

## September 2017

I drove her around the local area during September 2017, covering about 100 trouble free miles, took her to a couple of late year classic car meets at local pub - she was very well received even in her scabby state.

I decided that the best way forward for her, considering her poor paint work (Ford Halewood quality seemed to be pretty shocking) would be to have her taken back to bare metal and repainted properly. I made it my mission to drive her around to quite a few local restoration/body shops just to get a feel for cost involved in the cosmetic side of bringing her back to life, to be honest I wasn't impressed with the reaction I got from most 'experts'. I had so many widely differing opinions and prices even when I explained exactly what I wanted.

In the end it came down to a chance meeting with a local body shop, as I drove past their premises one afternoon whilst out driving her. As per usual in life these things are mainly based on two people seeing 'eye-to-eye', and luckily with the guy I found 'spoke my language'. A price was agreed and a scope of work I wanted him to do, noting too serious, as I would do most of it.

And so in early October 2017 I began the strip down, working towards a late January 2018 date for my body shop guys to come and collect her. The collection date moved ever further back until end of June 2018, as the body shop were very busy (a good sign) and I did say "no rush".

In that time I systematically stripped everything off her, bagged and tagged every single item that is going to be reused and restored 99% of the original parts.

The chrome had suffered whilst stood in a dry garage for 40 years, so I went looking into re-chroming, neither easy nor inexpensive - especially the bumper as the size is very prohibitive. In my searching, I came across two brand new front and rear bumpers, still in their Ford Bags, perfect !



The other items such as handles went off for re-chroming and polishing.

Whilst doing all of this I did however find a local guy who took the original bumpers and for cash (and over a number of months) bring them back to a beautiful shine. They are going to be used on the car and the new ones stored.

The Ally parts - again after some searching I came across a polisher that I could trust and all the Ally parts were polished to a satin look.

Every single screws bolts washers etc, all bead blasted (by me) and re-anodized in the correct shade of yellowy/gold. at a very old fashioned Derby based plating place (Nuns St platers) *A Brilliant place !*

Alternator, brake servo/master cylinder and starter motor were all restored by my good self along with a myriad of sundry items that needed some TLC.

I built an engine lift frame and bought a hoist and the engine came out on freezing cold November day.

It was then stripped and rebuilt over the December 17/Jan/Feb 18 period - *very enjoyable for 'saddos' like me.*

I decided I wanted the engine bay to look like new to match the exterior paint work so it had to be 'de' Ziebarted.

A 3-weekend period followed of 'De' Ziebarting the engine bay, which involved 3 gallons of petrol, a scrapper a few tooth brushes and a pair of trainers (*petrol eats trainers, I found out lol*) ! >

**“ the engine came out on a freezing cold November day. ”**

The interior came out over the Xmas break, well what else would you do with Xmas? Apart from clean the interior parts from a 1974 Ford Capri in your front room whilst listening to music - *not Xmas music! (Below)*



Christmas 2017 was when the interior came out and was all cleaned up - *in Andy's front room!*



July 2018 - body shell in the paint shop with the final coat applied.



Original Ford exhaust was bead-blasted, plated and sprayed by Andy while the body shell was away being painted.