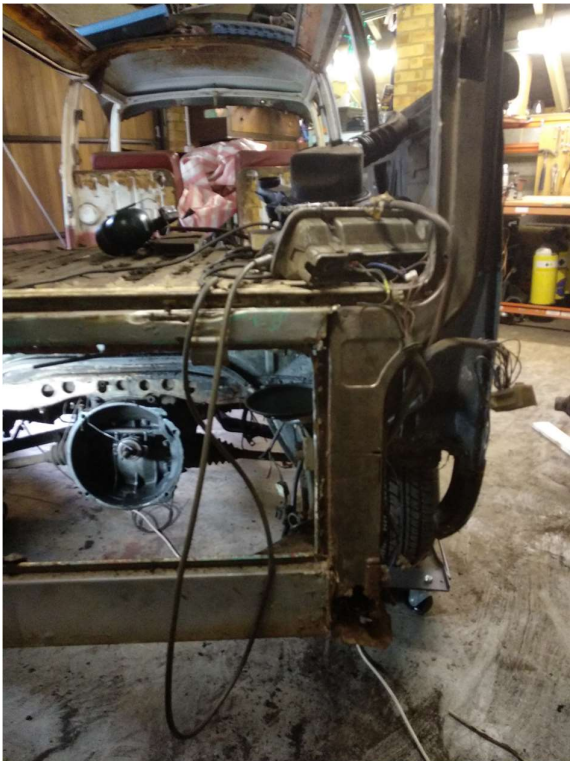


Eric the Viking – a restoration in many parts – April 2018

Spend since last report: £262.06. Total hours labour since last report: 36.95

In the last exciting episode, our intrepid restoration amateur was stuck under a Bay window van with his hands by the starter motor, trying to remove the last bolt to free the engine. After hours wasted and much kicking, it still sat connected. The manual, which had been read does not mention the starter motor and specifically says the last bolt stays, you take the nut off the other end from behind the cooling fan housing. Propped on a trolley jack and blocks of wood, the engine had that nut removed and it slid out with no ceremony. One person can (and did) do this but the video would have been a funny cross between juggling a heavy engine, feet propping the side of the engine, bits of wood everywhere and for safety it should be a silent movie.

In other words the engine is out.



Full steam ahead, engine dragged out of the way, main cargo area abandoned for now so that the problems there can percolate through the brain.

Rear offside outer corner removed completely due to rot.



Battery tray removed and photographs show the old one and the new one.

Structural D pillar down the side of the boot lid and engine bay door was badly rotten under the outer panel.



Removing a structural piece like that is above my pay grade, so rot chopped, patches made, welded in and painted after much grinding. One sentence covering around ten hours labour and that was the outer half of that one inner pillar, still have the rear/inner half for another day.

Bottom of that same pillar should be beautifully attached to the metal beam across under the engine bay door. Eric had a mix of rot and filler, very little actual metal. Chop, chop, literally. The Just Kampers repair section gives you the bottom four inches of the D post, in rear and front halves, needing some guesswork on how it should all fit together with no template. Again another sentence covering about six hours of labour.

The nearside outer corner only needs the lower half replacing which is available from all the main suppliers, and the lower D post repair this time from Alan Schofields who were the only stockists of the inner piece between the boot lid and engine bay door that we now find is also required. The Schofields D post is a nice repair piece but totally different to the original, which is over half intact. Sale or return hopefully but had the rot really taken hold would have been a great replacement.

A little more time spent with the wire brush took new and existing panels to bare metal, then red oxide paint makes it look better and protects for a while.

In other news, a recent wedding anniversary weekend away to Diss brought a photo and some used cutlery from a charity shop. Meet Charles, made from about 25 spoons and 35 knives. Plus a little cutting, shaping and welding.



Fun to make on the bench and beats an angle grinder removing rot and rust from a neglected van, laid on the garage floor, dirt in your nose hairs, pony tail matted with metal shavings. We are getting there though.

Next hair brained scheme? Going to make a frame so Eric can lie down on his side to make the under side work easier. Just needs a bit more strength in him first.

Then I saw the back of that D post I just spent a day welding the front. What do you mean it looks like this?

