

Eric the Viking – a restoration in many parts – February 2020

Spend since last report: £0. Total hours labour since last report: 10.0

Not a huge amount of progress to report in this edition, due to life getting in the way, how inconsiderate of it! Finding a combination of time and inclination in the very depths of winter was also the challenge and I only ventured out on a few occasions, but change has happened.

The frame purchased in the Autumn that bolts to the wheel hubs was put into action! Literally remove the road wheel and bolt on this contraption to two wheels on one side.



Removing the oil from the engine (I had already removed the engine), water from the washer bottle and fuel from the tank means everything is dry and will not spill. My tank has been empty since I bought Eric 4 years ago! There is a cross member between the wheel pieces to stop them turning the hubs. Then the heart in the mouth moment of attaching an engine hoist on one side, a ratchet strap on the other side and rolling him over. I could not use a traditional spit roast device to turn him since there is no strength in the front at the moment.



And there he was, over. Laying down on his side, exposing his little tummy.

This makes working on the underside far easier, you can sit on a stool and see, rather than on your back with the relevant rust, rot, metal and underseal half an inch from your nose, unable to focus due to middle aged eyes and detritus streaked through your hair and down your neck. Some of the middle work done during the cargo floor work was not fully done – there is still some original metal that still needs underseal removed, rust fixed then primed up. Plus I can get to the nooks and crannies

previously inaccessible to kerrust and prime them. First things first though, let us see the condition of the chassis rails under the front cab floor.



Under the driver's seat, the two main rails split into 2 V-shapes heading up to the front giving 4 sections attached to the front by the bumper. The passenger side / nearside has the remains of the main rail which had rotted out many years ago and had been patched over the top with three plates that did not even meet. A definite MOT failure and with the passage of time, just a mass of rot and underseal now.

The join of the V (left of picture) has been previously plated as well.

The driver's side has fared better but that is not a high bar! Holed in multiple places and in need of serious work. Starting with the passenger side to use any remaining strength on the driver's side, the angle grinder came out but it is painfully slow progress ripping small bits out only to be met with more and more rot behind and underneath. The plan is to remove the chassis rail back to good metal, remove the flat plate between the chassis and the cargo floor then build it back up from this underside.



Sadly the parts ordered from Just Kampers were the wrong ones and needed returning. The correct parts are available for two of the four pieces making up both V shapes, but the other two only appear to be available for early Bays not late Bays. Softly softly, remove a bit, check progress, clean the underseal. As the weather warms, our thoughts turn to trips and events but hopefully Eric can get

some love very soon. Hope to see you all in a field very soon, check out the Events pages in this magazine and on the club web site.