



Words Richard Barnett
Photos Simon Dodd

RIDGE RACER Blasting past sheep in the Welsh landscape means Wayne's Anglia's got to have the stick to go with the shove — and that means the right size tyres! As stock the 105E came with 5.2x13-inch cross-plys (remember this Anglia shape was launched back in 1959!). Period yes, more lethal than polonium 252 to spys? And then some! As such the wheels are a manly 7 inches wide (still 13 inches in diameter though, good man!) and the tyres are a grippy Fulda rubber in 205/60x13 size. Grippy and it all looks spot on too!

We venture into the valleys to witness the handiwork of Wayne Hankins and The Escort Agency... a near-perfect 105E.

Cream Of The Crop



HOW WOULD YOU PUT TOGETHER AN ANGLE-BOX? Totally traditional for that proper classic look, or balls-out modern, marrying classic Ford old-school cool with modern technology? Or how about slap bang in between the two, just like Wayne Hankins' sizzling Anglia? This awesome machine combines the best of traditional with the cream of the new, creating a punchy, brilliantly-handling motor with looks reminiscent of the earliest modified 105Es.

Wayne has got the Ford bug in a bad way, but unlike many of his fellow Ford-loving countrymen he decided not to go for a hardcore GRP4 Escort build, but an Anglia instead — and we're glad he did! Put together by Martin Paynter and his team at the West Wales-based Escort Agency, the result is a testament to serious graft, skill and plenty of in-depth engineering thought.

Road Trip

"I saw an advertisement for the Escort Agency in *Classic Ford*, which is run by Martin Paynter, and I went to see him," Wayne remembers. "There were some big-winged Mk1 Escorts there, and then another one pulled in, and I thought I could do something similar with an Anglia." However, little did Wayne know that once the work started, he'd be making the 170-mile round trip every week to see his ultimate Anglia creation come together.

At this point the game plan was forming nicely in Wayne's head. Visions of bubble arches and a pokey 1750cc Crossflow were at the centre of the build, but engine-wise Martin offered another choice — Zetec power! Now with some cars it's the engine that really makes it, and with others it's the body. In this case though, Wayne wanted his Anglebox to combine the best of engineering with the best of looks. And that meant masses of time and sweat had to be lavished on both!

Starting with the oily side of things then, the 2-litre Zetec was wrenched from a low-mileage Focus ST170 and shipped off to the west of England for a





Boot mods would make a rally car jealous. The bespoke fuel tank is just boot-iful! Sorry...



serious makeover. Steel rods and a Piper race cam were installed while the head came in for some porting and polishing, before Weber Alpha throttle bodies were slotted on the side. And while it might be running strongly, Wayne's waiting for an engine re-map so he can really get his foot down.

Pushing that power to the back (Wayne's not had it on the rollers, but the stock engine's good for 170.3 bhp with 145 lbf.ft torque) is a standard Type-9 box. "It's not beefed up at the moment," admits Wayne, "and I'll see how long it lasts before I decide what to do with it."

Super Straight

While all the mechanicals were being fettled, Martin and the Escort Agency



Put juice in here, apply right foot, scream 'holy mother of God' and grin like a loon!

team were getting stuck into the body. With the metal being so good to start with very little graft was required on the basic shell — unlike so many Anglias being modded today! "There was a small amount of rust on the door pillar and on the trailing edge of the nearside front wing, where it meets the door, but there wasn't any around the suspension. For a car built in 1961, the whole thing was unbelievable," Wayne smiles.

So, with a super-straight original shell and that Zetec engine, Martin couldn't go any other route with the car than clinically clean. Many of the braided hoses were run through the body, and all the nuts and bolts were plated. What's more, the entire running gear was powder coated to make it look good for longer. It's just a shame passers-by can't see just how smart it is underneath...



Period Madadash houses modern Racetech dials — the perfect marriage of old and new.



HOME SWEET HOME The insides as good as the outside, with Carbeau GT9 seats providing the pews for Waynes on road antics. Type 9 five-speed box sits in massaged trans tunnel which looks spot on with custom carpets.



Safety Devices cage gives the Anglia some motorsport muscle, plus it's a must when Wayne gives the Zetec lump some abuse.



Corbeau GT9 reclining sports seats are now discontinued but look the nuts in an Anglia. Another example of old and new working together.

The Escort Agency
Ignore the name, Martin Paynter and his team at The Escort Agency can turn their hand to any classic Ford, as this immaculate Anglia pays testament to. Based in Narberth, South West Wales, the Agency offers everything, including individual parts ranging from clutch cables and dash tops up to gearboxes and wheels to full-on restorations, using their years of experience to give you exactly what you want. Check out the website at www.theescortagency.net or get in touch on 01834 860929.

This clean look and finish wouldn't be complete though, without an extra twist, and that twist is those bubble arches, which are steel rather than the cheaper glass-fibre. Love them or loathe them, they really make Wayne's Anglia stand out among the other modified Anglias.

Back in the late '60s and early '70s, no modified 105E would be complete without a set of bubble arches, but the problem is that they have to sit just right: fit them too high or too low and you immediately spoil the car's looks. And even if you fit those arches correctly, you can spoil the effect with wheels that are too narrow — is there anything worse than massive arches half filled by skinny wheels?

Take a look at Wayne's Anglia and you can see how Martin and his boys got it just right. The arches were fitted at the correct height, and they're filled with sexy 7x13-inch Superlites running pretty tall Fulda radials. OK, they're not low profiles, but they do the job well, both in terms of looks and, more importantly with that lairy engine, grip.

Bright Idea

With the body sorted, it was brought back to Wayne's hometown for the repaint. The special mix uses some Mondeo ST220 blue with a little secret extra to make it stand out all the more. It almost changes colour in the light and has great depth.

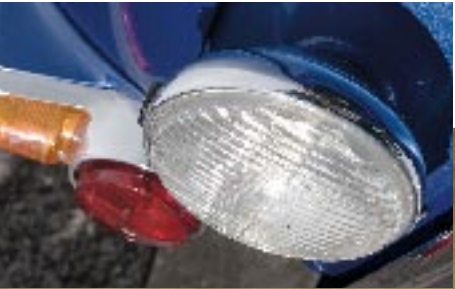


What's more, Wayne had the C-pillar badges painted the same shade for that little finishing touch.

Keeping with the rallying heritage that's so strong in south Wales, Wayne also had a set of Cibie Super Oscars painted in the blue too, but Martin talked Wayne out of fitting them. Instead, a set of blinding Cibie headlamps illuminate the Welsh valleys at night.

The paint's no good if the trim lets it down though, so Martin had the bumpers re-chromed. But rather than dropping them straight into the chroming vat, they had brass laid on before the chrome, and that means they're shinier than pretty much any other Angle-box brightwork we've seen! And that's not all, as Wayne found a pair of new front indicators to match the as-new rear lenses. The front badge was also removed to clean up those drop-dead-gorgeous looks.

Inside this classic Ford the old and new theme continues with a combination of 105speed-sourced Madadash with Racetech clocks. Keeping things traditional is the Mountney wheel with a boss, again from 105speed. Another name from the past, Safety Devices, supplied the roll cage — a combination of the Welsh roads and Wayne's need for speed meant this was a must! The seats are Corbeau GT9s, which are now discontinued, and Wayne cut and fitted the leather-bound carpet.



"The bumpers on the Anglia had brass laid on before the chrome, and that means they're shinier than any other Angle-box we've seen"



ROLL OVER Anti-roll bar means the Anglia's more stable in the corners. This one's a Milton Race Preparation jobby. Contact the company on 01233 730959 to see what they can do for your Anglia.

zetec anglia

Fat arches on an Anglia can make or break the look of the car.



These steel bubbles though, are of the 'make' variety!

He also made up the door cards, plus the rear seat was sprayed black and a fresh black headlining was installed.

That super-clean and shiny mindset that is evident throughout the car's build also extends to the boot. You can't fail to miss the bespoke fuel tank, custom-made in Newport, while Martin's crew also mounted the battery and fuel pumps in the back too. Custom-made mounts secure the wheel brace above the battery and the jack above the pumps, and the effect is like that of a serious rally car.

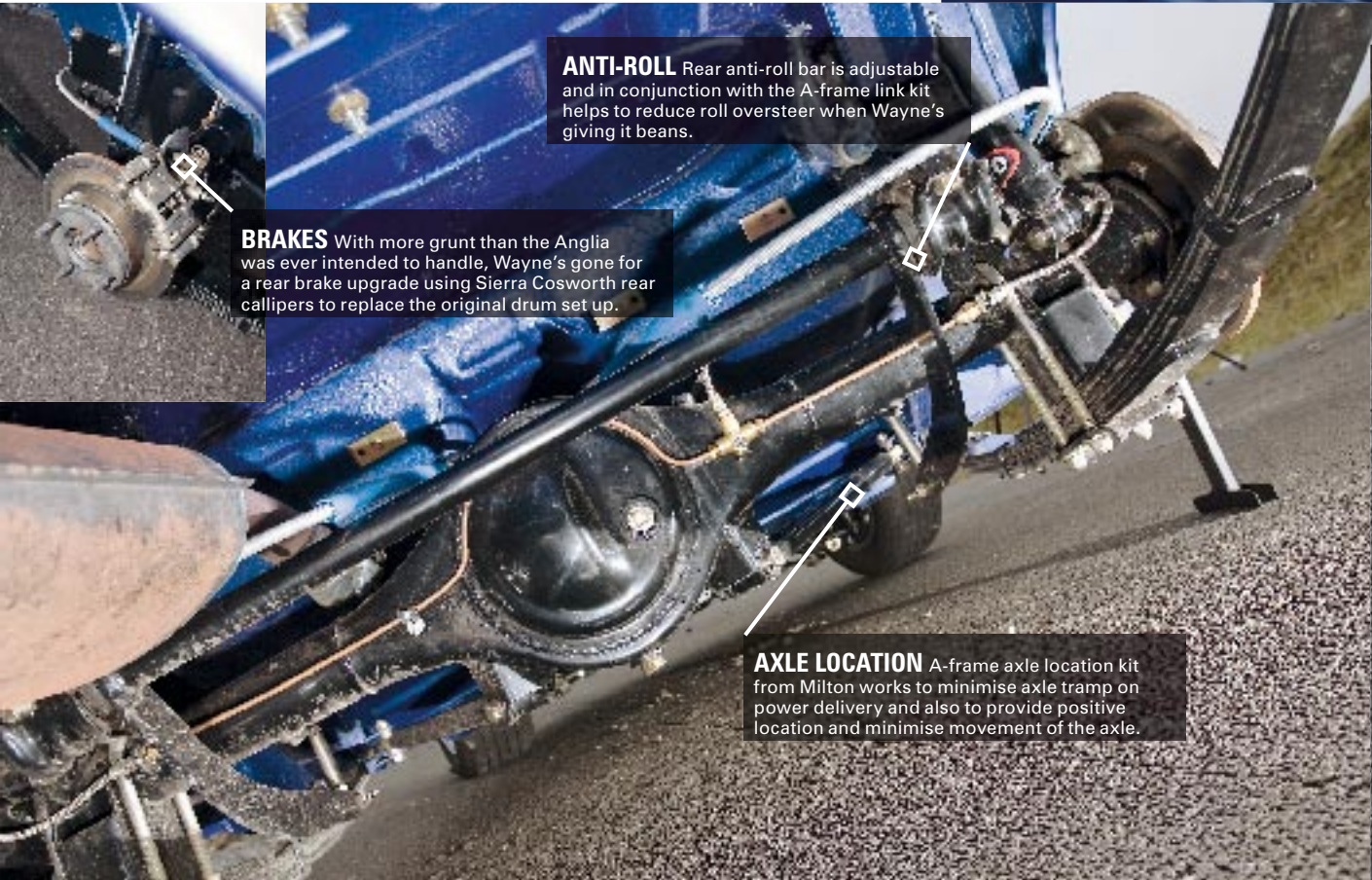
Tidy Handling

Just as much attention and thought went into the suspension; after all, that 16-valve power is going to need control! Wayne lives up in the valleys, where the roads are winding, and handling's important if you want to keep your just-finished classic

Ford on the tarmac and out of the ditches. "I got everything from the Milton catalogue," Wayne tells us, as we look under the car. "I called Kevin Milton and told him what I wanted to make it handle tidily, and it does. It's just like a go-kart." While the axle's stock (apart from an LSD) there's a Milton A-frame and anti-roll bar to keep the rear end in its place and the steering rack's also a Milton number.

One thing we will say is that, for all its looks and engineering, we think the main key to this build was the relationship between the owner (great ideas) and the builder (the skills to turn them into such a superb car). Wayne's full of praise for Martin's work, and after seeing the result you can't fail to be impressed yourself. Let's hope this little 105E will be burning round the South Wales valleys for many years to come.

"I called Kevin Milton and told him I wanted to make it handle tidily and that's exactly what it does — it's just like a go-kart!"



ANTI-ROLL Rear anti-roll bar is adjustable and in conjunction with the A-frame link kit helps to reduce roll oversteer when Wayne's giving it beans.

BRAKES With more grunt than the Anglia was ever intended to handle, Wayne's gone for a rear brake upgrade using Sierra Cosworth rear callipers to replace the original drum set up.

AXLE LOCATION A-frame axle location kit from Milton works to minimise axle tramp on power delivery and also to provide positive location and minimise movement of the axle.

TOP NOTCH Eccentric top mounts give the front Leda-damped MacPherson struts improved geometry. While the adjustable strut brace keeps the two front legs' tops at the optimum distance apart and cuts out any movement that might occur under hard cornering.



ZED HEAD Zetec four-pot is a screamer thanks to head work and juicy Piper camshafts. ARP rod bolts make sure things stay together at high revs though. It all work thanks to a MkII Escort loom.

FULL THROTTLE Weber Alpha 45mm throttle bodies fit (just) and look the business. Not the same noise as Webers but more controllable and more efficient, and that means more power!



Just look at that profile and stance. This Anglia's got more road presence than a Sherman tank painted yellow!

tech spec

BODY Original 1961 shell, steel bubble arches fitted, original bumpers re-chromed, new front indicator lenses and rear lamp units, fresh door rubbers, underside powder coated and painted to match body, period Lucas reversing lamp, two-speed wipers.

ENGINE Zetec 2-litre, rebuilt with heavy-duty ARP con rod bolts and Piper cam, head ported and polished, Weber Alpha 45 mm throttle body kit, lightened and balanced flywheel and AP competition clutch, bespoke thick mild steel exhaust, MkII Escort wiring loom.

TRANSMISSION Standard Type-9, 105E axle fitted with limited-slip diff.

SUSPENSION Milton A-frame and anti-roll bar, Milton steering rack, Leda shocks (front), Avo adjustables (rear).

WHEELS AND TYRES Superlite 7x13-inch alloys fitted with Fulda 205/60x13s.

BRAKES AP Princess four-pot callipers. FRONT: Alloy hubs with 250 mm full pad on disc set-up. REAR: Cossie Sierra callipers.

INTERIOR Madadash dashboard fitted with Racetech clocks, Mountney steering wheel with custom-made centre, Safety Devices roll cage, Corbeau GT9 seats, fixed rear-side windows, original back seat sprayed black.

THANKS Martin and the boys at The Escort Agency.