help illuminate whatever you are attempting to undo or tighten. It's the same size as the Milwaukee we're testing and very similar to the ratchet from Sealey, right down to the shape of the metal trigger and the

three lights on the body to indicate the state of the battery.

Draper's impact ratchet has a maximum torque of 45Nm, which is the same as the equivalent Sealey ratchet and only a couple of newton metres less than the Milwaukee. However, torque isn't that important in most cases, especially where small fittings are being tightened and could potentially be sheared or overtightened. And if a fitting cannot be undone because the impact ratchet can't produce enough torque, then it can be used in the same way as a manual ratchet driver.

As we discovered with all impact ratchets, once they lock up when attempting to tighten or loosen a fitting, this provides some kickback in the body, which can be transferred to your wrist.

This impact ratchet worked just as effectively as the one from Sealey and the prices for the individual products (body, battery and battery charger) are the cheapest from all the tools we're testing. And when combined with the Storm Force 3/8in impact driver (part number 02337) for £46.20, the two power tools, a couple of batteries and one charger cost less than £150.



DRAPER STORM FORCE 10.8V CORDLESS IMPACT DRIVER

DRIVER (02337) £46.20, BATTERY (16254) £16.74, CHARGER (16255) £15 - WWW.DRAPERTOOLS.COM

This battery-operated impact driver from Draper's Storm Force range uses the same 10.8v lithium-ion battery as the Draper ratchet we're testing. It's a compact 3/8in impact driver, which is the same size as the one from Sealey, but with 1.2v less power in the battery and a noticeably cheaper price. And just like the 12v driver from Sealey, Draper's produces the same maximum torque of 80Nm. Apart from the specification of the battery, the only other difference we can find

is in the weight – Draper's driver weighs in at 812g, whereas Sealey's is 800g, so there's hardly anything between them.

There's a lockout, reverse and forward button on the body of the driver to help switch between settings. An LED light above the variable speed trigger switch helps to illuminate the object on the end of the driver (e.g. a nut or bolt or similar fixing). We found this driver is easy to use, lightweight and ideal for small or medium-sized jobs.



MILWAUKEE 3/8IN M12 IR-201B 12V IMPACT RATCHET

PART NUMBER: 433FT (SCREWFIX), PRICE: £179.99 - WWW.SCREWFIX.COM

We sourced this Milwaukee battery-operated impact ratchet through Screwfix, and it retails at £179.99, which includes one lithium-ion 2.0 amp-hours battery, a charger and a soft carrycase. Plus, it has a three-year manufacturer's guarantee. It's a popular ratchet with many professional mechanics.

This ratchet driver is only powerful enough to tighten a fastening up to 47Nm, so we often struggled to undo stubborn nuts and bolts with it, but could use the tool like a manual ratchet driver and undo the fastening, before finishing off with battery powered assistance. Even at a mere 47Nm, there

was quite a kickback from the ratchet when it locked and couldn't undo a fastening or tighten it anymore. This is typical of all battery-powered ratchet drivers, or certainly the ones that we're testing, whereas impact drivers can absorb such an impact and thus provide less kickback.

Just like all of the tools we're testing, this ratchet driver has a variable speed. A metal paddle switch provides variable control of the trigger when operating it and illumination from an LED helps to see what you are undoing or tightening (the light remains on for a few seconds

after releasing the trigger).

A recharge of the single lithium-ion battery takes up to 40 minutes. Should you need a spare, Screwfix sell them for £29.99 each (product code 577FJ). There's a bank of LEDs on the body of the impact ratchet to show the state of charge of the battery, helping to determine whether it's about to go flat.

After a few months of use, the body of the impact ratchet was looking well and truly filthy, so we carefully and gently cleaned it using a soap-soaked pan scourer. Not only did the dirt come off, but the body polished up well with a spray of furniture polish.



SEALEY 12V IMPACT WRENCH KIT

PART NUMBER: CP1204KIT, PRICE: £143.94 - WWW.SEALEY.CO.UK

Investing in power tools that use the same batteries appears to be the best way forward. For the hobby mechanic, Sealey's 12v impact ratchet and wrench/driver appears to be good value for money and they each use the same lithium-ion 12v 1.5 amp-hours battery, which can be recharged in one hour. If you already have the batteries and charger, then all you need is a bare impact wrench/driver (CP1204), which costs a little under £65. It produces a maximum of 80Nm of torque, which we found was more than

enough for undoing small fittings and due to its compact size and shape, it can be squeezed into some tight spots. There's a variable speed trigger and a usual lock function to prevent the impact wrench being accidentally operated. An LED light helps to illuminate whatever you are working on.

Weighing in at 800g, this impact driver is light and easy to handle, making it ideal for small and medium-sized jobs that can be completed with a selection of 3/8in impact sockets and bits.



See our behind the scenes footage on Instagram: [@retrofordmagazine](https://www.instagram.com/retrofordmagazine)

SEALEY 12V IMPACT RATCHET KIT

PART NUMBER: CP1202KIT, PRICE: £143.94 - WWW.SEALEY.CO.UK

With the same size and design of body and battery as Draper's Storm Force, Sealey's impact ratchet has a slightly more powerful lithium-ion 12v 1.5 amp-hours battery instead of Draper's 10.8v. Sealey's is available as a kit inside a canvas bag with two batteries and a charger, although everything can be purchased separately. A bare impact ratchet (part number CP1202) costs £69.54, a 12v 1.5 amp-hours lithium-ion battery (part number CP1200BP) costs £21.54 and a charger (CP1200MC) costs £26.34. With a bag (CP1200CB)

costing £21.54, there's a small saving to be made by buying the kit bundle, although cheaper online deals can sometimes be found.

When using this impact ratchet, three lights on the body indicate the status of the battery. A recharge takes up to one hour to complete. The battery can also be used with Sealey's 12v impact driver.

Just like all the impact ratchets we're testing, Sealey's can be used as a manual ratchet driver if required, which is safer when attempting to undo a

stubborn nut and bolt and enduring a kickback – all the impact ratchets on test kickback a little when they cannot undo a fastening.

The maximum torque of 45Nm for this ratchet is similar to the power tools from Draper and Milwaukee. We regard this to be sufficient for undoing and tightening most small fastenings.

After several weeks of use, the red-and black-coloured body of the ratchet had become quite dirty, but it was straightforward to clean it up with a wet cloth and a little furniture polish.



SEALEY PREMIER 14.4V IMPACT DRIVER

PART NUMBER: CP6001, PRICE: £413.94 - WWW.SEALEY.CO.UK

Sealey's Premier range of impact drivers and ratchets seem to be a step above the entry-level models we're testing in terms of features, performance and price, but are they worth the extra money? Well, for a start, they're more powerful, being powered by a 14.4v 2 amp-hours lithium-ion battery (two are supplied in this kit bundle). The batteries are faster to recharge at around 40 minutes. And there's a two-year warranty on these tools, whereas Sealey's 12v range come with a one-year warranty. Perhaps the biggest

selling point for this impact driver has got to be its maximum torque, which is an impressive 140Nm. That's enough to slacken and tighten most wheel nuts.

This impact driver was a clear favourite when tested because it was sufficiently compact to squeeze into tight spots and it also offered a greater range of torque. It also feels well-balanced to hold. Our only reservation concerns overtightening, but with a variable speed trigger, it can be controlled.

After several months of testing, we discovered

that impact sockets were often difficult to remove from the 3/8in square end of the driver. Maybe the ball bearing that locates an impact socket had become clogged with dirt.

At £413.94 for the entire kit, there are some cheaper options, especially if you already have a charger and a battery. The body only costs £151.14 and a battery (part number CP60BP) is £92.34. Sadly, even with these prices broken down, there are a lot of cheaper 1/2in impact drivers, but most are bulkier and heavier to handle.



SEALEY PREMIER 14.4V IMPACT RATCHET

PART NUMBER: CP6002, PRICE: FROM £525.54 - WWW.SEALEY.CO.UK

At 68Nm, this impact ratchet offers the highest maximum torque of all the ratchets we're testing. It's powered by the same lithium-ion 14.4v 2 amp-hours battery that's used in Sealey's Premier 3/8in impact driver, and only takes 40 minutes to recharge.

This is the largest impact ratchet and some of our testers found it's too bulky to squeeze into tight spots on an engine or underneath a vehicle. When compared with the other impact ratchets, it towers above them and the weight of the battery unbalances it, making it awkward to handle and use. Otherwise, it offers all the features of the other

impact ratchets we're testing, such as a light for illumination, a variable speed trigger (with lockout) and a 3/8in square drive, but its bulky size lets it down. Maybe that's the price you pay for a more powerful battery, which can produce more torque and possibly lasts longer.

As mentioned, the same battery is used in Sealey's Premier 3/8in impact driver, so if you want to buy the pair, you'll only need to buy the bare body for this impact ratchet (part number CP6012) at £209.94. And should you need a spare battery (CP60BP), it costs £92.34. ■



RolloverFigs.com

AUTOMOTIVE HANDLING SOLUTIONS

From
£185.00

For Cars & Commercial Classic Restorations

Call Tom 07969 681328 or
David 07828 912986

We also sell
caster kits
and shell
dollies



THE ULTIMATE SOURCE FOR FORD PARTS ...

MORE THAN 50.000 PARTS AVAILABLE IN OUR ONLINE SHOP

www.motomobil.com



We accept:



MOTOMOBIL

Georg-Wimmer-Ring 3 • 85604 Zorneding • info@motomobil.com
Germany • Fon: +49 8106 996 77 60 • Fax: +49 8106 996 77 40



● **Bespoke propshafts** made to order for your application

● **Heavy duty** and **high-spec** options available!

● **Product and technical support**

● **Manufacture, repair and modification** services



Which is exactly what a "specialist" should do!

Little End Road, Eaton Socon, St. Neots, Cambs. PE19 8GE
T: 01480 216250 F: 01480 403045 E: sales@baileymorris.co.uk Skype: Stuartbaileymorris
www.baileymorris.co.uk

At Historic Motorsport (South West) Ltd we specialise in building and maintaining rally cars for professionals and enthusiast alike.

We have expert knowledge and experience of working with Mk 1 and Mk 2 Escorts.

- Rally car preparation.
- Bodyshell fabrication.
- Classic car restoration.
- Bespoke wiring looms & dashes.
- Competition parts.
- New and used parts for sale.
- Supplier of Cobra seats, Revolution Wheels & Magnum panels.



New Product! Deep loop moulded carpet set with underlay for RHD cars £253.05 + vat

New Product! Cut loop moulded carpet set with underlay for RHD cars £180.25 + vat

New Product! Mk2 Escort fibreglass twin cowl dash top £125 + vat



Visit our online shop

www.historicmotorsport.net info@historicmotorsport.net
01395 233338 07968 990150

SBD Motorsport

2.0L, 1.6L, 1.4L VAUXHALL
2.0L, 2.4L FORD DURATEC
1.6L ECOBOOST

**MBE Management systems
Engine kits & components**

[SBD Motorsport](https://www.facebook.com/SBDMotorsport) [sbdevelopment](https://www.instagram.com/sbdevelopment)
Telephone: 020-8391-0121, Web: www.sbdmotorsport.co.uk

R&R Alloys

Race and Road Motorsport



MiniLight Deep Dish 7x13



RS4



Team Dynamics Pro Race



MiniLight



Compomotive CXR

Different wheel sizes, PCD's and offset available.
Lots of friendly advice given, we're here to help!

Call now on **01234 783 555**

www.randr-alloys.co.uk | sales@randr-alloy.co.uk



Andy's Auto Restorations Ltd

t/a Andy's Autobody

Retro Ford Specialist
with over 30 years experience



**Car park dents to concours • resprays
restorations • custom work • show cars
fabrication • body kits - no job too large or small.**

www.andysautobody.co.uk

Unit 13 Castle View Business Estate
Gas House Road, Rochester Kent ME1 1PB
t: 01634 818442 m: 07834 226246
e: andysautobody@btconnect.com



DE-CORROSION SERVICES



We specialise in the cleaning of vehicle bodies and the panels by the process of ultra fine grit blasting, using abrasives such as aluminium oxide, garnet, gel blast, glass soda and walnut shell. We feature extra large blast rooms up to 12 meters by 10 meters by 8 meters and offer full power coating in most colours. All work is fully protected after treatment. We also carry out metal polishing/plating, radiator and fuel tank repairs.

Tel: 01932 564666 www.decorrosion.com

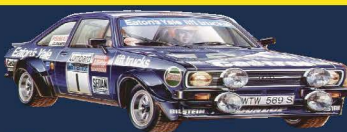
Email: De-cor-serv@hotmail.co.uk

Brett Trading Estate, Littleton Lane, Shepperton, Middlesex TW17 ONF

BUY CLASSIC FORD PARTS FOR ROAD, RACE & RALLY ONLINE AT:

www.classicandrally.com

Classic & Rally Spares



Churchill, Letterkenny, Co. Donegal Ireland

00353 74 91 3 7700

For Latest Deals

Visit Our

eBay Shop

f Find us on facebook



**Mk2 ESCORT
SPECIALIST**



www.HASS.IE



+353 7491 444 44

sddevelopments

MOTORSPORT FABRICATION

RolloverJigs.com

AUTOMOTIVE HANDLING SOLUTIONS

From
£185.00

For Cars & Commercial Classic Restorations

Call Tom 07969 681328 or
David 07828 912986

We also sell
caster kits
and shell
dollies



THE ULTIMATE SOURCE FOR FORD PARTS ...

MORE THAN 50.000 PARTS AVAILABLE IN OUR ONLINE SHOP

www.motomobil.com



We accept:



MOTOMOBIL

Georg-Wimmer-Ring 3 • 85604 Zorneding • info@motomobil.com
Germany • Fon: +49 8106 996 77 60 • Fax: +49 8106 996 77 40



● **Bespoke propshafts** made to order for your application

● **Heavy duty** and **high-spec** options available!

● **Product and technical support**

● **Manufacture, repair and modification** services



Which is exactly what a "specialist" should do!

Little End Road, Eaton Socon, St. Neots, Cambs. PE19 8GE
T: 01480 216250 F: 01480 403045 E: sales@baileymorris.co.uk Skype: Stuartbaileymorris
www.baileymorris.co.uk

At Historic Motorsport (South West) Ltd we specialise in building and maintaining rally cars for professionals and enthusiast alike.

We have expert knowledge and experience of working with Mk 1 and Mk 2 Escorts.

- Rally car preparation.
- Bodyshell fabrication.
- Classic car restoration.
- Bespoke wiring looms & dashes.
- Competition parts.
- New and used parts for sale.
- Supplier of Cobra seats, Revolution Wheels & Magnum panels.



New Product! Deep loop moulded carpet set with underlay for RHD cars £253.05 + vat

New Product! Cut loop moulded carpet set with underlay for RHD cars £180.25 + vat

New Product! Mk2 Escort fibreglass twin cowl dash top £125 + vat



Visit our online shop

www.historicmotorsport.net info@historicmotorsport.net
01395 233338 07968 990150

SBD Motorsport

2.0L, 1.6L, 1.4L VAUXHALL
2.0L, 2.4L FORD DURATEC
1.6L ECOBOOST

**MBE Management systems
Engine kits & components**

[f SBDMotorsport](https://www.facebook.com/SBDMotorsport) [sbddevelopment](https://www.instagram.com/sbdevelopment)
Telephone: 020-8391-0121, Web: www.sbdmotorsport.co.uk

R&R Alloys

Race and Road Motorsport



Minilight Deep Dish 7x13



RS4



Team Dynamics Pro Race



Minilight



Compomotive CXR

Different wheel sizes, PCD's and offset available.
Lots of friendly advice given, we're here to help!

Call now on **01234 783 555**

www.randr-alloys.co.uk | sales@randr-alloy.co.uk

DON'T MISS OUR NEW CATALOGUE AVAILABLE NOW!



0|580 89|309 - 0|580 448007 - 0|580 4480|7

THE LAST PAGE!?

DON'T MISS

NEXT MONTH

**FORD POPULAR 103E
"CAMDEN TOWN POP"**



**DAVID WRIGHT'S MK2 LOTUS
CORTINA CRAYFORD CONVERTIBLE**



INCLUDING...

YOUR PROJECTS, TECH FEATURE, HOT RODS AND THE FAMOUS FIVE

(Contents correct as we go to press...)

VIVA LA REVOLUTION



**TEST
DRIVE**



**OUR NEW
WEBSITE**

www.revolutionwheels.com

8 SPOKE ROAD

13 x 6.0 to 13 x 9.0
15 x 5.0 to 15 x 10.0
Silver all over, some sizes in
gold or matt black



5 SPOKE ROAD

13 x 6.0 to 13 x 9.0
15 x 5.0 to 15 x 10.0
Silver all over, some sizes
in gold or matt black



4 SPOKE ROAD

13 x 5.5 / 6.0 / 7.0
Gloss black with diamond rim



Some sizes available in
Gold or Black



CR10 FLOW-FORMED (ALLU-LITE)

15 x 6.5 to 15 x 8.5
16 x 7.0 to 16 x 8.0
17 x 7.5 to 17 x 9.5
18 x 8.0 to 18 x 10.0
19 x 8.5 to 19 x 10.5
Matt black or hyper silver
18 x 10.0 Weighs 10.3kg
Available in centre lock



MILLENNIUM ROAD

17 x 7.5 / 8.0
18 x 8.0
White only



WORLD CLASS WHEELS

BUILT USING LEADING EDGE MANUFACTURING TECHNIQUES

THE STRENGTH TO LAST

OPTIMISED FOR LIGHTNESS, DURABILITY AND RELIABILITY
OFFSET MACHINED TO SUIT VEHICLE & WHEEL TOLERANCES

REVOLUTION
COMPETITION ▲ WHEELS

WWW.REVOLUTIONWHEELS.COM

E INFO@RWIL.ORG.UK / T +44 (0) 1623 860000 / MOB +44 (0) 7702 845264

Mk I, II and III Capri struts and rear shock absorbers available



Capri & Escort
GAZ Gold Coilovers for Escort MkII now come with the option of **Brand New Steel Stub Axles** already welded in to position. No need to supply donor stubs!

NEW!

GAZ Camber Adjusters

Provides camber adjustment for tarmac motorsport and the serious track day enthusiast. (Not suitable for road use).



Easy adjustment

Anodised Billet Aluminium

- FEATURES:-**
- On-car adjustment
 - Anodised billet alloy components
 - Integral Top Bearing
 - Can be combined with GAZ specially shortened coilover units for maximum adjustment.

Coilover kits available for Lotus Cortina Mk1 & Mk2, Cortina 1600E & GT, Popular & Anglia Conversions, RS Cosworths, Escort Turbos, Escort Mexico, RS 1600i, XR2 Fiesta and most other classic Fords



Bump and rebound adjustable

GAZ GT Shock Absorbers

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