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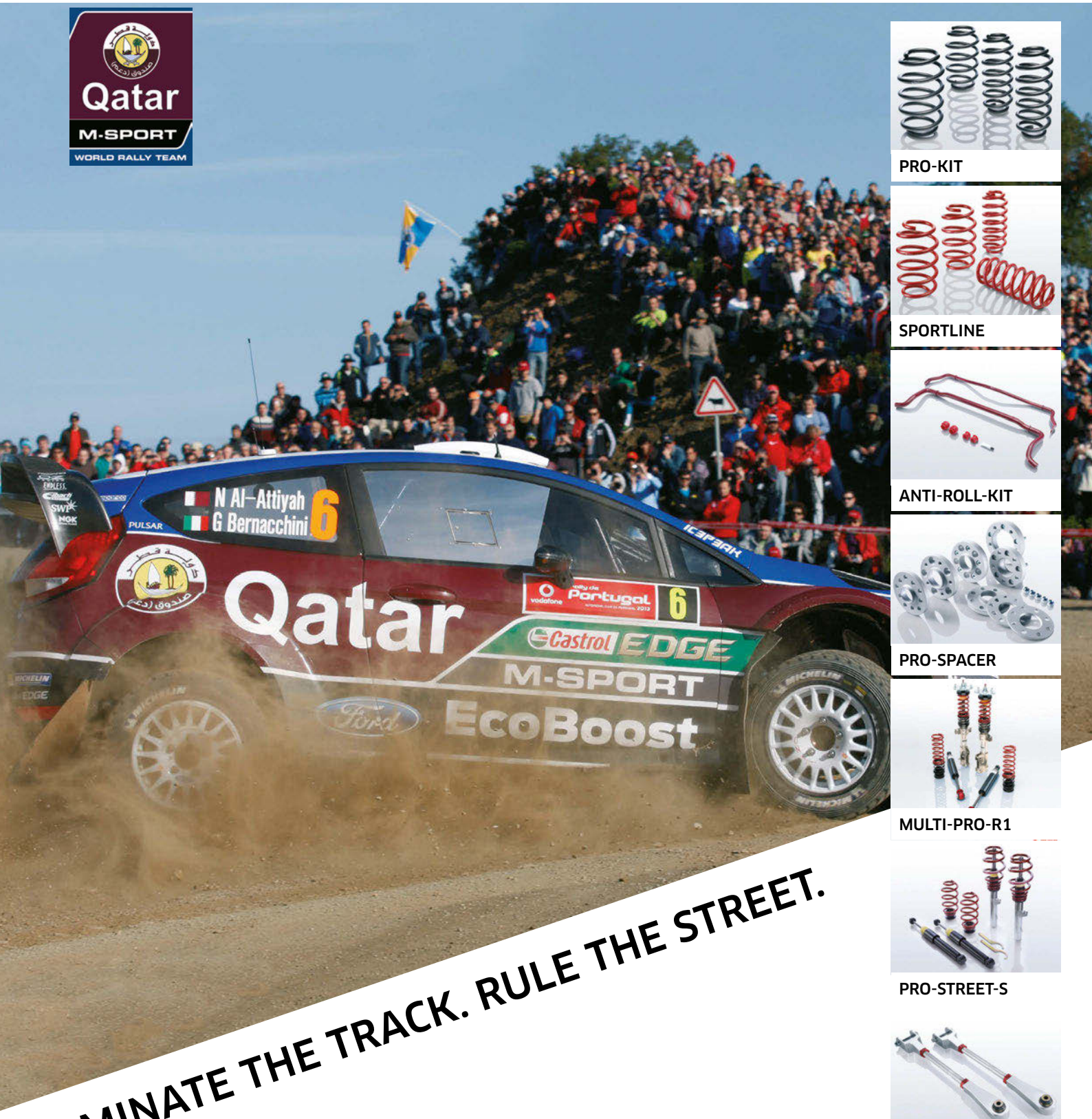

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Print & Digital Publishing by Contract Publishing UK (CPUK) Ltd.

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Performance Ford magazine (established May 1987) is published monthly (12 times per annum) by Project Viva Limited, Annual subscription price UK £39, EUR €65, ROW $99 (with 20% off UK cover price worldwide). US subscription subscribe online at **www.imsnews.com/performanceford**

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**ISSN: 0955-0526**

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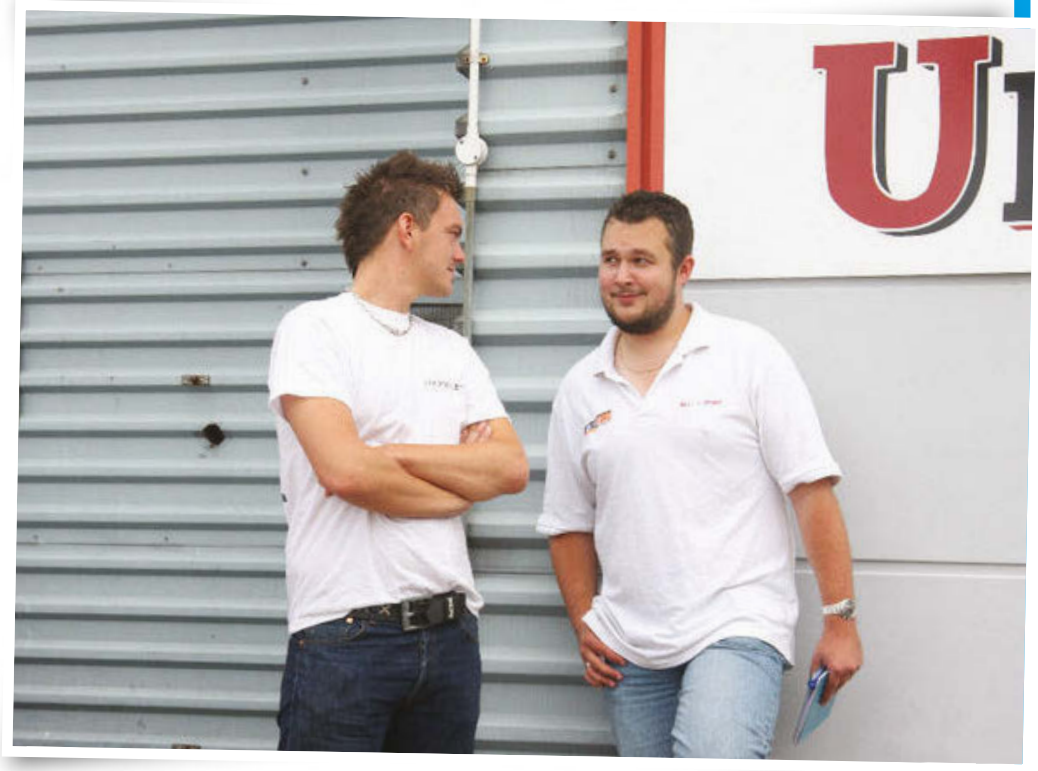
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# FIRSTWORDS



We're all about the power this month, which is why we've got a Sapphire on the cover that has over 400bhp. That's not its only party piece though – no, this Sierra can also shout about the fact it was built in just ten weeks! The White RS that's also on the cover was more of a gentle evolution, but one that resulted in over 500bhp through the front tyres. You can almost smell the burning rubber as you read that!

What else? Well, we delve into the exciting world of the British Touring Car Championship before proceedings get underway at Brands Hatch for the 2015 season. There's a closer look at the AMDtuning.com Focus, as well as a whole host of reasons as to why you should be watching.

There's more, too. How about a rally Fiesta kicking up the gravel at a rapid rate of knots on the bumpy stages. Failing that, we have a man who's doubled up his Fords so he has a choice of Blue Oval power at his disposal.

Then there are the regulars, the shows, the tech… there's so much to read!

However, it's the last time I'll be bringing PF to you. It's all change for next month, as I hand over the rudder of the good ship Performance Ford to my colleague, and chum, Chris Pollitt (pictured above right).

Having first employed Chris in the world of magazines some eight years ago, I'm proud to have got to know him personally and professionally over that time. I know that he'll take the magazine onwards and upwards from here on in as he used to be Features Editor on PF in times gone past.

As for me, I've met some great people out there in the world of PF and seen some crazy cars – it's been an adventure, that's for sure. But my journey with Fords began with the retro stuff, and that's where you'll find me from now on: in the garage, tinkering with an old Ford. Cheers.

Ben

## Making This Issue of PF Happen



**Jackie Wright**
Want to advertise in Performance Ford Magazine? Give her a call!!



**Simon Holmes**
Wrote about a mega-power Focus RS. Still looks like a twonk in sunglasses though.



**Luke Wood**
I got unspeakably angry at something and shouted. But now I've forgotten what it was.

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It's all change for PF next month. Here's a sneak peek






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Fiesta Mk7 335x32mm ..... £1350.00
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Focus Mk2 RS coolant ..... £164.50
Fiesta Mk7 1.6 coolant ..... £117.50
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Cosworth Turbo from ..... £112.99
Cosworth radiator from ..... £69.95
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FROM £46.50

### Helix Heavy Duty Clutch Covers and Plates



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**Example Price - Many others available.** Focus RS 2.0 Cover & Plate Kit ..... £464.94

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### 6 Grooved Brake Discs

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Focus Mk2 ST ..... Front Pair: £149.95
Fiesta MK7 ..... Front Pair: £98.95
Fiesta ST150 ..... Front Pair: £125.95
Focus RS Mk1 ..... Front Pair: £181.99
Cosworth 2wd ..... Front Pair: £75.95
Cosworth 4wd ..... Front Pair: £77.50

### Goodridge Brake Hoses



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# WHAT'S NEW

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## Geneva Believer

**Ford continued to impress with their new line up at Geneva, after an eventful Detroit Motor Show (see our NAIAS feature on page 58). They announced the new RS shortly before Geneva – which we covered in depth last issue, but the Geneva was its first show outing. So, how did it go down?**

Pretty damn well it would seem. Ken Block, who was there and has given it a thorough test drive, even went as far as to say it's more fun than his race car! It was in reference to the electronic limitations placed on his race car due to regulations, but still, the new RS is making waves.

It wasn't just the RS though; there was a raft of new updates and new models.

The all-new Ford Edge Sport made its European motor show debut as well as the all-new S-MAX Titanium Sport, and there was the European reveal of all-new Mondeo Titanium X. Also revealed are the EcoSport S, and new two-tone Focus Red and Black Editions (which we absolutely love!), alongside the high-specification Kuga Titanium X Sport.

Of course, the all-new Ford GT supercar was stealing a lot of the attention. The Focus RS and the Ford GT are developed by the new Ford Performance team, which is committed to delivering 12 new performance vehicles through 2020. This means we can look forward to even more performance Fords in the coming years.

"Ford at Geneva is presenting a mouth-watering line-up of vehicles that underlines our commitment to innovation through performance," said Jim Farley, Ford Motor Company Executive Vice President and President Europe, Middle East and Africa. "It is through developing our performance cars that technologies become available through the wider range of Ford cars."

## Long-cycle Plan for Ford

**Ford's market share has been dropping over the last three years, but why?**

Ford of Britain MD Mark Oveden says it's due to a focus on longer-cycle business. Although Ford produce cars in huge volumes, they are also trying to keep residual values high. Their market share has gone down, but their retail share has increased. We're not going to lie, we don't understand much of this market-talk, but with 2014 bringing some of the strongest profits for years, we'll just assume they know what they're doing!

## Cobra Sponsoring AMD

**Cobra Sport Exhausts UK has announced that it will be sponsoring AMD Tuning's Ford Focus ST in the 2015 BTCC season.**

Managing Director Rachel Jarvis said "Taking our name into the Motorsport arena has been on our agenda for a while now and we are excited to have been given this sponsorship opportunity with AMD Tuning. Motorsport is in our blood as our Father had his own race team in the seventies and eighties, so we have been keen to get involved again with the Cobra Sport brand."

Cobra Sport will be following the progress of driver Mike Bushell in the Focus ST during the upcoming season and will be updating their website and social media channels with the season's progress and achievements. Make sure you are following to keep up to date!






## Mexico Missing

**Thieves literally smashed their way into a showroom in Surrey, stealing a 1972 Escort Mexico worth in the region of £120,000.**

Surrey Police say the whole thing was over in 30 seconds and was clearly a well-organised hit. The car belongs to Mr McCracken who has appealed for help in tracing the vehicle, but it's feared it will be quickly broken into parts. Surrey Police are asking for anyone with information to call 101. Let's bring this Mexico home!

# WHAT'S NEW

## NEW PRODUCTS ON THE FORD MARKET







### AmD Performance Package

The latest Fiesta 1.6 ST uses a punchy 1.6 litre engine and a relatively small turbocharger that is designed to deliver its power with minimal lag. This is pretty good stuff, but the tuning chaps at AmD have further improved the package by combining the latest performance exhaust system from Milltek with their own ECU upgrade. The new exhaust will lower gas temperatures and optimise back-pressure without inducing the 'rasp' that so easily occurs when tuning low displacement engines.

***Price:*** **Contact AmD for pricing**
***Contact:*** **www.amdtuning.com**




### MOMO Quantum Evo

The Italian brand of MOMO has plenty of experience of producing eye-catching designs that offer something more radical than the main dealers offer; here is their latest design. This cutting-edge alloy features dished spokes to make the wheels look even wider that they are, ultra-modern diamond cut spokes and the iconic MOMO Italy centre cap as a badge of pedigree. Sizes are available from 17" - 20" making big 'n' little staggered fitments practical. Four- or five-stud fixings are available and the wheels are compatible with Run-Flat and TPMS options in all sizes.

***Price:*** **From £150 – £270 each inc VAT**
***Contact:*** **www.momo-uk.co.uk**





### Burtons Alloy Universal Spare Wheel Holder

Burtons are now stocking this rather useful alloy spare wheel holder kit. This is a universal fitment and intended for carrying a spare wheel that is larger than original and unable to fit into the existing spare wheel tray. Burton Power say it's ideal for rally use or as a spare wheel mount on a modified vehicle. We can certainly see it being useful for our larger wheels.

***Price:*** **From £42.41 inc VAT. Discounts are available if purchased on-line from the Burton Power website**
***Contact:*** **www.burtonpower.com**




### Black GAZ Adjustable Dampers for Classics

Fitting GAZ adjustable GT dampers to your classic is a good way to give a classic some modern performance... but some classic owners have felt the bright zinc coating to be a little out of character for the classic look. Now GAZ produce their shock absorbers in a subtle and more fitting black finish. This might look more in keeping with previous decades but the technology is right up to date. If you're looking for high-performance shocks in old-skool black, these might be the shocks you're looking for.

***Price:*** **From £68.06 each plus VAT**
***Contact:*** **www.gazshocks.com**



## ARP 12-Point Nut Kits

Specialists in fastener technology, ARP have released 31 new Metric 12-point nut kits. ARP nuts are constructed from 8740 Chrome Moly steel with a Black Oxide finish or ARP Stainless Steel polished finish. Both are rated at 180,000 psi tensile strength and come packaged in one-, two- and 10-piece packs. These guys usually make the good stuff, so we're expecting more of the same here!

***Price:*** **Dependant on product – see website**
***Contact:*** **www.arp-bolts.com**



## Webcon DGV Manifold for Ford Pinto Engine

Webcon now supply a manifold to fit the Weber DGAV/DGV carburettor to the popular (European 1.6 & 2.0) Ford Pinto engine as fitted to Cortina, Capri, Transit and also used in many kit cars. The manifold is made in the UK and is said to be top quality. It comes with threaded water take-off ports and an integral linkage mounting point along with carburettor mounting studs, nuts, spring washers and gasket.

***Price:*** **£173.25 plus VAT**
***Contact:*** **www.webcon.co.uk**



## K1 Conrods

Here we have a set of five forged 4340 Steel I-Beam connecting rods from K1, for the Mk2 Focus RS. These have been shot peened for improved fatigue-life and weight matched +/- gram on each end – they also feature bronze wrist pin bushings. They are very strong and very heavy, at 610g per rod. Available from the Part Box website.

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# TOURING STARS




**The 2015 BTCC season is looming, and it's going to be an exciting one. PF explains why you should be watching while also having a closer look at one of the Fords competing in the championship.**

The British Touring Car Championship is, without any shadow of a doubt, one of the most exciting forms of motorsport in existence. Filled with close-quarters racing, plenty of paint swapping between panels and drama from within the pits, it's an area of motor racing that never fails to keep you engaged.

The 2014 season was a stormer, with Colin Turkington taking his BMW 1 Series over the final line to claim the championship, despite some fierce competition throughout the year. There were crashes and smashes, there were scraps in the pit lane and there was also a great deal of tension as the championship points stacked up over the year. Everything can change in one race, and that was very much the case for a lot of drivers in the 2014 season.

It all kicks off for 2015 at Brands Hatch on the weekend of the 4th April. Using the Indy Circuit, the drivers will begin their battle to claim one of the most hard-fought trophies in motorsport. As we've mentioned, it's thrilling from start to finish, but if you still need some extra persuasion, we can help…









**THE COVERAGE IS AMAZING**
ITV4 televises each race throughout the day and the coverage is spot on. The commentators really know their stuff (Tim Harvey, ex-BTCC champ, for example) and Louise Goodman, who is the insider down on the ground, gets up close with all the teams and drivers to bring viewers all the information, emotions and dramas as they unfold. They all, as a team, enthuse about the BTCC and it shows.

Then there's the race coverage itself. Cameras at every corner, bumper cameras, in-car cameras, in-car communication between commentators and drivers – absolutely nothing gets missed. You're put as close to the action as the drivers themselves and it's damn exciting to watch as a result!

**THERE ARE HEROES AND VILLAINS!**
Emmerdale? Coronation Street? Pfft, they've got nothing compared to the characters that exist within the BTCC. And the best bit here is that these guys are real – there are no scripts. The frustrations and rivalry often spill out of the cars and the results drag you even closer to the edge of your seat. You've got the man who has admitted he's the villain in the form of Jason Plato. You've got the happiest man in motorsport, Rob Collard, who seems unflappable. You've got people you can relate to, along with the on-going battle between Matt Neal and Jason Plato – they nearly came to blows in the pits not so long ago!




**THEY INEVITABLY CRASH!**
Look, we don't want to see people get hurt or anything – that's not our bag. However, the twisting and rubbing of metal brought about by the heat of automotive battle is something that not only provides tension and drama, but also shows how much these guys fight for position. Plus, the cars can take a hell of a beating, so if someone gets nudged or damaged, you can bet your bottom dollar that he'll seek his revenge. That's not something that happens in F1!

**THE CARS STILL LOOK LIKE CARS!**
This is a good thing. With F1 or other open-wheeled avenues of motorsport, you feel detached and distant from the cars. You have nothing in common with them, they're representations of lab testing and computer engineering – they have nothing in common with your Focus. Unlike, of course, a BTCC Focus… which is a Focus. These guys are racing your car, sort of. You get bragging rights for weeks should a BTCC incarnation of your own car win a race. That's pretty cool! >






The grid of the 2015 BTCC is one of the most exciting yet, with a vast array of cars making up the numbers. BMW, Volkswagen, Audi, Mercedes, Chevrolet, er, Proton – they're all there. But so, of course, is Ford.

The Blue Oval has been a mainstay of the BTCC since the first race in 1958 when it was known as the British Saloon Car Championship. Ford Cortinas, Anglias, Capris, Sierras and Mondeos have all been seen in this championship. Now, however, it's the Focus's moment in the sun, with the latest rendition of Ford's hatchback making up plenty of places on the BTCC grid. One particular case in point is the Focus belonging to AMDTuning.com, which will be out there with the rest of the pack, battling for championship points.

The AMD car is actually an important one because it represents an independent team that has to really fight for success in the championship. Shaun Hollamby, the team boss, runs AMD on a day-to-day basis – BTCC isn't a full-time job. That's something else that makes this sport so special – these are real people with real lives, it's not a sport that's solely the creation of limitless bank accounts.

"We get all our suppliers involved," explains Shaun. "It's important for them to feel that they're a key part of our operation, because they are. Without them, it would be a very different story."

2014 was a year of learning and testing for AMD, something they have built on in readiness for the 2015 season. Now the team has a car that's perfectly dialled in, they have also built up a stock of the right parts for quick changes such as differentials and the like, reducing the number of factors that could take the car out of the race. They've also got a new driver in the form of Mike Bushell.

Mike is a newcomer to having a drive in the BTCC, though he has driven one race at Knockhill in the past. He's anything but a newcomer to racing though, having won the Clio Cup championship in 2014. He's classed as a rookie in terms of the BTCC, but don't let that fool you. He's going to be one to watch when the flag drops – that Clio Cup is just as competitive!










So what about the car? Well, the Focus has been in the BTCC for a while, but that doesn't mean it's getting long in the tooth. "It's still a great car and it's earning success. I think it's got a lot left in it in terms of both what it can achieve and also what it can be engineered and tuned to achieve, which is great for us," says Shaun. "In terms of the Focus in general, not just our car, I really wouldn't be surprised to see it battle through the year to end up fighting for the championship. It's a great machine and there are some equally great drivers piloting them."

"It's going to be an exiting season for us, especially with Mike behind the wheel. He's already done some testing in the car and it suits him well. We're optimistic for a strong season, though obviously Mike has to get up to speed with being part of the proceedings," continues Shaun.

So there you have it, a look into the BTCC, the reasons why you need it in your life and, of course, a closer look at one of the cars. Don't worry though, that's not all you're getting. PF will be at the 2015 season opener to see how AMDTuning.com gets on and we'll report back with all the action. ***PF***



# GENEVA FEVER

**The Geneva International Motor Show took place in March, and with so many new cars to shout about, you just know Ford made a splash. PF headed into neutral territory to see more.**

As platforms for showing off new cars to the world go, there is none better than the Geneva International Motor Show. Carmakers from all over the globe bring their offerings to the Palexpo convention centre in Geneva, Switzerland, and put them in front of a crowd that has flocked from every corner of the globe.

This year, Ford was one of the biggest exhibitors, owing to the fact it had not only the new Mustang to promote, but also the new GT, the incredible new RS and, of course, the current range of cars including the Focus ST.

As you can imagine, the foot-flow on the Ford stand was thick and fast, but with offerings like the ones below, it's not hard to see why. ***PF***










The new Focus RS was one of the show stealers

















# iFLASH

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# DUNN AND DUSTED

**10 weeks, is another thing entirely…**

***Words:*** *Luke Wood* ***Photos:*** *Gary Hawkins*

If you were to take a look at the majority of feature cars that have appeared in PF over the years, and took the time to read all the background stories on how they'd all been created, then you'd find a common theme recurring over and over again. Yes, they're all Fords, we know that, but aside from sharing the same Blue Oval badge, the other obvious link is that they owe their very existence to a group of like-minded enthusiasts, just like you, who have invested huge amounts of money, stress, late nights and, most importantly, time into bringing them to life. It can take months, years even, for a project car to be completed and even then, there are very few people who will ever say it's properly finished, because there's always the temptation to make it go that little bit faster, stop that little bit quicker or even just make it that tiny bit shinier.

Right: Gold Comps are always a welcome addition.



**"IT CAN TAKE MONTHS, YEARS EVEN, FOR A PROJECT CAR TO BE COMPLETED AND EVEN THEN, THERE ARE VERY FEW PEOPLE THAT WILL EVER SAY IT'S PROPERLY FINISHED"**



Above: It's really shiny. Like a mirror. But with 400bhp and wheels. So nothing like a mirror, actually.

So, in that respect, there's nothing that out of the ordinary about the Saph Cossie you see before you here, because its owner, Alex Dunn, readily admits that there are one or two further upgrades to be made in the not too distant future. What is out of the ordinary though, is that it took just 10 weeks to build, including the engine, from scratch. And by that we mean a bare shell, with no interior, no running gear, no wheels, no nothing. Oh, and the shell was also a Moonstone blue example, so that time includes prepping it for a full re-spray as well. The fact that it's now sporting a gleaming new coat of Sierra RS500 black paint and producing power well in excess of 400bhp is in no small part due to the skills of the man responsible for putting it all together – Steve Price of Stoke-on-Trent-based Retromotorsportuk. >

But before we get to the nuts and bolts of it all, we really need to pause for a minute and ask what the inspiration for this project was in the first place. Alex takes up the story: "Up until very recently, I'd always been into VWs but I'd got to the point where I thought the scene had just got a bit tedious," he said. "It just seemed to be the same old stuff, and very expensive if you wanted big power. I'd never been hugely into my Fords, although I'd always had a soft spot for Cosworths, and the car I had before this was a Seat Cupra, which I'd taken down to Retromotorsportuk to have some bodywork done. While I was there I got talking to Steve and he ended up convincing me to sell the Seat and put the money towards the Cossie instead!"

**"UP UNTIL VERY RECENTLY, I'D ALWAYS BEEN INTO VWS BUT I'D GOT TO THE POINT WHERE I THOUGHT THE SCENE HAD JUST GOT A BIT TEDIOUS"**






Right: There are many horses in there. In a mechanical sense that is. To actually put horses in an engine would be rather mean.

## FORDFACTS

**ENGINE:** Retromotorsportuk 2-litre Cosworth YB, GT35 turbo, .48 Progate external wastegate, genuine RS500 intercooler, uprated radiator, matched inlet and exhaust ports, BD10 cams, Swedish plenum, RS500 throttle body, Cosworth GrpA pistons, valve cut outs, H-section rods, standard crank, lightened and balanced bottom end, lightened 2WD flywheel, 205 block, Retromotorsportuk custom exhaust with screamer pipe, grey injectors, 027 lift pump to feed swirl pot, twin 044 pumps from swirl pot, braided full pumps with JIC fittings throughout, battery re-located to boot, battery tray smoothed, custom Retromotorsportuk loom, Level 6 ECU, 420-440bhp (est)

**TRANSMISSION:** 2WD, standard T5 'box, standard diff, Alcon 6-paddle clutch

**SUSPENSION:** Tarmac spec Avo coilovers all round, polybushed at rear, Compbrake compression struts and adjustable track control arms, Compbrake adjustable eccentric top mounts, custom Retromotorsportuk rear strut brace

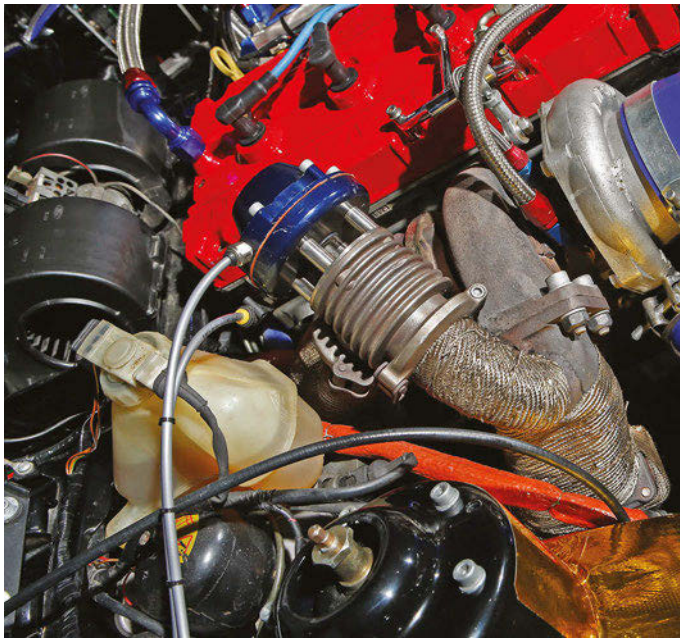
**BRAKES:** Standard 2WD Cosworth

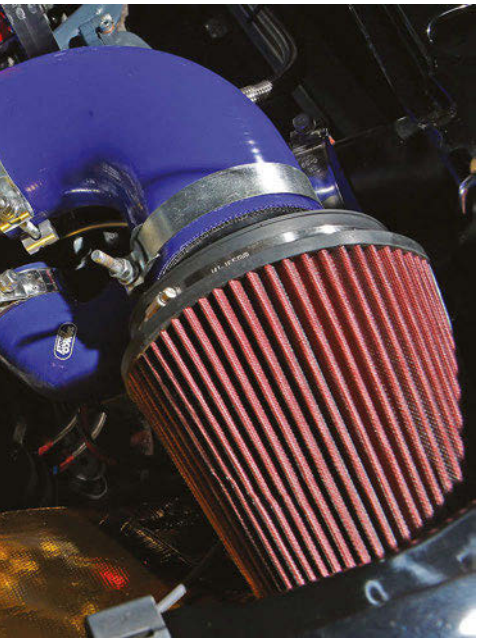
**EXTERIOR:** Full Retromotorsportuk respray in RS500 black, RS500 splitter and RS500 style mesh vents

**WHEELS & TYRES:** 8x18-inch Compomotive FMV alloys in gold

**INTERIOR:** Full 4WD Sapphire leather seats, new headlining, suede trimmed steering wheel, carbon inserts on dash, Racetech gauges for boost, water and oil pressure

**THANKS:** Steve @ Retromotorsportuk, 07921 789110





## "WHILE ALEX WAS FACED WITH THE SOMEWHAT DAUNTING PROSPECT OF STARTING WITH NOTHING AND WORKING HIS WAY UP FROM THERE, AT LEAST IT WAS A SOLID FOUNDATION TO BEGIN WITH"

**Left: Turbo is a must have, but gold heat protection is a classy upgrade.**

Now, unlike Alex, Steve Price has always been a Ford man through and through, and as well as being the proud owner of a particularly potent RS500 Sierra, he has owned, built, repaired or repainted more retro Fords and Cosworths than he can remember. In fact, you only have to take a quick glance inside the Retromotorsportuk workshops to see a number of his personal on-going projects, including a three-door Thundersaloon racer, a mint Mk1 Escort shell and more besides – he's even got a crazy, Range Rover/Bowler/buggy hybrid creation that's powered by a Cossie YB!

The point being that when it came to finding a decent donor vehicle to start Alex's project, they didn't have far to look. Among the various shells that Steve had stashed away was a very tidy Moonstone blue Sapphire and while it didn't have much attached to it in terms of wheels, suspension, any interior trim or engine, it was at least in pretty good nick. According to Steve, it had just a small patch of rot on the drivers' side inner wing, so while Alex was faced with the somewhat daunting prospect of starting with nothing and working his way up from there, at least it was a solid foundation to begin with. >




## "WHEN YOU CAST YOUR EYE OVER THIS SIERRA'S FLANKS, IT'S LIKE LOOKING INTO AN INKY BLACK MIRROR – IT REALLY IS CONCOURSE SPEC SHINY!"

And as Alex was considering a change of colour anyway, at least it saved the time of stripping a complete car back to its bare components!

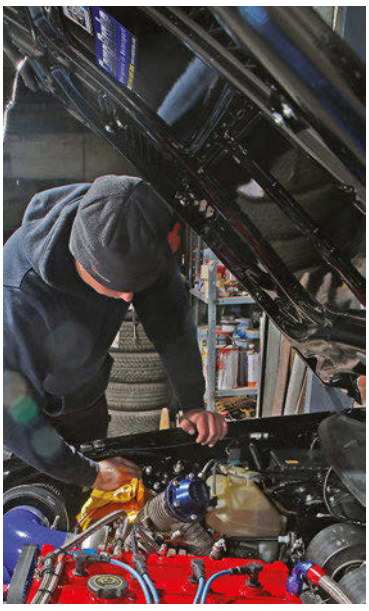
"Black is a bit unusual for a Saph, but then when it comes to paint the VW guys like to be a bit different and I guess I just wanted to do something a bit out of the ordinary with it as well," he said. "I did originally toy with the idea of Imperial blue but decided against it as I just don't think it would have worked on a car as old as this. There are some people that probably don't like the fact that I've changed the colour at all, but I don't care what they think really – it's what I wanted, so I just went for it."

Personally, we think the colour choice is superb and when viewed up close and personal, the paint finish is absolutely first class and is a testament to Steve's skills in the bodyshop. As well as repairing the small patch of rust, he also made sure every little ding and dent was taken out so when you cast your eye over this Sierra's flanks, it's like looking into an inky black mirror – it really is concourse spec shiny!

And in addition to the paint work, Steve has also fabricated some neat touches such as re-locating the battery to the boot and smoothing the tray in the bay, as well as hiding all the custom-made wiring loom away and conjuring up a custom strut to brace the rear suspension.

For the interior, Steve fitted full leather seats from a 4WD Saph that he just happened to have laying around, sprinkled the dash with some neat carbon trim, replaced the saggy headlining, sent the steering wheel away to be trimmed in suede and fitted Racetech gauges for boost, water and oil pressure. >

Above: Oooh yeah, look at dat booty. Booty. It's a boot. Get it?



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And his talents don't stop there. As well as the bodywork, paint, fabrication, wiring and interior trim, Steve also built the engine himself, which as we said previously, is good for well over 400bhp thanks to the addition of a GT35 turbo (which since the photoshoot has been fully reconditioned by CR Turbos), a set of BD10 cams, Swedish plenum, Cosworth Group A pistons, a live mapped (by Steve) Level 6 ECU and much more besides. All the head work and matching of inlet and exhaust ports was also done in-house and, given the quality of the rest of the car, it's perhaps not surprising that the engine install itself is also of the highest order. We particularly like the splash of gold heat shield in contrast to the black paint, a theme that's also repeated on the exterior with those distinctive 8x18-inch gold Compomotive FMVs.

With regards to the wheels, these are a relatively rare sight on a Saph Cossie (less so on an Escort Cossie, of course) but again, we reckon that they stand out for all the right reasons.



Below: The interior is a rather splendid place to be. Not that you'll notice, what with the 400bhp shove toward the horizon.











## "I LOVE MY FORDS NOW, I WOULD NEVER LOOK BACK"

**Above: This is one subtle looking machine. Yes, it looks modified, but looks calm. Until the loud pedal gets mashed into the carpet.**

Now, while there's no denying that it looks the part, and has more than enough in the power department to keep things interesting for Alex, it's also worth pointing out that a fair bit of work has gone into making this Saph handle properly as well. Thanks to the addition of adjustable Compbrake top mounts, adjustable track control arms and Compbrake compression struts, Steve was able to experiment with various set-ups and after a lot of trial and error, which has resulted in the wheels being moved forward from standard by about 22mm, he reckons that Alex's car is now an absolute joy when it comes to the corners.

So does Alex have any regrets about leaving the VW scene?

"I love my Fords now, I would never look back," he said. "In fact, I've got an Audi as my daily and as I've got such a short commute I'm thinking about selling it and buying a Mk1 or Mk2 Escort for the journey to work instead. I'm an engineer by trade, and spend a lot of my spare time at the Retromotorsportuk workshop getting my hands dirty wherever I can so I reckon it wouldn't be too hard to run an old Ford on a regular basis."

Well, we reckon that if you were to keep the engine fairly standard Alex, it could probably be done. The biggest danger, of course, would be Steve talking you into building another project – but then that's not such a bad idea now is it… ***PF***





# TOY STORY

**For someone who likes toys on a grand scale, what could be more fun to play with than a standard-looking Mk2 Focus RS making 540bhp…**

***Words:*** *Simon Holmes* ***Photos:*** *Gazza*

Cast your mind back to when you were a child and you will more than likely recall, with a certain fondness, a toy car you liked to play with the most; a favourite if you will. Well, some very fortunate people out there still get to choose a favourite toy but on a somewhat greater scale. Richard, a Surrey businessman, is one of those fortunate few. His fleet of toys includes a current BMW M5, a supercharged BMW E46 M3, another track-prepared E46 M3 and a Porsche 997. But keeping company with the heavy German artillery in the garage is this Focus RS. It's not just part of the collection to look pretty though, so don't let the immaculate paintwork and 6,000 miles on the clock fool you. It also happens to be packing a wholesome 540bhp punch.

As you might imagine, Rich is no stranger to a fast car, but fast Fords are his passion and there's a good reason for it. "Back in the 1980s I used to work for Ford's Special Vehicle Operations department," reveals Rich. "It was like a dream working for them back then and it was an exciting time." >

Yes, it's a cliche, but with all that grunt the above image really is what most people see of this car.






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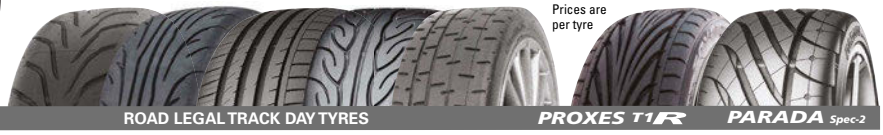






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Working for Ford during the glory days of the Cosworths meant Rich also got to experience the new RS models as and when they came out, and that started a tradition which led to the purchase of his current RS. "I had a 3-door Sierra Cosworth when it was brand new, then I replaced it with a Sapphire Cosworth and then I had one of the very first Escort Cosworths, the big turbo model," he says. "To be honest, it didn't actually drive that nicely though. I then bought a Mk1 Focus RS when it came out, so buying a Mk2 Focus RS was a natural progression really."

Rick placed an order with his local dealer for a Frozen White example back in 2009 and upon delivery he was initially very impressed with the car's capabilities. In fact, he was so impressed with the car's confident chassis and strong engine that he couldn't help feeling that it should be exploited a little further. "I just felt that the chassis could cope with a whole lot more as it handles power phenomenally well for a front-wheel-drive car. It was coupled with a good engine, too, and I felt there was so much more it could give still," states Rich. >




Under the bonnet there's chuff all to suggest what sort of power lurks within.

**"LARGER INJECTORS COUPLED WITH NEW MAP THEN SAW POWER PUSHED TO THE 425BHP MARK AND, WISELY, A K-SPORT BIG BRAKE KIT AND KW AUTOMOTIVE COILOVERS WERE ALSO ADDED AT THIS STAGE"**



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A 360bhp remap and a few basic bolt-on goodies, such as a Mountune inlet, Airtec intercooler and Milltek exhaust system, soon followed. But that little lot didn't quite scratch the itch for Rich. "I'm spoilt when it comes to fast cars and I know that, but it still felt a bit limp to me. So when it reached the 1,000-mile mark I decided to go further with it and I guess it's just kept developing since then."

So, the barely run-in Focus had its engine stripped down and the internals replaced with aftermarket forged pistons and steel rods to ensure future reliability. Larger injectors coupled with new map then saw power pushed to the 425bhp mark and, wisely, a K-Sport big brake kit and KW Automotive coilovers were also added at this stage. Packaged within a strictly standard-looking exterior, the car proved to be quite a combination in this guise but, inevitably, it didn't stop there for Rich. Wanting more, an aftermarket big turbo conversion together with another map soon found its way onto the car to produce some serious numbers.

However, although it was fast, the car wasn't producing the power Rich had now set his sights on, so he ended up stopping by to see local tuner Lee at Devil Developments. "I heard of Lee from an advert and he sounded like a clever guy so I went to see him as I wasn't happy with the way the car was performing at that level." Lee then takes up the story. "It came to me with a Borg Warner S200 turbo fitted and it was running one of the first Revo Stage 5 maps in the country. First of all it was a bit down on power for what it should have been making, so I inputted new settings and got it producing more power but it still wasn't making the 500bhp that Rick wanted, and in trying to do so, the turbo failed when the shaft snapped."

There's not really any need for this caption. Still, thanks for reading. Hope you're having a nice day.

## FORDFACTS

**ENGINE:** Forged pistons, steel rods, HTA30.76 turbo, Devil Developments tubular exhaust manifold, 44mm wastegate vented back into the exhaust, Syvecs ECU conversion, Mountune inlet, Airtec intercooler and CAIS induction kit, 80mm crossover pipe, Pro-Alloy big boost pipes, 750cc injectors, Devil Developments rising rate fuel system with Walbro 485 in-tank fuel pump, Milltek resonated exhaust system

**TRANSMISSION:** Hybrid AP Racing clutch kit

**SUSPENSION:** KW Automotive Variant 3 coilovers, spacers front and back

**BRAKES:** K-Sport big brake kit using 8-pot callipers with 356mm discs

**WHEELS & TYRES:** Standard

**INTERIOR:** Standard

**THANKS:** Lee at Devil Developments for all his help




Left: RS seats are the embodiment of bum-hugging perfection, so why change them?

## "IT WAS REALLY AGGRESSIVE AND ABOUT 5MM OF THROTTLE TRAVEL HAD IT COMING ON BOOST AND SENDING YOU OFF UP THE ROAD WHEN YOU DIDN'T WANT IT TO"

That led to yet another set of upgrades as a replacement and more responsive HTA30.76 turbo was fitted on a tubular exhaust manifold with a 44mm external wastegate. Lee also upgraded the fuel system to a rising rate internal set using an in-tank Walbro 485 pump. Back on the dyno and the car was now pushing a healthy 475bhp, but at this level of tune it was displaying some odd characteristics that Rick wasn't happy with. "When you cruised along at 70mph you had to balance the throttle with your toe. It was strange, it was really aggressive and about 5mm of throttle travel had it coming on boost and sending you off up the road when you didn't want it to," explains Rich.

Lee had seen the problem before on big power cars but Rich's seemed particularly bad for some reason and so he tried just about everything to solve it. "It was the most aggressive I had seen," Lee recalls. "We tried to cure the problem by trying lots of things. We fitted a new boost solenoid, VVT solenoid, then changed the throttle body and throttle pedal. We even tried modifying the turbo's exhaust wheel but nothing would make the car drive nicer." >



## "YOU WOULDN'T KNOW IT WAS A FRONT-WHEEL-DRIVE CAR NOW, YOU COULD HONESTLY MISTAKE IT FOR A FOUR-WHEEL-DRIVE CAR WITH INTRUSIVE TRACTION CONTROL AND THAT'S A MASSIVE COMPLIMENT"

Running out of options, it was about this time that Lee began developing the Syvecs standalone ECU conversion that would allow full control over the engine to suit the big power cars such as Rich's. After some months' wait, the plug-and-play conversion was finally installed and back on the rollers for some mapping. The car instantly jumped to a solid 540bhp with nigh-on 500lb/ft of torque to match. But, more importantly, the ECU cured the aggressive response issue in the process. "The Syvecs transformed it and the car drives so much nicer now, it feels like it should have been made this way from the start. Even at this power it still feels well within its capabilities and the Syvecs traction control is amazing. You wouldn't know it was a front-wheel-drive car now, you could honestly mistake it for a four-wheel-drive car with intrusive traction control and that's a massive compliment."

As you might imagine, Rich is now very happy with the car and despite the company it keeps in the garage at home, the Focus is still his favourite plaything. "It's my fun road car and if I have to go on a long journey and I know there are some decent roads I will take the RS. I have different cars for different things and to be honest, I don't even take people out in this car, it's just for me to enjoy really."

We have a feeling this will be Rich's favourite toy for a while, but then there is a new Focus RS coming out which could change that… ***PF***



**Right: Gauges normally have a relaxed life. With this much power though, they have to work overtime!**

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# TAKEN TO THE MAX

**As a Group N rally car, the Ford Fiesta ST was a hit. But Max Utting took things a fair few steps further with his.**

**Words:** Jim Blackstock **Pictures:** Rob Button

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I might be showing my age here – actually, no might about it – but I have very fond memories of the day the Group N Ford Fiesta ST rally car was launched by M-Sport. It was a new direction: not just for M-Sport but for rallying in general and effectively set the template for the various ladders of opportunity that now exist within the sport.

The idea was simple: to create a rally car that was strong and reliable enough to form a one-make rally series, to be included in national championships. The brief to the M-Sport engineers who were designing it was to develop a car they themselves would like to drive.

As a concept, it was a valid one that ultimately led to M-Sport being selected to run firstly the FIA Academy and latterly, the FIA Junior WRC categories within the FIA World Rally Championship itself, using the latest version of the Fiesta but essentially, the same ethos.

Not surprisingly, the Group N Fiesta ST would have a healthy career. The Fiesta Sporting Trophy was launched in the UK as well as numerous countries around Europe and drivers such as Elfyn Evans, who now drives for the works M-Sport team, competed – and won – their national series on their way up the ladder.

This particular example found its way into the hands of the Utting family. For rally fans, that surname will be a familiar one – dad Wug has been competing for as long as certainly I can remember and son Max started off in the Fiesta almost as soon as it was launched. It has stayed in the family ever since, as Max finds it incredible fun to drive. However, it didn't stay as it left the M-Sport workshop for very long.

While the original Group N Fiesta was a very useful tool, like any car, it had its failings. One of these was the front hubs, lower ball joints and driveshafts, which were basically standard road-going Fiesta items, with those used on the ST model no different from a granny-spec model. The hubs had a reputation for not lasting well – around 200 competitive miles or so if you were lucky.

Max and co-driver Mike Ainsworth had plans to re-develop some aspects of the car but these accelerated when they ripped a wheel off the Fiesta in >

**"THE IDEA WAS SIMPLE: TO CREATE A RALLY CAR THAT WAS STRONG AND RELIABLE ENOUGH TO FORM A ONE-MAKE RALLY SERIES, TO BE INCLUDED IN NATIONAL CHAMPIONSHIPS"**














front of thousands of rally fans on Wales Rally GB in 2011, on a pair of hubs that had done less than 100 miles. With a 200-mile life and a replacement cost of £1,000 – the same life and cost with the standard driveshafts – the time was ripe to re-develop.

Of course, this would move the car out of the Group N/N3 category but Max wanted fun more than anything, so the first thing they did was to design and create their own front hub assembly and do away with the old set-up altogether. They made them stronger, using much beefier wheel bearings and allowing them to fit rose joints all round instead of the standard ball joints.

The Reiger suspension that M-Sport developed was fundamentally very good. However, another area where attention to detail paid massive dividends was in the geometry. The front camber on the Fiesta ST is specified at -1.5deg, +/- 1.5degs, so the acceptable range is 0 to -3deg, which is quite a big margin when talking camber.

So when designing the hubs, they added the capacity for the camber to be adjusted and now they use -1.0deg for gravel and -3.0deg for tarmac. On gravel especially, this eliminates excessive wear on the inside edges of tyres and maximises grip and hence, traction and braking force.

The overall cost of the hub redesign and production was around £5,000. This might seem like a lot of money but consider that they last around two to three seasons before a rebuild and save a fortune in scrapped tyres. That's reason enough, even with no actual performance or time gain.

One thing that did improve the performance though, and gain them time, was widening and rose-jointing the rear axle and spending time getting the geometry here right, too.

Max and Mike widened the rear axle

**"ONE THING THAT DID IMPROVE THE PERFORMANCE THOUGH, AND GAIN THEM TIME, WAS WIDENING AND ROSE-JOINTING THE REAR AXLE"**




slightly and spent a day tweaking plates to fit between the stub axle and the beam to give them -1.5deg of camber and 1.5mm of toe-in. The original road car used toe-out, which produced snap oversteer and an unexpected spin when the compressed suspension would hit a bump, for example. Now the car will still oversteer but it is much more progressive and useable rather than waiting to bite the crew in the arse.

Max reckons this modification alone – costing around £50 and a day of their time – was worth around 1-1.5 seconds per stage mile.

Originally, for Group N, the car had to use the original road car brakes, albeit with rally-spec pad material. However, because they used the floating piston design at the front and the servo had to remain, there was little – if any – feel in the brakes. The price for a bolt-on option was staggering so when they came to design the new hubs, they incorporated >




## THE NOT-SO-HOT SEAT

So, in 2005, I was working with a young rally driver who was interested in the new Group N Ford Fiesta ST. He'd received an invitation to the customer test day and asked if I would go with him. So it was I began a long trek north to the Whinlatter Forest, to see what the new car was about.

Externally, it was stock Fiesta with some rally wheels and stickers and internally had all the necessary rally bits you'd expect. However, one bit that I wasn't expecting was Matthew Wilson, son of M-Sport head honcho and former British Rally Champion Malcolm.

Eventually, all the potential customers, team managers, sponsors and VIPs had been out in the car and the drivers were kind of kicking their heels, so I was asked if I'd like a run as a passenger. After I'd managed to squeeze my ample butt cheeks into the hugging seat and somehow got the buckles to meet together in front of… er… me, we were good to go.

Matthew turned to me, smiled his now-trademark smile and asked if I was ready. Before I had a chance to say anything, he side-stepped the clutch and we were off.

Now, I'm lucky enough to have been in a couple of rally cars before and the Fiesta was no different. Hot, sweaty and noisy, the underside rattled from the machine-gun gravel and Matthew looked like he was fighting for his life simply to keep us out of the trees. However, once we got moving and the front wheels found the grip they were desperately looking for, things calmed down considerably and it began to dawn on me that this was a very well sorted little car.

It rode both the slow and the fast bumps and crests remarkably well and for a two-wheel-drive car, gripped superbly. This was down in part to the plated limited slip differential and in part to the well-developed Reiger suspension, with masses of travel to keep the tyres in contact with the road at all times.

Then, we were approaching a tight section and Matthew threw the anchors out. This is the bit that always blows me away – how a rally car can shed speed on wet gravel as well as pretty much every road car I've ever driven can on dry tarmac.

The standard-sized discs and stock calipers are helped out by a set of specially developed pads but the real benefit here were the tyres. The Michelins dug deep through the surface grime to find whatever they could to hold onto. Let's not forget that however much engine power you have or however big your brakes are, it counts for nothing if the tyres can't put the power or braking onto the road.

Pretty soon, my run was over. We reached the improvised service area and Matthew turned to me, smiled again and was rewarded with one from me that matched his own. Great fun and clearly, a car with a great future.



## FORDFACTS

**ENGINE:** 1998cc Ford Duratec, 16-valve DOHC, normally aspirated. M-Sport 'piggyback' remap, Nissan Skyline air filter relocated into cold air. M-Sport manifold-back exhaust system – 91dB at 4500rpm. 165bhp.

**TRANSMISSION:** M-Sport/SADEV five-speed H-pattern dog gearbox. Plate-type limited slip differential with revised pre-load settings. 32mm diameter driveshafts with GKN Mk2 Vauxhall Astra GTE CV joints. Top speed – 101mph Gravel, 103 Tarmac.

**SUSPENSION:** Reiger adjustable dampers and springs. Bespoke front wheel hubs, hub adapters and drive flanges, camber adjustment, brake mountings. Rose-jointed steering arms, lower ball joint and rear beam. 12.5mm camber plates in widened rear axle. 15mm wider track at front.

**BRAKES:** Four-pot Subaru Impreza calipers and discs (front), standard Group N Fiesta (rear). Dual master cylinder pedal box, in-line bias valve, hydraulic handbrake. Focus ST170 front discs milled down to fit within a 15inch gravel wheel. Front pads – Ferodo DS3000 (gravel). Rear Pads – Upgraded M-Sport.

**INTERIOR:** Corba seats and harnesses, aluminium replacement dashboard, heater matrix and fan removed, controls and switchgear relocated to transmission tunnel. Spare wheel behind rear seat. Carbon door cards and foot rest. FEV hand held and plumbed-in extinguishers. Heated front screen. Coralba trip meter. Sparco steering wheel with M-Sport spacer.

**EXTERIOR:** All glass (except windscreen) replaced with lightweight Perspex. Carbon/Kevlar floor and fuel tank guard, aluminium sump guard (8mm gravel/6mm tarmac), poly beam guard and wheel mud scrapers. Heated front screen. Bonnet signed by Dani Sordo!

the mounting points for Subaru four-pot calipers and that's what the car now wears, giving it the kind of stopping power that could stand the car on its nose.

To improve the feel even further, Max removed the servo and installed both a dual master cylinder pedal box and an in-line bias valve, so that the base balance can be set with the pedal box but if conditions on-stage change, from dry to wet for example, then the in-line valve can be used to react quickly.

The rear brakes remained as originally designed, since most of the work is done by the front and for gravel use, they allow the handbrake to lock the rears as necessary. If Max were to do more tarmac, then it wouldn't be up to the task but he likes getting muddy, it would seem.

The transmission is the five-speed M-Sport/SADEV dog gearbox but with more preload on the limited slip diff. Because the rear of the car was so much more stable after the beam modifications, Max felt that they could go more aggressive on the diff profile to give more traction and eliminate the snap oversteer by generating more consistent grip at the front.

The engine is a secondhand stocker – £500 from a scrappie, according to Max. The only modification was removing the original air box so that they can re-direct the hot air exiting the radiator away from the inlet and use cold air from just above ground level, where it is coldest. Max found that a Nissan Skyline R34 cone filter fits perfectly and that's what it currently uses.

The result is a relatively conservative 160bhp or so. Of course, it is possible to get an extra 100bhp or so on top of this from an aspirated Duratec. While that might work on a circuit car, for a rally car it's all about the torque and a nice, flat curve, not spikes that would light the tyres up, lose performance and increase wear.

That's not to say a bit more power would be unwelcome. In fact, one of the next steps is some Cosworth cams, manifolds and valve gear planned to help bring the horses up to around 210bhp or so. Anything more than this would scrub the front tyres too much. When Max and Mike designed the driveshafts, they did so with this power figure in mind so reliability won't be compromised.

While they were under the bonnet, Max and Mike also tried to resolve an issue with the original steering, where the hard bearings within the rack tended to get wrecked because the fluid got too hot and too thin. They introduced a larger reservoir, tripling the capacity and added a Subaru oil cooler into the PAS fluid system to keep the temperature down. They also relocated the reservoir in an area of cool air to further aid this process and replaced all the lines with uprated steel braded hoses to stop them melting.

In another step away from Group N, Max removed all the glass where possible and replaced it with Perspex to cut the overall weight and also removed the dashboard and interior heater, adding a sheet of 1mm aluminium so it didn't "look silly". All the controls and switches were relocated to the transmission tunnel to get any necessary weight as low as possible.

Removing the ST sill covers was also a big plus. The original ones had to be kept under group N and M-Sport Kevlar guards were installed to protect them. However, despite vigorous cleaning after every event, when Max removed them they weighed around 40kg as they were full of mud and stones. They have been replaced with a simple piece of rolled stainless steel.

The results speak for themselves; every time the car has been out in this spec, it has been the first front-wheel drive car home. As recently as this February, it was the first 2WD car on the modern Red Kite Rally, finishing ahead of the Mk1 and Mk2 Escorts. As a testament to how well planted and stable the car now is thanks to Max and Mike's work, there was one section where they were flat out, with not even a hint of a lift, for 43 seconds.

On paper, that might not seem particularly impressive but two things: first, try holding your breath for that long and secondly, go watch the video of those 43 seconds on the PF website and Facebook page and we dare you not to be impressed… ***PF***






## MAX UTTING

Max started rallying in 2005, the year the Group N Fiesta ST was launched. He began with an Mi16-engine'd Peugeot 205 before contesting the UK Ford Fiesta Sporting Trophy (FFST) in 2007 and 2008. In fact, in that second year, he finished the season as runner-up to Elfyn Evans. In 2010, he contested the MSA British Rally Championship in a Subaru Impreza but the cost-to-fun ratio was all wrong, so he went back to this Fiesta and started this development process.

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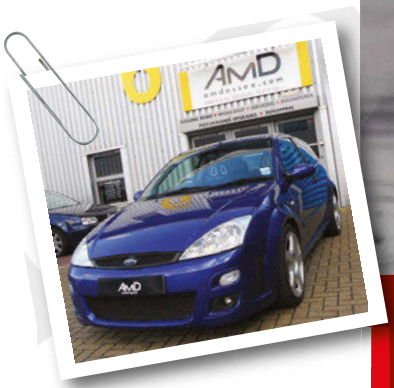
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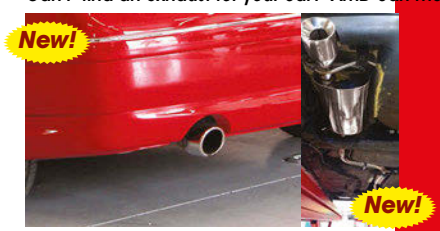
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# PAIR OF ACES

**With a mint Mk2 Focus ST and an RS Turbo-engined Mk4 Escort van, Ford fanatic Gregg Tomlin has a brilliant two-car garage we can't help but envy.**

For many of the die-hard Ford fans we speak to, the love of all things Blue Oval is something which has been passed down through the family. That certainly isn't the case for Gregg Tomlin – whose modified Mk4 Escort Van and Mk2 Focus ST adorn these pages – and this is particularly evident when you look at his early car history. "My first car was a Rover Metro. I had it for three weeks after I passed, and then crashed it into a tree after swerving to avoid a deer!" he recalls. After the less-than-ideal start to his motoring career, Gregg had a couple of Vauxhall Novas, a saloon and a hatchback, followed by a Peugeot 405. It wasn't until after this run of cars that Gregg at last had the keys to a Ford, in the form of a Mk6 Escort purchased from childhood friend Adam Walker, a real Ford man whose own Mk4 Escort sleeper has graced the pages of PF. It wasn't quite exciting enough to hold Gregg's interest, however, and he soon switched to a Honda Prelude, which he kept for the next 18 months.

When it was time for a change, Gregg got back into the Ford scene, but on this

This reminds us of the time we had a van. We're not allowed to talk about it though. What happens in the van, stays in the van.











occasion it wouldn't be a brief flirtation. He was here to stay. A Mk4 Ford Escort cabriolet came first, until a tempting Mk4 Escort van popped up in the classifieds. "I'd always wanted an Escort van, so I thought I'd go for it. I got rid of the soft top, which I was a little upset about as it was a lovely summer car, but the van was perfect." Although on closer inspection, not as perfect as he'd hoped. The van was already modified, packing an RS Turbo conversion, but the work hadn't exactly been high quality. The top end didn't last all that long, and Gregg decided the best thing to do was to drop in a whole new RS Turbo lump. Fortunately, he had plenty of Blue Oval-loving friends to lend a hand. Drafting in the help of Adam and his brother Steve (whose Zetec-engined Mk4 Escort was featured in PF issue March 2014) and his father Trevor, a new RS Turbo engine was dropped in.

It ran well for a while, but more drama was in store when the engine melted a piston while on the rollers, prompting a full rebuild. Since then, it's been trouble-free. >

Above: It's like being in an Escort RS Turbo, but with a massive boot. And no back seats. You know, because it's a van.

**"MORE DRAMA WAS IN STORE WHEN THE ENGINE MELTED A PISTON WHILE ON THE ROLLERS"**

While the exterior had been treated to a full respray not long before Gregg took ownership, the van was finished off with a set of multi-spoke alloy wheels, which Gregg felt just didn't look right. Instead, he found a great set of RS Turbo wheels; the perfect choice to match the engine under the bonnet. "I thought, if it's an RS Turbo, it's got to have the RS Turbo wheels on it. That's my opinion," Gregg explains. On the subject of getting things back to OEM, Gregg also swapped the aftermarket instrument cluster for a standard one, giving the interior a much tidier look.

The rear had been boarded out by a previous owner, but that wasn't good enough for Gregg. He carpeted the whole lot, including a big RS Turbo inscription on the floor piece, and has chucked in a huge sound system. The standard speakers in the front have been upgraded, and there are two more going in at the rear, where you'll find the real party piece: three large subwoofers. There's plenty more to come for the sound system, and Gregg reckons he'll soon need an extra battery to power the extreme audio violence. **>**

RS Turbo engine is a hell of a difference to the factory lump. Quality Street servo is a nice touch, too.




## FORDFACTS

**ENGINE:** Bored out RS Turbo engine, 5mm oversize pistons, T2 hybrid turbo, four-inch straight-through exhaust system

**SUSPENSION:** Koni adjustable shock absorbers at the front, SPAX adjustable at the rear, polybushed all round

**BRAKES:** Samco hoses, larger discs and upgraded callipers

**WHEELS:** 15-inch RS Turbo alloy wheels

**INTERIOR:** Fully boarded and carpeted in the rear, sound system comprising of Sony head unit, one 15-inch Kicker sub, two 12-inch Kenwood subs, two 6x9 Edge speakers, two Slick six-inch speakers, two four-inch footwell speakers

**EXTERIOR:** Mk4 Escort van in diamond white, HID headlights, two Corello Spot lamps, exterior bonnet catches

**THANKS TO:** Trevor 'Merv' Walker at Merv's Mods, Adam and Steve Walker, the guys at Power Engineering, and Pete at Courtney's Garage in Henley

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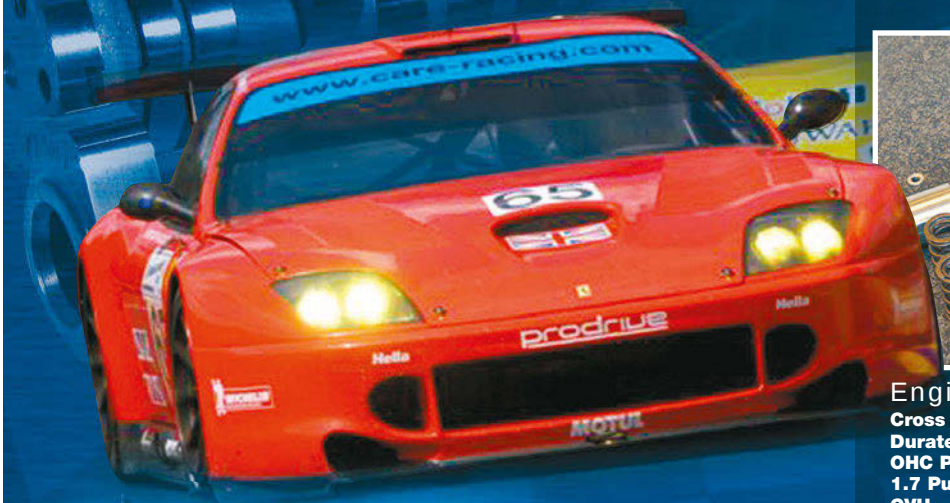
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Early on in the build it was clear that the van wasn't really suitable as a daily driver, mostly due to that initial unreliability. "I needed something that could get me to and from work, rather than jumping in the van and hoping nothing's wrong," Gregg explains. The Koni adjustable shocks and lowering springs which Gregg has added, meanwhile, allow the van to sit very nicely on its RS Turbo wheels, but also make the vehicle a little perilous to drive if he's not careful, with the low-hanging exhaust under constant threat from speed bumps and the like.

There was no question about it, whatever Gregg chose had to have a Blue Oval on the bonnet. "It had to be a Ford for me. I wanted something that, if I didn't have the van [through unreliability] for the show, I could take that car instead," he justifies. A humble but dependable Mk2 Focus 1.6-litre diesel was his steed of choice, freeing up the van for shows and other leisure activities. A diesel Focus is nothing terribly exciting, of course, but recently, Gregg had the opportunity to change up to a much more enticing daily, when a friend who needed something with a little more fuel economy offered a straight swap: the Focus diesel for a Mk2 Focus ST.

Gregg would have been mad not to, so quite understandably jumped at the chance, giving him an excellent two-car garage. The ST takes up daily driving duties – which are now much more fun with the firepower from its 2.5-litre turbo five-pot – while the van takes Gregg to all sorts of Ford meets and shows throughout the year. Should it be unable to take the trip, there's always the option of his very tidy ST. >

We love this colour. It's tangy. Though it does make us want to lick the car. Does that make us odd?






**"THERE WAS NO QUESTION ABOUT IT, WHATEVER GREGG CHOSE HAD TO HAVE A BLUE OVAL ON THE BONNET"**













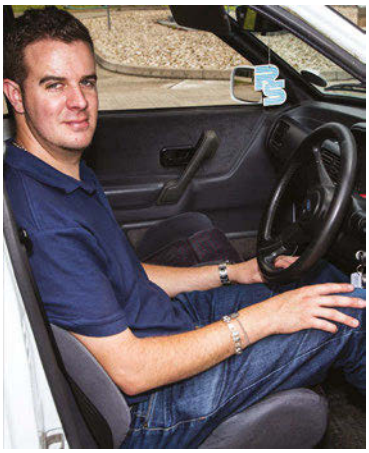
Gregg really appreciates the vast differences between the two vehicles. "The power is nearly the same as the ST, but the ST is so much smoother when you put your foot down, but then that [the unruly nature] is what I love about the van," he explains.

The van is pretty much where Gregg wants it right now, save for the sound system upgrades and a few bits to tidy up, while the ST may be treated to a set of window tints and a more vocal exhaust at some point, remaining standard for the most part.

When it comes to the subject of what motor next, Gregg isn't set on a particular model, but there's no question as to what brand it'll be. "It's just Fords for me and that's it. I've got a group of friends who have all got Fords. I love all the Ford meets and shows we go to, and that's what keeps me interested," he says.

If a new project was on the horizon, there is a possibility of the van being sold, and Gregg reckons it'd be an easy thing to shift. "The amount of people who go up to it, take photos and have a look around it; it gets so much interest. If I ever came to sell it, I think it'd go just like that." But, if a buyer was there, with cash in hand, could he hand over the keys? "I love it so much, I just know I won't want to sell it!" ***PF***

**That's not an altered image. The modern Focus really is that big compared to the van. When your cars are this cool though, size doesn't matter. Arf.**



# FORDFOLKS *Jason Dale*




**When we go out to find someone suitable for Ford Folks, we look at all walks of life within the Ford scene. It could be someone who is a guru within the tuning world, it could be someone who has an enviable collection of grunty Blue Ovals – whoever it is, it's always someone who has the Ford badge running through their veins. A case in point being Jason Dale, a man who eats, sleeps and obviously, drives all things Ford.** >



## Parent Trap

The love for Fords, as is the case for many of us, was the result of parental influence, namely Jason's father. Back in 1984 he had a Granada Consul, which quickly caught Jason's imagination. We can only assume this may have been something to do with seeing the same sort of car bringing naughty criminals to their knees care of The Sweeney. What child wouldn't be thrilled by their dad owning the same motor that brought many a criminal's Mk2 Jag to a firey end? Talk about schoolyard bragging rights!

As Jason's interests grew, he developed an affinity toward the RS badge. The catalyst for this was the legendary Sierra RS500, a car that would remain firmly imprinted in Jason's brain until today. Spotted at Devonshire Car Specialists in Paignton, the big wing, big power and general aggressive looks of the car floated Jason's automotive boat in a big way. Add into this the enthusiasm he had for watching the rallying on TV (remember when they did that? – those were the days) and you're left with an RS devotee, moulded at a young age.

For Jason, there was something deeply enigmatic about those cars he'd seen on the RAC Rally, thrashing through the stages at breakneck speeds. So much so, that he vowed to own a homologated version of one of Ford's greats at some point in his life.

It's a dream that has since been realised via the acquisition of a stunning Escort RS Cosworth, though it did take 17 years to get there! A friend of Jason's owned it for 10 years and offered it for sale, but Jason couldn't do the deal at the time, so another friend stepped in. Seven years later, in 2012, Jason's name finally appeared on the V5 and just as quickly, the modifications started to roll up. The once humble and stock EsCos is now a 440bhp show car – a dream realised for Jason.

## Humble Beginnings

Of course, there had been many cars before the dream Escort. Jason's first was a 1.3 Mk1 Escort four-door – no stage-beating powerhouse, granted, but it was a start and as anyone who has driven a stock Mk1 Escort will know, it was full of charm and fun, not like the dull hatchbacks most people are lumbered with as a first car these days.

Numerous Mk2 Escorts followed suit, each of increased tune and specification, including an RS2000, of course. In fact, it was the Mk2 Escort that served as his first RS. It was a Mk2 Mexico – MGL479P – bought when he was just 18 years old. Certainly a little closer to the rally car >









**"IT'S A DREAM THAT HAS SINCE BEEN REALISED VIA THE ACQUISITION OF A STUNNING ESCORT RS COSWORTH, THOUGH IT DID TAKE 17 YEARS TO GET THERE! "**









dreams he'd had as a lad, that's for sure. Though it wasn't the Cosworth he so desperately wanted. That would come three years later.

### Power House

The love for all things RS gave way to the big-power stuff, namely the Cosworths, when Jason was just 21. His first Cosworth was E665 KSN and it made him the envy of all his mates – imagine having a car like that at 21 years old? It didn't stop there though, not by a long shot. As he's not one to do things by halves, Jason has been the proud owner of eight Sapphire Cosworths and one three-door Cosworth, too. One of the Sapphires has actually been in PF as a feature car back in 2012. G22 TMJ was the subject of extensive repair after a heavy smash, but was brought back to life and splashed across these very pages in all its rebuilt splendour.

### Gone Clubbing

So what about now? What does Jason do to secure himself a place as one of Performance Ford's favourite Ford Folks? Well, as stated, he lives and breathes Fords. He has his own dealership through which he sells used cars, but there's always a stock of tasty Ford cars in, such as STs and Cosworths. His wife is the proud owner of an orange Focus ST, which when placed on Jason's driveway with his EsCos makes for a deeply enviable sight! Even his son has caught the bug with his Fiesta 1.25 Zetec – bought by dad, of course. It's no powerhouse, granted, but he's on the Blue Oval path, that's the main thing! Will he have a Cosworth by the time he's 21? Only time will tell!

There's also the clubs that he's involved with. He's been a member of the RSOC for 21 years now, but he also branches out and participates with other clubs in the Devon area. He works to bring clubs, cars and owners together to strengthen the ever-growing scene that exists in what many consider to be the sleepy South West. In reality though, it's more like the noisy, turbocharged, Ford-filled South West!

The clubs Jason is involved with are the Devon RSOC, Ford Owners of Devon And Cornwall (FODAC), Performance Fords South West, Ford Exeter and STOC Devon Group. Between them they have a mass of incredible metal, and Jason works hard to make sure the clubs aren't strangers. For him, it's all about showing the rest of the country not only what's going on in the South West, but also how united they are in their love for anything performance and anything Ford.

As Ford Folks go, there are few more dedicated than Jason, and he's showing no signs of slowing down any time soon. That's the joy of being a full-on Ford nut though – once it's got you, it's got you! Something Jason demonstrates perfectly. ***PF***



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# SHOWREPORT

## Blue Oval Beating

**The North American International Auto Show was to be the stage for some big announcements for Ford. Here at NAIAS, largely known as the much more pronounceable Detroit Motor Show, Ford knocked the motoring world off its chair. Where better to lift the curtain than Detroit? – the birthplace of all things Blue Oval. Here we saw the future of Ford technology, and the future looks good! Ford revealed three new cars that took the show by storm.**





While other manufacturers were bringing extended-range electrics, Ford brought the horsepower, and plenty of it. It all started well when the Ford F-150 was named North American Truck/Utility of the Year, an honour it's not exactly unused to taking home.

They followed this up with the 2017 F-150 Raptor, 500lb lighter than the current model thanks to an aluminium alloy body. Surprisingly, power comes from an all-new high-output 3.5-litre EcoBoost, though even more surprisingly they say that it will provide more horsepower and torque than the current Raptor's 6.2-litre V8. Plus it'll be backed by an all-new 10-speed automatic, locking four-wheel drive and a switchable Terrain Management System. Just as popular were the Revell model kits of the Raptor that Ford were handing out to visitors.

Next was another high-horsepower roundhouse in the shape of the Mustang Shelby GT350R, which Ford are calling: "the most race-ready road-legal production Mustang ever." Innovations in aerodynamics, chassis engineering and weight-saving methods such as using full carbon-fibre 19" wheels, plus the howling 5.2-litre flat-plane crank V8 from the GT350. "The Shelby GT350R Mustang is a car with the nimbleness and power delivery you want on a road course," said Raj Nair, Ford Group Vice President, Global Product Development. "This isn't just about horsepower. The Shelby GT350R is an all-round balanced athlete – one that is extraordinarily precise and agile." It'll be available as a limited-production model later this year.

Then they delivered the knockout blow with the new Ford GT, a car that up until that point had only existed as an industry rumour. The lean years following the economic collapse at the end of the Noughties put the tin hat on >








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development of the existing GT. Now Ford have come along with this, the all-new GT featuring carbon-fibre and aluminium construction and tricks such as a deployable rear spoiler. Naturally it's mid-engined but, in a big break with tradition, the motor will be a V6. OK, it'll be a 600bhp version of the EcoBoost twin-turbo V6 currently propelling the IMSA Daytona prototype, as the whole car is designed to be a showcase for Ford's new EcoBoost engine technology, while a seven-speed dual-clutch transaxle will put the power to the wheels. "While we hope enthusiasts rejoice about this all-new GT, all Ford customers will benefit from the ultimate performance Ford and its new-generation innovations," said Nair.

And the best bit is that the GT will be heading for production soon, hopefully in time to homologate it for GT racing so it can compete at Le Mans in 2016, the 50th anniversary of the old GT40's historic 1-2-3 victory in 1966. Naturally, this debut sparked immediate industry debate about the future of Ford's V8 development in years to come...

Ford is leading the way in terms of technology and variety. Although other American brands, such as Lincoln, Buick and Chevrolet, brought their best to the fight, they just couldn't compete with what was a killer Ford line-up. With the exciting EcoBoost engines that seem to defy the rules of science and their coverage of off-road, track and street vehicles, they are the brand to beat. It must be a hardship being an industry leader!

We're racking our brains trying to think of a time when Ford announced such a great line up – then they announced the RS shortly after the show, which was showcased at Geneva. Although we'll be keeping a close eye on the glorious – if unattainable – GT and the mighty Mustang as it makes its way to Europe, the humble RS has caused the biggest reaction in the PF office! We're hearing the new EcoBoost has serious tuning potential … ***PF***

P.S.
Did we mention how much we liked the new 'Liquid Blue' colour?!

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# SHOWREPORT












## Reliving Rally at Race Retro

Winter is a bleak time for shows, club-meets and motorsport in general. That's not to say there isn't anything happening, it's just it's all a bit sparse. Race Retro claims to be the beginning of the glorious motoring season and lets us see a few rally cars blast around and whets the appetite for what will hopefully be an exciting 2015. Although there's a huge array of cars, one brand seems to dominate. Yeah, you guessed it!

We owe the whole performance Ford scene to those pioneering tuned-to-the-hilt rally cars of yesteryear. Race Retro is a good place to appreciate these otherwise difficult-to-see legends. This year, however, was an even better show – Ari Vatanen was here. >






Vatanen is not only something of a legend in the rally scene, but also with Ford boys. Over his extensive rallying career he's driven Fiestas, Escorts and Sierras across the mud and gravel. Over his 34 entries into the WRC, 16 of those were in Fords – way more than any other brand in this career. In fact, his iconic 1981 Championship victory was thanks to an Escort RS1800.

Ari opened the live rally stage on the Saturday by taking to the wheel of a BMW for a demonstration lap, although we would have preferred to see him in the Rothmans Escort! He put in a decent lap with plenty of sideways action.

Ari then mingled with fans in the paddock before heading into the halls for interviews and autograph signings – he was swamped with fans wanting to meet their hero. There were visits from other motorsport heroes and famous names over the three-day show including racing driver David Brabham, former British Touring Car Championship star Anthony Reid, and rally trio Jimmy McRae, Dai LLewellen and Bill Gwynne. >




## MK2 ESCORT




Quite a few decent MK2s were here, with a couple of notable examples blasting around the track. The boxier MK2 followed in the MK1's footsteps and was a real force in rallying. It wasn't just good; it was dominant, winning every RAC Rally from '75 to '79.

In the WRC in '79, drivers who finished first, second and fifth all drove MK2s. Vatanen was the fifth place finisher, but he came back in '81 to bring his MK2 to first place. The MK2s on the rally stage at Race Retro were most definitely the most handbrake happy. Get that tail out!


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## SIERRA RS COSWORTH




The Sierra RS Cossie was Ford's next rally icon after Group B spec era. However, it was never meant to be, it was designed with Group A road racing in mind and was shoehorned into the rally scene. It's lack of four-wheel-drive put it at a disadvantage, but it did find some pretty good finishes at the hands of a certain Ari Vatanen – but only in nice dry conditions.

The car continued to be popular with smaller teams for a while, but it really wasn't the car for the job. It did have a strong following with rally fans though. Seeing it around the track here at Race Retro, it's obvious why – even with its lack of results. That classic Cossie noise and those flames are hard to miss!














## RS200




There were a couple of these at the show, one of which was skidding about like crazy on the rally course. The RS200 was a Group B beast and marked the advent of four-wheel-drive rallying for Ford, aimed at competing against Audi's Quattro.

Although in many ways the RS200 is cutting edge – created by F1 designer Tony Southgate – it was also a bit of a rush job. Quite a few parts were taken from existing models, such as the windscreen and side windows.

Its best ever finish was in the 1986 Rally of Sweden where it achieved third place. Unfortunately, after only one year competing, the RS200 was rendered obsolete by the WRC's ban of dangerous Group B racing. Seeing one in action at Race Retro is one of the big draws of this show.








In terms of Ford content we weren't disappointed, from Sierra Cosworths and RS200s to a Focus WRC and Ari Ross' Goldmember 2. If you wanted to check out modifications there was a pretty good turn out of tuners including CNC Heads, Demon Tweeks and OBP Motorsport.

There was also the usual autojumble that was out in the rather cold barn-like area. Here are all the rusty bits and old wheels – but if you're prepared to hunt, it's the sort of place you find real bargains.

For those with a lot of dough, Race Retro holds a Silverstone Auction which this year had its usual mouth-watering collection. We spotted a gorgeous '71 Escort Twin-Cam, a '69 Mk1 Escort Works Rally recreation and a '94 Escort RS Cosworth Group N rally car – which sold for £21,375. Not bad for a bit of Ford's racing history.

All in all, Race Retro is a good place to get things going for 2015. A strong turn out of classic rally cars kept things interesting and helped to warm up an otherwise freezing February. Oh, and Ari Vatanen turning up was pretty cool. ***PF***

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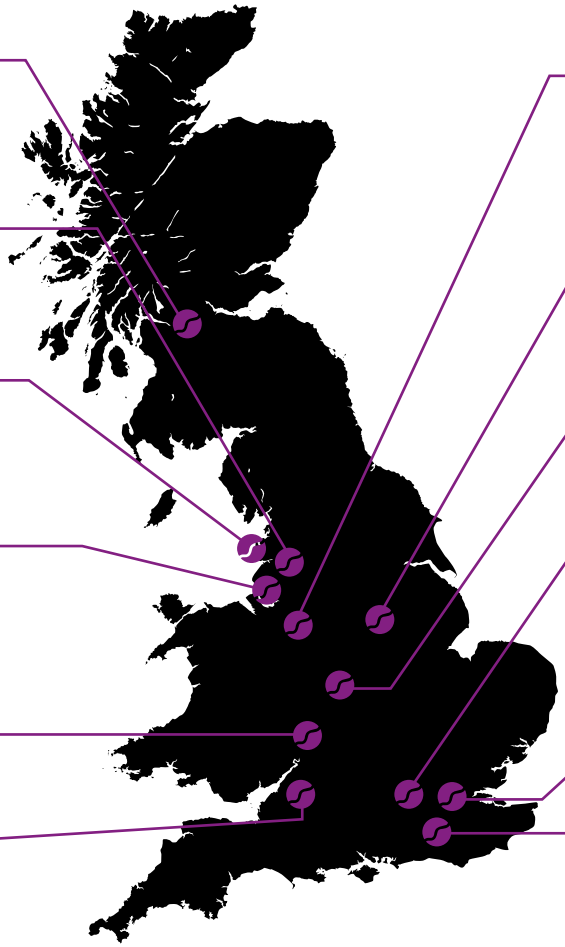

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# YOURFORDS



Chris Caputa - Mondeo ST220




Louise Donnelly - Focus ST - Focus Driving InSTruction



Chris Stephens - Fiesta RS Turbo




Jon Mcintosh - Mk1 Fiesta




Heidi Kittow and Jack Sorrell - Fiesta ST2 Stage 3




Jason Davis - Focus ST



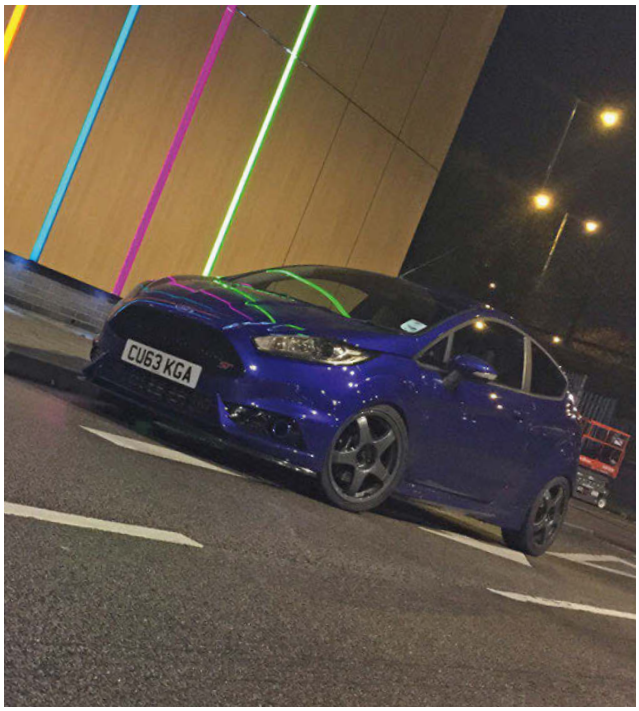

Nick Orabona - Mk1 Focus

# YOURFORDS

## Andy Rushton – Fiesta ST

Oh yes, this is our cup of tea. We do like a Fiesta ST and when it's as handsome and well specified as this, we can easily upgrade our like to love. Andy's owned it from new but a lot has changed since it left the dealership. It's had loads of wheels for a start, but it now sits on a set of custom Pro Race 1.2s, which set it apart from the crowd. It's not just a looker though – there's 242bhp under the bonnet care of a Revo Stage 2 tune, an Airtec intercooler, Finsport induction kit and Milltek 'turbo back' exhaust amongst other mods. As pocket rockets go, they don't get much better than this!




## Matt's Fiesta RS Turbo




Back in black, as AC/DC once sang, is very much appropriate for this little bruiser. It might be one of the RS elders, but that doesn't mean it's not packing a punch. Running a Specialised Engines 1.9 American tall block, low compression pistons, ARP bolts, stage three head, BP285T2 cam and T34 turbo, this is one beastly little Fez. There's plenty more to mention, too, such as the front-mounted intercooler that gives other drivers some visual warning. There's the leather interior, in-car entertainment




and, let's not forget, the CTS stage 2 gearbox complete with Quaife diff to get the power on the ground. Oh yes, as Fiestas go, this one is up there!

## Myles Hershaw – Juiced Fiesta

What Myles has done here is apply some proper 'out of the box' thinking to the way he's modified his Fiesta, and while it might not be for everyone, we think the results are pretty impressive. Care of juiced (that's the 'cool kids' way of saying hydraulic) suspension, Myles has got himself a car that can lay frame and get so low it would make a limbo world champion blush. But then, at the flick of a switch it can traverse the most aggressive speed bumps without scratching a panel! There's more, too, such as the Speedline alloys, the Corbeau buckets and black bodywork detailing that make this the full package. Right, we need to look for some hydraulic suspension…



# Gordon Murray – S2 Escort RS Turbo

Oh yes! We have a lot of love for the Escort RS Turbo, and Gordon's stunning example is doing nothing to help us hide that. Resplendent in red, this car has been preened, polished and perfected in every way. Gordon describes her as "a hidden gem in the Highlands" and we can see why. It's concours but that doesn't mean it's shy – it has a stage one conversion, switchable boost, Mongoose exhaust and dump valve resulting in 200bhp. Then there's the chrome detailing, the Spax suspension and the 'if it isn't broken, don't fix it' approach to the way it looks. The perfect S2 RST? Could well be, in our eyes.











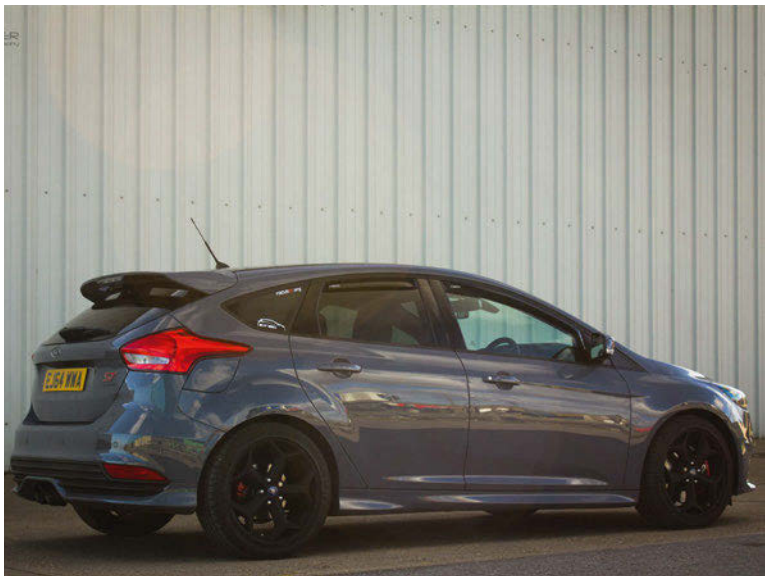

# Josh Kneller – Focus ST

Some folk really don't hang about when it comes to getting a car modified, and looking at the list of mods on Josh's 2015 Focus ST, we can safely say he qualifies as one of those people! It boasts Milltek goodies in the form of a 3' high flow cat and non-resonated cat back, a Revo intake has been modified to fit, there's a remap, a Cobb short-shift plate, Mintex fast road pads and a Hardface lower torque mount. All this makes the Focus that little bit sharper and that little bit more fun, without ruining the integrity of the car. Though with the speed this has been put together, we think there's going to be plenty more happening in the future, too!









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# OUR FORDS

Here are the Fords that fill the PF lock-up

## Ben Morley




COSWORTH MK2 ESCORT – GOLDMEMBER



105E ANGLIA – PROJECT POTTER




MK6 TRANSIT

## David Ford



MK2 ESCORT



MK7 FIESTA ST180

## Chris Pollitt



FIESTA 1.3 ZETEC

## Luke Wood



N/A COSWORTH MK1 ESCORT – PROJECT ASBO

## 'Cubby'



MK2 FOCUS ST225

## Rob Button




105E ANGLIA – PROJECT LITTLE AND LARGE

## Lars Gustavsson



ESCORT COSWORTH – CARBON COSSIE

## Rob Ransom



MK6 FIESTA ST – SUPERCHARGER



BIKE POWER MK2 FIESTA – THE NINJA

# OUR FORDS



## Ben Morley

**This month in brief:**

It broke. I got annoyed and shouted at it. I fixed it. I thought it broke again. It hadn't.




# Ford Transit

**My journey into Ford ownership actually started with an ironic purchase. At the time I didn't like contemporary Fords even slightly, and actually bought a slightly ropey-looking Mk1 Escort two door with the intention of mocking all of the local lads that parked up in Halfords car park with their bonnets up. To indicate just how much times have changed, I gave £200 for the Mk1 and it came with a Mk2 two-door 'thrown-in' on the deal.**

It was only once I was in possession of this Escort that I began to harbour my affection for the blue oval. Although, I will be the first to admit that it was purely the older stuff that I liked. Nothing against the more modern Fords, it's just that modern cars in general didn't float my boat.

During my tenure at PF I have spent a lot of time with the more modern stuff and I have enjoyed it. I've even owned a couple myself. But for me the thermostat of affection instantly gets switched off the moment something on one of them goes wrong. However, this isn't a dislike reserved for Fords, it's a widespread dislike of the fundamental nuts and bolts of any modern car. Or should that be circuit board and wiring loom?

The reason for this rant is that this piece comes to you as I have just finished putting my Transit back together for the second time. A year and a half it performed faultlessly in its occasional duties. Happy to spend the rest of the time parked in the layby across the road, ready to spring into action. This year, though, I've been using it more. In fact, it's been very busy the last few weeks as I prepare to move house. And so it is now, in my hour of need, that the thing decides that it's going to start falling apart.

In itself, this isn't much of an issue. I'm trained as a mechanic and will quite happily wave a spanner at anything. Well, the word happy should only really be applied if an old Ford is to be at the end of it, as the more modern vehicles get, the more 'stuff' needs to be packaged in under the bonnet. The more things that are packaged in, the harder it gets to do even simple jobs.

When driving home from work, I started to notice a whining noise relative to engine speed. It sounded like I was low on power steering fluid. A cursory check revealed this not to be the case. Then, a day or so later the noise got more constant and a puddle of oil started to appear on the driveway. The oil was red in colour, which meant that it had to be coming from the power steering system somewhere. A quick look at the pump resulted in a sinking





heart. Not because it was the pump, but because it appeared to be coming from that 'region' of the engine bay. But can you see it? Can you heck. Given that it is a major dismantling job to even see the pump, I hedged my bets and ordered a new one anyway. Oh, and I also ordered a new water pump because someone in their infinite wisdom decided that it would be a good idea to drive the water pump off of the back of the power steering pump. Then they thought it would be an even better idea to hide this package under the inlet manifold. Good one.

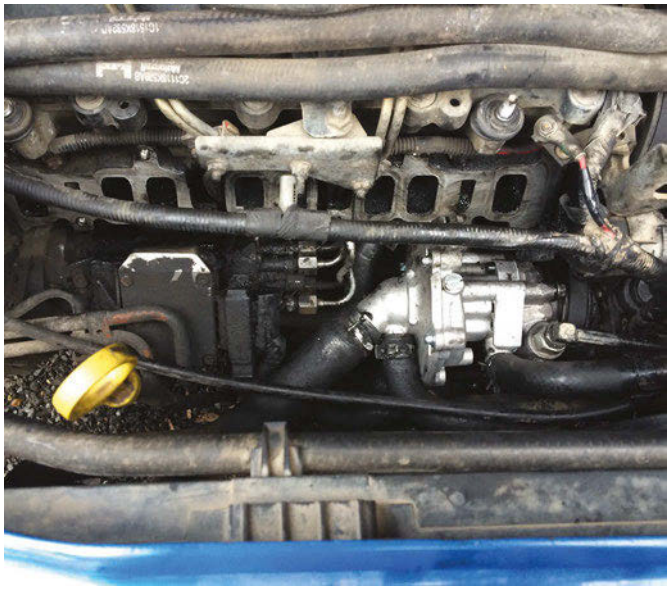
The thing about diesel engines is that they are particularly horrible to work on. The oil is as black as your hat and gets everywhere. So the combination of this muck and a difficult-to-get-to pump, being changed outside in the rain, gave me the hump. This was then compounded when I had to take the whole lot off again because once I'd put it all back together and filled it up with fresh antifreeze, it leaked. So I had to do the whole job again, this time laying in a puddle of coolant.

If I hadn't have needed to use it so desperately at the time, it would have been parked up in a corner and told to think about what it has done. Particularly when, driving it a few days later, for no reason at all, it lost all gears. No warning, just a 'box full of nothing.

As I coasted the van to a halt in a side road, the rage was close to boiling over and the van was close to being abandoned. Luckily for everyone involved, a bolt had come out of the selector tower and was resting on top of the gearbox. It must have been coming out for as long as I've had the van as when I put it in and tightened it up again, the gear change felt sweeter than ever.

However, this whole sorry experience, combined with dramas with the wife's BMW, has left me thinking that I'm much happier playing with the older Fords. So that's very much what I'm going to go back to doing. Now where's that Mk2 Escort?







## Chris Pollitt

**This month in brief:**

Bought a Fiesta. Doesn't know what to do with it. Might see how many people can fit in it. Or how much custard. May possibly improve it with parts.



**FIESTA 1.3 ZETEC**

# Fiesta 1.3 Zetec

**As Ben mentioned in First Words, I'll be taking over the good ship Performance Ford as of the May issue – more on that in, er, the May issue.**

Until then, allow me to whet your motoring whistles with this little honey of a machine. I know, right? Don't get jealous now – I can fully appreciate that this fine chunk of £150 redness is enough to get you frothing at the gills, but you'll just have to calm yourselves. It's mine. You can't have it.

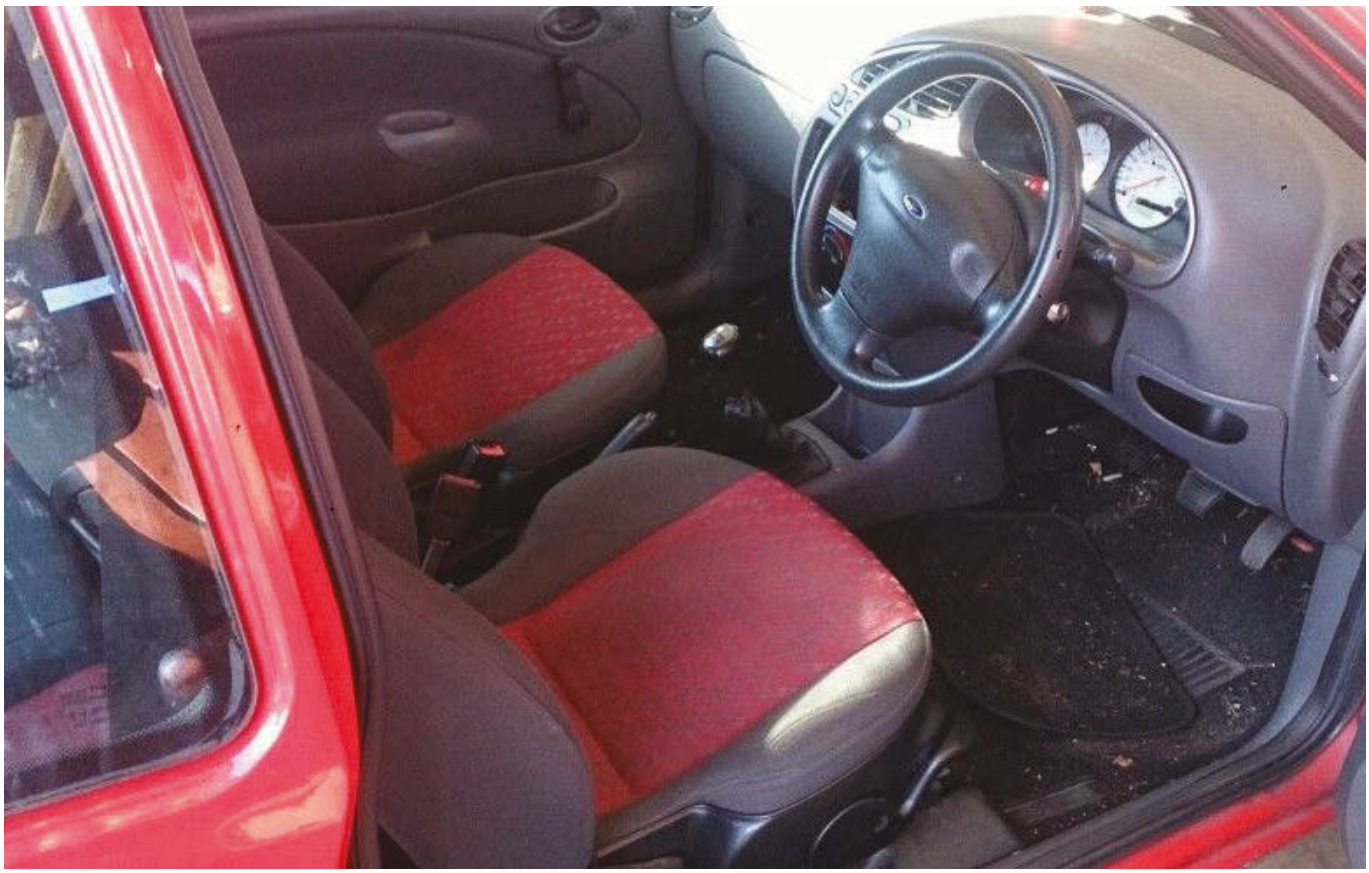
Now don't worry, I'm not going to be turning PF into a magazine about frugal and practical hatchbacks for the thrifty motorist. I know the word 'performance' is key, and that's what this car will be. One day.

It's not exactly anything special at the moment. In fact, it's nothing more than a 1.3 Fiesta Zetec with a slipping clutch, an absent radio and a driver's door lock that doesn't work properly. Oh, and as mentioned, it was a wallet-busting £150.



So what's the plan? Well, it's going to be turned into something a bit more interesting – and most importantly, fast – care of eBay. Call it a daft or pointless experiment if you want, but you can't deny that a lot of us often lose chunks of our lives as we churn through the cars and parts listed for sale on our favourite auction site. So, I'm going to put it to the test and see if you can amass enough bargain parts to A) build a car that's not a laughing stock and B) that can actually be driven more than three miles without exploding into a ball of fire and negative feedback.

I'm not sure what direction I'll take it in. It's a bit of a beater, so show car is out of the question. Track car is an option, but could be a bit of a cliché. Rally car perhaps, or rallycross? Oooh, that could be something. Still, I'm changeable, so by the time the May issue comes out I may have decided to turn it into a monster truck. Who knows? If you have any ideas, I'd be keen to hear them. You can get me on **chris@projectviva.co.uk**



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## David Ford

**This month in brief:**

Still pestered by battery draining problems on the ST, so, like any rational human being, he bought another car.



FIESTA ST180



# Fiesta ST and Mk2 Escort

**It's been a busy time for me! The ST spent two days with my local Ford dealer to install the software update for the battery drain issue, finally after about a two week wait the Fiesta was back with them and the update went through.**

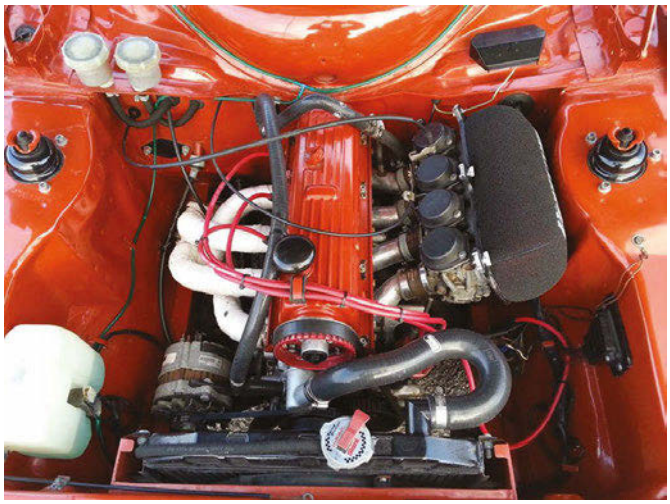
It was a trial and error affair, involving turning the radio off by the button and leaving the car stood for 12 hours – I kept my fingers crossed that it would start and luckily it did! This test I will keep doing every so often for my own peace of mind to make sure it won't happen again! I have so far had three other Fiesta ST owners contact me with the same problem, so it seems like it's a widespread issue – not what you expect with a new car.

This brings me onto my 'new' older Ford, which chances are is, and will be, far more reliable than the new Ford! I have known the car and its previous owner, Paul Knight from the classic Ford scene, for about four years and it was always one of my favorite examples of a Mk2 Escort, so when I heard it was up for sale I just couldn't resist having a good look and a test drive. If I'm being honest I thought long and hard about taking on another car but I regretted selling my Mk1 and 2 Fiestas – the Mk2 I used as a daily in good weather. So with me missing having that as a daily and having an itch to scratch, I took the plunge and bought the Mk2. It's a 1980 GL, still with the original paint, super clean and tidy interior and a few tasty mods along the way. Here is a brief spec:

- 2.0 rebuilt Pinto running R1 bike carbs / Pipercross air filter
- 5-speed V6 Capri gearbox
- Capri 2.8 front Bilsteins / GAZ rear shocks
- Hi Spec front discs / calipers
- Battery re-located in boot along with R1 bike fuel pump
- Interior standard apart from rev counter, oil pressure gauge and re-trimmed RS 3 spoke wheel.

Thanks to Dan at DanST engineering (**07921168507)** for the air filter.

The Escort needs some bodywork so all being well this will be the first job I'll get done, just need to work out if I have to have panels repaired or whether I should just replace both front wings and the front panel. Hopefully I will have an update on this next month, but for now I'm going to enjoy getting to know the car.







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# PERFORMANCE FORD

## Gone Shopping



**With our esteemed Ed off to pastures new, we need another car. Morley owns about 45,000 vehicles so it's not going to be easy to fill the gap, but we're sure we'll come up trumps.**

So far we've been looking at Focus STs and the brilliant Fiesta Zetec S, the latter being the custodian of one of the best chassis Ford has ever screwed together. Plus, the little Fiesta looks handsome with a decent drop and some nice rims. However, the 1.6 is hardly the most powerful engine in the world and even with our meager budget, we could probably get more grunt. Hence sticking the Focus ST on the list.

If we do go down the Focus route we'll be aiming for something three-door and out of warranty – that way we're free to modify the living hell out of it! Plus, the Focus is bigger than the Fez, so it could be a better choice for getting our beer – sorry, gazebo and PF flags – and us to the shows throughout the summer. Furthermore, the potential to get some serious power under our right foot is very much there, thanks to a wealth of eager tuners who have the BHP-unlocking skills to pay the tyre-shredding bills.

We have seen temptation come in many shapes and forms, though we decided against a pink StreetKa and a 1.8 Mondeo diesel – we don't think they'd send the right message. We're Performance Ford, so perform we must. You'll have to wait until the May issue to see just what we've bought though (hint: it's not a Ka, we promise).











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# CLASSIC OR TRAGIC

**More motors that we're unsure as to whether or not they'll ever be worthy of a spot in the motoring hall of fame. This time, it's the Capri that never was that falls under our spotlight.**







## Why should it become a classic?

Pop-up headlights. Mazda reliability. 2.5V6 isn't a bad lump. Er, pop-up… no, we've said that.

## Why might it be tragic?

It's not the Probe's fault that it was born under the pretence that it would be the new Capri. What Ford's marketing bods failed to identify in the '90s was that people were still pretty fond of the Capri and the Probe was nothing like it. It was front-wheel drive for starters.

The poor Probe was marred from the off when Ford and the motoring press falsely heralded it as the 'new Capri'. As mentioned, people were still pretty keen on Capris in the mid '90s and they didn't like the comparison one little bit. Then, when the motoring press decided that it was nothing like a Capri to drive (shocker) they deemed it to be a bit rubbish. As such, the Probe never really took off.

Take the Capri comparison out of the equation though and what you have is a pretty cool car. It had pop-up lights, it was filled with leather and other niceness, it was co-developed with Mazda so it was well built and reliable and, on the whole, it wasn't actually that bad to look at. In fact, we think it's quite a pretty car, when you take the dated three-spoke wheels out of the mix at least.

The 2.0 was a bit of a slouch, so the 2.6 V6 was the one to go for. It pulled well, it made the right noise and while the chassis wasn't the most involving, it was by no means dull to drive. Just a shame it was front-wheel dri… no, we're going back into Capri comparisons here.

Will it ever be a classic or will it remain unfairly branded as being tragic? We think it's a bit of classic actually, mainly because we've noticed that the ones you see now tend to be looked after and owned by enthusiasts. They're not just a 'car' any more. Plus, theres aren't many left as most ended up in the crusher. We'd have one though, and they are still relatively cheap at the moment, too, so it could be a good time to invest.

## Ben says:

No, stop it. I didn't like them when they were new and I don't like them now. They look like a jelly mould and they strike me as being about as exciting. If people are buying them and giving them some love, then fair enough, everyone has their own taste. It's not for me though, not unless it was rear-wheel drive and had a better engine. Though seeing this has reminded me that I miss cars with pop-up headlights.

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**Before you see that killer set of rims on the web and hit the "Add To Cart" button, make sure you get them in the correct offset to avoid fitment issues and a lot of swearing…**

**Words:** Simon Hughes




### WHAT IS IT?

The wheel offset is the position of the wheel mounting face in relation to the cross-sectional centre of the wheel, giving the "offset" of the mounting face from the centre.

Offset needs can vary greatly between vehicles, for example factory cars use mostly positive offset wheels, whereas negative offset is more popular in motorsports – this is due to factors such as wheel width restrictions, wheel to arch interference, handling issues and so on.

The offset is also a large determining factor on how the wheel looks, as it will set the "dish" of the wheel, resulting in a deep look where the face of the wheel is set back a long way in the wheel or a flush-fitting appearance where the face of the wheel finishes near the outside edge of the wheel.

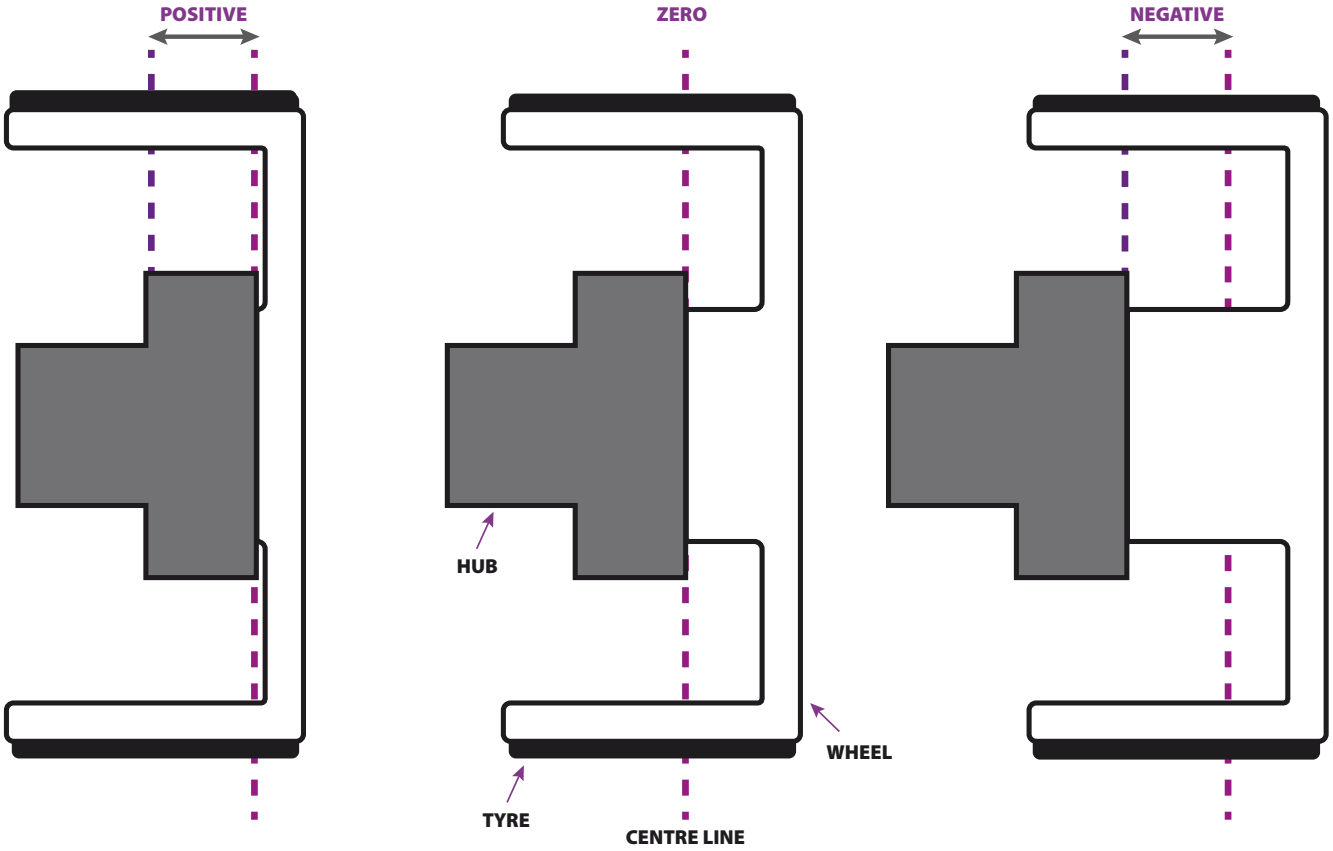
### HOW DOES IT WORK?

The standard way to measure wheel offset is to find the centre line of your wheel and then measure from that line to the point of contact between the wheel and hub. This measurement will then give you the wheels offset, whether or not it is positive or negative offset is explained here:

**Positive offset:**
Positive wheels have a mounting face that is over half way of the centre line of the wheel, with a bias towards the outer edge.

The vast majority of Fords are positive offset so the chances are the wheels you're going to buy for your tricked-out ride are of this configuration.








**Zero offset:**
When the centre line of the wheel lines up with the mounting surface of the wheel and there is an equal distance to both edges of the wheel rim, this is known as zero offset.

**Negative offset:**
If the mounting hub of the wheel is further towards the back, or "inboard" of the wheel, this is known as being a negative offset and will make the wheel stick out further. This gives a wider overall track as opposed to using a positive offset style wheel.

**DO I NEED TO CHANGE IT?**
If you're running round on factory rims and your car is your daily drive then there's little reason you'll want to change the offset of your wheel if you're not making any other changes. If, however, you want to change to an aftermarket-style wheel and then want to change the size of it, changing the offset may start to come into play. For example, if you have gone up in wheel and tyre size, there is a chance that you are going to experience rubbing issues on the top of your wheel arch when turning and cornering, using a wheel with a slightly more positive offset than before can bring the wheel further away from the arch and cure the problem. This will, however, decrease your overall track width and is not to be used in extreme problem cases, and you will also need to check that the wheel will not come into contact with any suspension components such as shock absorbers as it is moved back into the wheel well. If you only have a minor arch clearance problem this shouldn't be a problem though, as only a small change would be needed to take care of the issue.

Going too wild on your choice of offset can cause handling issues unless you really know what you're doing – sure buying a set of negative offset rims that give that "sick poke" (as the kids say these days) may look awesome and women may throw themselves at you, but it will affect the car's torque steer if FWD, its scrub turning radius and sometimes it can have an affect on the suspension's springs rate as you're giving it a long lever to control.

Basically, stick as closely as you can to the factory recommendation, but if you do have to stray away from this, make sure you consult with your wheel and tyre supplier before purchasing, and even better yet, see if you can trial fit the wheels first. ***PF***



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# BUNCH OF FIVES

## FORD RACING PUMA

**PF's quick-reference buyers' guide, broken down into five simple parts**

### 5 THINGS TO LOOK OUT FOR

**NUMBERS GAME:** Check all the numbers correspond and make sure the history is thorough. The Racing Puma was numbered on the inlet manifold, so that's the first thing you want to be checking. Almost every example that exists today is enthusiast owned, which is great, but that's not to say that it couldn't have been at the hands of someone slightly more unscrupulous in the past. Make sure the number follows through on all the paperwork with the car, that way you know you're getting an honest motor.

**BODGE AND SCARPER:** The main panels (front wings and rear quarters) are made from aluminium, which is brilliant for lightness and speed. However, it's a bit of a pig if the car gets damaged in any way. Look for dodgy repairs, mismatched paint or just plain old damage. Spot any of these and use it to haggle, or if it's really bad, as a reason to walk away. The same goes for the bumpers, too, as they're different from standard.

**FLAKY CRUST:** Gorgeous, very blue, a dream to fling around. The FRP is all of these things. However, it's also still a Ford despite being rolled out of the Tickford plant. The reality of that fact is that they can, will and do rust if not looked after. You're spending a lot of money here, so make the effort to get under the car. Check the shell, chassis rails and suspension mounting points for the horrid orange stuff.

**PART TIME:** Spare parts for the FRP are getting harder and harder to find, and when they do come up, they command a premium. When viewing a prospective purchase, this is something to consider due to damaged or worn parts having such a detrimental effect on the car's value. If there's a shopping list of bits that need changing, it might be wise to just walk away.

**STOP RIGHT NOW:** The 4-pot Alcon brakes on the Racing Puma along with the Mintex pads and 295mm discs they came supplied with make for impressive stopping power. However, the callipers are delicate due to their lack of dust seals, so if they've never been rebuilt or regularly maintained, they could be the subject of much internal damage.

### 5 MODIFICATIONS

**EXHAUST AND REMAP:** Nice and straight forward, a new set of pipes will see the 1.7 engine breathe more easily, which should improve the drive significantly. Get something stainless that will do the car justice and offer a degree of longevity, too. Add a remap into the mix for more power and you'll have a Racing Puma that really means its name without ruining the integrity of the car.

**WHEELS:** Yes, putting a new set of wheels on will make it look completely different, but it will also mean you can keep those rare and hard to find original alloys nice and safe in the garage. We'd go for something motorsport themed such as a set of five-spoke Compomotives, maybe in a moody graphite colour. That'd work really well, plus, what's wrong with standing out from the crowd a little?

**BODYWORK:** Not really anything to make it go quicker, more just to ensure your time behind the wheel isn't stressful. Why not get a clear wrap on the front end or rear quarters? It'll be invisible to the naked eye buy it'll help in the prevention of stone damage coming to those expensive aluminium panels.

**SUSPENSION:** The equipment offered as standard is pretty tight, but that's not to say it can't be improved. A new set of Eibach coilovers and a full set of uprated bushes, for example, once properly setup, will transform that great chassis into an incredible one. Fitting them will, again, mean you can keep the standard parts safe and pristine without ruining the fun of owning such a rare car.

**DON'T:** Okay, okay, so to say not to modify is a bit odd for us, be hear us out. This is a special car and one that is in the rarefied position of being easily classed as an investment. Why not keep it stock and enjoy it for what it is, safe in the knowledge that it's only ever going to go up in value? Doing so will always mean you've got a winning argument should the other half complain about it. Winner!




### 5 USEFUL CONTACTS FOR OWNERSHIP

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**RACING PUMA OWNER'S CLUB**
www.rpoc.co.uk

**PUMA WEB**
www.puma-web.co.uk

**TICKFORD OWNER'S CLUB**
www.tickfordownersclub.com

### 5 FACTS ABOUT THE CAR

**TICK TICK VROOM:** The Ford Racing Puma was actually converted from a stock car by Tickford, not Ford itself. With the homologated RS200, RS500 and the 140mph Tickford Capri already attached to the Daventry engineering firm, the Puma was a welcome addition.

**500 NOT OUT:** Initially Ford was planning to make 500 for the UK market and 500 for the German market. However, demand didn't meet those numbers so only 500 cars for the UK market were built, making it one of the rarest late-model Fords ever.

**DON'T BREAK MY HEART:** Depressingly, there was a time when it was more cost-effective to buy a perfectly serviceable and loved FRP and break it for spares to supply other owners. Thankfully, this seems to have stopped due to the remaining cars going up in value – it's better to keep them in one chunk!

**TIP-TOP QUICK STOP:** The brakes on the FRP are actually made by Alcon, the same people who have had plenty of success making stoppers for Formula 1 cars. Beware though, as they can be a costly fix if not properly maintained.

**MANAGER'S SPECIAL:** Despite being built in limited numbers, and despite being popular today, the FRP didn't sell very well from the off. Mainly because things such as an Impreza WRX were cheaper. To make up numbers, Ford actually ran them internally as company cars for managers!

### 5 FOUND IN THE CLASSIFIEDS

**£11,994:** 2000 V, 68k, number 339/500, immaculate condition, full service history and both sets of keys.

**£5,500:** 2000, 96k, full history, number 370/500, modifications include new manifold and suspension bushes, used daily, has had front-end re-spray, genuine reason for sale.

**£5,800:** 2000, 89k, 374/500, paint guard on front panels, new Eibach suspension, brakes have been rebuilt, new clutch and engine mounts, 6 former keepers, engine modified to 153bhp.

**£9,995:** 2001, 54k, one owner, full history and file, completely standard, used as a show car for last three years, magazine featured, first to see will buy.

**£2,500:** 2001, 102k, in desperate need of some love but has all the right bits. Front bumper damaged along with nearside front and rear wing. Some history. Runs and drives. V5 present.

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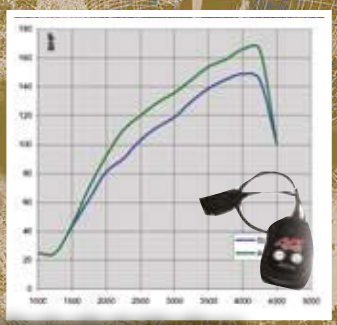
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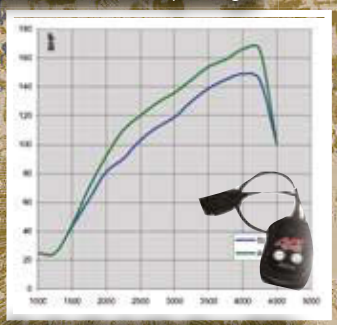
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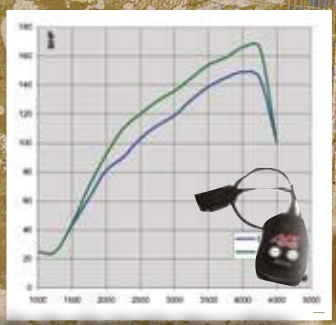
Requires Handset & software



Requires Handset & software, Turbo back exhaust, Intercooler



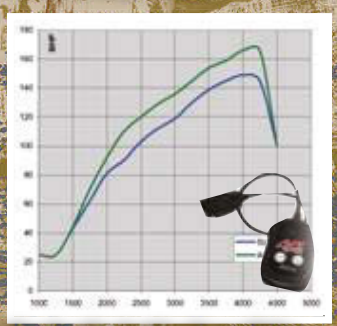
Requires Handset & software, Turbo back exhaust, Intercooler, 550cc injectors, Intake Kit



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit



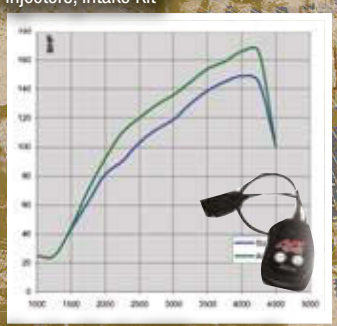
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors , Intake Kit, Inlet Manifold, Hi Flow Fuel Pump



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump Hybrid Turbo



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump Hybrid Turbo, Forged Internals, Camshafts



Requires Handset & Live mapped software, Turbo back exhaust, Intercooler , 650cc injectors , Intake Kit, inlet Manifold kit, Hi Pressure & Hi Flow Fuel Pump, GT Turbo Kit, Forged Internals, Camshafts

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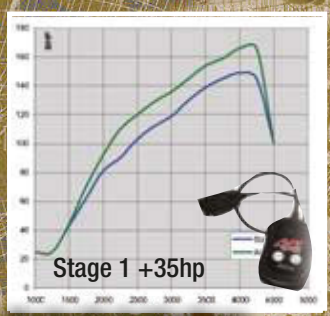
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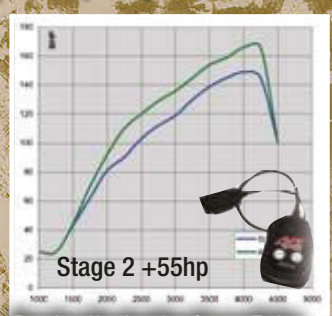
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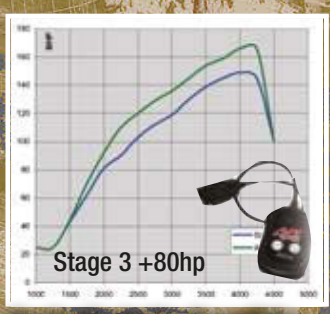
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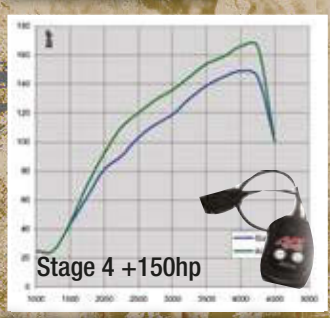

Requires Handset & software




Requires Handset & software, Turbo back exhaust, Panel Filter




Requires Handset & software, Turbo back exhaust, Intake Kit, Intercooler




Requires Handset & software, Turbo back exhaust, Intake Kit, Intercoole , 550cc Injectors, K16 RS Turbocharger

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# JARGONBUSTED

**Ever wondered what some of the abbreviations used in PF mean? Look no further!**

| | |
|---|---|
| 2WD | Two Wheel Drive |
| 4WD | Four Wheel Drive |
| 4x4 | Four Wheel Drive |
| ATB | Automatic Torque Biasing (differential) |
| BDA | Belt Driven A-series engine |
| BOV | Blow Off Valve |
| DOHC | Double Overhead Camshafts |
| ECU | Electronic Control Unit |
| EPAS | Electric Power Asssisted Steering |
| EsCos | Escort Cosworth |
| FRS | Focus RS |
| FWD | Front Wheel Drive |
| ITB | Individual Throttle Bodies |
| LSD | Limited Slip Differential |
| Mk1 | Mark One |
| Mk2 | Mark Two |
| Non Res | Non Resonating |
| OHV | Overhead Valve |
| RWD | Rear Wheel Drive |
| SOHC | Single Over Head Camshaft |
| TCA | Track Control Arm |
| TWINK | Lotus Twin Cam |
| WCXM | World Cup Crossmember |
| X-FLOW | Crossflow/Kent engine |
| YB | Cosworth 2.0 16v Turbo Engine |
| ZVH | CVH/Zetec hybrid engine |

## KNOW YOUR GEARBOX

| | |
|---|---|
| Bullet/2000e | Early, sought after, close ratio gearbox |
| Type 3 | Four-speed single rail RWD gearbox |
| Type 2 | Four-speed found in most base model Mk1/2 Escorts |
| Type E/Rocket | Four speed from behind a Pinto engine |
| Type 9 | Early Sierra and Capri five-speed gearbox |
| MT75 | 2WD/4WD RWD gearbox from Sierra/Granada/Escort Cosworth |
| T5 | Borg Warner five-speed from RWD RS Cosworths |
| Type BC | Fiesta/Escort FWD five-speed gearbox |
| MTX75 | Heavy duty FWD five-speed gearbox |
| IB5 | Standard-duty five-speed FWD gearbox |

# GETFEATURED



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*Coilover kits available for Cortina I-V, Lotus Cortina I/II, Escort I - VI, Orion, Capri I-III, Fiesta I - V, Fiesta ST150, Focus, Ford Ka, Puma, Sierra Cosworth, Sierra RS Cosworth 4x4, Escort Cosworth and and most other Fords*

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**FEATURES:-**

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- Anodised billet alloy components
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