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natalie@talk-media.uk**PRODUCTION****TALK MEDIA:** 01732 445325**MANAGEMENT****MANAGING DIRECTOR** Phil Weeden**RETAIL DIRECTOR** Steve Brown**FULFILLMENT MANAGER** Andy Cotton**EVENTS MANAGER** Kat Chappell**PRINT PRODUCTION MANAGER** Georgina Harris**PRINT PRODUCTION CONTROLLER** Kelly Orriss**SUBSCRIPTION MARKETING DIRECTOR** Kevin McCormick**SUBSCRIPTION MARKETING MANAGER** Dave Sage**SUBSCRIPTIONS****13 issues of Fast Ford are published per annum**

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WELCOME

ISSUE 470 - MARCH 2024

What have you got lying about in your shed? A lawnmower, perhaps, and a cardboard box of Christmas decorations?

Maybe a few tins of paint and an old Black & Decker Workmate, possibly the remnants of a home-brew kit that someone gifted you a decade ago and you never got round to having any success with...?

What if there was a knackered Mk3 Focus 1.6 in there? I'll be honest, you could stick me in that particular shed and it'd take me a very long time before I got to thinking: *'You know what? I reckon the running gear from a Mk2 Focus Touring Car would fit in that.'*

And yet that's essentially what's happened here. Harnessing the elemental chaos of the cosmos itself, Lewis Denslow and his dad tore that non-runner down to its base elements and, quite frankly, got a little bit carried away. What resulted was a hardcore racer with genuine Touring Car parts, and the level of engineering innovation and ingenuity here is simply gob-smacking.

Elsewhere in the mag, we've got the typically diverse board of fare: Fiesta fans are well catered for as we have Devine Autotech's insanely manic Mk7 track build, a stylish Mk8.5 for the show crowd, and a Mk2 XR2 jam-packed with mayhem thanks

to its turbocharged Zetec. We have a couple of properly weird classics in the form of the Misfit (you'll know this Anglia rod from the show scene, and may have been wondering where it disappeared to) and a Mustang II, which everybody hates but we reckon that needs a rethink. There's a daily-driven Mk2 Focus that pays tribute to the late, great Ken Block, and we also have an exquisite pair of Escort Cosworths owned by a couple of properly cool dudes. Plus there's a tech guide to ITBs, motorsport news, and a look at the upcoming show season. Something for everyone there! And be sure to meet us back here next month, when we'll be going bananas for Sierras...

Enjoy the mag,

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ONE TRACK MIND

Built smart for track abuse, Devine Autotech's ST180 is a very focused Fiesta indeed

Words DANIEL BEVIS / Photos ADE BRANNAN

Diving into the apex with kamikaze abandon, cocking a rear wheel in the air, front discs glowing amber, flames licking from the tailpipe – that's the natural home of this supremely hardcore track weapon. It was built by Connor Devine of Devine Autotech for



a very specific purpose: he probably justifies it as a business endeavour, acting as a shop window for the skills and services of the company... but really, he built it just so that he could give it a hard time. Again and again, over and over, wringing its neck until it howls for mercy. Dedicated track cars always get kicked in the head, that's what they're for, but Connor's relationship with this brutal ST180 really is something else.

"The car mainly gets used at Knockhill, although it'll be going all over the country in the coming year," he tells us. So what you're seeing here, in essence, is a rare moment of calm in this ferocious and hedonistic little Fiesta's life. Regular spectators at Knockhill will no doubt be familiar with the car's

antics, in its natural state as it hares about at improbable angles, and that changes the context: if you've seen this car in action (and if you get the chance, we highly recommend you do), then seeing it parked up in a garage seems bizarre; disrespectful, almost. Because the damn thing is positively straining at the leash, desperate to get out there and do what it does best – claim scalps on track and use up its slicks, fuel and brake pads as rapidly as it can before demanding yet more of the same.

Connor's got form with building hot Fiestas, as regular readers will be aware. Back in our Fiesta special issue in July 2023 (back issues available in the Kelsey store!), we featured his drag ST180 – a car built with the sole intention of becoming the world's fastest Mk7 up the

quarter-mile. With 530bhp and running nines, it's properly mental, and a thoroughly impressive demonstration of his skills. And what Connor's built here with this dedicated track ST180 further expands the scope of his skillset. Whereas a drag car needs to go from Point A to Point B in a straight line in less time than it takes to read this sentence, a track car is a whole other thing: agility, versatility, longevity, durability, all of these things have to be taken into consideration.

Let's begin with the engine, as it's a bit of a firecracker. Built in-house at Devine Autotech, the lined block now sports Wössner pistons with K1 rods and King race bearings, ARP head studs holding it all together with Newman Cams spinning away in the



TECH SPEC

MK7 FIESTA ST180

ENGINE 1.6-litre EcoBoost - built by Devine Autotech, lined block, Wössner pistons (stock bore), K1 rods, King race bearings, ARP head studs, Newman Cams camshafts, stock Ford ECU, Bosch 30% larger injectors, Turbo Technics S280 turbo, tubular manifold, 3" turbo-back exhaust system, full-height intercooler, induction kit, Mishimoto radiator and thermostat

POWER 375bhp, 310lb.ft

TRANSMISSION 6-speed manual, ST200 clutch, MFactory diff

SUSPENSION GAZ Gold coilovers, polybushes throughout, rear anti-roll bar

BRAKES Stock brakes with EBC RP-X pads, Motul 660 fluid

WHEELS & TYRES 15" Team Dynamics Pro Race 3 alloy wheels, 18-58 Michelin Pilot Sport slicks

EXTERIOR Custom vinyl wrap by Shore Wraps, MGC rear wing, MGC diffuser

INTERIOR Stripped, Cobra Suzuka bucket seats, OMP harnesses, Enville Motorsport half-cage

Connor has addressed the key areas with a considered approach: money was spent on whatever needed improving and enhancing, but whatever didn't need swapping out was left alone

top end. The fuelling is beefed up with 30% larger Bosch injectors, and the step-change in power brackets is attributable to the presence of the Turbo Technics S280 turbo, which sits on a tubular manifold running back to a full 3" exhaust system. The turbo's efficiency is increased by the full-height intercooler, while engine cooling as handled with aplomb by the Mishimoto radiator and thermostat. There's no standalone management here, it's all been mapped on the stock Ford ECU, and the results are a robust 375bhp and 310lb.ft. More than enough to keep Connor's heavy right foot entertained at Knockhill!

Naturally you can't just chuck all of this

extra grunt into a stock chassis and expect it to cope, so Connor's addressed the key areas with a very considered approach: money was spent on whatever needed improving and enhancing to perfect the Fiesta's abilities on track, but whatever didn't need swapping out was left alone; this hasn't been a case of box-ticking or seeking out the 'right' parts in the eyes of the scene. Fit-for-purpose is the watchword here. And as such, under the skin we find that the car's now running GAZ Gold coilovers and a chunky rear anti-roll bar along with polybushes throughout, but while you might expect a big-power track car to have a sodding great set of stoppers, that's not



Gotta love that big wing energy



Built in-house at Devine Autotech, the ST180 motor now has more than double the power it started with



actually the case. "They're the stock ST180 brakes," Connor points out, "they've just been upgraded a little with EBC RP-X race pads and Motul 660 fluid." Which, as his extensive experimentation has proven, is all that's required. After all, the middle pedal is the one he likes to use the least.

A big brake kit wouldn't fit anyway, as Connor's running a set of fifteens, the smaller-diameter wheels allowing for astounding acceleration. The rims in question are Team Dynamics Pro Race 3, wrapped in an appropriately serious set of Michelin

Pilot Sport slicks; sure, the car's wearing a number plate at the back, but it's really only a cheeky bye-bye to all the suckers he's leaving eddying in his wake. Indeed, that aesthetic is entertainingly forthright, the custom wrap and aggressive diffuser topped off by a frankly massive MGC wing. It's a similar story inside, with carpets and sound deadening unceremoniously binned, an Enville Motorsport half-cage fitted (again, all that's needed – it's not a race car so he hasn't gone for full race 'cage), and a couple of Cobra buckets so Connor can scare the pants off a

passenger if the whim so takes him.

So as you can see, this Fiesta has been built for one thing, and one thing only... and it's been built with incredible care and attention to detail. Connor may give the car a good dose of abuse at every opportunity, but the bedrock of it all is that he built it tough in the first place, so it'll happily take it and keep coming back for more. Which is just as well, as every time he leaves the track, Connor's counting down the days until he can return. It's an addictive habit. And this hysterically naughty Fiesta provides the ideal hit. 🏁



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NEWS

See what's going down in the world of fast Fords...



2024 SHOW SEASON SHAPES UP

This year is looking like it's set to be an all-time classic for shows and events. Things have been gradually ramping up across the board in the wake of the pandemic, and 2024 is going to see a calendar not just back to maximum capacity, but actually busier and more diverse than ever before.

First and foremost, we have to talk about Ford Fair. We're really excited about this one; returning once again to Silverstone on August 11th, the thirty-eighth running of Ford Fair is going to see a bunch of important Blue Oval milestones celebrated,

for the Capri and Mustang as well as the Mondeo ST200 and T25 EsCos... the two we're particularly keen to showcase are the 40th anniversary of the Escort RS Turbo and the 35th anniversary of the Mk3 Fiesta. So if you've got a show-worthy Mk3 Fez or an RST (either Series 1 or Series 2, we love both equally) and fancy getting involved in the displays, get in touch via the usual address!

The return of Ford Fest is another thing to get very happy about. The gorgeous leafy environs of the Mallory Park circuit is where it'll all be happening on September 22nd – a huge extravaganza for fans of Fords of all ages,

from the very latest models to the earliest classics, and there'll be track sessions going on throughout the day too.

And before all of that, the first big Ford event of the year is the always-excellent Classic Ford Show, to be held at the South of England Showground on May 12th. The show's celebrating its 20th year in 2024, and our buddies over at Classic Ford are planning something really special – including rounding up lots of the former stars of the annual Great Unveiling, which is proving to be no mean feat.

All in all, then, it's shaping up to be a pretty stonking season. We'll see you at the shows!





MUCH POWER, MANY WHEELS

Well, yes, you could argue that the Raptor doesn't actually need six wheels or 700bhp. But life's too short for 'need', right? And besides, the world is undoubtedly a better place for having this daft creation in it. What the revered Texan

loons at Hennessey have created here is known as the VelociRaptorR 6x6 (it's possible that their caps lock key is sticky, but we'll allow it): it's got a supercharged 5.2-litre V8, six-wheel drive, an eight-foot cargo bed, dual locking rear axles, heavy-duty Fox dampers, and a 3" lift over 20" rims with 37"


tyres. The extra length and augmented running gear apparently gives it a 45% larger load capacity and 50% more tractive grip – so it's actually not daft at all, it's very practical and sensible. We'll have a word with the boss, see if we can get one as a pool car...



ELECTRIC TENTACLES

What do you get if you cross a horse with an octopus? Er, this, it seems. Ford has teamed up with Octopus Energy to 'deliver new energy experiences' – enabling Ford EV owners to charge their cars using energy

tariffs 'specifically designed to enhance the ownership experience'. So if you've currently got a Mach-E, or have an Explorer on order, you'll be able to make use of the newly-developed Dynamic Charging feature that lets your car communicate with energy providers'

intelligent supply networks; you can plug in, input your desired state-of-charge and departure time using an app, and leave your battery to get automatically charged using tariffs designed to maximise cost savings and the use of renewable energy. Which is nice. 



SHOW DATES

See what fantastic shows and events are coming up for Ford fans across 2024

FEBRUARY

17-18 FEBRUARY

Hot Wheels Monster Trucks Live Glow Party
The O2, London
hotwheelsmonstertruckslive.com/event/london-uk-2022/

MARCH

22-24 MARCH

Classic Car & Restoration Show
NEC, Birmingham
www.necrestorationshow.com/

29-31 MARCH

Festival of Power
Santa Pod Raceway
santapod.co.uk/festival-of-power

APRIL

7 APRIL

Squires Fordmeet
Squires Café, nr Leeds
www.facebook.com/SquiresFordmeet/

MAY

5 MAY

BHP Show

Kent County Showground
<https://bhpsows.com/pages/bhp-performance-show>

11-12 MAY

Retro Rides Weekender
Goodwood Motor Circuit
retroridesevents.com/weekender

12 MAY

Classic Ford Show
South of England Showground
events.classicsworld.co.uk/classic-ford-show/

JUNE

28-30 JUNE

Modified Nationals
Lincoln Showground
www.modifiednationals.co.uk/

JULY

6 JULY

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11-14 JULY
Goodwood Festival of Speed
Goodwood Motor Circuit
www.goodwood.com/motorsport/festival-of-speed/

AUGUST
11 AUGUST
Ford Fair
Silverstone
www.fordfair.co.uk

18 AUGUST
Simply Ford
Beaulieu
<https://www.beaulieu.co.uk/events/simply-ford/>

23-25 AUGUST
Silverstone Festival
Silverstone
<https://www.silverstone.co.uk/silverstone-festival-2024-sign>

24-25 AUGUST
Gravity
NEC, Birmingham
gravityshow.co.uk

SEPTEMBER
22 SEPTEMBER
Ford Fest
Mallory Park
www.fordfestshow.co.uk



***CHECK BEFORE YOU GO!** While all dates and details were correct at the time of going to press, we urge you to double check info with event organisers before heading off!

BARRACUDA
DRAGON WHEELS

£POA

Let's have a little shout-out for the S-Max, shall we? Hero of many a family road trip, school run stalwart, lord of the groceries, and yet never really featured in this mag. Well, to be fair we're *Fast Ford* and the S-Max isn't all that fast, generally speaking. But Barracuda Wheels are showing the big box some love, with this new design of Dragoon wheels: flow-forged to make them impressively light, they come in a meaty 8.5x20" with a high-gloss silver finish. The example you see here is an ST-Line with 245/35 tyres and H&R lowering springs, and we can probably all agree that it works very nicely. For more info, get onto www.barracuda-europe.de



FORD STUFF

Useful gear for your beloved Blue Oval



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Compatible with all lead-acid batteries, Clarke's CBMT1 is an extremely useful (and affordable) gadget for anyone looking to keep a watchful eye on their car's health, allowing you to monitor key battery-related information on your smartphone via the app. You can see info on battery power, voltage and temperature, and it will even send you an alarm notification if battery activity is abnormal. The CBMT1 will also record the last known parking position automatically, providing a car-finder function through the app, which would be very reassuring if your car unexpectedly turned out not to be where you left it. www.machinemart.co.uk

GAZ

MK2 TRANSIT CONNECT COILOVERS

£710.87

The Mk2 version of the Ford Transit Connect featured a redesigned suspension setup; Ford may have redesigned it but leading suspension tuner GAZ has now looked for multiple ways to further improve it. The result is a GAZ GHA suspension kit that provides extensive ride height adjustability, from 25mm to -55mm. The height adjusters have a coarse acme form thread for ease of adjustment, and the damper units are zinc-plated to ensure they remain in good order. Damper rates are also variable, by means of an adjuster knob on the damper body; the rate can be adjusted to suit the load being carried or for improved performance. All units are individually tested before leaving the factory and are covered by a two-year warranty. www.gazshocks.com



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The fabulously pristine Cosworths you're seeing here are essentially a real-world manifestation of a number of colliding childhood dreams. Owned by a pair of lifelong Ford enthusiasts, Matthew Pearce and Tarron Reeves, they offer a satisfyingly similar and yet tastefully unique take on the timeless Escort RS Cosworth profile, distilling their collective formative enthusiasms for performance motoring in general and Cossies in particular. Both cars retain the core

touchpoints of what is, let's face it, a rapidly appreciating and valuable modern classic, each one a cherry-picked example found in clean original condition with low mileage and desirable spec, and enjoyed as intended rather than mothballed to accrue value. These are proper enthusiasts, with proper cars.

"As a spotty teen boy racer, I spent much of my time cruising the local Kent and Medway streets or racing up and down Maidstone bridge," Matthew recalls. "The car scene was pretty vibrant back then and you could get

away with a lot more than you can nowadays. My passion for cars was probably no different to any teen of that era, and I was fortunate enough to own a number of what are now considered to be nostalgic classic cars – a Fiat Uno Turbo i.e., Series 1 Escort RS Turbo, BMW E30 328i, Mercedes 190E 2.5 Cosworth, and many more."

A diverse board of fare, but it's Fords that have always been the linchpin, right back to his first car – a Fiesta 1.1 Popular. Starting early and starting well, he fitted an XR2



LIVING THE DREAM

The Ford scene isn't just about machines, it's about community and shared passions. Witness here the blossoming friendship between two pals, united by Cosworths...

Words DANIEL BEVIS / Photos JASON DODD



DRIVER SPEC

MATTHEW PEARCE

AGE 44

JOB Health and Safety Manager

FIRST FORD Fiesta 1.1 Popular

FAVOURITE FORD SHOW OR EVENT? Ford Power Live Brands Hatch - in 2022 I won car of the stand on the Sussex RS Owners Club stand

THANKS Tarron @rstaz28 - for being a good friend and helping me with sourcing the car and carrying out the modifications. Mark @pjmotorsport - for all his advice and support and supplying gaskets and seals. Harry Coleman, his family, and the Sussex RS Owners Club @official_sussex_rsoc - for inviting me to their meets and making me feel very welcome.



Largely as Ford intended, with the obligatory dump valve sneeze



Leather seats swapped from the blue one to the black one



bodykit, repainted it red, bent the axle doing handbrake turns in the snow at a shopping centre (as you do), then swapped it for a Mk3 XR3i. "My boyhood coolness definitely went up a level at that point," Matthew laughs. "This was obviously a big step up in power for me from my fake XR2, but I welcomed the adrenaline rush!"

With that car sold to make way for the Uno Turbo, Matthew then achieved his dream of owning an RS Turbo at the age of 19, and that's a car he's always regretted selling. Other Fords came and went, all cherished and enjoyed, the most recent being a 2018 Focus RS Edition. But alongside all this, there was another dream. A long-held ambition, to own a car that he never realistically thought he'd be able to acquire. Fate, though, does have its wiles and life is constantly shifting plans.

"The Escort Cosworth was always the car of my dreams, and one that was always out of reach of affordability," says Matthew. "In recent years, my mate Tarron became the proud owner of his beautiful Imperial Blue Cosworth, and I was somewhat envious to say the least. It was only following a divorce and having to rethink my life that I decided to treat myself with buying a classic Ford. With money in the bank and Taz by my side, I was considering either the Escort Cosworth or another Series 1 RS Turbo. Taz finally talked me round to buying a Cosworth, but for me it had to be a small-turbo in either in white or black with black leather interior. After weeks

"Tarron became the owner of his beautiful Imperial Blue Cosworth, and I was somewhat envious to say the least..."

TECH SPEC

BLACK ESCORT

ENGINE 2.0-litre Cosworth YB, Garrett T25 turbo, Collins Performance dump valve, Mongoose stainless steel exhaust system

TRANSMISSION MT-75 5-speed manual

SUSPENSION GAZ coilovers

BRAKES AP Racing front calipers with 330mm two-piece discs, Wilwood rear calipers with 325mm 2-piece AP discs

WHEELS & TYRES 9x18" Compomotive M06 - bronze, 245/35 Toyo Proxes Sport tyres

EXTERIOR Ash Black, Morette headlights, Nomad rear lights, tinted sidelights, RS500 foglight grilles

INTERIOR OEM leather Recaro interior

of searching, in September 2020 we finally found one; however, it didn't have the black leather interior that I so wanted, it had the black and grey Hex cloth. Taz agreed that if I was to buy this car, we would do a deal to swap with his interior, an offer which I gladly accepted."

Before we get to the chapter in which the fellas go to look at this black Cosworth, it's high time we introduced Tarron and his Imperial Blue car. Now, regular readers and Ford enthusiasts in general will very possibly already be familiar with this dyed-in-the-wool enthusiast; going by the handle @rstaz28 on Instagram, his feed is a relentless stream of old-school Ford dreams, his stories populated daily by the cars he's building for himself and his customers, the unique models he's sourced and the offbeat modifications he's making. The dude really does live and breathe this stuff.

"I own and run my own classic Ford garage, where I build and restore all kinds of Fords," Tarron explains. "I also break them and sell many parts - mostly Escorts and Mk1 Focuses, some of which have been featured in *Fast Ford*. I've been buying Fords since I →



Ash Black really sparkles in the low winter sun





DRIVER SPEC

TARRON REEVES

AGE 38

JOB Classic Ford garage owner

FIRST FORD Mk5 Escort RS2000

BEST MODIFICATION The wheels

FAVOURITE FORD SHOW OR EVENT? Ford Power Live

WHAT'S NEXT You'll see what's next for the Cosworth in the 2024 show season...

THANKS I want to say a massive thanks to all those people who have used me over the years for work, and continue to do so, it's these people who keep me going, keeps my business growing and keeps the Fords alive. And a BIG shout-out to @rimscarnated for the wheels on the Cosworth.



Cloth seats swapped from the black one to the blue one



Tiny mileage is genuine!



“The wheels are custom billet one-offs, Cosworth-style but upsized to 9.5x19”, which I designed and had created by Rimscarnated.”



was 12 years old and it's never stopped; I have never been without at least four classic Fords, and currently have around twenty to speak of now, including some very rare cars and some modified ones."

It's a heady mix, a Ford-flavoured stew of exotic and diverse ingredients – but, much like Matthew, the Escort Cosworth had always

TECH SPEC

BLUE ESCORT

ENGINE 2.0-litre Cosworth YB, Garrett T25 turbo, Janspeed stainless steel exhaust system

TRANSMISSION MT-75 5-speed manual

SUSPENSION GAZ coilovers

BRAKES AP Racing 6-pot front calipers with 360mm discs, 300mm rear discs

WHEELS & TYRES 9.5x19" custom billet Cosworth-style alloy wheels by Rimscarnated, 225/35 Nankang NS-20 tyres

EXTERIOR Imperial Blue, Morette headlights, carbon front splitter and hockey sticks, RS500 foglight grilles

INTERIOR OEM Hex cloth Recaro interior

been a halo car for Tarron. The unicorn, the goal, the dream. And around five years ago he was finally able to realise the fantasy of picking up a low-mileage and all-original example, finding this sublime Imperial Blue car for sale. It had been stored for the previous decade, which helped to explain the mileage – it's only covered just over 10,000 miles from new, which is a remarkable find, and it was all factory stock as-bought.

"The Cosworth is the only dream car for me," he confirms. "I've always had Escorts, I had a few back in the day, I remember cutting them all up with my brother for parts – absolutely crazy now, looking back! I was buying RS Turbos for £300, I broke everything I bought. I've always dealt in classic Fords from an early age and been building cars for friends, on my parents' drive, then later at my own house. This had always been a part-time thing for me, up until around ten years ago when I bit the bullet and started a full-time business doing this, and I've never looked back. I have many customers all over the UK now, and also overseas where I send a lot of

parts. People say my job is just an extension of my hobby, which I suppose is very true. It's not without its headaches, but I wouldn't change it; now my business is growing, as is the Ford scene, and I'm glad I have stuck with this. I have met many great people through Fords, and continue to do so."

That's right – having broken up so many of them over the years, Tarron's now flipped the script and is on a mission to save as many as possible, one painstaking build at a time. And when he can find time to work on his own projects (which, admittedly, is increasingly rare), they receive very special attention. It's not like a plumber's bathroom or a gardener's garden, whereby the day job can put them off putting the extra effort in out-of-hours; no, Tarron focuses all of his know-how into getting each of his cars just right. And so it is with this Cossie.

"Over the years it's had many different wheels and styles, as people might have seen through my Instagram," he says. "It's a 1995 small-turbo model, and the engine and gearbox is all completely standard, with



Gritted teeth all round for the high-stakes handbrake test

PIZZA THE ACTION

For Matthew, Fords have been serving up adventures from day one: "When I was 15 my dad bought a new A-reg XR3i," he recalls. "Living in a little village called Kemsley, which was known for lots of car thefts and joyriders, it was probably not the best choice; it was his pride and joy, but it was obviously seen as an easy target. In fear of losing his car, dad would sit up late at night by the window to keep an eye on it. When theft attempts were made, he'd chase them off in his Y-fronts!

"Times were a little hard back then, so dad held two jobs to make ends meet. By day he would manufacture windows and by night he would deliver pizzas. I loved his evening job as he would often take me or my brothers to work and we would get free pizza. One night he took my 5-year-old brother to work, who was tired and fell asleep on the back seat. Finishing a delivery, my dad left him asleep in the car while he went in to get his next delivery location. My brother recalls waking up and saying, "Dad, where are we going now?" with a random hooded man turning around saying "Sh*t! Hold on boy, I'm taking you back." On returning the car my brother got out and went into the pizza place, saying "Dad, there was another man in the car." Dad went outside to find the XR3i abandoned in the car park, having been stolen with my brother asleep inside it! Luckily the thief had some compassion..."



the exception of a very rare original Janspeed stainless exhaust which was new-old-stock. And my favourite part of the whole thing is the wheels – they're custom billet one-offs, made in Cosworth style but upsized to 9.5x19", which I designed and had created by Rimscarnated."

It's this lightness of touch, this exquisite balance of what to upgrade and what to leave alone, that's made F11 RDD a contemporary scene legend. And now let's return to Matthew's hunt, back in 2020, for what would become the matching F11 RRD...

"When we arrived to see the Escort it was parked in the garage, completely standard with only 23,000 genuine miles on the clock,"

Much like Tarron's approach, Matthew's method has been to carefully consider each modification, and leave a lot as Ford intended

says Matthew. "We went through the whole car, from inside to out with a fine-tooth comb searching for any issues. It was amazingly spotless! When it came to test-driving the car, I was so nervous that I couldn't do it; with Taz relishing the opportunity, he tested it for me, and I remember waiting in anticipation before seeing him driving back up the lane towards me with just the biggest smile on his face. Pulling up beside me he said 'Ah man, I want it! It's perfect, you'll never find another as clean as this!'"

Well, that was decision made, right there. Two full history checks, a little negotiation on the price, and Matthew found himself making the bank transfer. "My stomach was churning as the money went through, my hands shaking with anxiety over the amount of money that I had just paid for an old Escort! But while I was sitting there, Taz had already put a post on Instagram of my new purchase and after a few minutes we received a call from Jamie Brothwell (@rs_jamie) with the news that this car was originally a rare aero delete and didn't come with the rear spoiler – this made it even more special, and I drove home with the biggest smile on my face."

Much like Tarron's approach, Matthew's method with this highly original and extraordinarily low-mileage example has been to carefully consider each modification and leave a lot of it as Ford intended. "On the first weekend of owning the car, we swapped over our interiors as we'd agreed, and I later made gradual changes to achieve the look I wanted," he explains. "Essentially, this consisted of a new set of Compomotive wheels, GAZ suspension, stainless exhaust system and uprated brakes. Due to the age of the car, and for confidence and reassurance, I've replaced all gaskets and seals on the engine, and I also installed a Collins turbo-mounted dump valve."

Of course, naturally he had to have a dump valve – at heart, Matthew's still a teen boy racer tearing up the Medway streets. And Tarron will always be a Ford-obsessed kid inside too; as these two enthusiasts stroll through the journey of life, they never forget where they came from, and it was all grounded in dreaming about Cosworths. Today they roll together, living the dream, keeping it old-school and flying the flag for Cossie fans everywhere. **FF**

Expect to see these two Cossies rolling together across the 2024 show season



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SHED H

"It's basically a flat-pack Touring Car made by me and my dad in a shed with bits of string." Hold on tight, as Lewis Denslow's race car adventure is a hell of a ride...

Words DANIEL BEVIS / Photos ADE BRANNAN

"None of this fits," laughs Lewis Denslow, gazing admiringly at the vivid yellow Focus that's eaten up so much of his time over the last five years. "Absolutely everything under the skin has had to be modified, shortened or lengthened to work."

It's certainly been a labour of love. And while the idea of a pre-facelift Mk3 Focus 1.6 Titanium with an RS bodykit might not sound like cover feature material, this car has come a very, very long way from its humble shopper-spec roots. Indeed, Lewis hasn't just got a little bit carried away with this – he's found himself consumed by the intricacies of what evolved into a ridiculously in-depth project, sourcing and customising all of the hardware from genuine Mk2 Focus Touring Cars and stuffing it all into this unsuspecting shell. What he's achieved here really is mind-boggling.

All of this acts as the culmination of a lifetime of obsessing over Fords – and like so many feature car owners, his dad's automotive proclivities were a clear influence. "My first car was a Mk1 Focus 1.6 that I quickly put on Focus RS wheels," he recalls. "I was working at Power Engineering at the time and that only grew my passion; when a family



EAVEN







TOCA-spec turbo from Owen Developments is essentially a modified GT28

TECH SPEC

MK3 FOCUS 'BABY TOURING CAR'

ENGINE Ex-WTCC Mountune Global Race Engine, forged crank, forged pistons and rods, stroked to 1.6-litres (from 1.8), direct-injection head, Owen Developments TOCA turbo, YapFab downpipe, ARC Autosport exhaust system, ARC Autosport intercooler, ARC Autosport oil breather, ARC Autosport coolant tank, ARC Autosport radiator, Torques_UK 1.5-litre swirl pot and fuel system, electro-hydraulic power steering motor, Cosworth Pectel MQ12 ECU with separate direct injection driver

POWER 370whp

TRANSMISSION Ex-Oreca Lada Xtrac 1046 6-speed sequential gearbox, SF-Technic twin-plate clutch

SUSPENSION Mk2 Focus RS AST 5100 1-way coilovers (designed on the car by Cook Sport with shortened rear bodies), tubular titanium rear subframe, T45 tubular wishbones to aluminium hubs, tubular front subframe with modified Mk2 Focus RS Revoknuckles, Rose-jointed throughout, all solid-mounted (no bushes), 3x AP Racing 310mm air jacks

BRAKES AP Racing forged monobloc 4-pot front calipers (S2000 Touring Car spec) with AP Racing 332x32mm discs, AP Racing 2-pot rear calipers with solid 280mm discs, all fully floating, adjustable rear brake bias, electric rear line-lock

WHEELS & TYRES 9x17" Team Dynamics Pro Race 1.3 alloy wheels, Yokohama Advan slicks

EXTERIOR Pre-facelift 1.6 Titanium, RS bodykit, lightened doors and bootlid, louvred bonnet, 3mm polycarbonate rear and side windows, custom single wiper motor, Mk2 Escort Signal Yellow

INTERIOR Custom rollcage built to authentic Touring Car specs, Cartek 16-channel PDM with 8-channel steering wheel buttons, AIM Strada MXP dash, Cobra Sebring Pro-Fit bucket seat, Tilton 600 overhung bias pedal box and cylinders, quick-release steering wheel, Xtrac sequential shifter, Touring Car gearstick stand, Lifeline 2000 8-nozzle plumbed-in electric fire extinguisher

"I was 18 years old in a 320bhp Cossie! This was just before the prices started skyrocketing. But when I turned 19, insurance told me to try again when I was 30... so I needed a new boost buzz."

friend contacted me regarding some work he needed doing to a 3-door Cosworth, it turned out the engine was a little unhealthy and I ended up buying it. I fully rebuilt the engine and had that for a weekend car – 18 years old in a 320bhp Cossie! This was just before the prices started skyrocketing. Anyway, that ended up at 420bhp and it's still in the shed now I'm 34. But when I turned 19, insurance told me to try again with the Sierra when I was 30... so I needed a new boost buzz, and the start of my track obsession came when my best friend Kester Cook decided to sell me his supercharged ST170."

That car was actually featured in *Fast Ford* many years back, a 270bhp pocket rocket that proved to be the perfect car with which to get into track days. Unfortunately Lewis put some poor quality fuel in it one day and cracked three pistons, although that setback actually

served to spur him on and he rebuilt it with forged internals and all sorts of other goodies, breaking through 300bhp and catching his dad's eye in the process. "We ended up getting a tarmac rally-prepped Mk2 Escort for him," Lewis grins. "It had a little crossflow, but after one track day we decided it was way too slow, so we put a 220bhp red-top race engine in it. It sounded awesome on throttle bodies, and we used to go out on track days together."

By this time, his buddy Kester had got into racing with a German Fiesta cup car, and he kept pestering Lewis to go racing with him. Suffice it to say that Lewis didn't require all that much persuading, so he tagged along to a few meets in 2015 and started trawling eBay for a suitable project; salvation came in the form of an affordable Mk6 Fiesta cup car up in Scotland, which he sold his daily-driver Sapphire Cosworth to afford. He →





DRIVER SPEC

LEWIS DENSLOW

AGE 34

JOB Aviation Refuelling Equipment Maintenance Technician

FIRST FORD Mk3 Escort, that I'd drive around private property at the age of 9

BEST MODIFICATION Definitely the engine – it's unique and rare, just how I like my cars

FAVOURITE FORD SHOW OR EVENT? Ford Fair

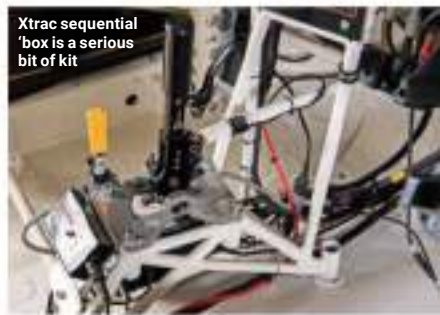
LESSONS LEARNT FROM THIS PROJECT? Don't crash it, because I don't want to build another!

WHAT'S NEXT Wiring, and track days for seat time – then it's full attack for the 2024 season of Modified Fords

THANKS A special thanks to my mum and dad – this car just wouldn't be possible without my dad, with his guidance and their support together we have built something we're immensely proud of. A special thank you to Kester and Anna Cook, without you guys pushing me I probably wouldn't be out racing and without your guidance, help and generosity I wouldn't be where I am today. Thanks to Tony Ryan from Touring Car Spares, not only has he supplied most of the car but has become a friend along the way and helped with many photos showing how the original cars are to help us put it all together. Thanks to Dan Yapp from YapFab who has helped a lot with the ally welding, exhaust modifications, and welding the shell when dad's old arc welder from Noah's Ark just couldn't do it. Thanks to Wesley Mott, who not only got the engine running but also tuned it on the dyno and created a new chassis loom. And thanks to Craig Sampson at SF-Technic for supplying the clutch.



Bespoke controls and readouts, all tailored for the track



Xtrac sequential 'box is a serious bit of kit





“Tony from Touring Car Spares was selling a complete Mk3. It wasn’t running, smashed but repaired with some ECU damage - I didn’t care as all of that would be going in the bin!”

travelled up there with his dad to pick it up, ran a couple of track days, and then Kester bought Lewis a race licence kit for his birthday, so he went off to get himself qualified. Impressively, Lewis won the first race he competed in, sharing the drive with Kester in the Trackday Trophy, the lads driving home all sticky after being drenched in Champagne. The sort of cherished memories that you hold dear for a lifetime.

All this time, Lewis was getting more and more in-depth. When Kester mooted the idea of selling his race engine, Lewis bit his hand off to get it; by this time he was finding himself engine-swapping and lightening the car, right up to the very limit of what the race series regs allowed, modifying the subframe to lower the roll centre and all sorts... in his first year of racing he came second in the championship, which speaks volumes about both his driving prowess and his mechanical skills. Which sort of explains all the mad stuff that happened next.

“Why a Mk3 Focus? Well, I fell in love with the Mk3 when it first came out – I bought a Mountune 275 ST and it was brilliant. Then one day while we were talking about needing more power and torque to get in the higher classes, I told Kester I wanted to build a Mk3... I started off calling scrapyards as I just wanted a shell to begin with, and then one day Kester tags me in a post on FB: Tony from Touring Car Spares was selling a standard complete 2011 Mk3 1.6. It wasn’t running, smashed but repaired with just some ECU damage – I didn’t care about that as all of that would be going in the bin! So I met with Tony and, as you might gather from the company name, his shed was a treasure trove of goodies, and over the following year or two after buying the car he basically sold me 80% of a Touring Car in flat-pack form! This was all for a Mk2 Focus Touring Car so it wasn’t ever going to fit anyway, even Tony protested – but again, I didn’t care because my dad’s handy with a welder. My god, what an idiot I was! Nothing was simple, nothing was easy, and when I say the only things on the car that are standard are the front wings and the mirrors, I’m not exaggerating! We even bought a manual mill from eBay as it would save money making bits ourselves. It’s been a nightmare to be →



It may be a 5-door, but there’s no point climbing in the back

honest, but now we're on the home stretch and people are nothing but nice about it."

It's certainly been an involved process, as you'll no doubt imagine. It all began with stripping and acid-dipping the shell, which then went off to ARC Autosport to have the rollcage fabricated, subframes fitted and everything stitch-welded. The 'cage has been built as close to actual Touring Car specs as it's possible to get, with extensive use of detail photos from Tony's archives. The front and rear subframes attach directly to the rollcage, and ARC's fabrication skills really are exemplary. And once the shell came back to Lewis, it was time to fit the engine.

Now, there's a lot that's special about this build, but the drivetrain really is something else. "It's a 2012 ex-WTCC Mountune EcoBoost Global Race Engine," he explains, "as found in the 2009-2012 era S2000 Arena Touring Cars, which then ended up in the Chinese Touring Car Championship for a bit too. They ran 320bhp with a 33mm turbo restrictor back in the day, with a compression ratio of roughly 12:1. They're labelled up as EcoBoost, but it's actually a 1.8 Duratec with a forged crank, rods and pistons, which has been stroked to a 1.6 with a custom direct injection head. We've fitted a TOCA turbo from Owen Developments, which in its basic form is a

modified GT28; we turned up the boost to 1.45-bar without a restrictor, and on FR102 race fuel it hit 370hp at the hubs, so roughly 400hp at the flywheel."

This mighty powerhouse is mated to a pukka Touring Car transmission (it once resided in an Oreca Lada) – an Xtrac 1046 6-speed sequential gearbox. And everything under the skin is genuine race-spec stuff too, the Mk2 Focus Touring Car running gear cunningly shoehorned into the Mk3 shell. The rear subframe is tubular titanium, with T45 tubular wishbones to aluminium hubs; the front subframe is also tubular, with modified Mk2 Focus RS RevoKnuckles, all Rose-jointed and more adjustable than the Hubble Space Telescope. There are no bushes anywhere in the car, everything is solid-mounted to give Lewis the most positive feel from the track to his backside. The only rubber on the car, he says, is the tyres.

"To fit the engine and 'box, we made the

mounts and welded them in the chassis legs," he continues. "We reverse-engineered the rear hub to have the opposite side made, and then it went back to ARC to have the exhaust and coolers made, and breathers and coolant tanks. Back home again, we fitted up the rest of the engine, piping, fuel system and so on, then welded in the front anti-roll bar bearing carriers and made the anti-roll bar arms and shortened them, shortening the wishbones all round. We created a CAD drawing to reproduce the rear ally hub, machined securing brackets for adjustable geo bars, made new adjustable bars, and designed and machined the new driveshaft bearing carrier as at the time we didn't have an original one."

As if it wasn't a gnarly enough challenge reworking the Mk2 machinery into the Mk3 dimensions, let's not forget all of the extra hassle that's required in keeping highly-strung racing componentry happy. Having talked over the specifics of the engine with

"It's a 2012 ex-WTCC Mountune EcoBoost Global Racing Engine. They're labelled up as EcoBoost, but it's actually a forged 1.8 Duratec, stroked to a 1.6 with a custom direct injection head."



Motorsport-derived details are exquisite



It may have started life as a Titanium, but it's earned that badge





Competitors will be left wondering what a DuraBoost is as Lewis hares off into the distance



Mountune, Lewis learned that it could only be started above 60-degrees, so it was necessary to build a diesel pre-heater to warm the coolant before start-up. And that's just one of the many causes for head-scratching and colourful language.

"What did we have to overcome? Er, basically everything," Lewis laughs. "Nothing fitted at all, not just because we were putting everything in a different shell to what it was made for, but also because it was made for a wide-track Touring Car and we were sticking with the standard silhouette of the original Mk3 shell. The exhaust didn't fit through the rear subframe so we fitted a Mk3 RS fuel tank, so the exhaust can travel through the centre where the propshaft would usually be. And there were all the big important items that were missing – rear hub, bump steer arm for the front hub, adjustment arms for the geo, front anti-roll bar arms, driveshaft bearing carrier, and a number of ally and steel brackets for securing suspension components. It's definitely kept us busy."

It's been five years of graft, necessitating endless problem-solving, customising and prototyping, but the finish line is in sight. Following some final testing, you'll be able to see Lewis and his baby Touring Car racing in the Modified Ford Series through 2024. None of this has been easy, but that's what makes it all the more satisfying. No-one else has ever done this. And with all of that development work and anticipation, you can be sure that Lewis will be driving it like his hair's on fire. **FF**

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The Steele family's long connection with Mk2 Fiestas began some thirty years ago, when Harry's dad Paul started racing them on his local oval circuit. "He raced in the Specials non-contact formula at Brampton Raceway for three decades on and off," Harry remembers. "My dad soon figured out how to tune them up to compete with the opposition!" While Fiestas weren't the only model of car entered in the fast-paced 1600cc Specials category, they were often to be found at the front of the pack, consistently proving themselves to be the best tool for the job.

"I'd seen my dad race numerous times and should have been inspired to join him," he

says, "but unfortunately that didn't happen as my main focus was fast motorbikes when I was younger." Yet that would all change when Paul decided to build himself a high-powered 1.6 CVH-propelled fast road Mk2, and his son was offered the opportunity to take it for a test run. "I was immediately impressed," Harry says. "With sharp handling and quick acceleration in such a raw car, it gave me the sense of motorcycle power and speed, but on four wheels."

Soon, Harry had bought himself a similar project along the same lines, though the slightly newer track-focused Mk3 Fiesta 1.6S never really got his juices flowing. "I entered a few track days in that car, but it only ever felt

lukewarm," he remembers. "Its replacement had to be fast and entirely uncompromised."

One night while scrolling through the classifieds on social media after a few gin-and-tonics, Harry stumbled upon an ad for a Mk2 Fiesta: "It was just a rolling shell with no engine, no brakes, no interior," he says. "In my clouded judgement, it seemed like the ideal candidate so I went for it."

The vendor delivered what would turn out to be the remnants of an XR2 the following day. "I immediately regretted having bought the car, the amount of rust was shocking," Harry laughs. "I'd been told the Fiesta had been featured in *Fast Ford* fifteen years ago, but it must have been living in the sea or →



CONFIDENCE BOOST

Influenced by his dad's passion for Mk2 Fiestas, Harry Steele embarked upon building a full-on Zetec turbo XR2 track car. With no less than 276bhp on tap, the result is one seriously rapid retro Fez

Words and photos JON CASS



TECH SPEC

MK2 XR2 ZETEC TURBO

ENGINE 2.0-litre blacktop Zetec - rebuilt and fully forged, Garrett GT2871 turbo, Wössner pistons, Pec rods, 2.3 Duratec valve springs, high-output Zetec inlet manifold, modified fuel rail, 860cc top-feed injectors, Sytec fuel pressure regulator, custom turbo manifold, custom 2.5" exhaust system, Cherry Bomb silencer, front-mounted oil cooler, front-mounted black intercooler, Fiesta RS Turbo alloy radiator, Mac valve for boost control, MaxxECU, custom pipework throughout, solid state lift pump, Bosch 044 high-pressure fuel pump, 10mm flow fuel line, 8mm return fuel line, boot-mounted surge tank, boot-mounted battery, coil-on-plug conversion, modified sump to allow for turbo oil drain, early 1.8 Zetec resurfaced flywheel, SB Parts engine mountings, strengthened chassis mount for engine mount

POWER 276bhp, 300lb.ft

TRANSMISSION S2 Escort RS Turbo 5-speed gearbox with LSD, CG Motorsport Ford Supersport paddle clutch, Pinto engine mounts used for gearbox cradle

SUSPENSION Avo front coilovers, custom-spec rear springs with KYB gas shocks, SB Parts polybushes throughout, modified rear beam axle

BRAKES Escort RS Turbo front brakes with XR2 carriers, Ferodo DS3000 pads, Mk1 Mondeo servo and master cylinder, stock rear drums

WHEELS & TYRES 13" Fiesta RS wheels, Nankang AR1 tyres

EXTERIOR Stock XR2, Grabber Blue

INTERIOR Custom rollcage, Sparco seats, Sparco harnesses, Momo gearknob, Momo steering wheel, Fun button (switches from 14 to 17psi boost)





something ever since then!"

Despite the depressing outlook, Harry isn't one for giving up on things easily and opted to push ahead with the rusty XR2. "Luckily Nick Gelder, a good family friend of ours who raced at Brampton with my dad, was willing to repair the bodywork," he continues. "As you can probably imagine, this involved lots of welding." As if that wasn't enough for Nick to keep himself busy, he also somehow found the time to fabricate a tight-fitting half-cage for the Fiesta too!

"After Nick had worked his magic, we prepped the shell ready for paint," says Harry. "I then chose a guy who made a horrendous job carrying out a respray." In fact, the result was so bad, Harry felt the urge to sell the newly sprayed rolling shell straight away. "I knew Nick had put loads of work into the project, so I decided to plough on and forget about the awful paintwork for the time being," he says.

To distract himself from anything bodyshell related, Harry began to focus his attention on a suitable powerplant instead. As the

car arrived devoid of any running gear at all, effectively this meant he had a blank canvas to play with, so the possibilities were endless. "Big power was a must, and I preferred the idea of sticking with an engine by Ford," he says. Based around a fully forged, low-compression 2.0 blacktop Zetec with a GT2871 turbo, the result is impressive to say the least! "I had the Zetec built with Wössner pistons, Pec rods and 2.3 Duratec valve springs," Harry explains. "It also has a high-output Zetec inlet manifold with modified fuel rail." In his quest for maximum bhp combined with reliability from the turbocharged Zetec, this led to the inclusion of 860cc top-feed injectors, a Sytec fuel pressure regulator, Bosch 044 high-pressure fuel pump along with 10mm flow fuel lines and 8mm fuel return lines. "I had to fabricate most of the custom parts myself," he says. "I'm an electrician by trade, not a mechanic, so I had to learn as I went along." Looking at the custom turbo manifold and 2.5" exhaust along with the vast array of bespoke turbo-related pipework, it appears Harry is

Harry was keen to keep it Ford, and this boosted Zetec has been built tough for big numbers with reliability



"Big power was a must, and I preferred the idea of sticking with an engine by Ford. I had to fabricate most of the custom parts myself; I'm not a mechanic, so I had to learn as I went along."



With the inclusion of a MaxxECU, the proven power figure from the highly modified blown Zetec is a whopping 276bhp and 300lb.ft

a fast learner – the result is neat and well thought out, for sure. Meanwhile, improved cooling comes from a Fiesta RS turbo alloy radiator, front-mounted black intercooler, and an oil cooler has been fitted for good measure. “I opted to install a modified sump, solid state lift pump, boot-mounted surge tank and relocated the battery in the boot,” Harry adds. “The last thing I want is for this car to let me down on a track day.” With the inclusion of a MaxxECU and Mac valve for boost control, the proven power figure from the highly modified blown Zetec is a whopping 276bhp and 300lb.ft of torque! “I took the car to Michael at Ignition Advantages for the mapping. He’s a genius at what he does, and I was completely blown away by the figures he achieved.”

Having put so much time and effort into the engine itself, Harry wasn’t about to let a weak transmission let the side down after a handful of laps. To solve any potential problems that may arise, he’s opted for a S2 RS Turbo 5-speed gearbox with LSD along with an early Zetec 1.8 resurfaced flywheel and a CG Motorsport Ford Supersport paddle clutch. “Some aspects I couldn’t tackle, such as the custom engine mounts, were made by Shane at SB Parts,” says Harry. “He’s been a godsend throughout the whole project, sourcing almost all the required parts and providing advice when needed.”

276bhp in a stripped-out Mk2 is always going to be fun, but Harry was intent on making sure his car had the handling and brakes to match. After all, lap times quickly tumble if you’re able to carry more speed through the bends. A set of Avo front coilovers along with custom-spec rear springs with KYB gas shocks are a vast improvement over the standard XR setup, while SB polybushes and an SB Parts adjustable rear Panhard rod help out too. And let’s not forget the modified rear beam which allows extra camber. “I felt there was little point fitting huge brakes as this isn’t a heavy car,” Harry says. Escort RS Turbo calipers with XR2 carriers and DS3000 pads seem to be more than up to the job, while standard drums remain at the rear.

As progress was going so well on the running gear, Harry plucked up the courage to focus his attention on the paintwork once again. “This time I had the work completed by Mick from Mad Mick’s Paint Shop,” Harry tells us. “He was so annoyed about the previous



DRIVER SPEC

HARRY STEELE

FIRST FORD Mondeo

BEST MODIFICATION All of it, basically – but overall, the rawness and aggression the car has

TRACK DAY OR SHOW & SHINE? Track day

WRC OR BTCC? BTCC

LESSONS LEARNT FROM THIS PROJECT? Don’t underestimate the challenges on a build like this

WHAT’S NEXT Refine the power delivery and handling of the car

THANKS Nick at Bluebird Fabrications, Shane at SB Parts, Michael at Ignition Advantages, my dad - Paul Steele, Lewis at Rushworth Speedshop, and Mick at Mad Mick’s Paint Shop





Front carpets are pretty much the only luxury here



Fun button provides exactly that



You know how sometimes you can hear a picture...?




respray as it made his job a lot harder!" Thankfully, Mick's handiwork was far superior, the XR2 now looks the part and really stands out in Grabber Blue. "He did a great job, but I'd rather not repeat the monotonous process of fitting the bodykit and trim," Harry laughs.

As you'd expect, the interior of this XR2 is all about saving weight and this has been carried out to great effect. Aside from the custom rollcage, there's a pair of Sparco seats and harnesses, a Momo steering wheel and gearknob, and little else. Even the doorcards have been omitted as, let's face it, they're far from essential in a track car. The extra boost and temp gauges are neat and subtle additions, while selectable mapping is also on hand. In case you were wondering, that temptingly placed 'Fun' button switches the boost from a more road-friendly 14psi to 17psi, which can also be described as 'totally ballistic mode'!

"This will be my forever car, which is why

I put thousands of man hours and tens of thousands of pounds into the project," says Harry, "I'm really happy with it, but not so sure I'd want to carry out a project of this scale again." Even Harry's dad, who has more experience of Mk2 Fiestas than most, has been left suitably impressed by his son's handiwork. "He does frown at a few aspects of the build," he laughs, "such as the bonnet not shutting completely due to restricted clearance by the inlet pipe - but he does agree it's pretty quick!"

We were lucky enough to be treated to a passenger ride ourselves in Harry's raw XR2, and can confirm his dad is quite correct, this is a very rapid car with pin-sharp handling to boot. Unfortunately our experience was restricted to a brief outing on a B-road, enough to get a feel for the car but a far cry from its intended purpose. Expect to see this mental Grabber Blue XR2 create mayhem at a circuit near you soon! 

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We all remember the lockdowns, right? That strange era which evoked tones of existential nihilism across the globe; this being said, however, *en masse* dread wasn't always on the menu. Especially within the realm of car enthusiasts, the once-in-a-lifetime blessing of seemingly unlimited free time to tinker away on our project cars ready for pastures greener on the other side was quite the tantalising offer. This is the precise

conundrum Lewis Armstrong found himself in with this freshly delivered Mk8.5 ST.

The brand-new hot hatch, and the maximalist no-stone-left-turned attitude to ownership Lewis pursued, has given him an awfully nice example. Filled with aftermarket goodies ranging from subtle stylistic changes to full-on fast road modifications more akin to a track-built car.

Lewis's quick Ford story doesn't start with the car we see before us, though; he's always

had a love for the Blue Oval brand, and he previously owned another slightly older Fiesta ST. But this new one was to be the vehicular personification of the dreams of his younger self. Lewis got a slight leg-up benefiting from the specific scenario of being a Ford technician, so changing out to the newest model off the production line was made slightly easier with employee discounts and brand familiarity.

Keeping it stock be damned, upon



KITCHEN SINK DRAMA

This seasoned Fiesta ST aficionado has thrown the proverbial kitchen sink of aftermarket mods at his Mk8.5, with impressively dramatic results

Words LORENZO WOJTANOWSKI / Photos ADE BRANNAN





Upon delivery, Lewis was already taking parts previously installed on his old car and putting them in the new ST

TECH SPEC

MK8.5 FIESTA ST

ENGINE 1.5-litre EcoBoost, TRS Stage 2 map, Pro Alloy induction kit, CEUK crossover, Scorpion non-res GPF delete, Maxton x Milltek GPF exhaust, Mountune hot side intercooler pipe, Airtec cold side intercooler pipe, Airtec throttle body elbow, Sico Stage 3 intercooler, colder-rated iridium spark plugs, Vudu catch can, Mountune oil cap

POWER 280bhp, 310lb.ft

TRANSMISSION 6-speed manual, Pumaspeed short-shift, factory LSD

SUSPENSION BC Racing BR Series coilovers, Vudu rear axle brace

BRAKES Pumaspeed 355mm front BBK, Pumaspeed 280mm rear BBK, Pumaspeed braided lines

WHEELS & TYRES 18" OZ Racing Hyper GT HLT alloy wheels, 225/40 Goodyear Eagle F1 Asymmetric 6 tyres, 15mm (rear) and 5mm (front) spacers

EXTERIOR Maxton Design V1 front splitter, Maxton Design V3 side splitters, Maxton Design V1 rear spats, Maxton x Milltek rear diffuser, wind deflectors, colour-matched TRC eyebrows, Paintmods shark fin, sequential side repeaters, rear wiper delete, partial roof wrap, Delta spoiler riser, Autospecialists spoiler lip, Maxton Design bonnet lip, rear reflector deletes, matte white side stripes and bumper vinyl, Paintmodz bumper inserts, Zunsport lower grille, LED rear lights, front arch guards

INTERIOR LED vanity mirror lights, LED double boot lights, ZeroPointOne gearknob and extender, Alcantara gear gaiter, handbrake gaiter and handle, cup holder inserts, PP&S gel dress-up kit, soft-open glovebox, older-style climate controls with screen, Vudu dead pedal, JC Clubsport rear seat delete, JC Clubsport carbon brace and gold net, older-style NSR boot carpet with cubbyhole



BBK proves to be a fast-road essential



delivery Lewis was already taking parts previously installed on his old car and putting them in the new ST. In due course the engine was treated to things like a Stage 2 Tune courtesy of TRS, a Milltek exhaust, a Sico Stage 3 intercooler, Airtec throttle body elbow, Vudu catch can and a Scorpion GPF delete to name a few. Of course, it should always be remembered that for cars to be fast they must stop quickly as well as go quickly. Unfortunately for Lewis, he learnt this in a somewhat frightening fashion. We've probably all found ourselves in a similar situation once, blasting around some B-roads with our buddies, the smell of tyres and burnt oil permeating the air, brake lights dipping on and off in a manner akin to a flickering campfire, and suddenly the brake pedal goes a tad further than we expect, encroaching upon the carpet and the needle on our speedometer doesn't drop like we'd anticipate. It's our old nemesis – brake fade. After what ultimately could've seen Lewis's pride and joy end up on the wrong side of a hedge, he took his second chance and bought a big brake kit, courtesy of larger Pumaspeed front and rear discs paired with braided lines and fluid with a higher boiling point. →



Lewis's keen eye for quality mods means there are subtle upgrades everywhere



Disco net ties in neatly with the wheel colour



DRIVER SPEC

LEWIS ARMSTRONG

AGE 23

JOB Ford technician

FIRST FORD Mk8 ST

BEST MODIFICATION
Wheels, or intake

TRACK DAY OR SHOW & SHINE? A mixture of both, preferably

WHAT'S NEXT There are always plans...



The magnitude of aftermarket support the newest iteration of the ST benefits from isn't lost upon Lewis, and the car's styling has received his own personal touch. His favourite being the gleaming OZ wheels, finished in bronze and wrapped in 225-width tyres up from the factory 205, which contrast fantastically with the dazzling white of the body. To blend the car with its wheels, a set of BC Racing coilovers have been fitted along with 15mm rear spacers and 5mm up front. Exterior-wise, the ST has been treated to front and side splitters, rear spats and a rear diffuser from Maxton Design. Smaller mods to pair with the more important ones include colour-matched TRC eyebrows, a rear wiper delete and a partially wrapped roof. These above should only exist to give a small idea to the finished spec of the car, the full modifications list reads like a catalogue or the natters of an over-excited Fiesta expert.

Lewis's touches have gone further than just performance and exterior changes too. The engine bay and interior have been treated to

Lewis has done Scotland's idyllic and world-famous NC500 on two occasions in both his STs, and by his own admission he was smiling ear-to-ear the entire time - and who could blame him?

a plethora of goodies; shifting has been aided via a ZeroPointOne gearknob paired with an extension and a Pumaspeed short-shift, while the all-important weight reduction has been taken care of courtesy of a rear seat delete with a JC Clubsport carbon brace where you'd typically find some seats in your grandmother's Waitrose-mobile.

Hailing from the north-east, Lewis is lucky enough to be within a feasible distance of many a great driving road the UK has to offer, and he has also ventured up to Scotland's world-famous NC500, idyllic sections of beautifully paved twisty tarmac surrounded by scenery reserved for the board of tourism's website and many a motoring

enthusiast trying to scratch the itch of an automotive paradise without venturing over to Europe. He's actually done the NC500 lap on two occasions in both his STs, and by his own admission he was smiling ear-to-ear the entire time, and who could blame him? The latest model in the esteemed fast Fiesta line-up with the metaphorical kitchen sink thrown at it bouncing along roads worthy of the most skilled drivers and well-built cars.

Lewis can't really put his finger on what's next for the car, but there's undoubtedly plenty more to come. There are always plans and schemes. And judging by what we're seeing here, it'll all be very comprehensive and well thought-out. [F](#)

WALK AMONG US

Following trends is all very well, there's nothing wrong with jumping on bandwagons. This steampunk Anglia, however, is the exact opposite of that sort of behaviour; belligerently offbeat, it's not here to play by anybody's rules

Words and photos DANIEL BEVIS



A lot of you will already be familiar with this car. If you're the sort of person who goes to modified car shows (and that's got to be about 95% of you, right?), you'll have seen this at some event or other. And it doesn't just turn up, it's there to take names – look at the windscreen, you can see that it's scooped the silverware at the Players Classic, Fitted UK, Tucked at the Museum, StillStatic and more... and that was just the 2022 show season. It had been evolving across the years for some

time (we definitely remember seeing it with a sit-up-and-beg nosecone at Wheels Day 2015; that year it was the subject of a feature in *Custom Car* magazine, detailing its rebirth from rusty and unloved saloon to mould-breaking and scene-stealing hot rod), but the question everyone was asking across the summer of 2023 was: where did the Misfit go? After all those years of showground success, it popped out of existence.

There were rumours about its fate, whether it had been written off or broken for

parts, but the truth of the matter is that it's actually been on a little celebrity holiday. The photos you see here were in fact shot around a year or so ago, at the tail end of 2022, at which point its owner had put it through an online auction on Car & Classic and sold it to... well, we can't tell you who was driving it home in early 2023, but let's just say that they're a very well-known TV personality. Someone who thought the Misfit was a bit of alright. He embraced it among his growing collection of weird and offbeat cars, and there it



remained for the rest of the year.

By the end of 2023, however, he'd decided to thin out the collection, selling this car along with an Isetta bubble car, a Messerschmitt KR500 and a Nissan S-Cargo – so we were able to meet back up with the Misfit and see how it was doing. It's now largely as it was then, although it's since gained a set of mudguards and a more prominent front number plate bracket for MOT reasons. However, we decided it best to present it in its multiple show-winning spec, fresh from the '22 season and still ready to steal hearts.

So it's no exaggeration to say that, for a generation of modifying enthusiasts and show-goers, this is *the* car. Why 'Misfit'? Because that's precisely what it is. Received wisdom will tell you that there are correct ways to build a hot rod, certain things that you ought to do and certain things that you really shouldn't do, and any deviation thereof is to be met with derision. But that old-school snobbishness is a load of old cobblers, really. This Anglia was conceived to deliberately step outside the parameters of what 'should' be done; to upset apple-carts and have thoughts outside of boxes and all those other clichés, at once screwing their very essence into a tight little ball and trebucheting it over the horizon. What's the opposite of a cliché? You're looking at it, really. A car which refuses to be defined.

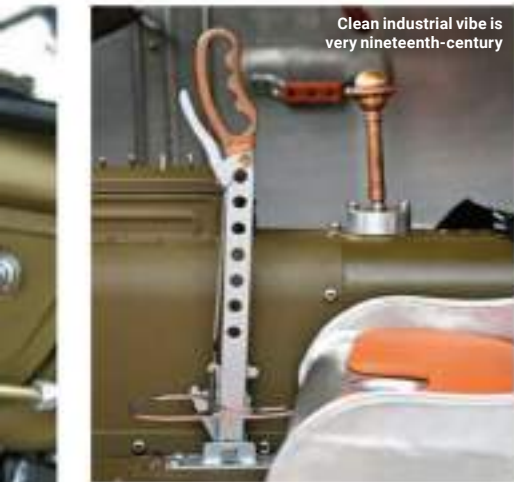
There's a lot of BMW in here for starters, which really irritates a lot of people who feel that a V8 of some description, be it Rover or something from Detroit, must be the only way to go. The motor is a four-cylinder M42 pinched from an E30 BMW 318is, generously boosted by an Eaton M45 supercharger. Digging deeper, we also find the E30's gearbox, clutch, servo, differential, half-shafts, hubs and bearing carriers. The car runs Avo coilovers, with a De Dion 4-linked rear axle with Watt's linkage. The brakes were sourced from a BMW MINI for the rear and a Ford Sierra at the front, with a modified Hillman Imp steering rack; the front stubs and kingpins are from a Ford Pop. It's a truly ingenious fusion of disparate parts that all adds up to something wholly unexpected and mightily impressive. The boosted BMW four-pot runs an Emerald K6 ECU, and the performance really is vivid – enough to pin you back in your seat under hearty acceleration, while making some truly magnificent noises from the sneaky tailpipe that exits through the bodywork ahead of the nearside rear wheel. This is a car that's been engineered as much for road trips as for winning show trophies, and it really is enormous fun to drive; its creator never intended to be trailering this to shows, and it's travelled the length and breadth of the country with endless style and, impressively, endless reliability too.

We're not going to pretend it's comfortable in the traditional sense. Those unique seats

This Anglia was conceived to deliberately step outside the parameters of what 'should' be done



Built and refined over a number of years, the attention to detail is clearly visible everywhere



Clean industrial vibe is very nineteenth-century



Gauges from So-Cal Speed Shop, California



Throttle pedal was actually designed for a speedboat

have a bit of leather-trimmed padding, but you're never going to sink into them like a Bentley lounge chair. And with that aggressive roof chop, there's not a whole lot of headroom if you're anywhere over six-foot-one. But what's crucial is that it isn't uncomfortable: once you're cocooned inside you'll find that everything's within easy reach, and the clever suspension setup ensures that the ride is remarkably pleasant – not jarring or crashy, it rides like a sports car rather than a compromised pan-scraper. This is, of course, attributable to the fact that a huge amount of thought and effort has been put into every individual detail throughout the car – and this is particularly evident in the interior. It's a full custom creation, painstakingly built and beautifully finished; the bomber bucket seats are slender and mounted low, with Willans 4-point harnesses on bespoke mount bars to keep you firmly cuddled in. There's a custom rollcage behind – in fact, everything is custom, from the doorcards and pedals to the rear-view mirror and the gear shifter with its Ferrari 308 GTS gearknob. The pistol-grip handbrake has a pleasingly light operation, testament to how this car has been engineered to be usable; the screw-top unit on the passenger side dash is actually a →



TECH SPEC

MISFIT ANGLIA

ENGINE BMW M42 1.8-litre four-cylinder, Eaton M45 supercharger, Emerald K6 ECU, battery and fuel cell in boot, custom exhaust manifold and system, custom cam cover pinstripping, vintage polished fire extinguisher repurposed as windscreen washer bottle

TRANSMISSION BMW E30 gearbox, clutch and differential

SUSPENSION Custom chassis, Avo coilovers, 4-linked rear, Watt's linkage, modified Hillman Imp steering rack, Ford Pop front stubs and kingpins

BRAKES Ford Sierra front brakes, BMW MINI rears

WHEELS & TYRES 17" (front) and 18" (rear) BBS Ferrari GT split-rims, custom BBS Misfit Edition centre caps, Excelsior pinstripe tyres

EXTERIOR Heavily modified 105E Anglia shell, roof chop, custom split-screen, mini-bonnet, 1959 Cadillac taillights, custom third brake light in roof, external boost gauge

INTERIOR Bomber-style aluminium bucket seats, Willans 4-point harnesses, custom rollcage, custom doorcards, custom pedals, custom rear-view mirror, custom gear shifter with Ferrari 308 GTS gearknob, pistol-grip handbrake, SoCal dials, Ford Capri steering column, orange Perspex sun visor, custom switch panel

Shiny snakepit makes all the right noises





Narrowed 105E ingredients make for a very neat nosecone



cigar lighter, and the cabin features a bank of SoCal dials along with a boost gauge mounted outside on the nose. Every detail is exquisite: the Ford Capri steering column, the orange Perspex sun visor, the vintage polished fire extinguisher that's been repurposed as a windscreen washer bottle... you can see why this is a multiple show winner. So much care has gone into each aspect, it's properly and constantly mind-blowing.

One especially intriguing fact about the Misfit is that it came within a gnat's wing of finding itself in toy-boxes across the globe. Hot Wheels, manufacturer of iconic models from time immemorial, run an annual 'Legends Tour', cherry-picking the world's greatest custom cars with the winner being immortalised in production-run miniature. And while the Misfit didn't win outright, it won the UK leg in 2022, making it the only European entrant into the final top-10. When you consider how bustling and creative the custom car scene is across the world, that's a remarkable achievement.

The look of the car is extremely offbeat, which sets it firmly in the Hot Wheels wheelhouse, and the more you look at the body, the more extraordinary details you

The look is extremely offbeat, taking cues from traditional hot rod culture, but also elements from the contemporary stance and show scenes, to create a steampunk vision of modern modding

find: the familiar elements of the Anglia 105E body now sit atop a custom chassis, and the quality and quantity of fabrication work throughout is mightily impressive; the roof has been chopped, with custom windows cut and a unique split-screen front. A mini-bonnet was fabricated, housing the radiator and incorporating original 105E design elements including the headlights, while the rear end has 1959 Cadillac taillights and a cunning third brake light in the roof. The boot is extremely neat – pulling the number plate bracket pops open the bootlid, inside which we find the relocated battery, fuel cell, jack and fire extinguisher. And those controversial split-rim BBS wheels? They were sourced from a Ferrari GT race car, and wear vintage-style tyres with pinstripes to artfully fuse the old and the, er, slightly less old. The Misfit takes cues from traditional hot rod culture, but also

elements from the contemporary stance and show scenes, to create a steampunk vision of modern modding. And its most alluring attribute is that it hasn't just been crafted to be interesting to look at; it's a proper driver's car, built by a proper driver, and the more you poke about in the car, the more obvious it becomes that the Misfit has been built to last. Quality and integrity are the watchwords – this hot rod is a moment in time, but also one for the ages. And don't try to pigeonhole it. It won't like that. The Misfit label is one worn with pride – a car deliberately unlike any other.

So where is it now? Well, at the time of writing it's sitting in the showroom of Chelsea Cars in Wandsworth, hoping for a keen new owner to scoop it up and launch it back into the show scene. So keep your eyes peeled in 2024 – this wonderful little weirdo is bound to bounce back. [FF](#)

BICESTER SCRAMBLE

WHERE BICESTER HERITAGE WHEN JANUARY 7TH

A typically impressive turnout for the first big meet of the year

Words and photos DANIEL BEVIS

Brass monkeys. Well, what else would we expect for the first weekend of January? Of course it was absolutely bloody freezing, but the good news was that it wasn't raining (as it had for the previous, ooh, hundred days or so, probably), and the winter sun brought all sorts of interesting machinery out of the nation's garages.

The first Bicester Scramble of the year is always bound to pull in a wide and varied selection of automotive treats in impressive numbers; everyone's been in semi-hibernation over Christmas, awash with Baileys and Twiglets, so it's a great excuse to get out and do something car-related – plus it's arguably the only big show until the springtime. As such, Jan '24 enjoyed a stellar turnout, with cool cars at every turn and a

great many familiar faces ambling about. Hosts of popular podcasts Smith & Sniff and The Intercooler could be found milling around, along with YouTubers aplenty, while Chris Harris was there with the Collecting Cars crew (selling his uniquely styled line of sunglasses [the name of which we're not allowed to print] out of the boot of his M5); Hagerty and Mission Motorsport had set up a Scalextric replica of the Goodwood circuit, and there are more brands and manufacturers coming on board with the show, with the likes of Polestar, Alpine, Bentley and Singer bringing their shiny toys along. And yes, there were plenty of Fords of all ages... as you can see spread across these pages, there were playthings old and new. Roll on the next Scramble – it's in April, tickets are on sale now.



Mach 1 is a factory spec option, and it looks ace

It's not often you see a non-RS/ST Mk1 that's this clean



Southern GT40 rep is a Bicester regular





Raj's Cossie showing off its new upsized wheels



Lesser-spotted Aladdin Motor Sport emblem



IN THE SPOTLIGHT

'BARN FIND' RS TURBO

It's perhaps debatable whether you can call a car a 'barn find' if the owner knew it was in there all along, that sort of loses the 'find' element... but semantics aside, this S2 RST had been off the road and collecting

dust for over a decade before being pulled out and cleaned up in 2023. Nice to see it out and about, it looks terrific! There's more info about the car on the @iamstokze YouTube channel.





IN THE SPOTLIGHT

FIESTA R5 WRC

This was a cool car to see out in the wild. The Evans/Parry R5 Evo is such a celebrated thing that you can even buy a scale model of it – Elfyn Evans and Craig Parry absolutely dominated WRC 2 in 2016 with this Fiesta, making its

international debut at the Monte Carlo rally in this livery. And what's most impressive, given how rally cars like to bounce off rocks and trees, is how mint it is today. Looks magnificently aggressive too, doesn't it?



Zetec-powered Mk1 featured in sister mag *Classic Ford* back in 2016



ST200s are looking better and better, aren't they?





"Yeah, I can definitely see your keys in there..."



LHD RS Turbo was a Belgian import



IN THE SPOTLIGHT

NAPA RACING BTCC FOCUS

NAPA Racing was an absolute force of nature across the 2023 BTCC season, fielding a four-car entry and taking relentless podiums with Ash Sutton, Dan Cammish, Sam Osborne and Dan Rowbottom

seemingly unstoppable. We're proud to have the mag's name on these astonishing race cars, and we're very much looking forward to seeing what the 2024 season brings. 🏁





JAMIE BROTHWELL FORD COLLECTION

IT'S A WRAP!

The FRS is all straight and true, and the tiger stripes make a comeback



After last month's update we really got stuck into my 2016 Frozen White Focus RS daily project, with what has turned out to be a much bigger job than we first anticipated. In fact, one day I will tell the entire story of the repurchasing of this car as it would make for a five-part drama!

When I bought the car I could immediately see that it had some front end damage which I planned to rectify, however alarm

bells started to ring when I bought the new TRC front splitter - as the one that came on the car was badly damaged and we couldn't fit it because the bumper wasn't straight; furthermore the undertray and other parts were missing. I will say at this point none of this would have deterred me from buying the car as I just wanted my old car back, but equally it's very poor form on the previous owner's part.

I initially sourced a new bumper, undertray and other parts that were not in good order,

and while in the process was contacted by Scotty Morris of Broad Lane Garage who offered to take on the job (something I think he may since have regretted). I knew Scotty from social media and he was local to me, and owns a lovely Moonstone Sierra RS Cosworth and his girlfriend Emma has a fabulous Imperial Blue Escort RS Cosworth which they completely rebuilt and painted; this gave me the faith the car would be done properly so I booked it in with them. However, when they started the work our worst fears were realised and the car had actually been crashed before I got it and boded back together with a new badly-sprayed front bumper which was broken and held together with tie wraps, black tape and superglue. The saving grace is that it was all cosmetic and no structural damage, so a call went into Ford and all new parts were supplied in order to rebuild the entire front end back to OEM standard. I have to say that Scotty and



Back to the old-school with the tiger stripes. Just needs a set of Venoms and a Peco Big Bore 4...

the team have done an amazing job and it honestly looks as good now as it did when I had the car first time round, and I couldn't be happier. They really went the extra mile and I would thoroughly recommend Broad Lane Garage in Hampton to anyone in and around the Surrey area for bodywork.

After the car came back from Broad Lane Garage, I had to wait a couple of weeks for the paint to be at a stage where I could visit my friend Richard Monk and his exceptional team at Blueprint Nottingham for the bit I could not wait for! The return of the tiger stripes, and something that we initially did back in 2017 on this very car and again in 2019 on my Fiesta ST. The design suits the car so well in the classic dark blue, Nitrous blue and light grey which I picked out from the start. It was great to catch up with Richard, and with photos that I supplied they managed to replicate the positioning of the stripes with millimetric precision of the original design. That's what I call a professional service.

Well, despite the drama all I can say is that I could not be happier with the car which will be treated to a new set of alloy wheels that are currently on order, along with some unique touches in next month's *Fast Ford*... **TF**





GRANT BUTLER FORD COLLECTION

THIRD TIME'S THE CHARM

Butsy's done it again – the latest FRS build is a proper show-stopper



Remember last month when I didn't touch or buy a car all month? Well, this month is the polar opposite...

Every weekend and nights after work I've been working hard to get the 'Monster' RS changed over to be 'Chaos'. Some people think it's sad to give your car names and I get it, but mine to me are part of the family – plus it's boring saying purple RS, yellow RS, or in this case now... the blue RS!

As you can see I've gone to town again on this one. It was stripped back to its original

bodywork under the old Blueprint digital wrap to the Ultimate Green; the old boot was taken off and sold to my good friend Rory, who in turn sourced me another UG bootlid with RS spoiler. Gone is the bonnet with all those vents and aero latches, and replaced with a standard Focus bonnet with Maxton vents cut out by my fair hands! (Well, a metal cutting blade in a jigsaw to be honest.) Also gone are the front and rear NG Development bumpers and back are standard RS bumpers, with Airtec's bumper extensions attached to them. The thuggish 6"-tipped KMS rear box has been swapped for a more refined





Custom stitching is becoming a trademark Butsy signature



Milltek to get that engine note rather than an exhaust drone out the back, but keeping that screamer pipe out the bonnet for the night-time fireworks.

All the moulding of the sideskirt extensions, bumper add-ons and repair work to the arches were done by myself, my first crack at body work prep. Admittedly, being so picky, I'm not 100% happy with my result but the

stunning Caribbean Blue wrap hides a few of my hiccups!

The interior has all been stripped out, and tastefully retrimmed in black nappa leather with a custom stitch designed by myself. And the biggest last-minute decision was to install a full 3P Air Lift Performance suspension setup to the car and change the wheels to a set of BBS CHR.

Designed and built to take a good picture, I think it's hit the spot! There's still loads to do for this to be a proper showpiece - but like any modifier, are we ever really happy with a 'finished product'?

There will be many more details on this in next month's magazine for its full feature to keep you entertained... Until then, sit down, strap yourself in and take it easy. **ff**



He insisted on the dry ice, because he bloody loves eighties music videos



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MATTY COMBER



VICTORIA GRANT



LOIS KRYSAL



IN THE SPOTLIGHT

JAY MERRICK MK5 FIESTA ST180

We do enjoy a sleeper, and Jay's put together something cunning here. To the casual observer, it appears to simply be a well looked-after Mk5 on a set of aftermarket wheels... but these still waters run deep. "I've built this car over the last six months and I've put a lot of work into the old

girl," he says. "She's running a Mk7 Fiesta ST180 engine with 200bhp for now; I've left the pov-spec bumpers on so people just think 'Oh, it's a youngish bloke with a big exhaust'! This car puts a massive smile on my face, and it's always been a dream of mine to build a mad Ford."



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IN THE SPOTLIGHT

JAY WEST CUSTOM P100

Well, this is pretty crazy. Jay's converted his '92 P100 to a Mk1 front end and hand-made an all-steel widebody kit inspired by the Mk2 Escort RS2000 X-Pack kit. And that's not all...

"The truck houses almost everything from a 2002 Jaguar S-Type R, including the engine, running gear, floorpan, seats, dash, looms, door locks and mirrors," he says. "I moved the rear bulkhead back 9" to take 3-door Sierra doors, to allow the Jaguar dash to fit with the seats and

centre console. A Quaife LSD and modified supercharger give it more power and drivability than it had in the Jag, plus it's probably a ton lighter! The Jag was originally a press car and had every conceivable option fitted - from electrically adjustable pedal box to rain-sensing wipers. The wheels were custom-made by 6ADForged and are based on RS2000 dished alloys for the X-Pack, but 5-spoke because of the 5-bolt hubs."



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IN THE SPOTLIGHT

CALLUM SHARP MK8.5 FIESTA ST

Callum's Mk8.5 is a bit of a rare beast, being a 3-door 2023 model with the panoramic roof option. As far as he knows, this is one of – if not the – last cars to be handed over to a customer in this spec. He's been having a bit of fun with it, boosting performance to 260bhp via a custom TRS Performance tune,

Mountune throttle body, Pro Alloy intake, Milltek system and various other tweaks. He's amped up the aesthetics with goodies from Triple R Composites and Maxton Design – and it handles too, thanks to the Eibach springs, DNA Racing ARB and assorted chassis braces. Plus you can't miss that colour!



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MICK BROWN



IN THE SPOTLIGHT

SEAN FORDE MK1 ESCORT MEXICO

It's not every day you see a Mk1 Mex that's this original – and there's an interesting story behind this car. Aficionados will immediately identify it as an early Mexico, with its slotted steel wheels and absent boot badge; in fact, this was a special order in Le Mans Green with the side-stripe

delete. And what's particularly interesting is that it's only ever had two owners (the first keeping it from new right up to 2022), it's never been restored or repainted, never welded, and has always been on the road. So it's not just rare, it's very probably unique. 🇮🇪

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NAME **JAMES DUNKLEY – AKA 'BACON'**

CAR **MK2 FIESTA ZETEC**

RACE SERIES **BLUE OVAL SALOON SERIES (BOSS)**



MOTORSPORT SPOTLIGHT

This plucky little Mk2 Fiesta racer is a proper giant-slayer

Words & photos JONATHAN FLETCHER

HISTORY OF THE CAR

It was originally built by Jason Watkins, who raced it in the BARC Southeast Saloon Car Championship – in which he took the title in 2004. I bought the car in the winter of 2019, and after a light refresh raced it in 2020. During 2021 I switched the engine from a CVH unit to a 2.0-litre Zetec plucked from a scrapyard! I was lucky to win the BOSS

championship in 2020 after a close battle with Malcom Harding.

FAVOURITE RACE SERIES AND WHY?

I'm a huge BTCC fan, I like the racing and the characters involved.

WHAT GOT YOU INTO RACING,

AND HOW DID YOU GO ABOUT IT?

Always been a big fan of cars and motorsport. Fifteen years ago I met Jon Flanigan at Race Retro with his championship-winning Metro Turbo; he kindly listened to all my excuses as to why I would like to race but had not done it! He said 'why don't you stop talking #@\$#?' and six weeks later I was sat in a Metro GTi at Oulton Park, the rest is history!

WHAT WAS YOUR FAVOURITE/MOST MEMORABLE RACE AND WHY?

I would say in 2015 when I took my first ever outright win in the MG Midget Challenge by 0.006 of a second at Silverstone. I then proposed to my now wife after the race at the trophy presentation, as I'd promised I would get married when I won a race at Silverstone!

FUTURE PLANS?

I would love to have a go at the Pre-83 Series in something like a Mk2 Escort. 🏁



TECH SPEC

MK2 FIESTA ZETEC

ENGINE 2.0-litre silver-top Zetec, Jenvey ITBs, Emerald K6 ECU, Manifold exhaust system, cold air intake from nearside headlamp, custom fuel tank/swirl pot, Accusump system

POWER 166bhp

WEIGHT 825kg

TRANSMISSION 5-speed manual, RS1600i LSD

SUSPENSION Leda all round, front strut brace

BRAKES Hi-Spec calipers and discs

WHEELS & TYRES 13" Force Racing wheels, 185/55 Avon tyres

EXTERIOR XR2 with OEM bodykit and extended front splitter, extensively lightened, wider fibreglass arches, removable bonnet and tailgate, polycarbonate side and rear windows

INTERIOR OMP steering wheel, race seat and harness, weld-in rollcage, custom switch panels, DASH4PRO digital dash, flocked dash pod



Swapping from CVH to Zetec has brought further success



Extensive drilling makes the lightweight shell even lighter



Diversity is the watchword in this endlessly entertaining series



MODIFIED FORDS

Diverse grid of Fords rounds off the season in style

Words and photos JONATHAN FLETCHER

The Modified Ford Series showed up in strength at the Ford Power Live event at Brands Hatch in the latter part of 2023, with entries requiring the creation of split grids: Classes SA, A, SB and B+ cars formed Group A, with classes B and C creating Group B.

The great thing about this series is the diversity of machinery on track, with grid slots being fought over by everything from Anglias up to Focus RSs and every make and model of Ford in between!

It was the RSR Escorts of Tommy Field and Lea Wood which dominated the results in Group A, however fumes in the cabin forced

Field to retire in the first Group A race, which meant the hard-charging Mk2 Cortina of Josh Payton took second, with Steve Goldsmith's EcoBoost 105E Anglia on the third step of the podium. Race 2 saw Field and Woods battle race distance, with the RSR of Fields carving its way through the grid and taking the spoils, while Payton held onto third.

The inclement British weather mixed up Race 1 for Class B, with those that could switching to wets. An early lead by Chris Baker in his RS1600i ended soon after at Surtees with a trip to the infield in the tricky conditions. The rain played into the hands of the Fiestas of Oliver Bullion, Rich Sanders and

Gary Littlewood who took the podium places in that order.

With a dry track for the second Group B race, the more powerful entries would be making a charge for the front of the pack. After starting twelfth, Mike Thurley was leading the race on the second lap in his Mk1 Zakspeed Escort and would remain in that position until the chequered flag. After the spin in Race 1, Baker in the RS1600i cut through the pack from eighth to take second, while Bullion held onto third against stiff opposition.

A great calendar for 2024 has been announced - www.modifiedfords.co.uk



Hardcore Escort is pure fire



Whippersnappers hunting down the old guard



Cooliest car of the series, we reckon





BLOCK PARTY



With 320bhp on tap and a mouthwatering inventory of mods, Shaun Green's Gymkhana 5 Focus is a fitting tribute to the rallying legend that left us all too soon

Words and photos JON CASS

It's hard to believe more than a year has passed since the highly talented motorsport icon, Ken Block, tragically lost his life. On 2 January 2023, a day most of us were still nursing hangovers from New Years Eve, the sad news echoed around car-focused communities worldwide, leaving everyone in shock. We imagined Ken Block was a celebrity who'd still be showing off his skills for decades

to come and if we hadn't already seen him in action close up, surely we were bound to have the opportunity later. But this was not to be, and his sudden passing was a cold reminder that no-one is invincible - not even the all-time greats.

On a less bleak note, Ken did leave us with some incredible memories and helped to inspire a generation of petrolheads, RC racers, and more than a few gamers too.

He also happened to own an unbelievably cool collection of cars, all of which were built for a purpose and put to good use! As you'd expect, these same cars have influenced a few recreations - and one of the latest to surface is Shaun Green's stunning Mk2 Focus ST3, which pays homage to KB's famous Gymkhana 5 rally car.

Now, Shaun appears to be unfazed by taking on a mammoth project, he's



Based around a fully forged and ductile-lined block, the 2.5 now boasts a polished crank, Mahle bearings, I-beam rods and Mahle pistons; the turbo has been rebuilt, adding up to 320bhp

built some impressive cars in his time and hasn't been afraid to stray away from the well-trodden path. "My first project was a Mk5 Escort cabriolet which I turned into a Cosworth replica," he tells us. "I modified lots of XR3is, RS Turbos and RS2000s too." After his Escort era, Shaun moved on to a Mk1 Fiesta, adding an MCR wide-body kit along with a full custom leather Recaro interior. "After a while I fitted a Mk5 RS2000 engine with turbo conversion and painted the exterior in a custom shade of blue," he adds. Spurred on by the success of that first Mk1, Shaun bought himself another example and took a totally different rally-themed route this time around. "I swapped in another RS2000 engine and had graphics printed to resemble Ken Block's then-current rally car," he says. Other projects included an Escort Mk3 combi van and a Mk2 Escort Ghia which is

still underway, while his Mk1 Fiesta is already stripped for a few dramatic alterations.

How Shaun found the time to take on yet another project amidst all these others we're not sure, but it appears a Mk2 Focus was long overdue in his life. "I liked the Mk1 Focus when it was first launched in '98," he explains, "but when the Mk2 ST was released with the 2.5 5-cylinder engine, I just loved the sound and styling and I've wanted one ever since."

Compared to the now-rare Mk1 Fiesta, Shaun was pleased to discover there were plenty of Mk2 Focus STs on the market to choose from. "Typically, I ended up buying the closest car to home," he laughs. "I was informed the Panther Black 2010 ST3 had a few minor issues relating to the engine and bodywork, but I was confident I'd be able to sort all this myself." An appropriate price was negotiated, Shaun now had his project base,

and a multitude of ideas came to mind when it came to which direction he should take. "My original plan was to turn the ST into an RS replica," he recalls. "I bought the correct RS bumpers, but had a change of heart as I really wanted this car to stand out."

Unfortunately, anything related to the Focus's aesthetics were quickly relegated to the back burner as Shaun discovered those minor engine issues were anything but. "On closer inspection, the 2.5 unit required a full rebuild," he recalls. "This took three or four weeks to complete and hadn't been part of my plan."

On the bright side, this bad news did at least provide the perfect excuse for Shaun to have a dependable unit built to his own specification by KMS Motorsport. Based around a fully forged and ductile-lined block, the 2.5 now boasts a polished crank, Mahle bearings, I-beam rods and Mahle pistons, along with new gaskets and seals. The original turbo has been rebuilt, while a forged recirculation valve, Mountune inlet manifold, forged actuator and 440cc Focus RS injectors join the party. Also helping out is a Stage 2 Airtec intercooler with big boost pipes and yellow Pro Hoses throughout. →



It's not actually a gymkhana car, so the Mk3 interior swap provides everyday comfort



DRIVER SPEC

SHAUN GREEN

FIRST FORD Mk5 Escort

TRACK DAY OR SHOW & SHINE? Show-and-shine

WRC OR BTCC? WRC

LESSONS LEARNT FROM THIS PROJECT? Don't buy a Focus ST with a knackered engine

WHAT'S NEXT Just use and abuse it until I get my new turbo!

THANKS I would like to say thank you to all the guys at KMS Motorsport for all the time and effort put into the build, and always being available with help and advice if needed. Dave KMS for inspiring me to do the engine bay. My wife for all the support. And Billy Bob's American Diner.

A different vibe to the original plan to build an RS rep...



"I couldn't resist an Airtec oil breather system, Autospecialists crossover pipe and a Cosworth Group A large-cone K&N induction kit," Shaun smiles. No corners were cut when it came to the exhaust either, with a KMS 3" Section 18 system complete with 5.5" RS slash-cut tips delivering the goods. This well-chosen selection of mods all adds up to a very healthy 320bhp, while Shaun was keen for it to look the part too with a variety of gloss white components along with that red crossover pipe and the US flag resplendent on the custom KMS rocker cover. That instantly recognisable flag should provide a clue as to the direction Shaun was now heading...

The RS bumpers were already in the bag, but in his quest to make the Focus far more eye-catching, Shaun decided to purchase a WRC rear spoiler and KMS roof scoop too. "Once these were fitted, I had the inspiration to develop a rally-themed design,"

he explains. "I've always been a huge fan of Ken Block, his cars and their liveries, so a KB replica seemed the natural course to take."

While a recreation of a Ken Block Focus is nothing new, it was KB's Gymkhana 5 rally car in particular that had always struck a chord with Shaun. "I made the decision to attempt a slightly toned-down and usable recreation of his Gymkhana 5 car as I was confident it would be different to the other Ken Block replicas already out there."

Fortunately, among his other skills, Shaun has many years of experience working in a bodyshop – which meant fitting the WRC bonnet vents, Zunsport badgeless grille, bonnet pins and Maxton spoiler lip proved to be a doddle. "I made my own custom spotlight pod for the bonnet," he points out, "which was a little trickier to get right, but I'm pleased how it turned out." Using images of the genuine Gymkhana 5 car, Shaun then



Boot build provides appropriate aural drama



K-Sport BBK means serious business



TECH SPEC

MK2 FOCUS #KB43VER

ENGINE 2.5-litre 5-cylinder, polished crank, I-beam rods, ductile liners, Mahle pistons, rebuilt turbo, Forge recirc valve, Forge motorsport actuator, 440cc Focus RS injectors, Stage 2 Airtec intercooler, Airtec oil breather system, Cosworth Group A K&N induction kit, Autospecialists charge pipe, Mountune inlet manifold, 3" KMS downpipe, 3" KMS Motorsport Section 18 exhaust system with 5.5" Focus RS slash-cut tips, yellow Pro Hoses

POWER 320bhp

TRANSMISSION 6-speed manual, forged driveshafts

SUSPENSION Eibach springs, Hardrace mounts, Whiteline rear anti-roll bar, Hardrace front anti-roll bar, Hardrace bottom arms and ball joints

BRAKES K-Sport 356mm BBK

WHEELS & TYRES 20" 6Performance VI wheels, 225/35 tyres

EXTERIOR Ken Block Gymkhana 5 tribute digital-printed vinyl wrap, Focus RS-style front and rear bumpers, WRC bonnet vents, Zunsport badgeless grille, KMS Motorsport WRC roof scoop, custom bonnet lamp pod, WRC rear spoiler, Maxton Design spoiler lip

INTERIOR Mk3 Focus ST electric leather Recaro interior, Mountune gearknob, custom dials by SJ Customs, Mountune floor mats, flocked A-pillar gauge pod, carbon dash panels, Kenwood multimedia CD head unit, JL Audio front door speakers, JL Audio rear quarter speakers, 2x 12" JL Audio subwoofers, 2x JL Audio amplifiers



had a full replica digital wrap printed which is instantly recognisable and highly convincing. The stock ST rims were by now looking lost among these increasingly extreme mods and in their place is a set of 20" 6Performance VI wheels; "three wheels have been powder-coated in luminous yellow and the remaining rim is now gloss black," Shaun explains. "This was another famous KB trademark detail I just had to replicate." That should clear things up in case you'd assumed Shaun had a puncture on the way to our shoot!

By now, Shaun had achieved his desired look with power to match, but ensuring the handling wouldn't disappoint was a major priority too. Hardrace mounts, bottom arms, ball joints and front ARB along with Eibach lowering springs and a Whiteline rear anti-roll bar all contribute towards a far more involving drive, and this Focus can now tackle the twistiest of bends without breaking into a sweat. Meanwhile, larger-diameter K-Sport 356mm fronts improve the stopping power and those updated forged driveshafts hopefully shouldn't break any time soon.

You don't need us to tell you the genuine Gymkhana 5 rally car would have had a rollcage and a full rally-spec interior, but

"Three wheels have been powder-coated in luminous yellow, and the remaining rim is now gloss black. This was another famous Ken Block trademark detail I just had to replicate."

as Shaun drives this ST almost every day, he understandably preferred the idea of retaining some refinement and practicality! The fresh Recaro electric leather interior from a Mk3 ST certainly does look inviting and maybe not quite what you'd expect to see here, but the Ken Block influence is ever-present elsewhere. Those SJ Customs Hoonigan dials discreetly replicate the exterior wrap, the American theme continuing on the central gauge pod, while that flocked A-pillar pod housing a trio of 52mm digital gauges is another neat addition. We don't often talk about sound systems that much these days, but Shaun's setup is worth a mention as it's apparent he likes his tunes – based around a Kenwood head unit, he's opted for JL Audio front door and rear quarter speakers along with a pair of 12" JL Audio subwoofers and twin amps. If for

some reason you don't hear the approaching soundtrack of that KMS exhaust, you're unlikely to miss the thumping bass!

As far as projects go, Shaun's Ken Block-inspired ST evolved with an incredibly rapid turnaround of less than six months from start to finish. "The reactions this car has received so far have been amazing," he informs us. "As ever, I've still a few plans in the pipeline such as installing a Syvecs ECU, a hybrid turbo and a Stage 4 intercooler setup."

For now, Shaun's attention has returned to his long-term Mk1 Fiesta project which is undergoing a RWD conversion complete with a turbocharged 1.8 Mazda MX-5 engine and gearbox, 4-pot brake conversion, bucket seats and rollcage. This sounds exciting to say the least, and we suspect it's just the type of car the sadly-missed Ken Block would also approve of. 🇩🇪



TECH GUIDE

THROTTLE BODIES

They look great, improve performance and sound awesome at full chat – but how do throttle bodies work?

Words **GLENN ROWSWELL** / Photos **FAST FORD ARCHIVE**

Throttle bodies are designed to improve the flow and increase the amount of air/fuel mixture entering the combustion chamber. The more air/fuel you can get in and out of an engine, and the quicker you can do this, the more power that engine will make. That's the basics of all car tuning.

The engineering involved to produce a set of throttle bodies is immensely complicated. There are a number of factors that need to be taken into consideration to produce the perfect set of throttle bodies for a specific

application. Whacking a set of motorbike bodies onto a huge, lazy V8 is never going to work. Neither is bolting a huge set onto a little, high-revving three-pot. To get a better understanding of exactly how throttle bodies work we took a trip to quiz the guys at Jenvey Dynamics (www.jenvey.co.uk).

WHAT ARE THROTTLE BODIES?

Before we delve into the complicated issues involved with throttle bodies, we need to know what one is and how it works. Most standard production cars come with a single

throttle body. This controls the amount of air entering the engine. The butterfly opens and closes in correlation with the throttle position, allowing more or less air to enter the engine.

One single throttle body is adequate for the average road car. This is because it offers very gentle throttle response and is easily silenced to meet manufacturer's noise limits. However, for a performance or fast road car you don't want a gentle throttle response. Nor do you want to wait for the air to fill the entire induction system before it reaches the cylinder. You want instant throttle response. Therefore, the throttle butterfly needs to be closer to the inlet port in the head. To achieve this, multiple throttle bodies are used. They work in the same way as one larger single throttle body; however, rather than the cylinders having to draw their air from one common source, each cylinder has its own smaller throttle body.

There are many advantages to fitting multiple throttle bodies. However, the main ones are improved throttle response and better mixture of air and fuel, which gives increased bhp and torque. Also the way multiple throttle bodies allow air to enter the cylinder at a higher speed allows the engine to rev harder.

WHAT ARE THE DIFFERENT TYPES?

Disregarding the single throttle body setup, there are a number of ways multiple throttle bodies can be fitted. The straightforward



solution for production engines is 'twin bodies'. On a four-cylinder engine, this will be like older twin carburettor setups. It features two pairs of twin bodies. In most cases, the older-style carb manifolds can be retained, as the twin bodies will have the same bolt pattern. However, twin bodies can also be 'direct-to-head' fitment.

With direct-to-head bodies, no manifold is used. The end of the throttle body is machined to fit the inlet face of the head. The advantage is that the angle the throttle body sits against the head can be tailored to suit the angle of the inlet port. The more direct the airflow, the better the efficiency. On the other hand, a carburettor manifold has to sit at 90-degrees to the head. Machining the end of direct-to-head throttle bodies can be difficult. It's hard to match the profile to those of the head's inlet ports. The best no-compromise solution is a set of single, individual bodies. Each cylinder has its own standalone throttle body. A separate manifold is designed for use with the single bodies. This allows for greater accuracy in terms of port-matching to the cylinder head and can be machined to best suit the angle of the inlet port. Single bodies can be tailored in size, shape and length to achieve the best mixture path for the application. Single bodies have the option of running multiple injectors per cylinder too.



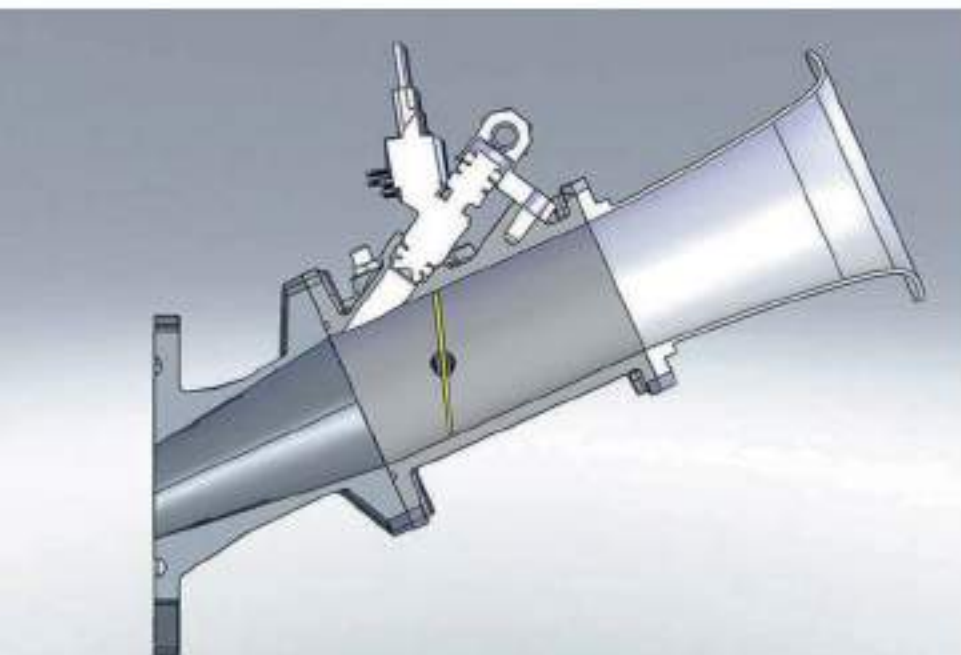
INLET TRACT LENGTH

The length of the inlet tract plays a crucial part. When talking about the inlet tract we are referring to the distance between the inlet valve and the end of the trumpet.

Again this has an impact on air speed. According to Jenvey's Simon Joyce: "The biggest cause of disappointment is with people who have an under-length system. This can result in a loss of up to a third of the power potential."

The ideal length for a system will depend on other engine upgrades. Typically, a longer system will produce more torque and mid-range power. On the other hand, a shorter system will move the peak torque and power further up the rev range.

The available space in the engine bay will also play a part in the length of inlet tract used. In general, opt for the longest system you can get away with. To give you an example Simon explains: "As a guide, if we had an inlet tract (centre of valve head to face of trumpet) of 350mm, that would be the optimum for an engine revving to 9,000rpm. It's directly proportionate too. So, if we had an inlet tract of 175mm (half the distance) that would be ideal for an engine revving to 18,000rpm (twice the revs)." The length of the inlet tract can be adjusted not only by the physical size of the throttle body itself, but also by using different length trumpets and manifolds. Also, if necessary, by the use of space plates too.



TAPER/PARALLEL

There are two types of throttle body: tapered and parallel. Parallel are self-explanatory and both sides of the butterfly are the same size. Tapered bodies are tapered; the engine side of the body has a smaller diameter than the trumpet side. This effectively turns the whole inlet system into one big inlet trumpet. The advantage is a constant increase in air speed. As the diameter gets smaller, the air needs to accelerate to get through it. This gives a smooth progressive acceleration of the air speed. Thus making it better suited for higher revving applications.

TRUMPETS

Also known as air horns, stacks or bellmouths, trumpets play an important role in how air enters the engine. They are the place where air from the surrounding atmosphere enters your car's induction system. There is a pressure difference between the induction system (which is under a vacuum caused by the intake stroke of the engine) and the surrounding atmosphere (which is at atmospheric pressure). Trumpets need to provide a smooth route for the air from the atmosphere to enter the induction system – and do so with as little energy loss as possible.

The way the trumpets taper from a larger diameter to a smaller one helps accelerate the air into the engine. It gives the required air speed, and provides a smooth progression to the next part of the induction system. This is usually the throttle body. The atmosphere end needs to be as large as possible to give the biggest area for air to enter the induction system. The narrower end needs to be exactly the same size as the throttle body to prevent any steps, causing turbulence and disruption to the airflow.

The trumpets complete the overall length of the induction system. These can be tailored to suit specific applications. As a rule, longer trumpets give increased torque and mid-range power, while shorter trumpets are better suited to higher-revving engines.

BUTTERFLY AND INJECTOR POSITIONS

Position of the throttle butterfly and injector(s) in the inlet tract is vital to the way air and fuel is mixed. If either is positioned too close to the inlet port the distance for the air and fuel to mix is shortened. This isn't so noticeable at low engine speeds. However, at high rpms the air and fuel don't have time or space to mix properly to get the best performance. You have to compromise because positioning the butterfly and injectors too far away from the inlet port will have a negative effect on throttle response. As with a single larger throttle body, the further away from the inlet port the more





The key to an effective and efficient set of individual throttle bodies is keeping the air speed correct for the specific application

space the air/fuel mixture needs to fill before reaching the cylinder. The increased time this takes gives the delayed response.

Most production vehicles have injectors positioned as close to the inlet port as possible for good performance at low rpms, good economy and lower emissions. It also reduces the time available for the air/fuel to mix at high rpms. With regard to the position of the injector in relation to the butterfly, Jenvey found that the optimum place is immediately after the butterfly (engine side). Simon explains: "Turbulence created as air passes the butterfly helps the air and recently injected fuel to mix and gives close to optimum results at both ends of the rev range. We recommend this for most applications."

By moving the injector towards the end of the trumpet you give the air and fuel more time to mix. This gives results at high rpms. However, the pay-off is drivability and throttle response at lower engine speeds.

MULTIPLE INJECTORS

You can run multiple injectors per throttle body. For most applications the two injectors will be in the same position. For some motorsport uses injectors are moved to each end of the inlet tract. By fitting one injector close to the inlet port and the other in the trumpet you can get a balance between lowdown throttle response and high rpm power. The injector closest to the port provides the almost instant throttle response. While the second in the trumpet allows the air and fuel sufficient time to mix to give optimum power at high rpms.

THROTTLE BODIES ON TURBOCHARGED ENGINES

Although usually associated with high-performance naturally-aspirated engines, throttle bodies will also work equally well in forced induction engines. Obviously they will need enclosing in a plenum chamber to hold the boost pressure. However, the same

principles still apply. Rather than relying on the pressure difference between the vacuum of the engine on the intake stroke and the surrounding air, the surrounding air is boosted at a greater pressure and is forced into the throttle body. From there on the principles are the same.

DIAMETER

Power, rpm, head design, cylinder capacity, the position of the throttle body in the inlet tract and the position of the injector all affect the size of the throttle body to be used. For example, fitting a set of motorbike throttle bodies, which are designed to work on a small capacity but very high-revving engine will not work if you then decide to bolt them onto a 5.0-litre V8 which will only rev to 6,000rpm. The key to a good set of throttle bodies is keeping the air speed correct for the application. Higher-revving, smaller-capacity engines will need a high air speed – but not necessarily need to flow great volumes of air in order to fill the cylinders. Therefore, a smaller diameter body is needed to keep the air speed up. Conversely, on a larger-capacity, lower-revving engine the air speed won't need to be so high. The more critical factor is filling the cylinders with air. This is achieved with a



larger diameter body.

There's a direct relationship between the diameter of the throttle body and air speed. Camshaft profiles and exhaust designs play a part. However, the basic relationship is the smaller the diameter the higher the air speed, but the less volume of air can pass through in a given time.

PERFORMANCE TUNED ENGINES

In a performance tuned engine there will come a point when the physical size of the throttle body becomes the restriction to the airflow, regardless of air speed. As the engine's power increases so will the amount of air it uses. At this point a throttle body which is too small will effectively choke the engine. Therefore, a larger one will be needed to allow the amount of air required through, while maintaining the same air speed.

As a guide, a 200bhp four-cylinder engine will warrant a 40mm set of throttle bodies. A 225bhp engine will use 42mm bodies. And to achieve 250bhp, you would increase the diameter to 45mm.


BARREL/SLIDER THROTTLES

These work on the same principal as butterfly throttle bodies, but don't use a throttle butterfly. Instead either a roller barrel or slider mechanism is used to control the amount of air allowed to enter the engine.

Roller barrels are basically two tubes inside each other. The outer tube will have holes in either side (usually at 180-degrees apart), which allow air to enter and exit. The inner tube will have exactly the same holes machined in them. However, as it rotates inside, the outer tube will blank off the holes. With the throttle closed the inner tube will rotate right round so that the holes in the

outer tube are completely blanked off. At full throttle it will rotate so that the holes in both the inner and outer tubes are lined up. This allows the air to pass through. Slider throttles use exactly the same method, but on a linear scale rather than a rotational one.

The main benefit of barrel and slider throttles is that at full throttle there is no obstruction to the airflow. With a butterfly, even at full throttle the air still has to manoeuvre around the butterfly itself, which causes some turbulence.

There are arguments for and against barrel/ slider throttles and throttle butterflies. The consensus is that barrel/sliders work better at full throttle. However, you have to compromise this against a loss of drivability and low down power. There is another school of thought that suggests that the turbulence caused by the air passing a butterfly actually helps the air and fuel to mix better too. 

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PRETTY HATE MACHINE

People love to tell you that everyone hates the Mustang II. But perhaps it's time to abandon received wisdom and appreciate this car for what it is

Words and photos DANIEL BEVIS



We've been conditioned by society to hate the Mustang II. It's one of those inescapable cultural tropes that gets passed from one generation to another without question, like slagging off *The Godfather Part III* or saying that Ringo was a crap drummer. But all of the ire and teeth-gnashing is unfair; in 2024, this widely unloved but quirky coupe offers a full-on assault of retro charm. And while the know-it-all who rolls into the local cars-and-coffee in a *Saxondale*-spec Mach I may be scathing in his criticisms, we have to remember that the Mustang II was a runaway success in its day. They shifted over 1.1-million of them over a four-year production run, and *Motor Trend* named it their Car of the Year for 1974; while the first-gen fastback may be the go-to movie car, the Mustang II is probably the model that featured on the silver screen more than any other Mustang simply because

everyday people actually bought them – look at any car chase from a late-seventies or early-eighties movie, and the streets in the background will be lined with these things.

That was Stateside, of course; these cars arrived in the UK in vanishingly small numbers. So, shall we call it 'rare but nobody cares'? Yeah, that's probably fair enough. But as the retro renaissance gains increasing traction, we may well find that demand for these broadly derided Fords starts to swell.

What is it, then, and why do all the snobs hate it? Well, the Mustang II represents quite a peculiar chapter in pony car history. Announced in the maelstrom of the 1973 oil crisis, it reimagined its predecessor's muscle car format, shrinking the footprint to base the new model on the subcompact Pinto platform instead of the 'compact' (not actually particularly compact) Falcon as before, and it's interesting to note that there was no V8

available at launch, just the 2.3-litre Lima four-pot and the 2.8 Cologne V6.

Naturally the idea of a Mustang without a V8 was anathema to the hardcore – which no doubt spawned much of the initial derision which then proved hard to quell – but by 1975 the oil embargo had lifted and the 302ci Windsor V8 duly arrived in the Mustang II model range, and that's the venerable motor you see in the car before you.

A shimmering vision in metallic brown, this is the top-of-the-range Ghia model – Ford having bought the Ghia brand and employed it as a trim level on both sides of the Atlantic. The Mustang II Ghia came furnished with a plush and deeply-stuffed velour interior, a contrasting vinyl roof (with matching vinyl rubstrip inlays along the body sides), wood-effect dash trim, and an optional manual moon-roof. So what we're looking at here is perhaps the best possible spec for a →





Autumnal tones trying to blend in with nature



4.9-litres and 140bhp, but it's more fun than that sounds

Cars like this are designed for skidding sideways at city-legal speeds through a random stack of cardboard boxes, with a wah-wah soundtrack

Mustang II: Ghia, V8, moon-roof, meaning that it's got the effortless style and boulevardier chic, plus the rumbling grunt to back it up.

There's a further twist too, because this rare-but-nobody-cares survivor is no ordinary Mustang II. And we're not just talking about that quintessentially seventies colour scheme. You've probably spotted that this car is right-hand-drive, which is unusual enough in itself, and somewhat incredibly it's only covered 12,800 miles from new. You see it here today in all-original and unrestored condition. Probably the least appropriate car ever to rumble down the Putney riviera, which naturally makes it all the more cool.

The apple pie heart-and-soul of this Mustang II is its 302ci Windsor V8. This

particular configuration is another bone of contention for those adenoidal bores on the forums who'll tell you that this is a weak and anaemic setup – and OK, we'll concede that 140bhp does sound amusingly unambitious for a bent-eight that displaces a juicy 4,942cc. Apologists will be quick to point out that it's not the car's fault, it's doing its best and it's willing to play, but the layout is stymied by the shape of the engine bay and the low bonnet line, which limits the Windsor to a diddy two-barrel carb. But don't feel like you have to make excuses for the poor thing – as with any American subcompact of the era, it's not the horsepower you need to worry about, but the torque. This eager up-and-at-'em scamp serves up a perfectly decent 250lb.ft of →



twist, and it's more than happy enough to spin up the rears whenever you fancy. Cars like this are designed for skidding sideways at city-legal speeds, ideally through a random stack of cardboard boxes while effervescent wah-wahs noodle on the soundtrack, and it'll do that whenever you damn well please.

The party piece of the entire package, however, is the cabin. That sumptuous, fabulously ridiculous interior is a symphony in beige, with plushly stuffed seats that are straight out of everybody's lounge in *Goodfellas*, acres of shiny pretend wood on the dash, and extraordinarily fluffy carpets underfoot. It's just a magnificent place to sit, little mustangs galloping along the doorcards (which are sided, so both horses are running forwards), rev needle sweeping swiftly on

demand, Ghia emblems reminding you that you're in the posh one. The hysterically over-assisted steering lets you twirl it around with one finger, and the concept of 'subcompact' doesn't do justice to how much space there is to spread out and relax. Rare but nobody cares? Nah, that's not fair. We care. This car is so charming, so improbably stylish, that we really need to reframe that negative historical sniping. Imagine yourself in a pair of Aviators and tight corduroys, perhaps with a luxuriant moustache (chest wig optional), haring about downtown NYC and chasing down perps before the city takes your badge. Alright, most of these cars were more likely to be pottering to the shops and doing the school run, but don't spoil the fantasy. It may not be a muscle car, but the Mustang II is all heart. 🐎



FIESTA DISI
CONCEPT

THE FORD VAULT

Celebrating weird and wonderful models from Blue Oval history

Words DANIEL BEVIS Photos FORD MOTOR COMPANY

Here's an interesting snapshot of something that could have been. Back in 2001, Ford rolled out a concept Fiesta running an all-new experimental Zetec S3 DISI engine. DISI stands for Direct Injection Spark Ignition, and this is an idea that had been successfully implemented by Mitsubishi back in 1996 with their GDI engines (which a lot of people mistakenly assumed were diesels, but it actually stood for Gasoline Direct Injection). In essence, the technical difference is in the preparation of the air/fuel mix, which happens not in the intake manifold, but directly inside the combustion chambers where the nozzles are pointed. A system of swirling airflow called inhomogeneous stratification ensures a more efficient burn, although that's too bloody complicated to get into here...

Ford's idea was to fit a direct-injection system to a turbocharged 1.1-litre 3-cylinder engine, with the aim of achieving between 15-30% better fuel efficiency than a 1.8-litre 4-pot. A balancer shaft smoothed out the

inherent 3-cyl roughness, and the DISI motor was mated to an automatic transmission with a default Eco mode, which shifted gears at the most optimally efficient point in the rev range. Extensive testing demonstrated that the system worked extremely well, although the engine ultimately proved too

expensive to develop into mass-production reality. However, it wasn't all in vain – much of what Ford's engineers learned from this experiment went into developing the 1.0-litre EcoBoost, which successfully shares the philosophy of superior efficiency through small displacement. 📌



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23rd February

INSIDE THE APRIL 2024 ISSUE

Next month we're going completely cuckoo-bananas for Sierras – we have no less than four of them, all built from totally different standpoints with disparate goals: there's a custom EcoBeast-engined Merkur built in Canada and fresh from SEMA, along with a minty-fresh and period-supercharged XR4x4, a purist-baiting 5-door on air-ride with BMW 330d running gear, and a hard-driven 420bhp 3-door Cossie with an incredible story behind it.

It's not just about the Sierras... we also have two bagged Focus RSs – a MK3 built with ridiculous attention to detail, and the worldwide feature debut of Butsy's frankly astonishing Mk2. You won't want to miss that!

For those with a more track-focused mindset, there's a beautifully built and highly competitive Puma race car, plus we've got a closer look at Academy Motorsport's supercharged road-and-track Mustang GT.



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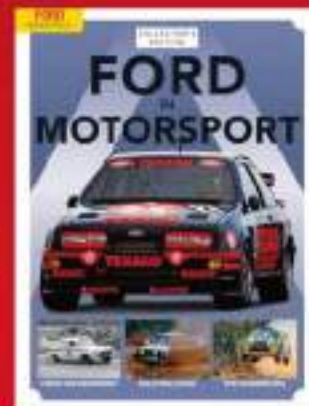
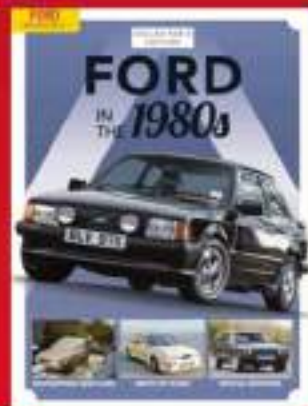
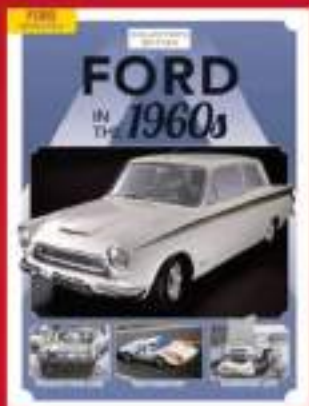
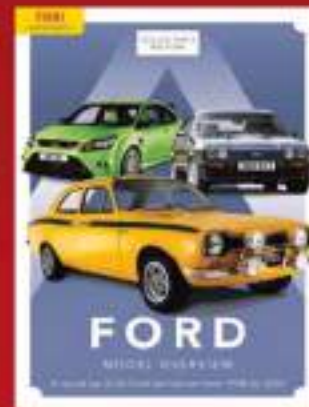
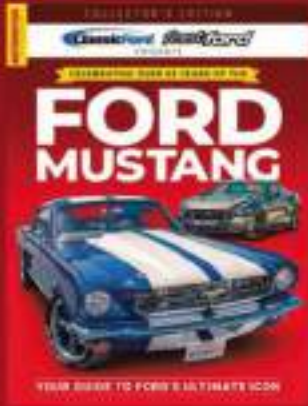
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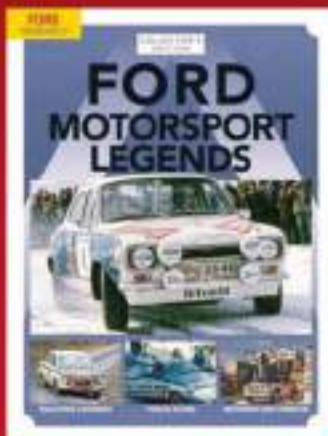
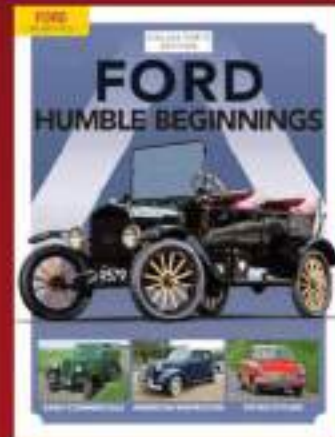
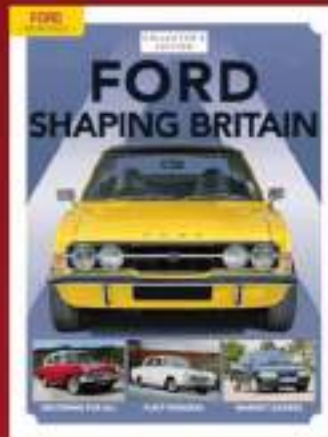
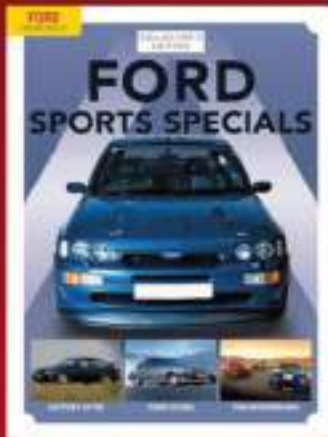
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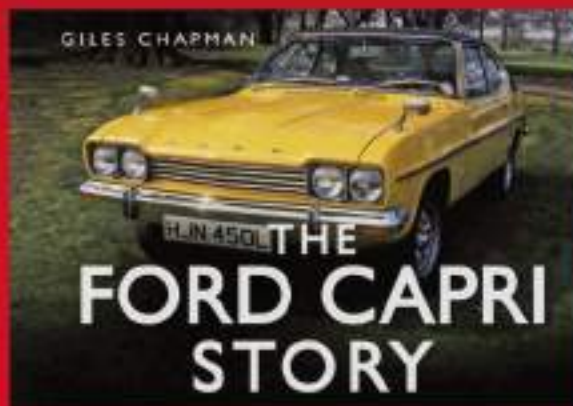
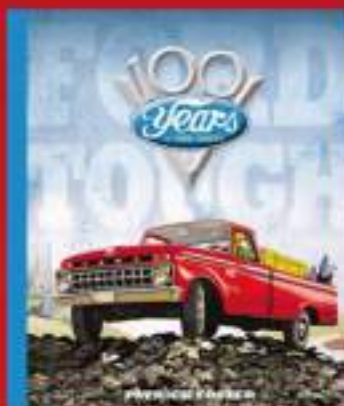
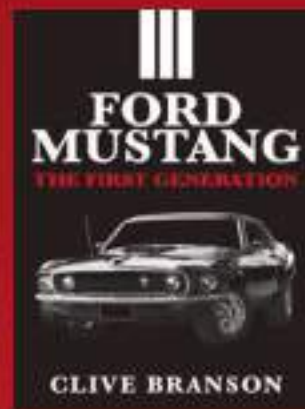
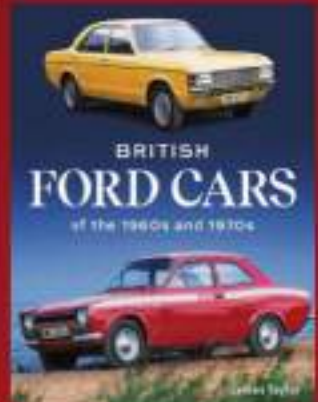
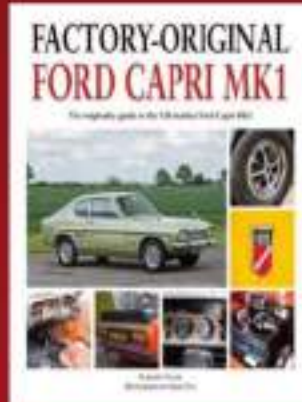
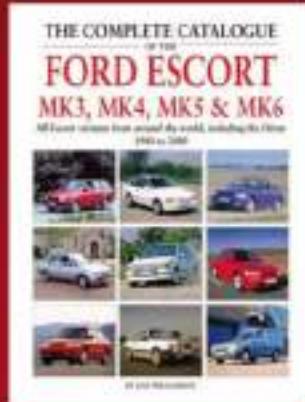
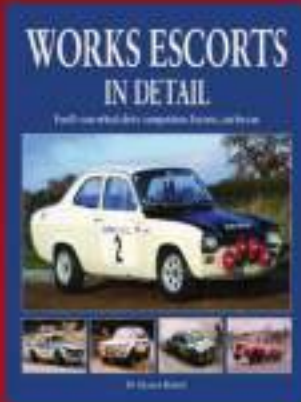
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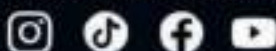
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