



Name: Phil Goring
Age: 47
Job: Skilled bodywork and paint sprayer
Location: West Cowes, Isle of Wight (the opposite side of the river)

Name: Graeme Farrar
Age: 45
Job: Production supervisor at GKN Aerospace, East Cowes.
Location: East Cowes, Isle of Wight

"IF YOU GET INSPIRED BY WHERE YOU WORK AS MUCH AS THE WORK ITSELF, YOU'LL LOVE THIS UNIT"



Words and photos Bryn Musselwhite

FACTORY RECORD

Your projects: We visit the Isle of Wight to see how two friends have turned an old factory into the ultimate blue oval workshop.

You know those ships inside glass bottles? How do they do that? Just like those bottles, with a classic Ford project, space is always at a premium when you're rebuilding. It's all very well rolling a complete car into a garage, but when you take it apart, buy a spares car or three, then end up with a bare shell, where do you keep all the bits?

Stood on top of the spray booth in Graeme and Phil's workshop on the Isle Of Wight, the answer to this question comes to our mind. You get a bigger unit, right?

We're here to attend the monthly IOW pub meet this evening (January 2009 issue), but for once we managed to catch an early ferry and Graeme suggested we wander past the unit for a look in, and we're glad we did.

If, like us, you get inspired by where you work as much as the work itself, you'll love this unit. Lots of natural light floods in through the roof panels, the metal framed trusses adding to the industrial feel. Lined up along one side are three bare shells, with a paint booth on the end and a handy lift in front of them.

Storage isn't a problem and we could spend a while in here tooling away on projects and side jobs to pay for them, which is good because the guys have got a healthy amount of work between the projects lined up. In fact we'd be a bit unsure of where to start. But both Phil and Graeme have already got cool classic Fords on the road, Graeme especially being spoiled for choice with a very enviable collection.

So they pair can pick and choose what to work on, from a simple 100E to a genuine ex-police Lotus Cortina, enjoying the process as much as the end result. →



Cars tucked in tightly, parts and panels littering the place: this is a proper old-school lock-up.

Graeme's the mechanic, while Phil is into bodywork, so naturally the pair tend to pool their skills.



MkII shell is coming along well, and should be ready by Spring.

"THE 100E POP MAY WELL BE SPECCED UP WITH A FAST ROAD 2-LITRE PINTO"



Why are you into classic Fords?

Graeme: I've grown up with them, family members and my grandparents that I lived with had them. My grandad and I would always be out fixing cars, and these are so easy to work on and modify. Plus they have such great shapes and such a variation of models and specifications.

Phil: I've always had a soft spot for old cars and have had over 50 old Fords since leaving school, plus about 20-ish other classics of various makes.

How long have you been at the unit?

Graeme: We moved here in March 2008, it really needed tidying up and painting out before we moved our tools and cars in. Phil and I were sharing another unit with another club member and a glazing company before, we were up there for over three years.

Phil: I used to work here for 10 years when it was a car bodyshop, just me and the boss working here. But when I left in January 2008 to work at GKN as a paint sprayer my old boss decided to pack up and retire, and he offered us first refusal on the unit.

What projects are in there at the moment?

Graeme: There is a genuine 1969 MkII Lotus Cortina, which is the Hampshire Police patrol car that spent its two years of working life on the Isle of Wight. As well as that, I've got a 1962 100E two-door Popular, which is a pretty solid shell.

Phil: MkI Cortina, two-door automatic shell and a MkI Cortina, four-door that's an island-registered car.



"FAVOURITE PROJECT? A GENUINE 1969 EX-HAMPSHIRE POLICE MKII LOTUS CORTINA PATROL CAR"

How often do you work on them?

Graeme: As often as possible, really when time allows and when I'm not working on other people's motors.

Phil: The same as Graeme really, when not doing other paint jobs for people — but that helps to pay the rent.

What's your favourite project?

Graeme: The MkII Lotus Cortina.

Phil: The two-door automatic shell.

What's the plan with each car?

Graeme: The Lotus Cortina will be standard and in full police livery. I have all the correct police items for the car now apart from having to make up the roof box. I'm a member of PC.UK (Police Car Club) and they have been helping me obtain all the correct and obscure parts. The 100E Pop may well be specced up with a Fast Road 2-litre Pinto. I did think of V6 Essex Power, but although

they sound great, the weight and understeer put me off that idea.

Phil: Not quite decided with the two-door shell, I keep toying with the idea of a roof chop, maybe into a convertible or a pickup? I want to do something different, or possibly replicate a '60s rally car. Power would most likely be a 2-litre Pinto and five-speed box. For the four-door, well this is an island registered car, so I may do this as standard. It has a Corsair 2000E 'box and back axle in it, so maybe even V6 Essex power.

What's best about sharing the unit?

Graeme: The privacy, security, sharing with a good mate and being able to help each other out with our cars, skills and knowledge. I'm more the mechanicals, engine building, welding side and Phil specialises in bodywork. Plus he's still a good mechanic on top of that. Oh, and having a good laugh.

What's left to do on the projects?

Graeme: Finish off the bodywork on the Lotus and hopefully get it painted over this winter into Spring 2009. I now have all the new body panels to complete that. The 100E will need modifications to the bulkhead and tunnel for a Pinto install, and then bodywork again.

Phil: Make the decisions as to which direction they'll both be heading in and plunge headlong into them, one at a time. But I have a MkI, two-door GT which is my daily driver, and that also needs a bit of a makeover in the near future too.

Got any deadlines for the projects?

Graeme: I would like to get the Lotus back on the road for summer 2009. And the 100E? No real deadline, I'm just plodding along with it.

Phil: I'll let you know... **CF**

A big lock-up, with a lot of projects and all the toys. We'd love a place like this...

More MkI Cortina loveliness. Four-door shell is another of Phil's projects, and has never left the island.



12 months' ticket, 15 quid. Those were the days...



The parts bin is an Aladdin's... well, shelf.

