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- Agreed mileage valuation
- Limited mileage discount
- Optional breakdown cover
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WIN!
PIRELLI
CLASSIC
TYRES!

RETRO ESCORT
SORTED 16-VALVER



CORTINA RESTO
READER'S MK3 BIG SIX



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ClassicFord

RESTORE • MAINTAIN • MODIFY

April 2020

5 GREAT DRIVES YOU CAN DO THIS WEEKEND!

Plus: the best fast-road Fords
and essential trip advice

MK2 ZEPHYR V8
TRACK-READY ESCORTS
RS1600i PROJECT



TWIN CAM FIESTA
POCKET-ROCKET MK1

PRINTED IN THE UK £5.50

APRIL 2020 • 288



KELSEYmedia

BUY IT:

**COSWORTH
4X4 GUIDE**

Expert advice on buying
the capable Sapphire

UPGRADE IT:

**LOSE WEIGHT
AND FAST!**

Stay in trim with our
guide to adding lightness

RESTORE IT:

**REPLACING
A-PANELS**

Step-by-step guide to
sorting inner wing rot





Come and see us at...

Our NEW 2020 Motorsport Catalogue NOW AVAILABLE!

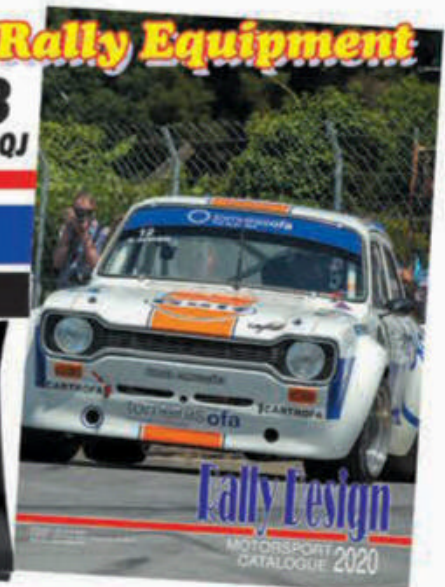
THE NATIONAL KIT CAR MOTOR SHOW STONELEIGH

THE WORLD'S BIGGEST KIT CAR SHOW!

Sat & Sun 2nd & 3rd May 2020
NEAC STONELEIGH, CV8 2LZ



Mk2 Front Wing
£72.10
£86.52



Mk1 Mexico front wing, LH or RH	each	£265.22	£318.27
Mk2 front wing, LH or RH, std.	each	£72.10	£86.52
Mk2 front wing, LH or RH, RS2000	each	£175.00	£210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk

ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec.
with 'Boreham' mods, 18 tooth side gears

£495.80 £594.96

SPARES

Spare side gears, 18 tooth	each	£32.50	£39.00
Motorsport plate kit		£83.90	£100.68
Wavy plate	each	£16.30	£19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1		£251.80	£302.16

Atlas axle casing, thick tube, double pinned & breather
Pig's head only

£198.60 £238.32
£165.00 £198.00

Axle end stubs, R/H & L/H thread
Axle locking rings, R/H & L/H thread
Locking ring adjustment tool
Caliper mount brackets, suit AP

pair £49.90 £59.88
pair £21.90 £26.28
£25.50 £30.60
pair £29.50 £35.40

Fully-floating axle kit
£328.60 £394.38

Fully floating hub assembly without shafts
Fully floating axle kit, inc. (2) F/F Hub assemblies
plus (2) '4340' halfshafts, 18 tooth
(choice of length)
Flange to suit F/F hub kit

pair £218.60 £262.32
£328.60 £394.38
£49.50 £59.40

SPARES

Studs	each	£5.90	£7.08
Seal pack	pack	£13.90	£16.68
Bearing, top quality	each	£38.90	£46.68
770mm '4340' halfshaft, 18 tooth	each	£77.50	£93.00
820mm '4340' halfshaft, 18 tooth	each	£82.50	£99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications.

4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs	pair	£159.00	£190.80
FBI 002 disc bells	pair	£51.00	£61.20
Halfshaft flange, not F/F, suit std. axle	each	£59.50	£71.40

ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)
Available 18 tooth (mates with semi-floating conversion kit)
Available 22 tooth (mates with std. halfshaft)
Spare plate kit
Spare side gears, 18 or 22 tooth (please state)
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3
Spare side bearing, top quality

£395.80 £474.96
£395.80 £474.96
£39.50 £47.40
£32.50 £39.00
£231.50 £277.80
£19.90 £23.88
£5.90 £7.08
£9.90 £11.88
£14.90 £17.88

Crush washer
Crown wheel bearing
Pinion bearing
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth
English axle weld-on brace ring
Special 10mm axle brace, English axle
SPARES
Semi-floating hub assembly (less bearing)
Bearing '4340'
Halfshaft, suit semi-floating kit
Flange, not semi-floating, suit std. axle
Flange, Group 1 type
Brake disc, 265 x 10

each £144.40 £173.28
£48.90 £59.76
£77.50 £93.00
£59.50 £71.40
£59.50 £71.40
each £34.50 £41.40

HELICAL LSDs (ATBs), BLACKLINE



English axle, Caterham, 22 spline	£324.00	£388.80
Atlas axle, 16 spline	£354.00	£424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans)	£399.00	£478.80
Sierra 7", Caterham	£399.00	£478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box)	£399.00	£478.80
Mazda MX5 (94-05)	£399.00	£478.80

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever	£38.50	£46.20
5-speed bearing type gearlever	£40.50	£48.60
5-speed quickshift conversion kit	£13.50	£16.20
M10 ally 'Pro' gearknob	£14.90	£17.88
M10 white or black nylon gearknob	£12.50	£15.00
Propshaft, Type 9 - English or Atlas axle	£89.50	£107.40

Wilwood brakes kits from
£299.51 £359.41

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper	£299.51	£359.41
Wilwood brakes kit, 247x20, Midlite caliper	£468.49	£562.19
Wilwood brakes kit, 285x21, Midlite caliper	£571.40	£685.68
Balance bar pedal box, cable clutch	£189.50	£227.40
Balance bar pedal box, hydraulic clutch	£215.00	£258.00
RMD master cylinders	from £21.50	£25.80
Wilwood master cylinders	from £29.50	£35.40
Wilwood proportioning valve, knob	£42.50	£51.00
Wilwood proportioning valve, lever	£57.50	£69.00
Blackline 'swaged' stainless brake lines, 3-line	£29.74	£35.69
Classic Ford wheels		
6x13	£69.00	£82.80
7x13	£76.00	£91.20
8x13	£87.50	£105.00
8x15	£99.00	£118.80

6x13
7x13
8x13
8x15

Classic Ford wheels from
£69.00 £82.80

Poly' bump stops, top axle mounting	pair	£8.12	£9.75
Escort 11/1300 front springs, 145-220lbs	pair	£13.80	£40.56
Escort RS front springs, 145-220lbs	pair	£33.80	£40.56
1.9" & 2.25" coil springs, 20,000 in stock!	from	£15.90	£19.08
Adjustable spring seat kit		£24.50	£29.40
Helper spring adaptor, 2.25"-2.25"		£10.50	£12.60
Gaz, adjustable front shocks	each	£67.60	£81.12
Gaz, adjustable (3-way) front shocks	each	£299.50	£359.40
Gaz, adjustable rear shocks	each	£65.00	£78.00
Quick steering racks			
RH 2:9 ratio	each	£119.50	£143.40
RH 2:4 ratio	each	£139.50	£167.40
LH 2:4 ratio	each	£149.50	£179.40



H/duty quick steering racks
RH 2:4 ratio
RH 2:2 ratio
LH 2:4 ratio
LH 2:2 ratio

OEM style steering rack mounts
Roller bearing top mount - spherical bearing
Roller bearing top mount - roller bearing
Roller bearing plastic dust covers
Spherical bearing race type top mounts

pair £174.50 £209.40
each £204.50 £245.40
each £184.50 £225.40
each £214.50 £257.40
pair £16.80 £20.16
each £49.50 £59.40
each £49.50 £59.40
pair £9.50 £11.40
pair £49.60 £59.52

OEM TCA's
£63.50
£76.20

TCA's 'Pattern' style	pair	£36.50	£43.80
TCA's 'OEM' style	pair	£63.50	£76.20
TCA bush insertion tool		£14.90	£17.88
Twin cam anti-roll bar		£59.50	£71.40
Anti-dive kit		£31.00	£37.20
World cup X-member		£106.50	£127.80
World cup mounts	pair	£28.50	£34.20
RS2000 track rod ends	each	£10.50	£12.60
Group 4 style all steel U/J coupling		£19.80	£23.76
4-link kit		£119.50	£143.40
Heavy duty 4-link kit		£185.00	£222.00
Group 4 round turret kit	kit	£65.00	£78.00
Mk1 spring shackles	car set	£17.00	£20.40
Mk2 spring shackles	car set	£23.50	£28.20
OEM Escort RS struts	each	£96.95	£116.34
Group 4 spec. front RS struts	each	£128.00	£153.60
Escort RS stub axles	pair	£130.00	£156.00
RS steering arms	pair	£69.50	£83.40
Heavy duty steering arms, gusseted	pair	£79.50	£95.40
Quick fit steering arm kit	pair	£9.60	£11.52
Ally hubs - standard or Group 4	each	£49.50	£59.40
Stub axle hardware kit		£10.90	£13.08
Watts linkage kit		£199.50	£239.40
Taper leaf springs, 146lb rate	each	£49.50	£59.40
Ally tube strut brace, round tube		£44.90	£53.88
Work style 60mm oval tube strut brace		£51.50	£61.80
Rear lamp protectors	pair	£12.90	£15.48
Chassis mounted sump guard, wet sump		£137.00	£164.40
Kaylan mudflaps, 4mm (500x300)	pair	£16.50	£19.80
Body jacking kit	car set	£119.50	£143.40
Ford hub nut socket, 3/4"D, 65mm		£13.90	£16.68

X-Flow ally radiator
£179.60 £215.52



X-Flow ally radiator
£179.60 £215.52
RS2000 (Pinto) ally radiator
£179.60 £215.52
13/235 oil cooler
50.10 £60.12

Silicone hose kit, Mexico or RS2000 (available blue, black or red)
£62.34 £74.81

Lockable fuel filler
cap assembly
£49.50 £59.40



WCP Interrupter pump
£29.00 £34.80

WCP interrupter fuel pump		£29.00	£34.80
WCP solid state fuel pump		£19.00	£22.80
WCP injection fuel pump	from	£32.19	£38.63
Bonnet pin kits, stainless		£5.00	£6.00
Bonnet pin kits, alloy		£7.00	£8.40
Aerocatch	from	£31.00	£37.20
Avanti map light	from	£19.50	£23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite		£29.60	£35.52
Roll cage padding, 3ft, B1 fire rating		£6.00	£7.20



M16 Calipers from
£89.00 £106.80

M16 calipers to fit standard discs, pair £89.00 £106.80
M16 calipers to fit vented discs (no spacers needed), pair £98.50 £118.20
M16 caliper, shouldered bolts, set of 4 £10.99 £13.19
Group 1 vented discs (247x20), pair £39.00 £46.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk2 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk1 front heated laminated screen (incl. rubber)	£198.60	£238.32
Escort Mk2 front heated laminated screen (incl. rubber)	£198.60	£238.32
Escort Mk1 front screen rubber	£24.92	£29.90
Escort Mk1 rear screen rubber	£23.92	£28.70
Escort Mk2 front screen rubber	£29.08	£34.90
Escort Mk2 rear screen rubber	£29.08	£34.90
Laser windscreen chip repair kit	£13.90	£16.68
14" or 17" rear view mirror	£14.90	£17.88

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£6.20	£7.44
Bonnet rail bump stop, set of 4		£10.90	£13.08
Bonnet bump stop, centre-rear		£5.10	£6.12
Wiring loom bulkhead grommet		£6.90	£8.28
Bonnet release cable grommet		£5.20	£6.24
Steering column bulkhead grommet		£7.20	£8.64
Handbrake backplate dust boots	pair	£7.10	£8.52
Spedo cable bulkhead grommet		£5.20	£6.24
Throttle pedal pad		£5.20	£6.24
Brake and clutch pedal pads	pair	£8.00	£9.60
Shock absorber top caps	pair	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

ENGINE TOOLING

Ford Timing Tool Set, Pro
£59.90 £71.88

19pc Universal timing/locking set	£17.92	£21.50
Engine locking tools, Duratorq	£26.68	£32.02
Ford engine timing tool set, basic	£7.36	£8.83
Ford engine timing tool set, pro	£59.90	£71.88
Ford fan clutch wrench	£9.90	£11.88
Flywheel locking tool, Ford belt drive	£13.25	£15.90
Opel/Vauxhall pro timing tool set	£59.90	£71.88
Piston bore honing set, 3 stone	£9.36	£11.23
Spare stones to suit honing set	£4.90	£5.88
Valve lapper tool, 2 piece	£5.20	£6.24

SET UP EQUIPMENT - Suspension

Trackace from
£58.00 £69.60

Trackace in cardboard box	£58.00	£69.60
Trackace in blow moulded case	£68.00	£81.60
Gunson Trackrite caster/camber gauge - magnetic mount	£19.50	£23.40
Blackline caster/camber gauge 'Bubble type'	£15.75	£18.90

Digital Caster-Camber Gauge
£67.27 £80.72

Blackline digital caster/camber gauge, magnetic mount	£67.27	£80.72
Blackline caster/camber gauge mounting kit including digital gauge - suit wheel diameters 10-20"	£107.28	£128.74
Turntables, 1.5ton each capacity	pair	£139.80 £167.76
Digital tyre pressure gauge	£3.80	£4.56
Digital tyre depth gauge	£4.80	£5.76
Infra-red thermometer, -50°C - +500°C	£23.80	£28.56

TESTING EQUIPMENT

Cylinder leak detector	£21.83	£26.80
Fuel injection test port	£19.38	£23.26
Diesel engine compression test	£27.20	£32.64
9 piece petrol engine compression test	£14.92	£17.90
LED digital voltage circuit tester	£12.90	£15.48

LED LIGHTS

Rechargeable workshop light - 30 LED	£16.25	£19.50
Rechargeable under bonnet light - 120 LED	£39.50	£47.40
Ranger LED spotlight, 7", 28 LED, 12,600 lumens	£94.00	£112.80
Ranger LED spotlight, 9", 45 LED, 22,000 lumens	£112.40	£134.88
Special installation wiring harness	£14.90	£17.88

CIBIE LIGHTS & COVERS

Cibie 'Oscar Style' Lamp
£39.00 £46.80

Genuine Cibie Oscar	£89.50	£107.40
Genuine Cibie Super Oscar	£99.50	£119.40
Pattern 'Oscar' lamp, E-marked	£39.00	£46.80
Pattern 'Super Oscar' lamp, E-marked	£44.50	£53.40
Spare Oscar light cover	£15.90	£19.08
Spare Super Oscar light cover	£19.90	£23.88

INSTRUMENTS & GAUGES

52mm Gauges from	£16.30	£19.56
0 - 8,000 RPM Tacho, 95mm	£27.50	£33.00
0 - 11,000 RPM Tacho, 120mm + shift light	£29.30	£35.16
52mm gauges - Boost, Vac, Temp, Pressure	from	£16.30 £19.56
0 - 10,000 RPM Tacho, 80mm stepper	£49.65	£59.58
0 - 180 MPH Speedo, 80mm, stepper	£47.80	£57.36
60mm gauges - Boost, Vac, Temp, Pressure, stepper	from	£25.90 £31.08

BATTERY CONNECTION PARTS

Quick disconnect, cable connector & anti-corrosion washers	set	£4.90	£5.88
Terminals, 13.5mm post	pair	£2.90	£3.48
Terminals, 16.5mm post	pair	£2.90	£3.48
Washers and terminal boots	set	£2.50	£3.00
Hydrometer tester		£1.90	£2.28

WELDERS - ARC, MIG & TIG

MIG 200 amp
£194.48 £233.38

Arc welder, 200 amp	£93.29	£111.95
Mig welder, 120 amp	£87.88	£105.46
Mig welder, 200 amp	£194.48	£233.38
ARC & TIG welder, 180 amp	£157.20	£188.64
AC TIG welder, 250amp, ideal ally	£372.40	£446.88
50 amp plasma cutter, cuts up to 18mm	£179.00	£214.80

PROFESSIONAL Starter/Chargers

Starter/Chargers from...
£47.32 £56.78

Starter/Charger, max. 45 amp	£47.32	£56.78
Starter/Charger, max. 100 amp	£98.70	£118.44
7 stage charger - reconditions deeply discharged lead acid batteries	£29.80	£35.76
1kw inverter - incl. USB port	£99.90	£119.88

BlackLine POWER TOOLS 450Nm Cordless Impact Wrench Set

Includes powerful 450Nm wrench (reverse), 120Nm (forwards), impact socket set, (1) 72T ratchet handle, (1) extendable ratchet handle, (2) x 4a Samsung batteries and quick charger

All for just
£149.70 £179.64

OTHER BLACKLINE POWER TOOLS & ACCESSORIES

450Nm Impact wrench, mains 240v	£47.82	£57.38
16 piece Impact socket set, 1/2" drive	£15.44	£18.77
Standard ratchet handle, 72 tooth, 1/2" drive	£7.98	£9.58
Extendable, 180" head ratchet handle, 72 tooth, 1/2" drive	£15.79	£18.95
4Ah Samsung spare lithium battery	£32.98	£39.58
Torque wrench, 40-210Nm (30-155lb ft)	£33.90	£40.68
5 piece twist socket set, 1/2" drive	£19.92	£23.90
Universal ball joint impact socket, 1/2" drive	£8.25	£9.90
250Nm lightweight impact wrench, 3/8" drive	£74.80	£89.76
13 piece impact long-reach socket set, 3/8" drive	£11.58	£13.89
1.5Ah Samsung spare lithium battery	£13.25	£15.90
Cordless power drill, 18v, 52Nm torque	£41.50	£49.80
19 piece cobalt drill set, din 338, 1-10mm	£16.58	£19.90
Cordless screwdriver, 7.2v, lightweight, 6 torque settings	£19.42	£23.30
Angle grinder, 1100w x 125mm diameter, 1100rpm	£23.00	£27.60
Polisher, 800-3000rpm, 180mm pad	£39.83	£47.80
Heat gun, 2000w, 50-650°, 500 ltr/min air flow	£24.92	£29.90
170w mini grinder (tool only)	£23.90	£28.68
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.68

BlackLine Portable Generators

0.9kw Portable generator	£82.42	£98.90
1.2kw Portable generator	£124.58	£149.50
2.5kw Workshop generator	£166.58	£199.90
3.0kw Workshop generator	£229.08	£274.90
ELP 2.0kw Inverter/Generator (suitcase style)	£331.67	£398.00

2.0 Ton Nascar Quick Jack

£141.25 £169.50

JACKING EQUIPMENT

3.0 ton Trolley jack	£36.50	£43.80
3.0 ton workshop trolley jack, 75 - 505mm quick lift - NEW 2018/2019	£98.60	£118.32
3.0 ton double lock 'Pro' axle stands - pair	£19.50	£23.40
2.25 ton lightweight jack	£49.25	£59.10
2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
Wheel skate, hydraulic lift - each	£49.58	£59.50
Wheel dolly, pair	£39.50	£47.40
750lb engine stand	£41.25	£49.50
1500lb foldable engine stand	£58.05	£69.66
Engine cradles - pair	£49.50	£59.40
3in1 tool box set	£35.90	£43.08
Trolley style tool box	£79.90	£95.88
Wheel ramp set	£57.92	£69.50
Low rise (70mm) car ramps, 5.0 ton capacity	Pair	£31.60 £37.92
Tyre saver parking mat - pair	£12.42	£14.90
Anti-skid grid, rollable	£22.65	£27.18
Electric hoist, 200kgs	£58.76	£70.51
Electric hoist, 500kgs	£87.51	£105.01
Car creeper, lightweight, 36"	£11.90	£14.28
1 ton engine crane, foldable	£119.50	£143.40
Workshop 'Button' seat, pneumatic	£23.50	£28.20
10 ton hydraulic pull back ram	£43.70	£52.44
10 ton hydraulic body repair ram kit	£79.20	£95.04
10 ton hydraulic workshop press	£133.90	£160.68
500kg transmission support jack	£59.60	£71.52
48" arm jack, 3 ton	£26.90	£32.28
0.5 ton engine support bar	£76.20	£91.44
Tool creeper, (4) castors + LED pod light	£19.90	£23.88

Tyre Carriers

(4) Wheel tyre carrier	£24.92	£29.90
(4) Wheel tyre carrier, handle & lock	£39.80	£47.76

Tyre Carrier, handle & lock
£39.80 £47.76

Rally Design

AIR TOOLING

Double cylinder air pump, max 150psi, 60lts/min	£29.50	£35.40
Hi-flow air pump, max 150psi, 150lts/min	£59.50	£71.40
15 piece 1/2" impact wrench kit	£25.18	£30.22
15 piece 1/2" ratchet wrench kit	£24.04	£28.85
50 piece 1/2" air tool kit includes ratchet, impact, air hammer & accessories	£59.40	£71.28
9 piece 190mm air hammer kit	£17.18	£20.62
6 piece air drill kit	£19.35	£23.22
3 piece HVLP spray gun kit	£29.63	£35.56
Clubman tyre gun, 0-220psi (15bar)	£6.92	£8.30
Pro tyre lance, dual head, 0-220psi (15bar)	£8.92	£10.70

SPECIAL HAND TOOLS

Ratchet tap Wrenches

85mm long, M3 - M10	£6.90	£8.28
100mm long, M5 - M12	£7.90	£9.48

Gear Ratchet Spanners

72 TOOTH - THE BEST QUALITY!		
7 piece metric set, 8 - 19mm	£23.70	£28.44
7 piece SAE set, 5/16 - 3/4	£23.70	£28.44

Brake pipe flaring tool, in-situ use	£29.90	£35.88
41 piece ratchet tap/die set, metric or SAE	£69.90	£83.88
Wire twisting pliers, 7"	£9.92	£11.90
10/12mm spark plug thread chaser	£4.07	£4.88
14/18mm spark plug thread chaser	£4.10	£4.92
5 piece ball joint separator kit	£9.08	£10.89
3 piece exhaust pipe expander	£11.66	£13.99
11 piece trim removal kit	£8.08	£9.69
10.5" heavy duty circlip pliers, replaceable tips	£8.17	£9.80
Spare tips for circlip pliers	£4.90	£5.88
Pocket brake fluid tester, LED readout	£5.83	£6.99
Bralle piston wind back tool	£9.98	£11.98
'Pro' brake piston wind back tool	£17.69	£21.23
Windscreen removal tool	£4.98	£5.97
13 piece impact screwdriver kit	£7.49	£8.98
Magnetic wing protector cover	£7.36	£8.83
Coil spring compressors	pair	£11.90 £14.28
Bralle bleeder vacuum tester	£17.69	£21.23
16 piece oil filter removal sockets	£18.73	£22.48
Motorcycle chain breaker	£15.63	£18.76
Heavy duty crimper set	£24.90	£29.88
1/2" drive 3 piece wheel nut socket	£12.64	£15.17
17 piece clutch alignment kit	£10.11	£12.13
125mm piston ring compressor	£4.55	£5.46
46 piece multi-purpose puller kit	£8.25	£9.90
10 piece bearing race driver kit	£23.69	£19.89
96 piece drain plug repair kit	£25.76	£29.90
8 piece spindle rethreading tool	£14.99	£17.99
23 piece terminal release tool set	£33.30	£39.96
9 piece scraper, hook and pick tool set	£8.30	£9.96
One-man brake and clutch bleeding system	£38.20	£45.84
Heavy duty coil spring compressors	Pair	£39.90 £47.88

Pro Riveter Kit
£39.90 £47.88

99 Pc Socket/Tool set	£55.90	£67.08
12 piece 1/2" drive metric socket set (inc. 72 tooth 'Pro' ratchet handle)	£14.48	£17.38
10 piece 1/2" drive SAE socket set	£9.68	£11.62
48 piece 1/4" drive socket set	£15.59	£18.71
72 piece 1/4 & 1/2" drive socket set	£37.80	£45.36
99 piece 1/4 & 1/2" drive socket set plus useful service tools	£55.90	£67.08
40 piece impact quality Torx bits	£12.90	£15.48
15 piece Torx impact quality sockets	from	£15.90 £19.08
5 piece socket extractor set - remove locking nuts	£19.92	£23.90
1/2" drive universal coupling	£8.25	£9.90
Pro riveter kit - rivets, rivstuds, pop rivets	£39.90	£47.88
Box set of rivets, studs & pop rivets	£34.50	£41.40
Torque wrench, 40 - 210Nm	£33.90	£40.68
3 piece magnetic bits socket	£4.85	£5.82
4 piece socket adaptors, 1/4 - 3/8 - 1/2	£2.98	£3.58
3/8 drive oxygen sensor socket, 8mm slot	£3.66	£4.39
3/8 drive oxygen sensor socket, 22mm slot	£3.66	£4.39
3 piece 3/8 & 1/2 spark plug socket	£3.72	£4.46
8 piece socket adaptors, impact 1/4 - 3/8 - 1/2 - 3/4 - 1	£16.46	£17.75
6 piece 1/2 Volkswagen impact socket	£11.90	£14.28
18 piece 3/8 oil drain socket	£18.51	£22.21
5/8 oxygen sensor crowfoot wrench	£3.84	£4.61
1/2 oxygen sensor crowfoot wrench	£3.98	£4.78
14/17mm hex drain plug key	£2.90	£3.48
11 piece 3/8 spark plug/glow socket	£18.34	£22.01
Vernier calipers, 0-6" (150mm), high quality	£17.90	£21.48
10 piece T-Handle Allen key set	£11.90	£14.28

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THIS ISSUE

Out and about with our band of Blue Oval-loving writers, photographers and illustrators.

MIKE JOHNSON

CONTRIBUTOR



It's alive! With the help of friend, Zak, the Fiesta's new engine fires into life for the first time, but it wasn't without its problems. Page 72.



DAN BEVIS

CONTRIBUTOR



Dan dreams of heading to the south of France this summer behind the wheel of an XR3i Cabriolet. And why not? Page 31.



ADE BRANNAN

CONTRIBUTOR



Adrian Hall's always evolving his project cars, but he may have peaked with his latest incarnations which Ade captured this month. Page 78.



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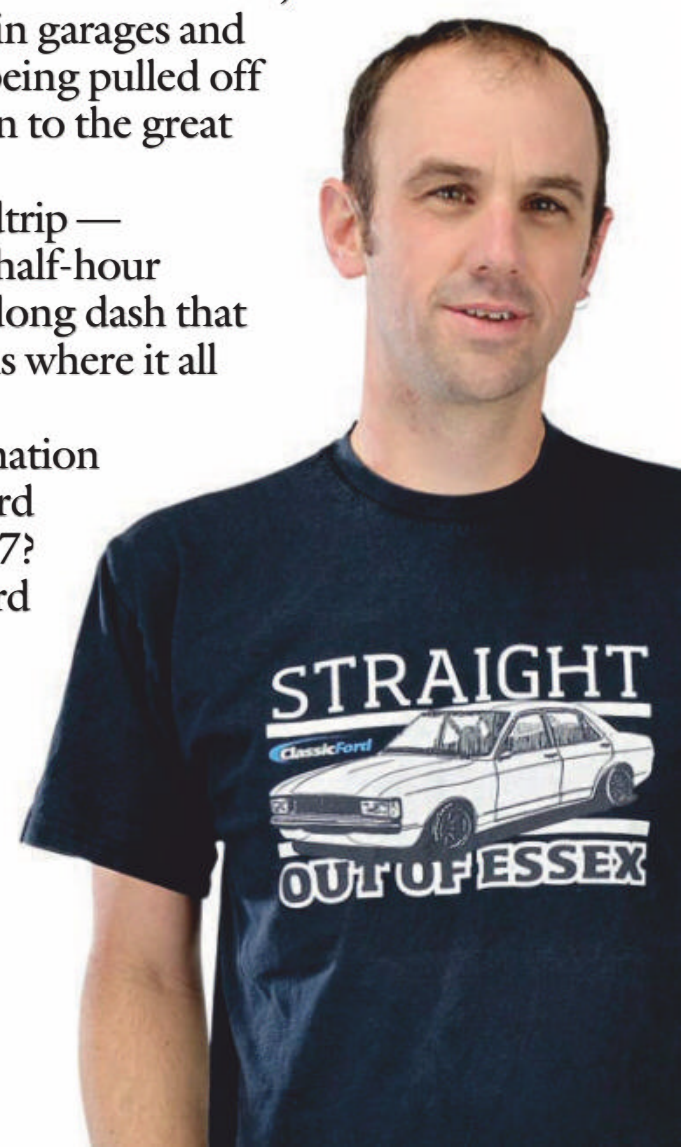
It won't last of course, but as we're putting this issue to bed, the sun's out, the birds are chirping away, and in garages and lock-ups all over this land, dust sheets are being pulled off classic Fords in readiness for Spring and a return to the great open road.

There isn't much that can top a cracking roadtrip — especially if it's in a classic Ford. Whether it's a half-hour escape up the road one evening, or a weekend-long dash that involves at least one ferry crossing, the B-road is where it all comes together.

And if you're looking for a suitable end destination for that roadtrip, can we suggest the Classic Ford Show at Mallory Park Circuit on Sunday, June 7? Advance tickets for Europe's biggest classic Ford event are available from the official website: www.classicfordshow.co.uk.

Thanks for reading.

Simon



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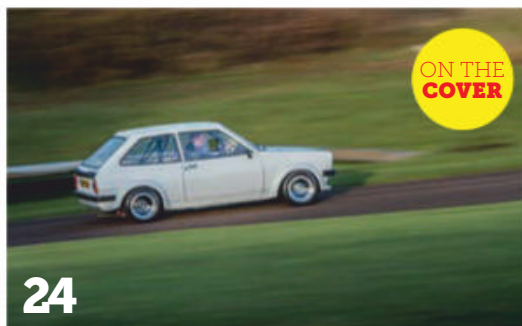


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April 2020

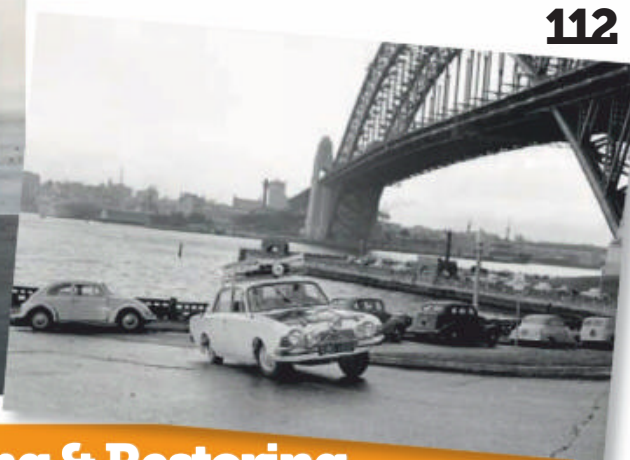
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BAHN STORMER

Your projects: Old RS1600i race cars don't die, they just get turned into awesome road cars. At least if Guido Pitzen has anything to do with them...

If there's anyone else out there more dedicated to finding, saving and rebuilding original Group A Mk3 Escort race cars then we've yet to meet them. Guido Pitzen aka Professor Futzemann has been rolling some incredible restorations out of his impressive home workshop near Cologne in Germany for some years now, ready to return to the historic race tracks of Europe, and we've been lucky enough to feature some of them.

His latest project though, takes a slightly sideways step, for this former Group A RS1600i is not returning to the Nordschleife or Spa Francorchamps, at least in the current owner's hands. Found and bought by Guido because it came with some choice parts, he had no plans to do anything with the rest of the car, but regular



Car: ex-Group A RS1600i
Start condition: rolling shell
Condition now: in final stages of rebuild
Estimated date of completion: April 2020

customer, Siggi from Switzerland, who Guido has built several cars for in the past including the Group 2 Fiesta XR2 featured last issue, convinced him it would make a great road car — albeit a Group A race car in disguise — and so a plan was hatched.

Some 18 months on, and the car is nearly finished and almost ready to hit the autobahn, and to say that Guido is relieved is an understatement. Not that this one has been a particularly difficult project to complete, but after so many years of building cars for others, Guido is looking forward to pulling his workshop doors shut and working on his own projects again. What is he cooking up next? He's remaining tight-lipped, but says it's going to be big. Rest-assured you'll read about it here first.



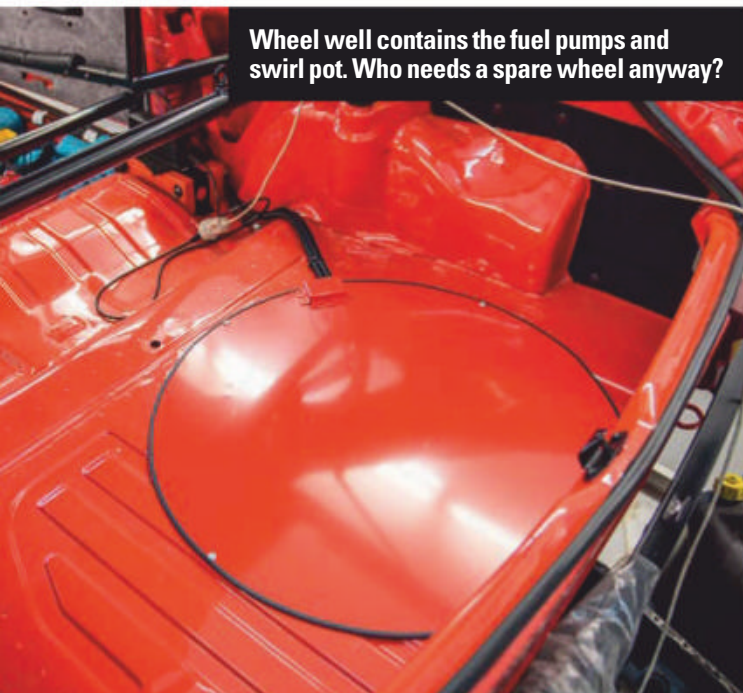
Name: Guido Pitzen
Age: 54
Job: motorsport engineer
Location: North Rhine-Westphalia, Germany



The RS1600i's shell was solid but covered in dents and 200-300 tiny holes thanks to a poorly-fitted loom. It's now back as Ford intended and repainted in Sunburst Red.



Arches had been butchered to cover Escort Cosworth rims, but they've been saved thanks to patience — and skill.



Wheel well contains the fuel pumps and swirl pot. Who needs a spare wheel anyway?

What do you know about the car?

The details are a little vague but from what we can find out, it was supplied new to a motorsport firm in France and built up as a Group A race car. The car has never been on the road — until now!

What was the car like when you bought it?

Basically a rolling shell with an engine block and gearbox casing loosely bolted in. It did come with some tasty Group A parts like the brakes, centrelock wheels and some suspension parts, though, which is the reason I bought it. After some investigation I found out the brake callipers were from a 1980s DP Motorsport Porsche 935 race car — I was offered 1000 Euros apiece for them despite needing rebuilding, but I kept them and they now live on a friend's RSTurbo race car.

I wasn't planning to keep the rest of the car, but Siggie saw its potential and convinced me to build it up into a kind of road-legal Group A car for him.

Did the shell need much work?

It was rust-free but covered in hundreds of dents. Friend, Michael who did the bodywork on my Bantam (see Summer 2018 issue) prepped and painted it in Sunburst Red. I was going to go for another colour but Siggie's wife wanted it red.

What about the engine?

It's essentially Group A-spec and was built as a spare for Siggie's Fujifilm car (see September 2018 issue). As it was just sat in the corner ready to go, we decided it would be perfect for this car. I've replied the race cam for a milder one though, and it's still running quite a high compression ratio — 11.5:1 — which is essential for getting good power out of these engines.

Carbs not injection?

That is something that Siggie specified — if I was building the car for myself I would use the Bosch system. It should make a little more power with the DCOEs, though the car could easily be changed back to run K-Jetronic, as all of the essential parts are there — the main items you would need to change would be the fuel pumps plus install a fuel return.

What about the rest of the running gear?

The gearbox is now fitted with an ST150 gearkit and Quaife ATB. The suspension is based around the adjustable race car set-up though with softer springs — 170 lb ones at the front. I made my own dampers because they are no longer available. I found a guy selling an old XR3 rally car, and this gave us some useful bits like the Group A Lockheed four-pot callipers and RS1600i anti-roll bar. The rear brakes are my typical set-up — Mk5 RS2000 discs and callipers with the integral handbrake.

And the interior?

I wanted to keep it completely race-spec but Siggie was adamant it should have some road car comforts. The door trims are original RS1600i — the Group A race cars had to run with them believe it or not — and we are having some rear quarter trims made up to match. The roll cage is a full Heigo one and I have fitted Stack gauges into the original dash section. Are we using the Scheel seats? No, a pair of Recaro SPG race seats from the 1980s, so still classic.

What's been the hardest part of the build so far?

Sorting the wheelarches and the wiring. The previous owner had widened the original arches to cover Escort Cosworth wheels, and they were



Lockheed four-pot callipers are original Group A items.

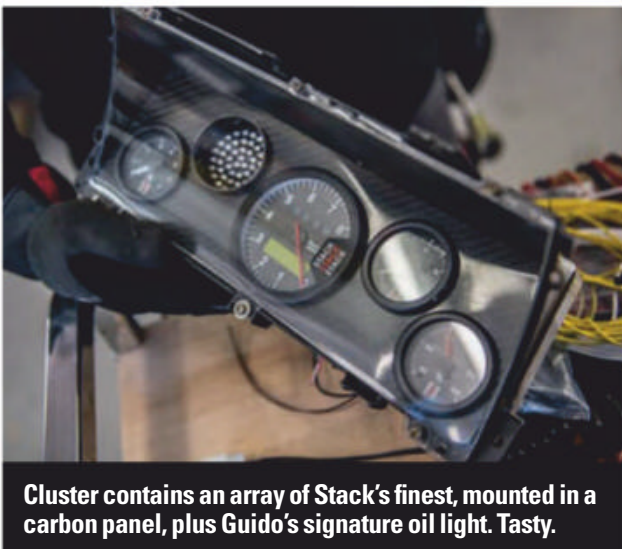
"AN OLD XR3 RALLY CAR DONATED ITS GROUP A BRAKES AND SUSPENSION"

a total mess. We were able to save the fronts and one of the rears, but ended up having to replace the rear right-hand body section plus the inner tub because they were such a mess.

The wiring? It was just awful — all of the wires were black! The loom was secured to the shell with brackets from a DIY store which were riveted in place — there were 200-300 holes which needed to be welded up...

When do you plan to have the car finished?

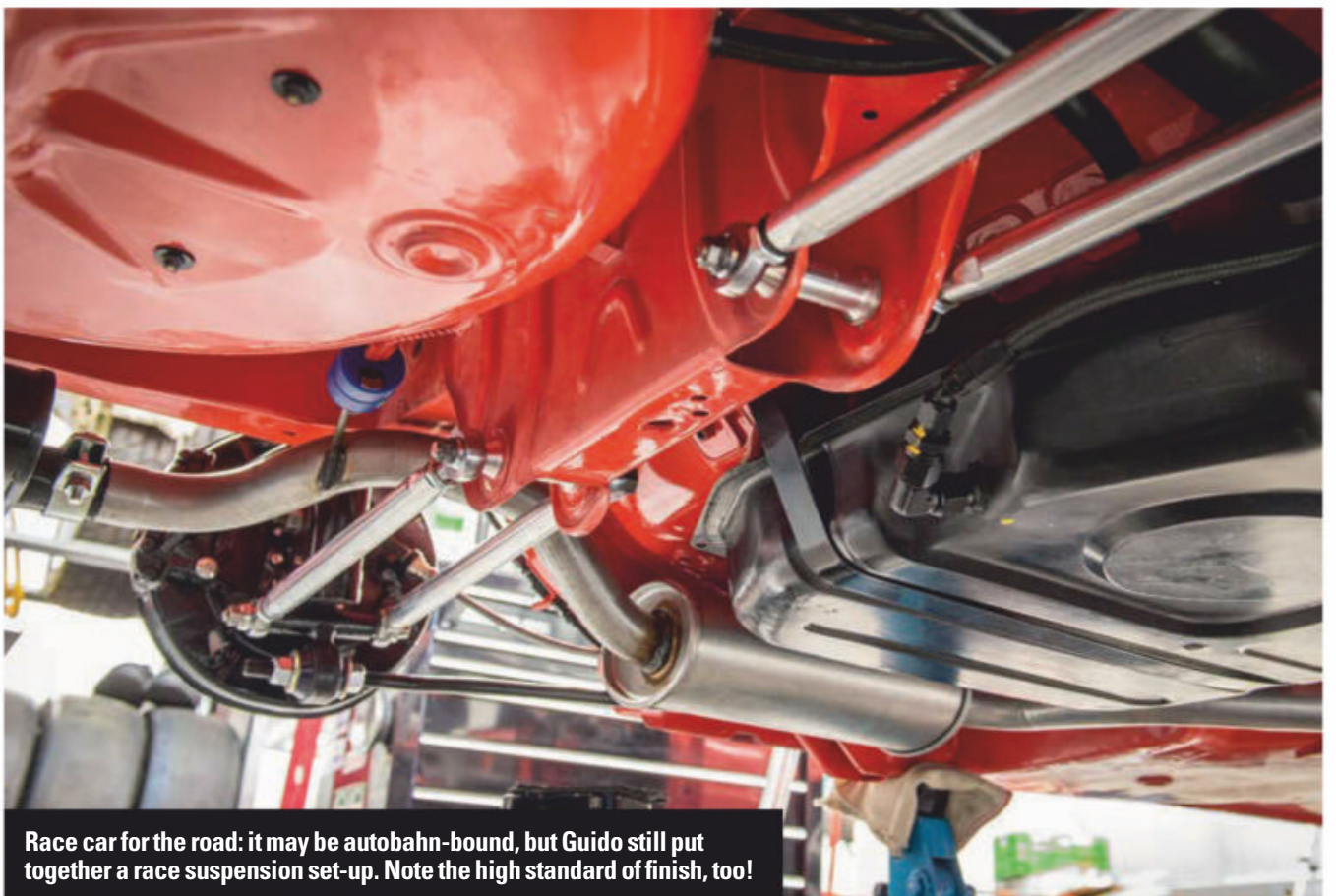
Siggi has told me he is coming to collect the car at the end of April, so I suppose it had better be ready by then! **CF**



Cluster contains an array of Stack's finest, mounted in a carbon panel, plus Guido's signature oil light. Tasty.



The Mk3 project came with a DIY wiring loom and no interior, so Guido had to start from scratch. Car will be fully-trimmed by the time he's finished.



Race car for the road: it may be autobahn-bound, but Guido still put together a race suspension set-up. Note the high standard of finish, too!



1600 CVH was originally built as a spare for Siggi's ex-Group A race car, but it's found a home in the road car — though with a different cam and running carbs rather than injection.

FRONTEND

YOUR EYE ON THE WORLDWIDE CLASSIC FORD SCENE



There she goes: the Bullitt Mustang heads to auction where it fetched an eye-popping 3.74 million Dollars.

BULLITT MUSTANG SELLS FOR RECORD £2.88M

Arguably the most famous movie car of all time is now also one of the most expensive. The original Highland Green 1968 Mustang GT Fastback, driven by Steve McQueen in the iconic movie Bullitt, sparked a bidding war to sell for \$3.74m (£2.88m) at Mecum's sale in Florida, USA on January 10.

The no-reserve auction took place in front of a huge crowd at the Osceola Heritage Park, with bidding started at a mere \$3500 because that's the figure it raised the only two times it had been sold previously – most recently in 1974. This quickly climbed, though it looked as if \$2.55m was the ceiling until a burst of bids saw it climb up beyond \$3m. The final \$3.4m hammer figure (plus 10 per cent premium) saw the car break records to become the most expensive Mustang ever.

It was originally thought the car was destroyed, but it reappeared from its 40-year

slumber to star at the North American International Auto Show in Detroit in 2018. This example is one of two used for the movie, and is the desirable hero car — it was used in numerous scenes by McQueen himself as opposed to stunt doubles.

After the car had been thrashed around the streets of San Francisco in the film, it was sold on to a Warner Bros employee, who then passed it on to a New Jersey police detective in 1970. Four years later, it was sold to Robert and Robbie Kiernan, who kept it in the family and resisted an attempt from McQueen to buy it.

The car was sympathetically recommissioned before its big reveal in time for Bullitt's 50th anniversary, retaining many of its distinguishable and unique elements from the movie. It's not yet clear who the winning bidder was — or if they will go public with the news.



Surviving Mustang was one of the hero cars driven by McQueen in the classic movie, Bullitt.



CALLING ALL CLUBS! JOIN US AT THE CLASSIC FORD SHOW

There's no better way to experience Classic Ford Show than having an allocated club area inside the show. As well as discounted entry tickets, club stand members can beat the traffic with access to the show hours before the public, and there are exclusive discounts on camping available, too.

Club stands must have a minimum of five cars — to book your club stand go to www.classicfordshow.co.uk/club-ticket, or to register your club email classicfordshow@kelsey.co.uk or call **07375 554420**.

The Classic Ford Show takes place at Mallory Park Circuit on Sunday, June 7. For discounted advance tickets and track time go to: www.classicfordshow.co.uk



FORDFEST IS BACK!

FordFest, the end of season finale, now has a new home. This year the event moves to the superb Sywell Aerodrome in Northamptonshire and will take place on Sunday, September 27 with a new organiser at the helm — Live Promotions.

The move to a new home means fans will be able to enjoy a 0-60 sprint strip and a standing 1 km challenge, Ford-only Hot Rod head-to-head and Ford-only rally cars taking to the dedicated skid pan.

Live Promotions are also promising thousands of club cars, a huge retail village, show and shine competitions and featured anniversary displays.

Find out more or book your club stand or entry tickets at www.fordsfestshow.co.uk



THE BIG PICTURE

EXCLUSIVELY REVEALED

The Great Unveiling has a new home! From this year the long-running Classic Ford ceremony, which sees readers debut five

completed, never-seen-before rebuilds in front of a huge crowd will take place at Ford Fair, Silverstone Circuit on

Sunday, August 9. Catch the action by booking your discounted Ford Fair tickets in advance at www.fordfair.co.uk

BACK IN THE DAY

From the Classic Ford archives

5 YEARS AGO

APRIL 2015

With Spring just around the corner, the April 2015 issue's Weekend Warriors theme was perfect timing with four classic feature cars built for the Sunday morning blast. Elsewhere, we caught up with the Tuesday Night Club — a great group of mates who rented a huge lock-up to work on their projects on — you guessed it — Tuesday nights...



10 YEARS AGO

APRIL 2010

When it comes to completing project cars, Classic Ford's track record isn't great which is why it often takes someone else to get them done and on the road.

As was the case with Jon Betts' Essex V6-powered Mk1 Escort SuperSpeed tribute, sold as an incomplete project to Neil Argrave who promptly finished it off, and a great job he, too!

Complete your collection of Classic Ford magazines at <https://shop.kelsey.co.uk/issue/CFD> or call us on 01959 543747

RUSTY CORNER

Terminally-rotten old Fords

Reader, Kevin Greenwood has spent much of the winter dodging the UK weather by travelling around south-east Asia, but despite being distracted by the sights and sounds, his classic Ford radar was firmly switched-on, with Kevin clocking this critter in Kanchanaburi in the west of Thailand. Over to Kev:

"As you can see, this Escort has seen better days, and it's been fitted with strange rear lights, but it's more than saveable."

Spotted an unloved Ford on your travels? Email photos and details of your find to classicford.ed@kelsey.co.uk or you can write to us at the address over on page 5.



What's On

All the must-attend classic Ford shows and events for February and March — and a taster of what's coming up, too.

FEBRUARY

Race Retro

February 21-23
Stoneleigh Park, Coventry, UK
www.raceretro.com

Small Ford Show

February 23
National Motor Museum, Birdwood,
South Australia
<http://rsownersclubsa.net>

MARCH

All Ford Day

When: March 1
Where: Wharepai Domain Tauranga,
New Zealand
www.fordmusclecars.org.nz

Malvern Drive-In Classic Car & Motorcycle Autojumble

March 8
Three Counties Showground,
Malvern UK
www.classicshows.org

CF Classic Ford Spring issue on sale

March 20
<https://shop.kelsey.co.uk/issue/CFD>

Techno Classica Essen

March 25-29
Messe Essen, Essen Germany
www.siha.de

Practical Classics Classic Car & Restoration Show

March 27-29
NEC, Birmingham UK
www.necrestorationshow.com

Goodwood Members' Meeting

March 28-29
Goodwood Circuit, Chichester, UK
www.goodwood.co.uk

APRIL

All Ford Day

When: April 5
Where: Smails Farm, Takapuna,
New Zealand
www.allfordday.co.nz

Malvern Festival Of Transport

April 6
Three Counties Showground,
Malvern UK
www.classicshows.org

Wheels Day

April 10
Rushmoor Arena, Aldershot, UK
www.wheelsday.net

The Big Capri Takeover

April 11
Joyland Family Diner, Great
Yarmouth UK
www.joyland.org.uk/american-diner

The Easter Motor Show

April 12-13
Weston Park, Telford UK
www.classicshows.org

CF Classic Ford May issue on sale

April 17
<https://shop.kelsey.co.uk/issue/CFD>

Drive It Day

April 26
Various locations across the UK
www.fbhvc.co.uk/drive-it-day

Shorts

RS Combe 2020

The date for this year's RS Combe has just been confirmed — Saturday, July 11. Taking place at Castle Combe Circuit, the long-running event organised by the Bristol & Swindon RS Owners' Club promises all-day track sessions, charity rides, plenty of clubs and more. Details and tickets available from www.rskombe.com.

WHERE TO GO IN APRIL

Drive It Day

When: Sunday, April 26
Where: UK-wide

What's going on: Set up by the Federation of British Historic Vehicle Clubs in 2005 to commemorate the 64 cars that set off from London on April 23, 1900 for the Thousand Mile Trial, Drive It Day sees as many classics as possible hitting UK roads. If driving on your own doesn't appeal then member clubs devise set routes — check out the website for details.

Find out more: <http://fbhvc.co.uk>



Sunday Scramble

April 26
Bicester Heritage, Bicester UK
<http://bicesterheritage.co.uk>

Kent's Car Enthusiasts Show

April 26
Aylesford Priory, Aylesford UK
www.kentscarenthusiastsshow.co.uk

COMING UP

Classic Ford Show

June 7
Mallory Park Circuit, UK
www.classicfordshow.co.uk

Ford Fair

August 9
Silverstone Circuit, UK
www.fordfair.co.uk

Is your event not included?
Email the details to classicford.ed@kelsey.co.uk

WHERE TO GO IN MARCH

Classic Car & Restoration Show

When: Friday to Sunday, March 27-29
Where: NEC, Birmingham UK

What's going on: The Classic Car & Restoration Show is a great way to kick-start the classic car season — with the indoor venue making it weather-proof. The event brings together 1000 cars on display, 250 exhibitors and autojumbler including restoration companies, services providers and product suppliers; car auction, celebrities, car competitions and practical workshops on restoration skills. The highlights are the 150 club stands where the majority work on a number of projects over the weekend, with a view to getting them up and running by the end of the show.

Find out more: www.necrestorationshow.com



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Donington Park – Monday 11th May (day and evening)
Snetterton 300 – Wednesday 10th June
Brands Hatch – Tuesday 18th August
Oulton Park – Wednesday 30th September

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Hot on the heels of its recently announced seat covers for the Escort RS1600i's Scheel seats, Aldridge has announced it can supply replacement covers for the Fiesta Supersport's red Carla trim, too. A pair of front covers are £515.98 while the rears are £360.

Contact: 01902 710805,
www.aldridge.co.uk



FORD RANGER DAMPERS

From £80.74 GAZ Shocks

GAZ now produce GT front and rear adjustable dampers for the 1988-onwards, Mazda BT-50-based Ranger pick-up. The dampers feature adjustable bump and rebound damping rates which can be altered by an easily accessible knob on the side of the units, while the bodies are zinc-plated and feature a protective plastic sleeve for longevity.

Contact: 01268 724536,
www.gazshocks.com

ROAD-RALLY CROSSFLOW DISTRIBUTOR

£240 Burton Power

This road/rally-spec, Lucas-style, electronic distributor is suitable for Pre-Crossflow, Crossflow, Lotus twin-cam and BDA engines. The non-vacuum distributor is fitted with an integral electronic ignition module featuring a modified advance curve to suit fast road/rally specifications. The kit is supplied with a side-entry cap and a constant energy coil, and the approximate static ignition timing is 14 degrees BTDC.

Contact: 020 8518 9127,
www.burtonpower.com



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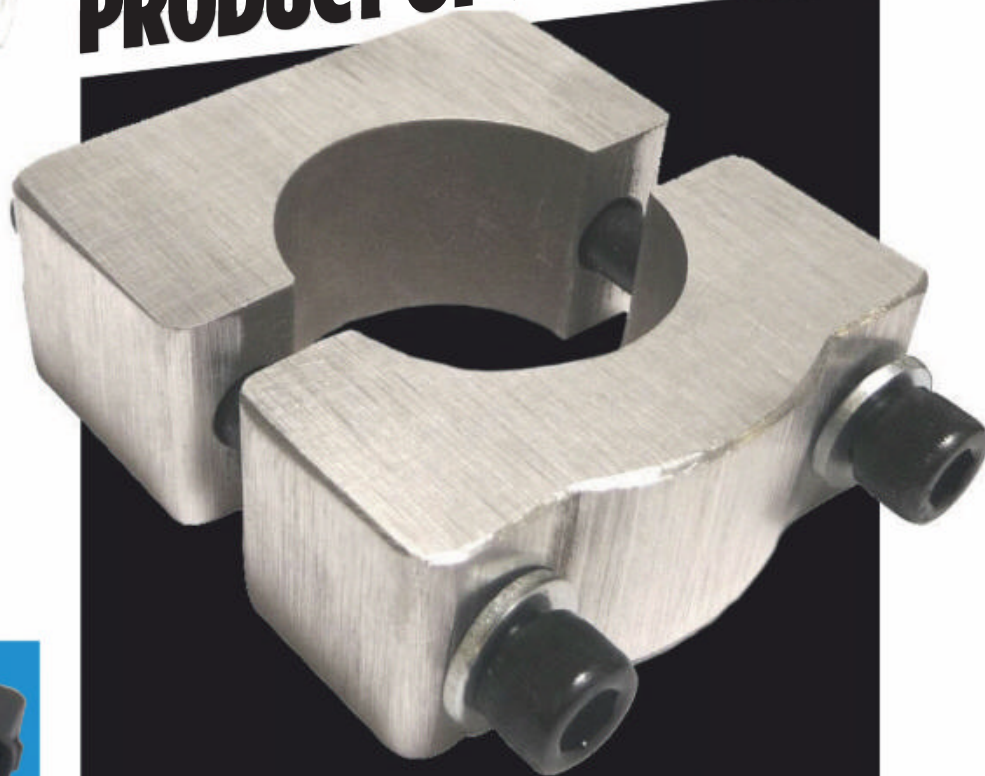
£37.20 Webcon

Webcon can now supply a replacement for the no-longer-available Weber-Marelli SEN8D crank sensor used on Cosworth YB engines. The sensor is available using part number WSS075W.

Contact: 01932 787100,
www.webcon.co.uk



PRODUCT OF THE MONTH



MK1/MK2 CORTINA STEERING COLUMN CLAMP

£30 Retro Ford

New from Retro Ford is a heavy-duty steering column clamp for Mk1 and Mk2 Cortinas. A direct replacement for the flimsy, original pressed-steel item, the alloy clamp features high-tensile bolts and fits inside original cowlings, and works with both the standard steering box set-up, or one of Retro Ford's steering rack kits.

Contact: 01536 204823, www.retroford.co.uk

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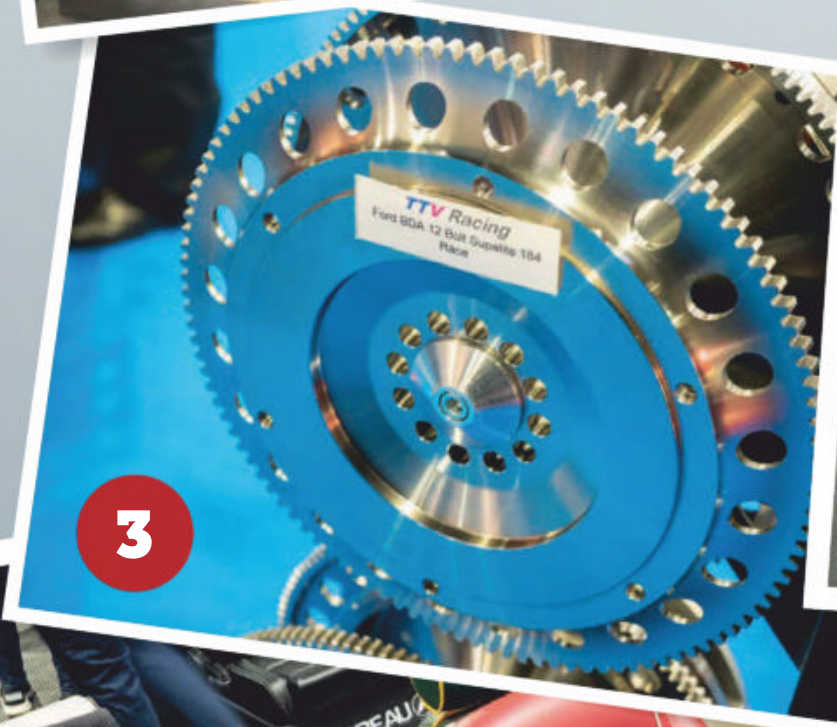
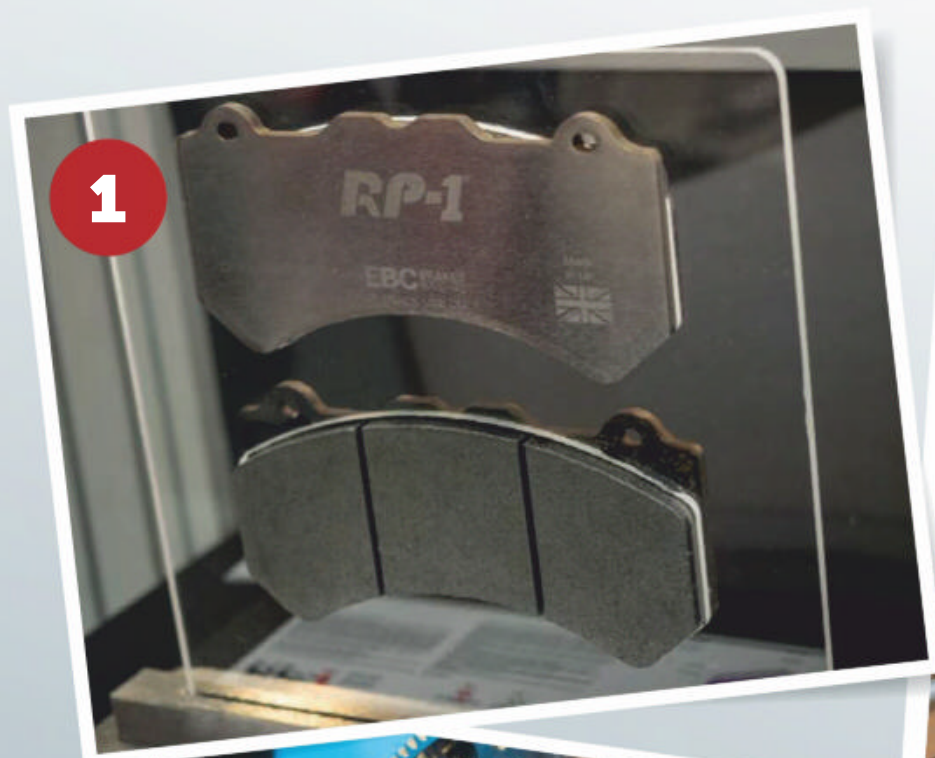
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1. RP-1 BRAKE PADS

Price: tbc

EBC Brakes debuted its new, flagship race and track day brake pads at Autosport. Two years in the making, EBC claim the carbon kevlar pads are capable of temperatures and stability rarely seen in performance brakes, and offer longer wear life under race conditions, and stable and repeatable braking lap after lap. The pads feature stainless steel back-plates, and are currently available for various Wilwood and AP Racing callipers, with the application list increasing all the time.

From: EBC Brakes,
<https://ebcbreaks.com>

5. MK1/MK2 ESCORT AND CAPRI ROLLER BEARING TOP MOUNTS

Price: £129.99 pair

CompBrake has taken the classic roller bearing suspension top mounts for Mk1 and Mk2 Escorts and Capris and updated them for the 21st Century. Machined from billet aluminium, these mounts feature a spherical race bearing for more positive steering location, and are supplied with sleeve nuts and step-down spacers. You can also specify an optional built-in 1 degree of negative camber if required.

From: CompBrake,
www.compbrake.com

6

2. FAST ROAD-SPEC FRONT STRUT ASSEMBLIES

Price: €990.68

Why build up a pair of struts when you can buy them complete and ready to bolt on? That's what Gp4 Fabrications is thinking with its brand-new, complete adjustable platform struts (complete with new stub axles) which come assembled with Bilstein 300/70 inserts, 2.25 inch ID springs, two-piece top mounts and high-angle nuts and washers, alloy Group 4 hubs and studs and nuts, alloy grease cap and bearings fitted, VW hub nut, plus new gusseted steering arms. The Wilwood callipers and discs seen here aren't supplied as standard, but Gp4 Fabrications can sort these out for you.

From: Gp4 Fabrications,
<https://grp4fabrications.com>

6. BILLET PRO RACE 4 BRAKE CALLIPERS

Price: £431.99 pair

Want some serious stoppers? CompBrake's Pro Race 4, radial-mounted four-pot callipers have been specially designed to fit inside 13 inch wheels thanks to their narrow-profile design. The internal brake fluid crossover design eliminates the need for external tubing, and they can be supplied with 247 or 265 mm diameter discs and bells.

From: CompBrake,
www.compbrake.com

7. THREE-PIECE MODULAR WHEELS

Price: £252 each

Force Racing really know how to put out a cracking wheel design. Their SLR 5 design is a super-light but strong 13 inch spilt-rim machined from billet alloy and available in widths ranging from 5.5 to 13 inches. You can choose from anodising in most colours for the centres, and they weigh just 3.4 kg each for a 7x13 inch wide wheel.

From: Force Racing,
www.force-racing.co.uk

3. BDA SUPERLIGHT FLYWHEEL

Price: tbc

The range of ultra-light flywheels for Ford engines from TTV Racing just gets bigger — this steel, 12-bolt 184 mm, 110-tooth flywheel for BDA engines weighs just 2.5 kg. It comes with the 1.25 inch crank dowel fitment, and can be supplied with one of TTV's single or twin-plate clutch assemblies, too.

From: TTV Racing,
<http://ttvracing.com>

8. ENGLISH AXLE CROWNWHEEL AND PINION SETS

Price: £277.80

Rally Design's range of brand-new crownwheel and pinion sets for the good-old English axle is now seriously impressive with nine options available off-the-shelf, ranging from the ever-popular 3.54:1 (RS2000-ratio) to an eye-wateringly high 5.3:1. Produced to original Ford specifications, the components are individually finished by lapping, and are supplied matched and numbered as a set.

From: Rally Design,
www.rallydesign.co.uk

4. CLASSIC BUCKETS

Price: from £354

How cool do these look? Corbeau has wound the clock right back with the Alpine (left), GT4 Retro (middle) and Classic (right) lowback bucket seats. Available in vinyl or leather with a cloth centre, and in various colours, you can specify the GT4 with or without the eyelets too, and the Classic and Alpine can be specified without the headrests.

From: Corbeau
www.corbeau-seats.com

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A set of classic Pirelli Cinturato tyres courtesy of Longstone!

For the ultimate roadtrip you need the ultimate set of high-performance yet era-correct tyres, and thanks to Longstone Classic Tyres you could be in with a chance of winning a set of five Pirelli Cinturato CN36s worth up to £599!

The Pirelli Cinturato CN36 is a classic radial tyre originally introduced in 1968 and subsequently fitted to many sporting Ford of the 1970s — so perfect for your on-point Escort, Capri or Cortina restoration. Now reintroduced, Pirelli has ensured it complements the chassis design of these cars — lightweight rear-wheel-drive Fords with progressive handling.

Longstone Classic Tyres are giving away a set of five CN36s, in either 185/70VR13 or 175/70VR13 to one lucky reader. To be in with a chance of winning, simply correctly answer the question below then head to our website: www.classicfordmag.co.uk.

Longstone Classic Tyres has been synonymous with retro, veteran, vintage tyres and classic tyres for over 30 years — you can view their complete range of tyres suitable for classic and vintage Fords at www.longstonetyres.co.uk or for expert advice, give them a call on **01302 711123**.

HOW TO ENTER

Go to www.classicfordmag.co.uk, answer the multiple choice question correctly, and fill in the required fields in the dedicated entry page.

That's all there is to it. Be lucky!

Q What tyres were original equipment fitment on the Escort RS2000?

- A.** Avon CR6ZZ
- B.** Michelin XDX
- C.** Pirelli CN36



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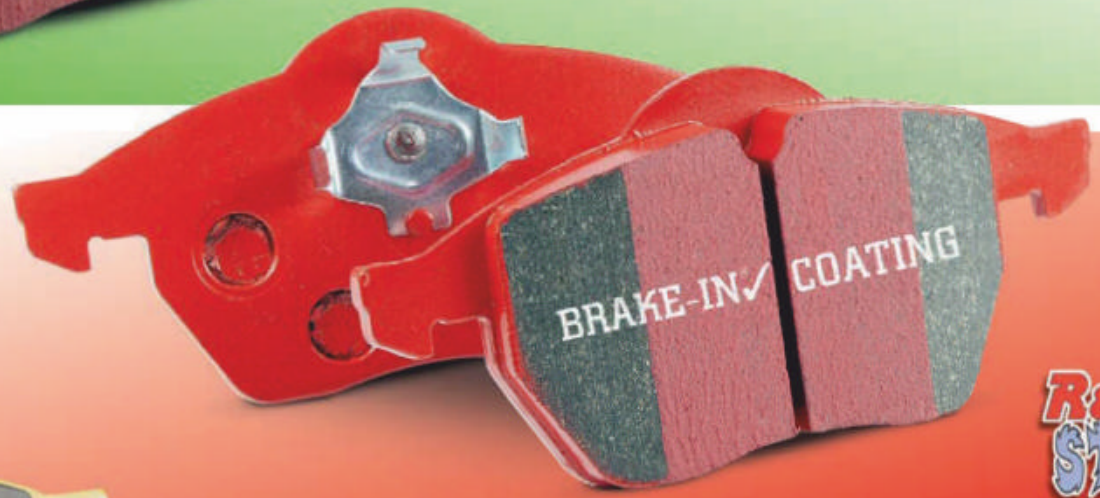
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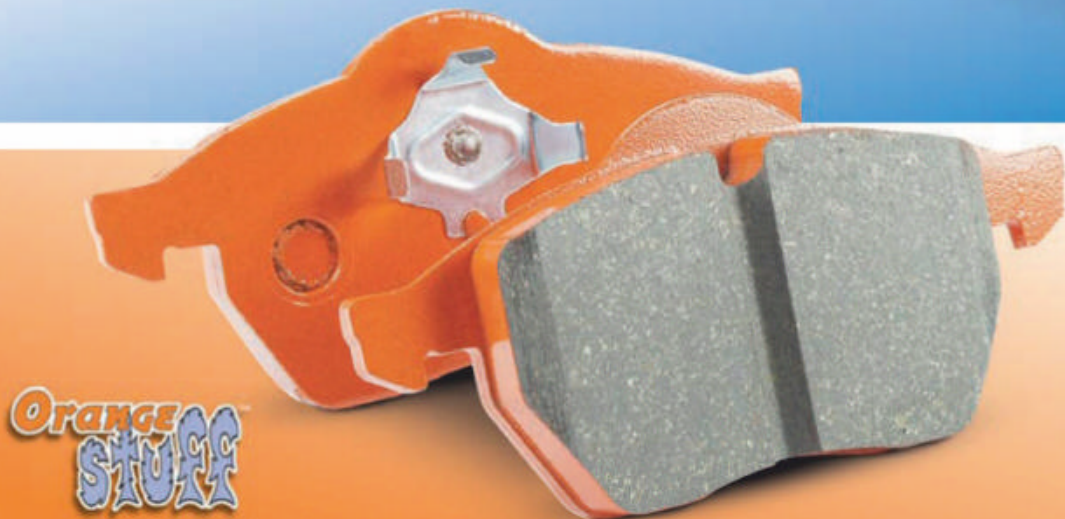
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One VISION

Marc Rennie's searing pocket-rocket sets a new standard for top-flight Fiesta builds. With the encouragement of his Ford-loving friends, he's built the no-compromise Mk1 of his dreams.

Words Daniel Bevis **Photos** Adrian Brannan



"I OFFERED TO BUY IT, GOT IT AT A GOOD PRICE AND THAT WAS IT — I'D LANDED MYSELF A FIESTA PROJECT!"



There are a number of criteria that can imbue a car with an adventurous vibe, usually in the area of the traditional grand-tourer: squidgy seats, mattress-like suspension, high-end audio. But not this Fiesta. Look at it from dead-on rear, and what do you notice? No, not the wide track, or the fat rubber, or the rollcage... it's the fact that it's only got one seat. Marc Rennie is on a very personal mission with this project.

Indeed, the Fiesta is a journey of discovery in itself: "I've never really modified my road cars, beyond suspension and wheels," he muses. "And yet this car's been pretty much an entire modification from start to finish." So how on earth did this happen? Well, it helped that he's cherished an affection for the Mk1 for many years, and when a friend mentioned that he and his Dad had started a Fiesta project that they no longer had time for, Marc could see his vision of a sprint toy crystallising in his future.

"I have another friend who has a hillclimb/sprint Fiesta," he explains, "and when I discovered the fun you could have at the events, that spurred me on to do this. So I took a look at this car; it was a 1.1 in pretty good shape, the hull part of the shell was actually in pretty good condition. There were a couple of holes in the boot and so on — I offered to buy it and got it at a good price, and that was it. I'd landed myself a Mk1 Fiesta project!"

First cut

The fun part was that Marc didn't actually have anywhere to build it yet, but thankfully his father-in-law was kind enough to allow things to commence in his garage. And with a base established, Marc set about scything out all the rot, cutting away anything superfluous. Endless hours of perfecting, strengthening and modifying ensued until eventually the shell sat before him, resplendent in gleaming Frozen White paint, wide-arched and ready for its myriad upgrades.



MK1 FIESTA



The Fiesta may be Marc's first full project, but we think you'll agree he's done an outstanding job.

Arches just cover those 7.5x13 four-spokes.



Flying solo: Marc's not planning on carrying passengers any time soon.

"Now I had to decide what suspension I was going for," he continues. "I was drawn to GAZ coil-overs as the way forward, and the service from the company was excellent. They were even returned for travel adjustment free of charge! I also measured up what I wanted for the lower adjustable arms, and Orbital Motorsport made up a front Rose-joint kit; this would make the handling set-up superior, and much easier. I had to modify the arms a little to accommodate a good amount of castor, by shortening by 50 mm each."

The next stage was to ready the engine bay for its heart transplant. Marc had chosen to run a Black Top Zetec with a five-speed 'box, and he needed to make up his own alternator and engine mounts and engine steady brackets, as these aren't off-the-shelf items. A set of GSX-R600 throttle bodies were acquired from a friend, and a custom inlet was created by removing the motorbike injectors, machining blanks with O-rings and press-fitting them in to the housing. A set of hoses connect the throttle bodies and inlet manifold, and a pair of sleeves



Single-minded: Marc set out to build his ultimate Fiesta and judging by his expression, he's pretty happy with the end result.

"THE FIESTA'S BEEN GREAT FUN TO BUILD AND I CAN'T WAIT TO START MY NEXT PROJECT"



Suspension is fully-adjustable for caster and camber at the front.

were fabricated with a spring-adjuster fitted to the other side of the throttle to allow the cable to return correctly.

"The exhaust manifold was an OBX one from America," he goes on. "This came with a downpipe which would normally fit a Focus, but was no good to me as my starter motor was right in the way and would have just got cooked where it was, so I fabricated my own downpipe. And for the fuel system, I fitted it in the boot on the opposite side of the driver for a better weight distribution; all fittings were JIC and hoses were Teflon-lined and braided. The boot had to be firewalled due to MSA regulations, so I made up a cover with polycarbonate and coated it with fire/heat matting, cutting a hole in the polycarbonate and fitting a battery box through it for a good battery location."

Hand-engineered

When it came to building up the engine, again Marc was very hands-on and everything was thoroughly researched. Beginning with a set of Dunnell cams and competition valve springs, the

Marc's not one for creature comforts, though he has kept the full Mk1 dash.



Hit the road



Xxx xx xx xx

WHITE GOLD

THAT PERFECT PAINT

That flawless and millimetre-perfect finish is thanks to an incredible amount of careful prep-work. "There were hours of sanding it smooth, getting ready for the paint stage," Marc recalls. "My parents-in-law were living abroad by this time, and I had to plan how I was going to paint the car... I didn't really want to spray it in my father-in-law's garage and get overspray everywhere, so I built a tent in his front garden. To this day, he is unaware this happened! I primed the body there and spent a good week rubbing it down ready for paint. I even had my wife rubbing down the car!"

rest of the specs flowed from that point:

"I started with standard pulleys, and had Agra Engineering lighten and balance my crank and clutch assembly," says Marc. "I spent a week porting the head and lapping valves, fitted new oil jets, seals and gaskets, setup the valve timing, and dropped the engine in the car. Now the wiring loom had to go in for the Emerald K6 management which was recommended by a friend. With the engine and 'box in place and wiring complete, it was finally ready for a start-up."

Inevitably there were a few electrical gremlins, as can often be expected with a bespoke build, but a few days of honing and fettling got the car in a usable state to be ready for set-up on a friend's rolling road.

The mapping all went very well, although the timing belt was walking off the worn old pulleys so Marc upgraded these to Dunnell aircraft-grade lightened and adjustable items, and then — after all of those endless hours of hard work — the Fiesta was running, driving, and very much out to impress.

Compact GSX-R600 throttle bodies are off the Zetec mounted using a modified ST170 inlet.





The Mk1 sits great, and looks like it means business.

“I went down to Knockhill for a shakedown with my pal to get a run out of it,” he says. “Unfortunately, we had transmission issues, so it was a very interesting day with the gearbox crunching! I took the car home and stripped down the gearbox to find the synchro ring was split in two places on second gear. I ended up taking an IB5 gearset out of another ’box and making a BC/IB5 ’box with the bigger bearings to run with for the time being, which I later changed for a Quaife gearset and Tran-X diff.”

This build is very much about evolution; on the one hand it’s been built with a clear vision and a heck of a lot of research, but on the other hand Marc’s always keen to reassess, alter and modify in order to get the car perfect. With the help of

his many friends in the scene, the diminutive pocket-rocket is really growing in stature. The amount of work in this car is truly incredible, and the results in terms of both performance and fit-and-finish are jaw-dropping.

“It’s been an enjoyable experience, and I can’t wait to start my next project — although my wife would strongly disagree!” laughs Marc. “Having built this one myself, I know exactly what to do with the next one...”

One eye on the future, for sure — but right now, Marc’s completed his magnum opus, ready to fulfil its high-octane destiny in a hellstorm of swishing hydrocarbons. The pieces are in place and everything’s perfect. All that’s left to do is jump in and head for the horizon. **CF**



When it came to the engine choice, the Zetec was a no-brainer for Marc. Exhaust manifold is meant for a Focus so the downpipe needed modifying.

Tech Spec

Body

1981 1.1 shell, fibreglass wide-arch kit, skinny bumpers, fibreglass bonnet, polycarbonate windows. **Paint:** Frozen White

Engine

2-litre Zetec BlackTop, Dunnell cams, competition valve springs, lightweight adjustable cam pulleys, bottom end lightened and balanced with clutch assembly, Suzuki GSX-R600 throttle bodies with ST170 manifold, Emerald R6 ECU, Revotec cooling fan, Fiesta RS Airtec radiator, Magnecor competition HT leads, Facet priming pump, Bosch 044 fuel pump, 1-gallon Ralloy fuel tank, 1-litre swirl pot, Sytec fuel pressure regulator, Varley RedTop lightweight battery, modified Vibra-Technics engine mounts

Transmission

Five-speed BC gearbox with Quaife gearset, Tran-X differential, RSTurbo clutch assembly

Suspension

GAZ coil-overs, fully adjustable lower arms, competition spherical top struts

Brakes

XR2 discs and callipers with Mintex 1144 pads

Wheels

7.5x13 inch JBW RS wheels, 7.5/20.0 (front) and 7.2/20.0 (rear) Avon A15 soft-compound slicks

Interior

Sparco Junior bucket seat, OMP HANS six-point harness, Sparco deep-dish flocked steering wheel, OMP rollcage (modified to anchor harness), Mk2 Escort rally pedal box with Wilwood master cylinders, Wilwood brake regulator

Thanks

To my wife, Jen, for putting up with all the hours I spent on the car and not complaining much, to Ewan McDougall for the motivation and help he provided on last-minute occasions, to Fraser McDougall for setting up the car on his rolling road, which was hours out of his time and very much appreciated, GAZ Shocks (01268 724585, www.gazshocks.com), and Dunnell Engines (01449 677726, www.dunnellengines.com)

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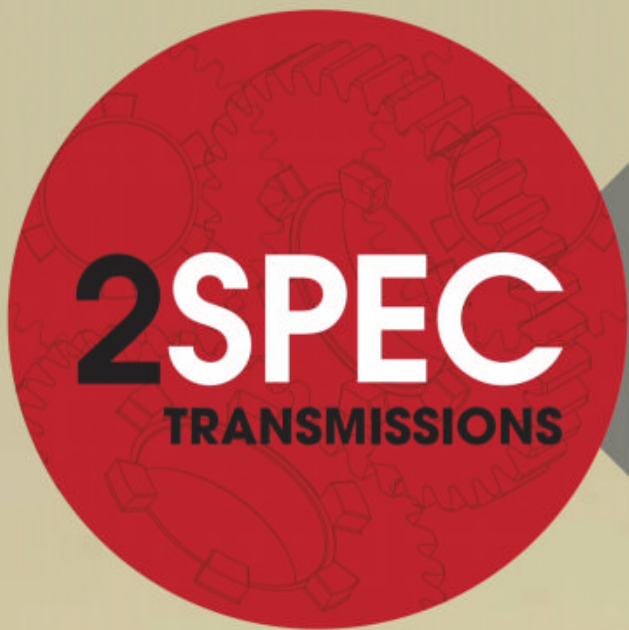


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HIT THE ROAD

Five awesome roadtrips — in the UK and beyond — to experience in 2020 in five different classic Fords. Let's do this!

Photos Getty Images, Wayne Hankins, Paddy McGrath



Have classic Ford, will travel far. That's a practice we've always preached at Classic Ford, and helped many make a reality, too — our Classic Ford Tours have been running for an incredible 22 years (see page 44) and hundreds of you have joined us on them.

Whether it's the breakfast run, or a continental dash, there's nothing quite like a roadtrip in your Ford. Sure, there's a great deal of satisfaction — and fun — in the build or restoration but when push comes to shove, it's pretty pointless owning one if you're not going to use it.

So with our favourite time of the year approaching, we've selected five routes to help get you out there — from a straightforward afternoon's run in mid-Wales to a four-day blast across the flatlands of Europe. Get out there.

GAVIN HUTTON

THE BLACK MOUNTAINS ROAD



BEST DRIVEN IN: arched mk2 Escort
(it is a Welsh mountain road after all)

Starts: Llandovery

Ends: Brynamman

Length: 20 miles

Time: 40 minutes

Basic route: just follow the A4069, turning left in Llangadog

Top tip: avoid weekends if you can, it's a popular driving road. And beware of wandering sheep!

There are some epic drives out there which I'd love to do, like the Norwegian coast, or the Transfagarasan in Romania, but as a new parent I've got to be realistic and I'm unlikely to be able to do those any time soon. Wales on the other hand is pretty damn close to my home in Bristol, so the Welsh entry on my bucket list drives has now risen to the top spot.

The A4069 has had a lot written about it, especially since Jeremy Clarkson made it famous in 2011 when he appeared on Top Gear testing an AMG on it. You'll find text online such as 'This is widely regarded as the best driving road in Wales thanks to its sharp hairpins, blind corners, adrenaline-pumping exposure, and magical mountain views' and a number of journalists I respect have waxed lyrical about it with comments such as, 'One of the best driving routes in all of Europe'.

The road snakes over the Black Mountains passing through a section of the Brecon Beacons National Park with quite some elevation change so any passengers will have some amazing views to look at on the journey, but the driver should have their attention firmly focused on the windy black top as there is a lot going on. For me it's the quintessential mountain pass – a windy road with no boundary wall or fence between it and the countryside for much of the route, if you mess up you are off into the bumpy stuff straight away! But this openness also gives you clear sight of the road ahead so you can see when there is nothing coming and use the whole road for full enjoyment.

But what sounds great to me is that it's both an amazing road for driving hard, but also a rewarding leisure drive with heaps of atmosphere and views. And it's short enough that you could easily do it a few times before having to head for home. So you can spend some time improving lines or stopping in the laybys to take the essential moody shot of your favourite motor while those brakes cool.



SIMON WOOLLEY

THE CAUSEWAY COASTAL ROUTE



BEST DRIVEN IN: My Mk1 Cortina

Starts: Belfast

Ends: Derry-Londonderry

Length: 200 miles (round trip)

Time: two days

Basic route: Follow the A2 north from Belfast and, a few detours aside, don't stop until you get to Derry-Londonderry

Top tips: Time the trip to coincide with the Causeway Coast Ford Fair in mid-June. Skive off work for longer carry on to do the Wild Atlantic Way once you reach Derry-Londonderry

Long-held dreams of tackling California's Pacific Coast Highway in a Mk2 Cortina GT, or the Garden Route which takes in the southern coastline between Cape Town and Port Elizabeth in South Africa in an Escort 1300 Sport are probably pushing it... A more realistic proposition — and keeping it nautical — is to follow this popular coastline route in Northern Ireland in my Mk1 Cortina.

I've never been to Northern Ireland (pretty shameful considering my Mum was born there) but I'm about to make amends with this roadtrip that takes in the majority of what's become known as the Causeway Coastal Route — a tourist-friendly run that just happens to use the staggeringly dramatic A2 coastal road. Much of it a

marvel of 19th Century engineering, it snakes its way along the coastline from Larne right over to Derry-Londonderry.

After catching the afternoon ferry from Liverpool to Belfast, I'll spend the night in the capital, then point the Cortina north onto the A2 heading towards the old port of Larne where my Mum's family lived for a time, and after paying my respects, rejoin the A2 as it becomes part of the old Antrim Coast Road. The road was constructed between 1832 and 1842 by civil engineer and all-round genius, William Bald, who instead of taking the sensible option and building the road inland, had the vision of constructing it at the foot of the cliffs instead. This avoided steep gradients as it ran along the valleys, and resulted in the workers blasting parts of the cliffs away, with the fallen debris then forming the base for the coast road. It was a great engineering achievement for its day but more importantly for you and me, it makes for a stunning road.

At Cushendun I'll leave the A2 and take the narrow coast road to Fair Head to check out the abandoned coastguard station before rejoining it at Ballyvoy. Then further down the road, turn off again, and take the B147 — destination the infamous

Giant's Causeway. The 37,000 basalt columns measure 12 feet high in places, and folklore says the were built by the giant Finn McCool to hop across to Scotland (the other end of the causeway can still be found there). Geologists however, blame their creation on volcanic eruptions.

There's no classic Ford motorsport connection with the A2 as far as I can tell, but parts of the road near Portrush form part of The Triangle — a fearsome road-racing course used in the North West 200 bike race, that's arguably even more intense than the Isle Of Man TT course. Look it up on YouTube and prepare to watch through your fingers

Speaking of Portrush, I'd pick June as the best time to go — the weekend after the Classic Ford Show — so that I can stop and check out the Causeway Coast Ford Fair — a show I've always wanted to attend.

After that, it's on towards Derry-Londonderry and the end of the Causeway Coastal Route. In an ideal world I'd carry on south on the Wild Atlantic Way and into Ireland, but realistically I'll cross the country back to Belfast instead and the ferry home. Regardless, it would be one awesome roadtrip and a great way to celebrate my Mk1's return to the road in 2020 — because it will be on the road this year, right?

**"AT THE EIFEL RALLYE FESTIVAL
YOU'LL SEE ESCORTS, SIERRAS
AND RS200S FLYING (LITERALLY)
THROUGH THE FORESTS"**



MIKE JOHNSON THE EURO ROADTRIP

BEST DRIVEN IN: A Sierra Estate for added luggage space

Starts: Calais

Ends: back at Calais...

Length: 992 miles

Time: four days

Basic route: Once off the ferry in Calais, drive through into Belgium to the legendary Spa race circuit to watch The Total 24 hours Of Spa race. From here you will head into the border to Germany to experience the Nürburgring. Next stop will be the Eifel Rallye Festival in Daun. Hockenheimring is next followed by Sinsheim museum. More museums are on the cards as you driver further south to Stuttgart to have a wonder around the Porsche and Mercedes museum. Finally, as you head back up towards Calais you need to stop off at an old race circuit called Reims-Gueux

TopTip: Don't forget your warning triangle and first aid kit!

Mainland Europe has a wealth of great motorsport heritage sites and attractions to visit and throughout the summer season there are some awe-inspiring events that any petrolhead should attempt to experience first-hand. I'm looking to venture over The Channel again this year, and once again I've enlisted the help from fellow Fiesta enthusiast, Stephan Müller who is an expert in tailoring epic race car-specific roadtrip adventures.

The main attraction is the Eifel Rallye Festival in Daun, Germany (above) which is held on the weekend of July 25-26. The aim is to visit and experience at least one day of

the event. There we will see old Escorts, Cosworths and RS200s fly (literally) through the forest stages.

Stephan also has proposed we visit as many race car-related venues either side of this event to satisfy our lust for all thing's car and track. The trip includes a selection of museums such as the Sinsheim Auto and Technical, and the Mercedes and Porsche museums. As well as visiting a variety of race circuits such as Spa,

Hockenheimring and of course, the notorious Nürburgring Nordschleife.

The trip would take around four days travelling from the UK over to France and venturing into Germany and Belgium. We would aim to stay in hotels and hostels, but if we take the Sierra Estate, we should be able to fit in some tents for camping as a back-up. I can't wait.



DAN BEVIS

THREE CORNICHES



BEST DRIVEN IN: Escort XR3i Cabriolet

Starts: Nice

Ends: Beaulieu-sur-Mer

Length: 60 miles

Time: Half a day

Basic route: Take the M2564 (Grande Corniche) east to La Turbie, then head south on the D37. Join the Basse Corniche at Costa Plana and head east to Monaco. The D6007 heading west out of town turns into the M6007 (Moyenne Corniche); follow this to Saint Michel, then take the wiggly roads down to Beaulieu-sur-Mer

Top tip: Take your time. You could despatch this journey in a couple of hours, but what's the rush? Absorb the surroundings with the wind in your hair

With the seemingly-endless wilds of winter still swishing around outside the window, it's natural to start daydreaming about a summery roadtrip, isn't it? For me, the dream scenario would be to leave behind the lashing rain and wind of Blighty and head to the Côte d'Azur. The French Riviera boasts startlingly dramatic scenery and gorgeous blue oceans, and the ideal tool for the job would be an Escort XR3i Cabriolet — a bright-and-breezy ragtop perfect for seafront cruising and balmy hilltop exploration.

Let's start in Nice, the historic hotspot lavishly studded with palm trees and pretty architecture. From here we can start the journey over the Three Corniches — the trio of roads which zig-zag along the coast at different elevations, meaning that this is essentially three road trips in one.

The Grand Corniche, built in the 19th Century, rises to 500m above sea-level at some points, and features plenty of thrilling hairpins over eye-watering drops, sweeping along cliff-faces and through pine-scented woodlands until the village of La Turbie allows you to join the low road, the Basse Corniche. This is the swanky ribbon of Tarmac that takes in all the Riviera resorts where the high-rollers play, casinos and colossal mansions providing the backdrop as you head towards Monaco.

While you're here you can hunt out the route of the F1 circuit, check out the gin palaces in the harbour, and take some time out to chew the fat at Le Bar Américain. The moneyed types milling around Casino Square will no doubt be impressed by your '3i, and buoyed by this hedonistic vibe you can head up and out of town to join the Moyenne Corniche. Twisting through the colourful hills and then back down to the coast, journey's end arrives at Beaulieu-sur-Mer, a quaint little Riviera town where you can enjoy a G&T while watching the sun set over the bay. Sounds like summertime perfection, doesn't it?





MIKE RENAUT NORTH BY NORTH WEST WALES

BEST DRIVEN IN: Fiesta Fly

Starts: Head south west on the A489 along the England/Wales border

Ends: The A5 beyond Betws-y-coed heading southeast

Length: approximately 150 miles

Time: allow two days, including sightseeing

Basic route: Southwest from Shropshire on the A489 pick up the A490 at Churchstoke and follow the road through Welshpool and past Llanfyllin, here the road becomes the B4391. We're headed for Portmeirion but this cross country route across moorland and through Snowdonia National Park is only a mile longer, provides much better scenery and, hopefully, quieter roads. At Bala we join the A4212. Once we reach Trawsfynydd it's a right turn onto the A470 coast road, then a left at Gellilydan to join the A487 that takes us on the approach to the tight single lane roads of Portmeirion. Leaving Portmeirion on the A487 now headed north, we pick up the A4086 on the outskirts of Caernarfon and point east toward Llanberis and then Pen-y-Pass. Turn right onto the A5 at Capel Curig, which takes us to Betws-y-Coed and, eventually, back into England.

Top tip: Take a detailed road map in addition to your satnav since some of the

turns come up quite suddenly and there's not always the immediate opportunity to turn around

Ask any keen driver to list the UK's best driving roads and Wales will be always be mentioned as a prime location. So let's do the best of the best; a lap of Snowdon. Snowdonia National Park has 827 square miles of open space and rugged mountains with roads twisting around and between them offering steep hills and descents often with sudden, tight hairpin corners. Happily they're usually smooth and well maintained — you're more likely to encounter a sheep than a pothole on the roads here.

Dual carriageways are virtually unheard of in this part of Wales; these are strictly A and B-roads so this isn't the place to come for speed. Overtaking opportunities are occasional; it's better to go with the flow of traffic and enjoy the views. Especially since the Welsh police keep a close eye.

Along the mountain roads are various tea and coffee shops, in addition to free car parks and laybys so there's plenty of opportunities to pull over for a breather.

Portmeirion is the Italian-style village best known for being used in The Prisoner television series. A few miles west are Black

Rock Sands where, if you're feeling brave, you can drive your car onto the beach.

Further up the coast is the town of Caernarfon, which provides another opportunity for stopping or filling with petrol. There's an impressive castle too, but the main reason for the visit is to enjoy virtually the full length of the A4086. Once out into the countryside the road, and especially the Llanberis Pass valley between the mountains, is absolutely stunning.

Time your visit carefully. The mid-summer months can see the roads clogged with tourists, climbers and bikers, while winter ice and snow (and even occasional rockslides) can make the route treacherous. The lakes scattered along the route are known to fog up, dropping visibility down to a metre at times.

The best time to go is early autumn, or get an early start at the crack of dawn on a warm day. Watch the local weather forecasts since temperatures and conditions change quickly here.

With the highest point, the Pen-y-Pass carpark, 359 metres above sea level it can be a test for the cooling system and brakes of any classic car. Our final stop at Betws-y-Coed is a pleasant town catering well for visitors. Then continue on the A5 and home.





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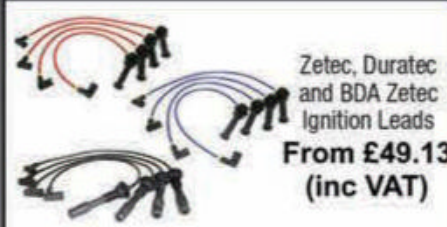
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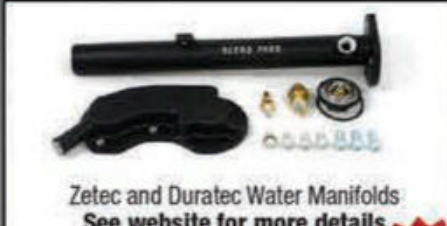
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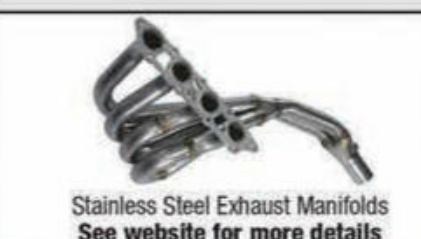
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IMMACULATE CONCEPT

RetroTek's Chris Bailey could have built an RS-replica or a rally car with his two-door 1300 project. But he does that all day for his customers; for his own project, he wanted to create a road-trippin' Escort GT like no other.

Words Daniel Bevis **Photos** Adrian Brannan

It's a truth often told that there's more than one way to skin a cat. Naturally, we'd rather you left the felines alone and focused on building cool old Fords instead, and that's precisely what Chris Bailey's been up to with this 1971 two-door. Now, much like with our furry chums, there are many approaches to take with a Mk1 Escort, but it's fair to say that Chris (channelling his years of expertise, and holding the reins at RetroTek Racing) has carved his own path here.

"It's not replicating any specific car; this is my idea of how I could build a modern yet retro-inspired take on a classic while still looking relatively stock at first glance," he explains. "I appreciate the concours scene, but I was

never wanting a replica AVO... parts were fitted either because I had them or I liked them. I wanted a usable, fun car I can go 70 mph on the motorway with, or do a track day, or show it."

Right, quite an easy brief then! The multi-faceted nature of this wasn't at all daunting for Chris though, as he's been building up to this project for some time. "I've had Escorts in one form or another since I was 18," he says. "I had a mint Mk2 RS2000, nice Harriers and Estates, even an RS1600i. I have also worked on the building of high-end competition cars and generally been a specialist in Escorts and Porsches for some time, building them to the highest standard possible until they're probably too good to be rally cars!" →





"I NEVER WANTED TO BUILD A RALLY CAR OR RALLY-INSPIRED PROJECT — IT WAS ALL ABOUT THE USABILITY"



Chris spent a lot of time planning the interior which had to look classic yet feature modern tech, including Stack gauges mounted in the six-dial dash, retimmed Recaros, new switch panel and even a carbon parcel shelf (below).

Gold Minilites work great with the red paintwork.



Having crafted many cars for customers to their own specifications, Chris had always harboured a desire to build something special for himself in his own style. The Ford you see here is the living realisation of that dream. It's actually been in his possession for the last 15 years, a standard 1300 which had seemed pretty solid but actually turned out not to be. Chris had stored the car in various locations over the years, and almost got rid of it a few times, but eventually the temptation to help the Escort realise its destiny simply became too strong.

A one-off custom, built as much for comfort and usability as performance, ready for globe-trotting adventures at the drop of a hat.

Hoarding parts

"I've been collecting parts for the project ever since I got it," he says. "I was never wanting to build a rally car or rally-inspired project, and over the years I did consider pretty much every idea from a Mexico or Twin Cam replica to a 1300GT and so on... It was destined to have a Crossflow in it, although ultimately I decided I wanted a modern, affordable and reliable alternative — so it got a Zetec, with the excellent Mazda gearbox that has perfect ratios and a great gearchange."

Work began on the project around six years ago, as life kept getting in the way as it tends to do — family, house, general lack of time — until eventually fate relented and allowed the maestro to commence his magnum opus. The shell was stripped down, he started welding up the most teabag-like bits, and the real the push came when Chris set up his own business, moved the Escort into the premises, and was able to fit the weld-a-thon in-between the paying jobs.

"I decided it had to be mint and solid, so any panel it needed, it had," he enthuses. "A bit extreme perhaps, but you can spend more time patching than fitting in a new panel sometimes. It had inner wings, RS-spec front panel and outer wings, A-posts, heater bowl, scuttle panel, sills, floorpan, tunnel, and a few other panels on the rear end. The result is that it has door gaps which are better than factory; there's no tubs of filler in it, and I could also alter it to suit the subtle mods as I went on."

This fusion of attention-to-detail and an evolutionary approach allowed Chris to mould and modify the concept as he went along. For example, the original plan was to fit square headlights, but when he couldn't find any for a reasonable price he instead converted it back to the round lights he had in stock. The Works/Imp sidelight-indicator assemblies were new-old-stock items he'd had for ages and always wanted to use. It's a logical mixture of what's desirable and what's possible, and it's this mindset which informed the frankly fabulous interior. Chris reckons this was one of the more challenging elements of the build, but all the effort has really paid off. An original dash was stripped down and Stack Pro gauges were fitted to a stock mounting plate, taking care to painstakingly align them before wiring them into a quick-release plug. The lower dash console was custom-made in fibreglass by Chris's brother, deleting the ashtray and positioning the switches in its place. "The front seats are RS2000 Recaros which have been covered in nappa leather — they were an extravagant luxury," he grins. Of course, this all feeds into the over-arching fusion of form and function. Every decision is carefully considered.

Paint protection

With the body perfected, the bare shell was painted using the latest spraybooth technology — as used on F1 cars — with the stripes and lettering all painted on and then lacquered off smooth. XPEL paint film protects the front and



Chris wanted a Mk1 for all reasons: show, circuit and, of course, road. That's what he's ended up with — and then some.

HIDDEN PLEASURES

THE OUT-OF-SIGHT TECH

Some of the most ingenious modifications in this car are the ones that you'd never see. When installing the engine in that silky-smooth bay, Chris was careful to hide away all the wiring, as well as tucking the battery out of sight and creating a custom fuse/relay holder. "The engine's wiring loom is a brand new and completely bespoke motorsport/aerospace-grade setup," he says. "This was made to my specification using a local company, Motorsport Electrical Products. We worked together to make the outward appearance look stock, but under the skin it's all new and has some pretty modern ideas — for example, the speaker wiring is all built-in, and I intend to build a console with sat-nav incorporated."



MK1 ESCORT

Suitably-dressed 2-litre Zetec sits in a super-tidy engine bay — note the filler for washer bottle, now hidden in the inner wing.

sides, and Chris has fabricated carbon arch liners to keep the muck out. Beautiful and functional then, and the concept of the 2-litre Zetec fits in perfectly. A boxfresh motor with a pretty BDA-style rocker cover, it's running 45 mm throttle bodies to produce a fruity and consistent 188 bhp. That Mazda six-speed 'box trebuchets the grunt back through a custom single-piece prop to a shiny new Atlas axle. "I've fitted a Quaife ATB diff on a 3.7 Capri ratio," Chris elaborates. "This was chosen for the relative lack of maintenance on the diff, plus a good cruising speed."

All of which adds up to a startling realisation of Chris's long-held vision: the RetroTek Racing Escort GT Concept. A Mk1 that's superbly spec'd, beautifully finished, wonderful to drive, and quite unlike any other Escort out there.

Great reaction

"People who've seen it have been very impressed," he smiles. "My mates have watched it develop and grow; they've seen the cars I've built and I think they knew it was going to be good... when I drive it I have people pull up alongside shouting that they love it, giving the thumbs-up, and that's enough for me. I did the best I could, and hopefully I will get more time this year to show it so it gets seen more."

We're looking forward to seeing the car out and about in 2020, as the fastidious attention Chris has lavished on every element of it is truly incredible. The perfect mile-munching classic, and you can be sure he'll be road-tripping his bespoke creation to the sunset and back. You see, there's more than one way to skin an Escort. **CF**



The Escort's now running an Atlas axle with 3.7 gears.

Tech Spec

Body

1971 1300 two-door shell, fully restored, RS wings, custom carbon front arch liners, new-old-stock works/Imp indicator/sidelights. **Paint:** Sebring Red with stripes and lettering painted on and lacquered, plus XPEL paint protection

Engine

2-litre Zetec, Jenvey 45 mm throttle bodies, Retro Ford 2.5 inch stainless exhaust system, Retro Ford alloy sump, ARP rod bolts, lightened flywheel, BDA repro rocker cover, Bosch fuel pump, Teflon-lined -6 hoses throughout, alloy radiator with BDA-style top hose and silicone hoses on cooling side, stock fuel tank modified for fuel injection, bespoke motorsport/aerospace-grade wiring loom, custom fuse/relay holder with hidden wiring, hidden battery.

Power: 188 bhp, 162 lb.ft

Transmission

Mazda six-speed manual with Ford mounting points, hydraulic Ford clutch, custom single-piece propshaft, modified Escort Automatic transmission tunnel (to accommodate bellhousing and clear slave cylinder), 3.7 Capri-ratio Atlas axle with Quaife LSD

Suspension

Front: compression struts, adjustable track control arms, Bilstein adjustable legs with Bilstein 260/60 inserts and 2.25 inch 200 lb springs, roller-bearing top mounts, quick rack with genuine Ford green track rod ends to standard steering arms.

Rear: Bilstein dampers fitted to Mk2/late-Mk1 damper mounting boxes (for better location and damper operation), Mk2 Escort RS anti-tramp bars, 145 lb leaf springs

Brakes

Front: AP5000 callipers, alloy hubs, vented discs, Mintex 1144 pads.

Rear: RS2000 drums (new-old-stock). Braided lines and stainless fittings throughout, hydraulic bias pedal box (with custom quick-release reservoir mounts fitted behind dash)

Wheels And Tyres

Gold 6x13 inch Minilites, 185/60R13 tyres

Interior

RS2000 Recaros in nappa leather, recovered rear seats, headlining and doorcards, custom carpets, custom dash with Stack Pro gauges, custom fibreglass lower dash (with switches in place of ashtray), Momo Prototipo steering wheel, heated windscreen, Perspex windows with winders, small motorsport-spec heater (to allow room for brake reservoirs)

Thanks

To Motorsport Electrical Products (01246 465810, <http://motorsportelectricalproducts.com>), Normandale Paint and Refinishing (01327 871818, <http://normandaleproducts.com>), West Wales Rally Spares (01559 363731, www.westwalesrallyspares.co.uk), Rally & Competition Equipment (01782 523664, www.rallycompetition.co.uk), Peak Auto Trims (01246 203755), and my mates for the encouragement.

Retrotek Racing: info@retrotekracing.co.uk, <http://www.retrotekracing.co.uk>



Made you look: Chris has turned out a visually-stunning Mk1 complete with a few twists.

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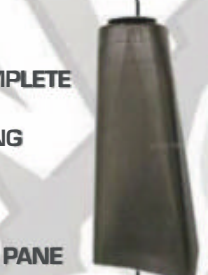
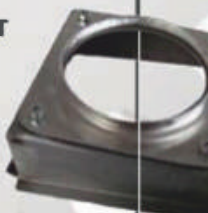
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IT'S BETTER WITH FRIENDS

Don't want to go it alone? Here are five organised roadtrips with convoy potential.



The Lakes Tour

There are many imitators, but there's arguably only one Lakes Tour. The long-running weekender open to pre-1980s classic Fords, takes in some of the best roads and scenery the Lake District has to offer, with some 200 cars snaking across the tight and sometimes tortuous lanes, with the run traditionally finishing in Grasmere for the Cumbria RS Owners' Club show on the Sunday. Entry is around £60 for car and driver, and various camping and passenger options are available. Bookings for the 2020 weekend, which takes place on June 13-14, are yet to open but keep an eye on www.lakestour.co.uk for updates.



Tour Of The Moor

Only in its fourth year, Old Skool Ford's annual weekend roadtrip is firmly established on the classic Ford calendar. Using wild and rugged Exmoor and Dartmoor as its backdrop and River Dart Country Park in Ashburton as its base, the weekend-long tour attracts classic Ford from all over the UK thanks to its relaxed format and superb route. The weekend of June 26-28 is confirmed for 2020's tour, with the £85 per car entry free including two nights' camping, tour pack and rally pate — hurry though, there are only a few places left. www.oldschoolford.co.uk



The Classic Ford Tour

Our annual tour, organised by Scenic Car Tours, takes in a different route and location every year, but for 2020 we return to Jersey for it's world-renowned International Motoring Festival. Featuring a heady mix of classic motorsport action, top-notch displays and a festival atmosphere, the island gives itself over to the lure of four — and two wheels — over the weekend, and this year we're forming part of it. As well as superb road runs (this year put together by tour regular and classic Ford nut, Paul Brown), the Classic Ford Tours are above all about getting together with likeminded Ford fans and having a great time. Prices start from £399 per person for the four-day, three-night tour from June 4-7. To reserve your place, call the tour organisers, Scenic Car Tours on 01732 879153 or go to www.sceniccartours.com.

Hagerty's Drive It Day Tour

Each year, Drive It Day (see page 16) encourages you to get your classic out of the garage and go for a spin, to get our cars seen and remind the public at large of the social benefits and historical significance of classic cars. But if you'd rather do this in a more organised format, then there are various roadruns that happen on the day including the well-regarded tour organised by classic car insurance specialists, Hagerty International. This year's route starts with at their offices in Towcester and takes in 80 miles of cracking roads in Northamptonshire, Buckinghamshire and Oxfordshire before arriving at Bicester Heritage for one of its excellent Sunday Scramble meets. Entry is free however Hagerty ask that a donation is made to one of the charities it supports. <https://carfestivalbooking.com>

North Wales Classic Ford Tours

North Wales Classic Fords are a sociable bunch, holding regular, family-friendly meets throughout the year which pull together some super-enthusiastic owners and their incredible classic Fords. The group also know they're onto a good thing, being based where they are, and so two or three times a year organise a series of road runs that make the most of the incredible scenery in and around North Wales and Snowdonia National Park. Even better, the bigger runs are in aid of local charities, and the group raises tens of thousands of Pounds each year. The group are kicking off 2020's runs with a Mystery Tour on April 5. Starting in Llandudno and taking in the sights of... well, you'll just have to find out. Learn more details about how to take part in the Mystery Tour — and the group's other events — at www.facebook.com/groups/NorthWalesClassicFords.



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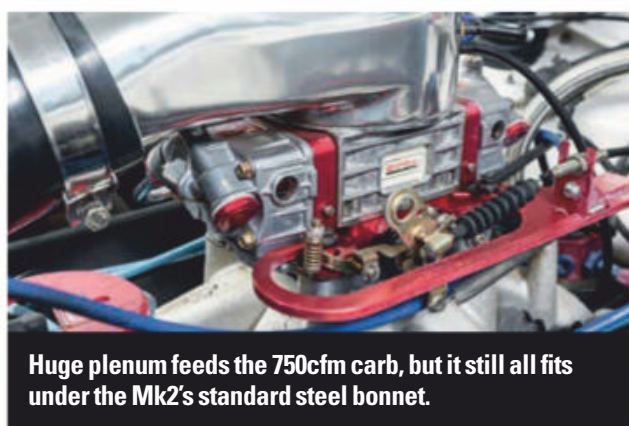
Words Daniel Bevis Photos Ben Hosking

BLOOD AND THUNDER

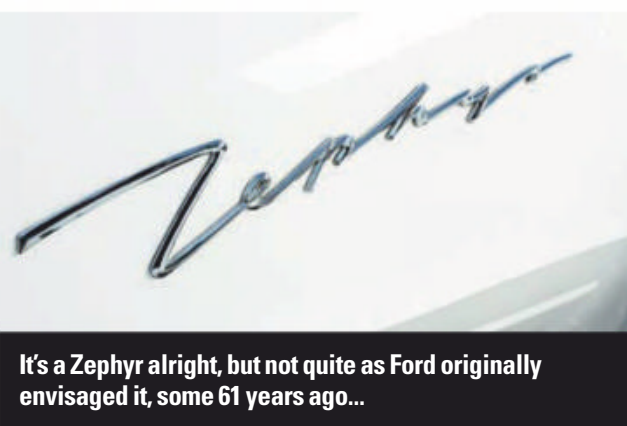
Beneath its blood-red flanks, this big-power Zephyr is bringing the thunder from Down Under with its force-induced V8 rumble.

Look at the way this Zephyr sits. Glorious, isn't it? A magnificent specimen of Ford of Britain's Americanised styling of the 1950s, resplendent in its trademark two-tone paint. Its gait is elegant yet purposeful, something exaggerated no end when you double-take at the rear wheels and realise that they're full-on dragster-spec, each one a clear foot across and shod in Hoosier Pro Streets specifically formulated for smokeshows. Indeed, the whole car is full of Easter eggs for aficionados; those paint colours didn't come out of the factory that way back in 1959, you're actually looking at a more modern Ford Diamond White juxtaposed with a racy Ferrari red. And that simmering malevolence of →





Huge plenum feeds the 750cfm carb, but it still all fits under the Mk2's standard steel bonnet.



It's a Zephyr alright, but not quite as Ford originally envisaged it, some 61 years ago...

performance is backed up by what's going on under the skin. No, of course, the acreage of rubber and the mighty tailpipes aren't all smoke and mirrors, this Zephyr's very much about the blood and thunder.

It's interesting to note that while Ford of Britain's design studio was clearly cribbing notes from Dearborn, the Zephyr itself never appeared on the American market. However, it was too vibrant and exciting to be contained solely within this sceptre isle; as well as being screwed together in Dagenham, the Mk1 Zephyr also saw production in New Zealand's Seaview factory (thanks to exported complete-knockdown kits). By the time the Mk2 emerged, its wiles had spread across the Tasman Sea to Australia, where the Zephyr, Zodiac and Consul were built in Geelong for the domestic market. And that's where we find this particular Zephyr today. Well, not in Geelong, but a seven-hour drive away in Ngunnawal, a suburb of Canberra. This is the hometown of Darren Lawler, the car's owner, and it's him we can blame for its myriad tricks and secrets.

Slight makeover

"I actually bought the car complete," he says, although this turns out to be an act of endearing modesty. While the previous owner had carried out a lot of work on the car, including the full chassis makeover with its four-linked rear end, Darren's really made the car his own over the course of the last eight years of ownership — not least in the area of its colossally beefy engine and transmission.

It seems fitting, considering all the chrome and fins involved, that Darren sourced all of his



Recaros will soon be retrimmed in leather to make them more in-keeping with the Zephyr's interior.



Boost controller allows Darren to set the engine up for street or strip duties.



Like much of the engine spec, Darren turned to the USA for wheel and tyre inspiration.



Manual shift kit gives Darren more control over the C6 auto — perfect for drag racing, and burnouts...

parts for the build from the States. Given the engine choice this makes a lot of sense, as the motor's based around a 1969 302ci Windsor block, and the USDM aftermarket is massive for these brutes. "I built the engine up with my mate, Mick — he did most of it, in fact," he explains, with more of that trademark self-effacement. "I found the engine block in a garage on a farm just outside the Australian Capital Territory (ACT), it's a 1969 Windsor block that we retrofitted for a turbo Comp Cam." Now packing a more robust 347ci thanks to a Scat crank and rods and some JE pistons, it's a snorting beast of thing with ported AFR aluminium heads and a whacking great Quick Fuel 750cfm carburettor... although there's no vast air cleaner sticking through the bonnet, the stock body lines remain intact. That's not to say the car's in any way stealthy though. As if the wheels weren't enough of a giveaway, this Z-car's making all the wrong noises. And we're not talking about the basso profundo rumble of a Detroit bent-eight, but the snorting and chuntering of wastegates

and the canine-frequency shriek of screamer pipes. Yep, there's forced induction at play here. "I fitted a set of cheap turbos from America at first, just to see if I liked them — it turned out that I did," Darren grins. "So I contacted a mate who owns Fyshwick Exhaust in Fyshwick, ACT, and he sorted me out with new manifolds and Precision turbos, along with wastegates, screamer pipes, the full works."

Big shifter

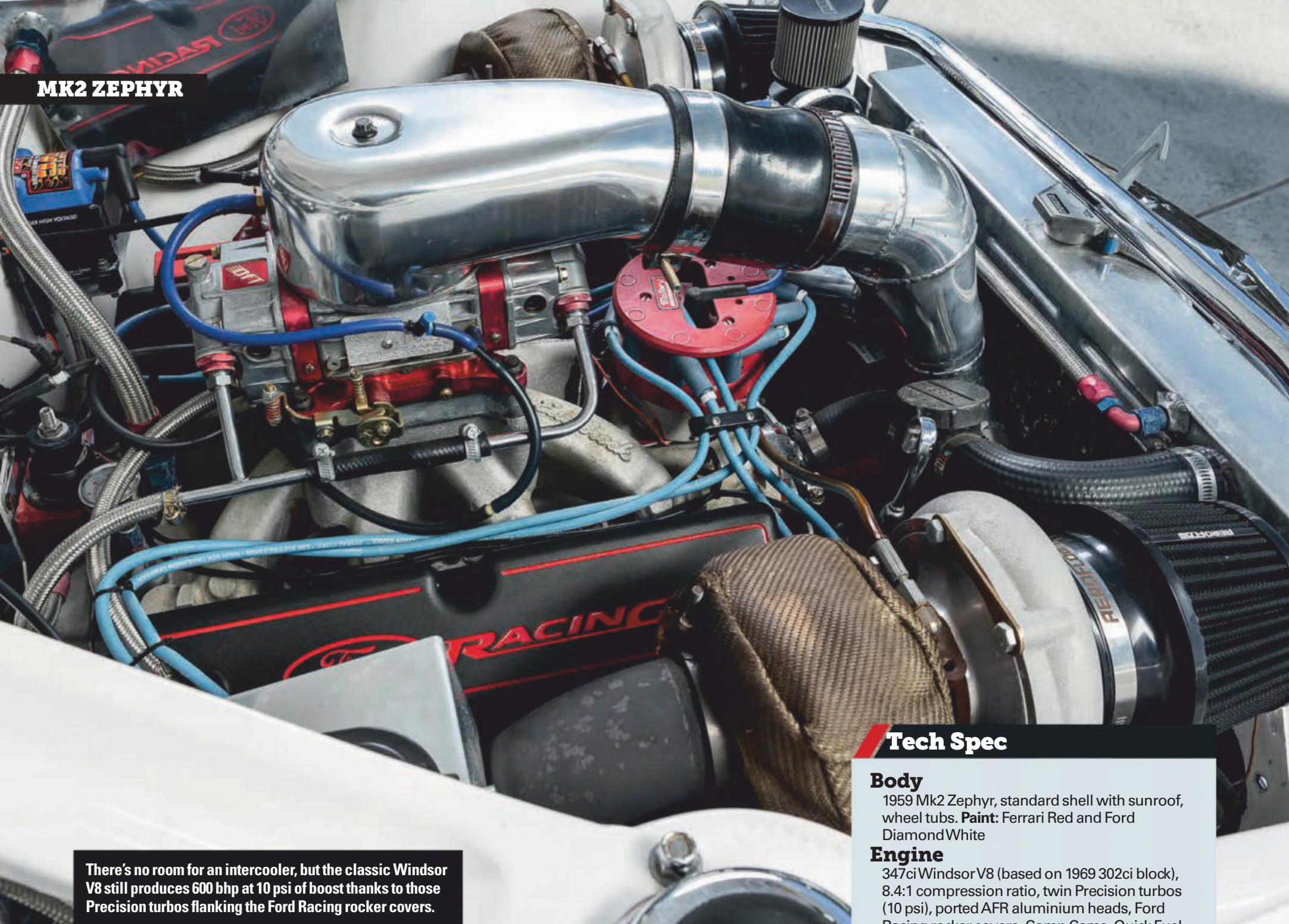
The underbonnet aesthetic effect is pretty devastating. Usually you'd expect a V8-swapped Zephyr to be all motor under there, but here the entire focus is on those two massive Precision units leaping at you like a charging ram's horns. And the effect on performance is dramatic: "It was all tuned by Jake Edwards, a big name in Aussie drag tuning, and we achieved 600 hp at the flywheel, which equated to 450 hp at the wheels," says Darren. "That's at 10psi of boost, and still running with no intercooler." No, to be fair, it'd be hard to find a place to put a 'cooler without altering those stock front-end looks, →

IT'S EVOLUTION, BABY

DARREN'S BIG PLANS

Plans? Oh yes, Darren's got plans. The chassis will be receiving a sophisticated makeover with the addition of a new independent front end set-up, while under the bonnet he'll be junking the juicy carb in favour of a fuel-injection system. Water/meth injection also figures in the plan — this is an arrangement whereby an atomised mixture of water and methanol is injected into the intake, reducing charge temperatures as well as providing an octane boost. And it's not all about hair-on-fire thrust — the interior will be treated to a full red leather retrim too. There's a lot in the pipeline for this Zephyr; it seems that after eight years of ownership, Darren's still just warming up!

MK2 ZEPHYR



There's no room for an intercooler, but the classic Windsor V8 still produces 600 bhp at 10 psi of boost thanks to those Precision turbos flanking the Ford Racing rocker covers.

Tech Spec

Body

1959 Mk2 Zephyr, standard shell with sunroof, wheel tubs. **Paint:** Ferrari Red and Ford Diamond White

Engine

347ci Windsor V8 (based on 1969 302ci block), 8.4:1 compression ratio, twin Precision turbos (10 psi), ported AFR aluminium heads, Ford Racing rocker covers, Comp Cams, Quick Fuel 750cfm carburettor, Scat crank, Scat H-beam rods, JE pistons, mains stud kit, Summit Racing gear drive, Mellings oil pump, Moroso sump, electric water pump, PWR radiator, Mallory distributor, MSD Blaster coil, twin Bosch 077 fuel pumps, Aeroflow 1000 regulator, 3 inch manifolds, twin wastegates, twin BOVs, twin screamer pipes, twin 4 inch exhaust system, battery and fuel cell in boot

Transmission

C6 three-speed auto, manual shift kit, 9 inch locker diff

Suspension

Front: standard struts with uprated inserts and Spal springs. Rear: four-linked, Panhard rod

Brakes

Front: Wilwood four-pot callipers with drilled and grooved discs. Rear: Falcon GT drums

Wheels

Front: 7x15 inch polished Weld wheels, Dunlop tyres. Rear: 12x15 inch polished Weld wheels, Hoosier Pro Street rears

Interior

Full velour retrim, Recaro recliners, Sport Comp gauges, Turbosmart e-Boost 2 boost controller, Kenwood head unit, Pioneer speakers, Kenwood and Pioneer amps

12 inch wide rears kind of betray the Mk2's sleeper looks.



Junk in the trunk? No, the huge fuel cell needed to keep that Windsor V8 happy, and not much else.

and four-fifty at the wheels really is a staggering number. To help get it all down effectively, there's a C6 three-speed auto transmission hanging off the back of the Windsor, to which Darren has fitted a manual shift kit — a popular mod which allows up and downshifts in first and second at any speed, something a stock C6 won't allow you to do. So if he wants to, say, detonate his tyres at will, or fire the big Zed up the strip, Darren has total control.

The notion of control is one that really characterises this build. Every move he's made

has been under his own steam, modifying the car with his own two hands along with the help of his friends. "The hardest part is making things fit," he smiles, although he's clearly a man who thrives on such challenges, as the Zephyr's recent coveted spot (and well-deserved award) at the Summernats Elite Hall demonstrated. This home-grown Zed is an international greatest-hits, and at the same time a true-blue Aussie; a little slice of Essex, via Detroit, sitting pretty in the Canberra sunshine. **CF**

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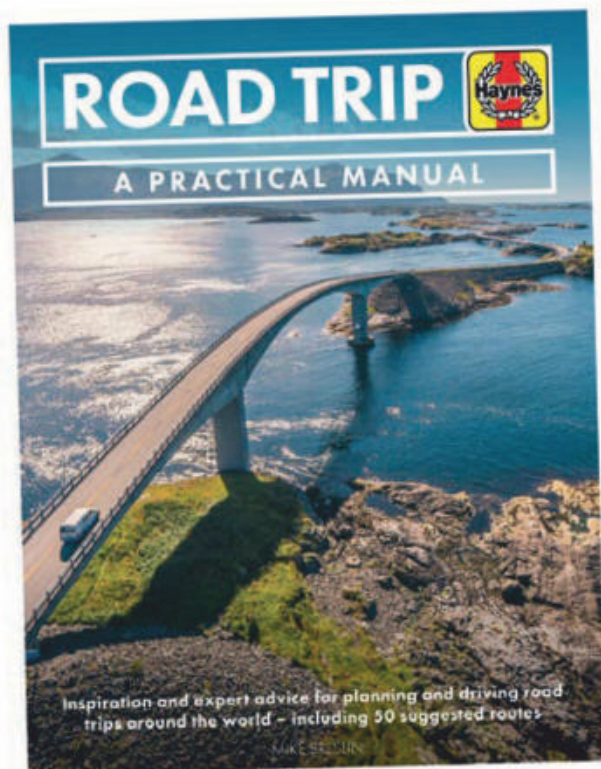
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Door glass seal	(each) £4.99
Carpet set	£162.28
Lode Star Headlining	£150.00
Door shut edge trim	£20.86
2 door models rear quarter rubber	(pair) £109.18

CORTINA MKII

Front windscreen rubber	£35.28
Rear windscreen rubber	£47.62
Screen chrome trim	£7.20
Door seal, 2 door model	(each) £34.20
Door seal, 4 door model	(each) £29.93
Door window channel	£10.24
Door glass seal (exterior)	£9.00
Door glass seal fixing clips	£0.54
Door glass seal (interior)	£4.99
Door shut edge trim	£20.86
Boot seal (original pattern)	£23.88
Carpet set	£166.27
Headlining (off white or putty) - Series 2	£150.00
Lode Star Headlining - Series 1	£150.00
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
2 door models rear quarter rubber	(pair) £101.25

CORTINA MKIII

Front screen rubber	£40.26
Rear screen rubber	£40.00
Screen insert (chrome)	£8.60
Door seal with moulded corner	£37.54
Door glass seal (exterior)	£9.00

Door window channel	£10.24
Boot seal	£19.80
Carpet set	£170.52
Roof gutter (chrome)	£14.51
Headlining	£120.00
Vinyl roof kit (incl. 2 litres adhesive)	£122.00

CORTINA MK4/5

Front screen rubberMk4 only	£40.26
Rear screen rubberMk4 only	£47.40
Door sealMk4	£37.54
Door window channel	£10.24
Door glass seal (exterior)	£9.00
Door glass seal fixing clip	£0.36
Screen insert (chrome)	£9.00
Boot seal	£19.80
Roof gutter chrome trim	£14.51
Carpet Set	£187.20
Headlining	£120.00
Vinyl roof kit (incl. 2 litres adhesive)	£122.00

GRANADA MKI

Door seal with moulded corners	£37.54
Boot seal	£19.80
Coupe Vinyl Roof Kit	£142.00
Door window channel	(each) £10.24
Door glass seal	(each) £14.51
Carpet set	£192.95
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
Roof Gutter Trim	£14.51

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Door seal, Mk1	£19.80
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Carpet set	£192.95
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Screen Trim (Int)	£26.30

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Front screen rubber	£33.11
Door seal	£19.80
Tailgate seal	£19.80
Headlining	£110.00
Carpet set	£156.00
Door glass seal	£19.99

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Front windscreen rubber (with ears)	£40.00
Rear windscreen rubber	£40.42
Door seal (each)	£20.10
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Door window channel	£12.00
Door glass seal	(each) £4.99
Door shut edge trim	(each) £18.72
Rear opening quarter glass seal	(each) £8.40
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Lode Star Headlining	£120.00
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Boot seal	£15.10
Carpet set	£201.61

ZEPHYR/CONSUL I

Front screen rubber	£38.89
Rear screen rubber	£38.89
Door seal	£19.18
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Door shut coloured edge trim	£18.00
Headlining (low line and hi line)	£170.00
Carpet set	£179.12
Boot seal	£19.80

ZEPHYR/CONSUL III

Front screen rubber	£41.23
Rear screen rubber	£40.66
Rear screen rubber (Zodiac)	£45.89
Door seal	£20.06
Boot seal	£19.80
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Words Emma Woodcock
Photos Adrian Brannan

INHERITED STEALTH

Original panels, a 3-litre V6, and 42 years of father-son ownership make this Mk3 Cortina a softly-spoken family legacy.



So many petrolheads remember the family cars that shaped childhoods. We rote-learned the numberplates, soaped up the bodywork on a Sunday and dreamed of the day we'd have wheels of our own... Jeff Smith is just the same: he was entranced from the very first time his Dad drove home in a 1973 Mk3 Cortina L. "I just loved it," he remembers. "Dad used to spend hours polishing it, then I went on a mechanics' course as a teenager and learnt how to pull out, rebuild and reinstall its Pinto engine." Four decades later, he's still not finished with that engine bay...

You see, while most of us wave goodbye to the machines that provided our earliest

automotive milestones, Jeff has stuck by the Cortina. He learnt to drive in the saloon and then, in 1987, purchased the Mk3 from his father. "He said I'd looked after it with him over all those years," Jeff remembers, "so he wanted me to have it." Standard but for an altered interior with Mk5 Cortina seats, the Ford marked its new ownership with a decade-and-a-half of service as a faithful everyday car.

Same but different

Lots has stayed the same in the 17 years since. Much of the original steel remains uneaten by time or corrosion, the period Wipac spotlights still stand on the grille and Jeff is every bit as

committed to the four-door as he ever was. Cortina continuity is the name of the game... right up until the moment you lift the bonnet. Topped with custom alloy rocker covers, the engine bay now contains a 3-litre Essex V6. "The engine swap is the main modification I wanted to make," Jeff explains, "it all comes down to the performance, the reliability and just how good it looks."

There are supplementary changes, too — each chosen to emphasise the strengths of the six. A new alloy radiator and copious polished brightwork keep the motor looking its best, while an electronic ignition swap and steel timing gears ensure modern dependability. →



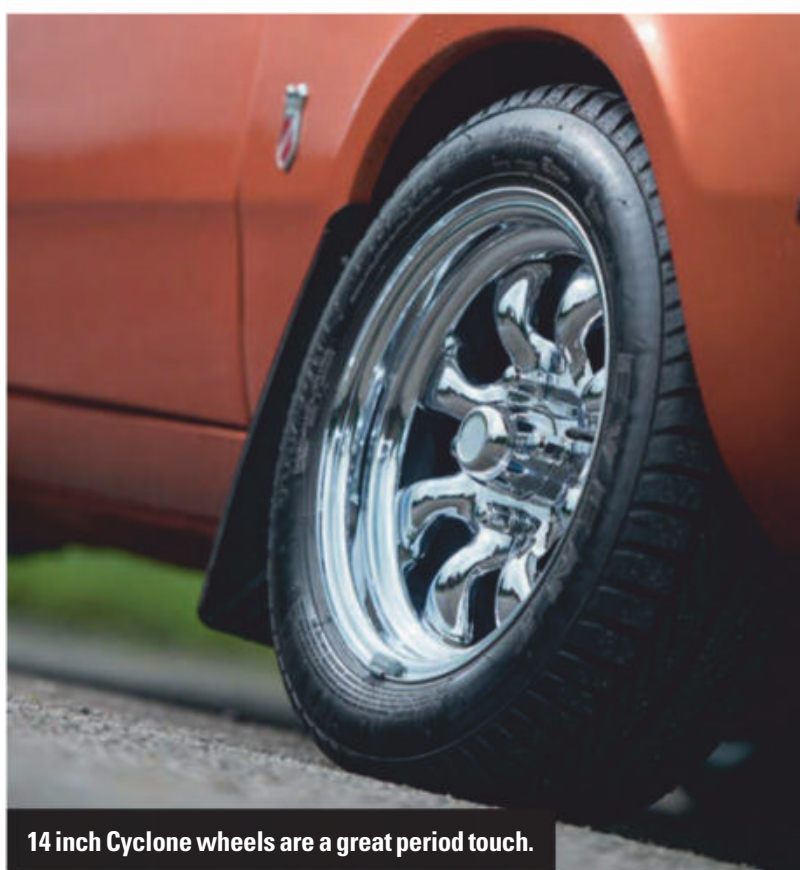
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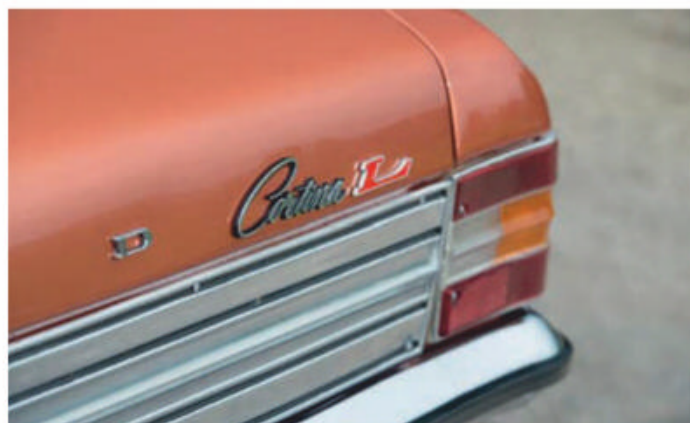
FORD'S SIX-CYLINDER



For British buyers, the Mk3 Cortina range topped out with the 2000E and its 2-litre, four-cylinder Pinto. Enterprising racer, Jeff Uren filled the go-faster niche with his Essex V6-powered Cortina Savage creations but some markets did receive official six-cylinder Cortinas. Australia equipped the family saloon with the 3.3 and 4.1 litre straight-six engines from the larger Falcon model, while South Africa followed the same route as our feature car and fitted 2.5 and 3-litre variants of the Essex V6, creating the Big Six (above).



14 inch Cyclone wheels are a great period touch.



Performance changes are similarly subtle but just as effective, with a K&N air filter for inhalation and Burton Power sport exhaust manifolds for breathing out. “I bought the engine a few years from a Ford mechanic who told me he’d done some work on the internals,” Jeff adds, “but I’m not sure what exactly.” No matter the specifics, he’s been delighted from the moment he first turned the key and the new engine fired.

Plenty of work went into reaching that moment, starting with a series of uprated transmission components. The original Type 3 gearbox is gone, replaced by the stronger Type 5 four-speed manual that Ford fitted to early Capri and Granada V6 models, and the differential has been swapped for the heavy-duty item from a later 2.3 Cortina. A custom propshaft from Leek firm, GKN Driveline Services couples the two together. Working in his own unit, Jeff also installed the straight transmission crossmember from an automatic-equipped Mk3 Cortina and fabricated custom mounts for the engine. “There was a lot of measuring, cutting and grinding to make everything fit perfectly,” he laughs, “but overall it all went into place pretty easily!”

Firmer ride

The modifications didn’t stop there and the suspension has been overhauled to better match the extra urge now thundering down



the driveline. The coil springs and dampers have been changed for uprated items to suit the extra weight in the engine bay and Jeff has rebushed the entire car, using polybushes wherever possible to sharpen handling responses. After spotting a small amount of corrosion, Jeff has also taken the opportunity to replace the chassis rails with the slotted design used later in the Mk3 Cortina's lifecycle, facilitating the fitment of front and rear anti roll bars.

Parts from other Fords bring steering and stopping up to modern standards too, thanks to a Mk5 2.3 Cortina power steering system and front discs and callipers from the same model. EBC Brakes provided the OEM-quality Ultimax 2 pads to match but the master cylinder comes from a far more unlikely source. "It's a Land Rover item," Jeff explains. "My brother-in-law had been looking for a master cylinder for his GXL, someone suggested the Landie item and it bolted straight into place. I looked up the part number and got one for myself." The result is a car that's ready for a show season of long, cross country drives.

Inside informed

There's no doubt the 1973 machine will turn heads wherever it arrives. Wrapped up and stored indoors for over three decades, the original interior is now back inside the car and wows with its unblemished vinyl and optional →



Original L tan trim has been enhanced by GXL extras including the centre console and wood inserts.

With its era-correct mods Jeff's Mk3 makes a great classic Ford for roadtrips. Bet it sounds good, too.





HOMEBUILT HERO



extra GXL wood-effect dashboard. “The seats, the dashboard, everything is in really good condition,” says Jeff. All the original clips and fittings have survived too and are now back in place.

Originality continues outside, where the Cortina benefits from a lifetime of Waxoyl application. Only the front inner wings and rear wheelarches have required rust repairs and the rest of the metalwork is entirely as it left Dagenham. A bare shell respray, carried out in the custom paint booth Jeff rigged up in his unit, complements the Coke bottle looks perfectly. Five coats of epoxy primer, four coats of the car’s original Copper Bronze Metallic hue and five coats of lacquer add better-than-new shine that’s matched by the original front bumper and set of

chromed 14 inch Cyclone alloys sourced from Jeff’s Cortina-loving brother.

Family affair

One light restoration, 76,000 miles and 42 years on from the moment it entered Jeff’s life, the Mk3 Cortina is still a family affair.

“With the spotlights and everything, I’ve got it to look more or less the same as it did when it was Dad’s car,” Jeff smiles, “I come from a family of eight and all my brothers and sisters love it. I couldn’t ever sell and I hope, one day, to pass it on to somebody else in the family.” Faster, smoother and easier to drive than ever before, the Cortina has long since waved its 1600 goodbye but its car-owner connection is here to stay. **CF**

Tech Spec

Body

1973 Mk3 Cortina L, front wing and rear arch repairs, Wipac spotlights, Halogen headlight conversion instead of sealed beam, bullet mirrors aftermarket, mudflaps.

Paint: Copper Bronze Metallic

Engine

3-litre Essex V6 with K&N air filter, 38DGAS Weber carburettor, electronic ignition, Burton Power Capri sport exhaust manifolds, metal timing chain gear, custom alloy rocker covers, polished aluminium radiator

Transmission

Type 5 four-speed manual gearbox, 2.3 Cortina differential and GKN Driveline Services custom one-piece propshaft

Suspension

Front: uprated coil springs, uprated dampers, Mk5 2.3 Cortina power steering system.

Rear: uprated coil springs, uprated dampers, anti-roll bar.

Full rebush with extensive polybushing

Brakes

Front: Mk5 2.3 Cortina brake discs and callipers with EBC Brakes Ultimax 2 pads.

Rear: drums.

Land Rover master cylinder

Wheels and Tyres

6x14 inch chrome Cyclones, 185/60/14 tyres

Interior

Mk3 L with original optional extra GXL interior

Thanks

To my stepson, Robbie, my brother Andrew for his help with the restoration, and my partner, Pam for putting up with me not being around as I did it

Jeff sat the Essex on custom mounts and used aftermarket tubular Capri manifolds.



Land Rover master cylinder is a now-common swap.

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LETTER OF THE MONTH



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GRAN TURISMO 4



Rare Capri GT4 awaits its rebirth.

I was reading through your November 2019 edition and the last bit of your editorial struck a chord with me. A few years ago I did what you had the urge to do, and tracked down a Mk3 GT4.

There aren't many of them about, but you have inspired me to get the restoration work started, so hopefully I'll be stripping it down and the metalwork will start next month.

Joe Diamond
UK

That's great news, Joe. Best of luck with the Capri's rebuild!



Joe managed to find this special-edition Mk3 and though in need of work, it looks more than savable.

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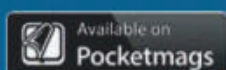


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Missing Thanks

Thanks for running the feature on my Taunus TC in the March issue, but you forgot to include the people I wanted to say thank you to for their help with the car!

So, thank you to: my friends Svein-Erik and Sven in Norway for their excellent welding/tinning and paintwork; Herr Krissel at Autohaus Foerster, in Koblenz, Germany for searching out NOS parts; my brother in law Per-Erik and family for lending me their garage; and to all other people that have helped me. Because of you my dream came true!

Ulf Kaijser
Sweden

Sorry, Ulf, hope this makes up for it in some way.



Le Mans '66

I've just been to see Ford v Ferrari and it's the best petrolhead film in years — beautifully filmed and great storytelling. I highly recommend heading to your local cinema to go and check it out.

Nick Williams
UK



World Cup Car

I enjoyed the feature on 50 years of the World Cup Rally in the March 2020 issue. It reminded me of when I came across the eighth placed-car broken down on the way to Stanford Hall a few years back. I took him to the show and found someone who was able to get the car sorted.

Paul Watts
UK



Nick Manson: my Anglia in 1991 when I first got it on the road.



Paul Brookes: refresh ready for Spring — new stickers, new tyres, gold wheels, full engine service and I can't wait to go.



Zane Staffen: Recent visit from a good friend of ours, Kenny Bosch in his September 1964-built Lotus Cortina, which we restored for him five years ago here in South Africa.



Mark Boyle: my 1984 Mk2 Granada Ghia X, and my Dad, Craig's 1965 Corsair.

Brandon-Lee Williams: what should I modify next?



Rich Hopkins: Just had a full respray by Tony Gregory and Peter Gregory from TG Services, and they did a fantastic job!



Helen Sanders: starting my new project today...

Next month

See these and much more in the **Spring 2020** issue of the world's biggest and best-selling Ford magazine!

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Get your classic Ford in trim ready for the summer months with our guide to losing weight — and improve its performance in the process.

Words Jamie Burr

Don't worry, we're not about to suggest attending the local Zumba class and start shaking your booty like a Polaroid picture. What we're really interested in here is finding that perfect weight-loss programme for your classic Ford. And why's that? To improve not just performance, but your handling, too.

When you think about it, shedding pounds is perhaps even more important for

performance than tuning itself. In the real world it's exactly the same as gaining horsepower... and God knows we've all spent plenty of cash over the years trying to gain some extra grunt on our projects, right?

So, that's why this month we've mostly been thinking about fighting that flab and freeing up some healthy, usable power. So without further ado, here's some tips to get you fighting fit.



Power to weight: the science

We all know that power to weight ratios are everything in the pursuit of ultimate performance. It's the reason you don't see many race cars with 15 subwoofers in the boot. When you're looking at weight versus power think about this. If you've got a car that weighs 2000 kg with 200 bhp, that's a ratio of 2000:200 or 10:1. This also means every single horsepower has to push along 10 kg. If you can save 200 kg in mass, the ratio becomes 9:1 — a 10 per cent increase in acceleration and real-world power.

In braking terms, a small light car has less mass to slow down so can often out-brake a much larger cruiser with much bigger brakes. Handling will also be improved simply because there's less weight for the suspension and tyres to control. If you're clever you can also influence balance, increasing oversteer and understeer according to where you take the weight from. With less weight your car will be more reliable due to less stress on components, you'll enhance that magical driver feel and you'll get more MPG, too!

HOW TO WORK OUT YOUR POWER TO WEIGHT RATIO

First you take your bhp figure and divide it by the weight in kg, then multiply that by 1000 to get your bhp per tonne. So, for example, if your Anglia has 68 bhp and weighs 720 kg: 68 divided by 720 equals 0.94 (that's how much bhp you have per kilo), multiplied by 1000 equals 94.4 bhp per tonne.

USE IT OR LOSE IT

The easiest — not to mention cheapest — way of saving weight is the most obvious — stripping out all the stuff you don't need. The thing to think about is how far you want to go, especially if you want to keep your car usable on the road.

Obviously the most hardcore dieting regimes, ones where you're looking to ditch all the trim and scrape away any sound deadening, will always yield the most impressive gains. On plenty of cars just removing the carpet can save a good few kilos for starters.

Of course, no one's forcing you to go mad, something as simple as clearing out all the tools and rubbish knocking around your boot can save more weight than you might think.

Weight loss: From a few kg to a lot!
Cost: £mostly free



Info

CONTACTS

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Fit bucket seats

There's no getting away from it, standard seats weigh an absolute ton. The average car seat can weigh 16-20 kg so the best solution will always be fitting some lightweight aftermarket buckets.

Available in both reinforced fibreglass and posh composites like Kevlar and carbon fibre, some aftermarket seats from the likes of Cobra can weigh as little as 5 kg. Even with the subframes needed to get them in that's a more than significant drop in weight — especially if you only need the one.

When you're making your choice don't forget to consider that leather generally weighs more than cloth too.

Weight loss: up to 25 kg per seat
Cost: from £165



Not all wheels are equal

Steel wheels, along with the larger sized stock alloys, can weigh anything up to 20 kg a corner with the tyres on, and that's what's scientifically known as 'a lot'. Do your research and be careful of what aftermarket alloys you choose - the design, construction and materials used can have a huge impact on the overall weight. Problems are always compounded with wheels because, when they're rotating, it magnifies the effect of the mass too. Some experts say up to 10 times the original weight. Again, that's quite a bit of weight pulling your car around.

Obviously budget is always a consideration, but forged wheels, along with rotary forged (flow formed) wheels will always be the ultimate in lightness over more common cast wheels... well actually, the ultimate would be full-on carbon fibre wheels, but who's got the cash lying around to pay £4000 a corner?

Weight loss: up to 45 kg (four wheels)
Cost: from £650 (set)



PLASTIC FANTASTIC

Due to its complex chemical makeup, glass is a particularly heavy material — handy for seeing through when you're driving — but heavy none the less. All the glass in an average classic Ford can come in at up to 50 kg and that's why race cars generally run polycarbonate windows which can weigh up to 60 per cent less, are super-strong and pretty much shatterproof.

The switch to polycarbonate windows also helps lower the car's centre of gravity for a bonus improvement in handling, it's also relatively cheap compared to many performance mods.

Everything from replacement windscreens to quarterlights are out there and, with some side windows, you can specify race-car style vents and sliders and remove the window mechanisms, too.

Weight loss: up to 25 kg
Cost: from £80



Glass is heavy, so switching to polycarbonate not only saves weight, but lowers the centre of gravity, too.

Sort your chassis

Using aftermarket suspension can save 4.5 kg a corner. Really. In some cases over 10 kg can be saved just by switching to a set of coil-overs.

It doesn't stop at dampers and springs either, there's loads of other chassis parts that can shave off a few kgs, sometimes a whole lot more!

When it comes to your brakes you may think that big brake conversions will always weigh a whole lot more than standard, but plenty of times that's just not the case. Some high-quality units though, will offer quite the weight saving. Multi-pot alloy brake callipers and discs with alloy bells from the likes of Wilwood weigh a lot less than standard cast iron and work much better too. Two birds, one stone.

Weight loss: up to 40 kg
Cost: from £150



WORK THAT BODY

Lightweight panels, particularly fibreglass replacements, have been a racing staple for decades now. Some, especially in the drag racing fraternity, have been known to totally rebuild their front end or even the whole body replacing all the steel panels over a custom-fabricated, lightweight, tubular race-chassis.

Of course, we also now have the wonder that is carbon fibre and everything from bonnets and tailgates to front wings, bumpers and even complete floor pans are on offer, and prices are coming down all the time.

That said, always be aware of what you're buying and, if possible, check the weight first. Some cheaper parts are reinforced with steel structures underneath, or seriously thick fibreglass and can actually be heavier than the standard part altogether.

Weight loss: anything up to a ton, maybe more!
Cost: from £30



It all adds up

When it comes to standard parts, most are made to a budget, so there's plenty of areas where shaving off a few grams here and there can add up. Take your standard exhaust manifold, it's most likely cast iron, a stainless steel tubular replacement will not only save a few kilos but improve the gasflow giving you more power.

It can be a modification as small as a lightweight pulley set or racing steering wheel. Then again it could be as bonkers as a carbon fibre propshaft, aluminium diff casing or lightweight bellhousing — it all makes a difference.

We've even heard of people emptying their washer fluid bottles and keeping their fuel to a minimum on a track day. It may sound crazy but it makes sense — 3-litres of washer water weighs 3 kg while 40-litres of petrol nearly 30 kg!

Weight loss: 200 g to 20 kg
Cost: from £50



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CVH Escort / Fiesta Turbo	£2,195	£2,395	£2,750	£2,995	£595	£695	£1,095	£1,195
Zetec E 1.6 1.8 2.0	£1,995	£2,295	£2,695	£2,995	£775	£995	£1,395	£1,950
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Fire in the hole! Well, hopefully not — Zak gives his verdict on the now-running engine.



Braided brake lines superbly made to order by Think Automotive.

What's been done this month:

Fitted the braided brake lines, boded the wiring to get it to fire up, fired it up, realised why it's called a 'boom tube' exhaust...

Next on the to-do list:

Redo the wiring loom, start putting it all back together for the last time, buy some ear defenders

Thanks to:

Zak at Power Engineering for helping me out, 01895 255699

Think Automotive for the brake lines, 020 8568 1172, www.thinkauto.com

Ignition Advantages for the MAP sensor, 07788 848180

Mike's Mk1 Fiesta

It's landmark moment in Mike's Mk1 Fiesta rebuild as the new engine fires up for the first time — though not without putting up a fight.

There are many big milestones to achieve when building up a project car. For example, when the car returns from the bodyshop after a fresh respray or the point when the new engine is finally mounted up inside the bay. Or when you manage to turn the key and hear the engine make the sweet exhaust note you have been eagerly awaiting to experience for the first time. At each of these hurdles you manage to overcome, you get a huge sense of achievement that should hopefully spur you on to get the rest finished. It fills me with great pride to say I finally managed to hear the compound turbos spool up, although it wasn't as straightforward as I would have hoped...

Zak from Power Engineering once again gave up an afternoon to swing spanners with me in an attempt to bodge the car enough to hear it all fire up. We came up with a battleplan and I was tasked with the job of slinging a battery in the passenger footwell, and had to utilise some makeshift battery cables in the process. I hooked up an oil pressure gauge that I taped to the strut tower, and then threw some fuel lines over the engine bay that tied into the new Sytec fuel pressure

regulator. Zak tackled the coil-on-plug wiring loom and rewired the TPS plug to suit the Volvo throttle body that I'm now running on the Crazy Cage inlet. We also needed to swap around the MAP sensor wiring for the new 4 bar KMS unit that Ignition Advantages supplied me.

"WE POURED IN A JERRY CAN'S WORTH OF SUPER UNLEADED AND CROSSED OUR FINGERS"

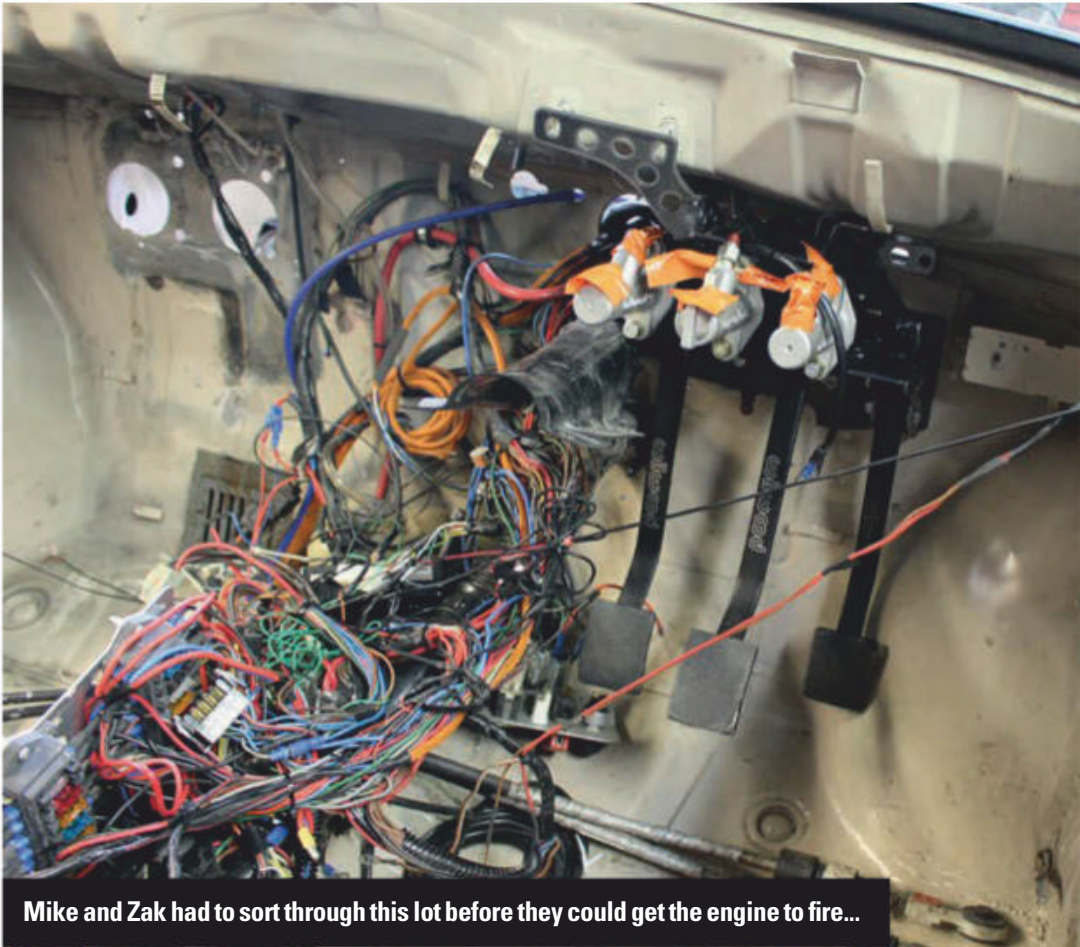
With all this in place we poured in a jerry can's worth of super unleaded and tried to key it over. Of course, the car didn't want to start first time round! So, another hour was spent fault-finding various issues with the rat's nest of a wiring loom under the dash. Eventually we managed to get the fuel pumps to run but they didn't seem to be pulling up any fuel from the tank. We resorted to syringing fuel directly into the lift pump as it was bone dry, which resolved the dry pump issue. We now had 2 bar of fuel pressure at the regulator. With a little bit of fettling we finally heard the engine catch and fire into life! The rumble

off the inside wall of the garage from the boom tube side exit was a momentous occasion. And with a blip of the throttle the revs pick up like a motorbike — that's thanks to the ATSpeed lightweight billet steel flywheel. I had a huge sense of relief and achievement at this point and from

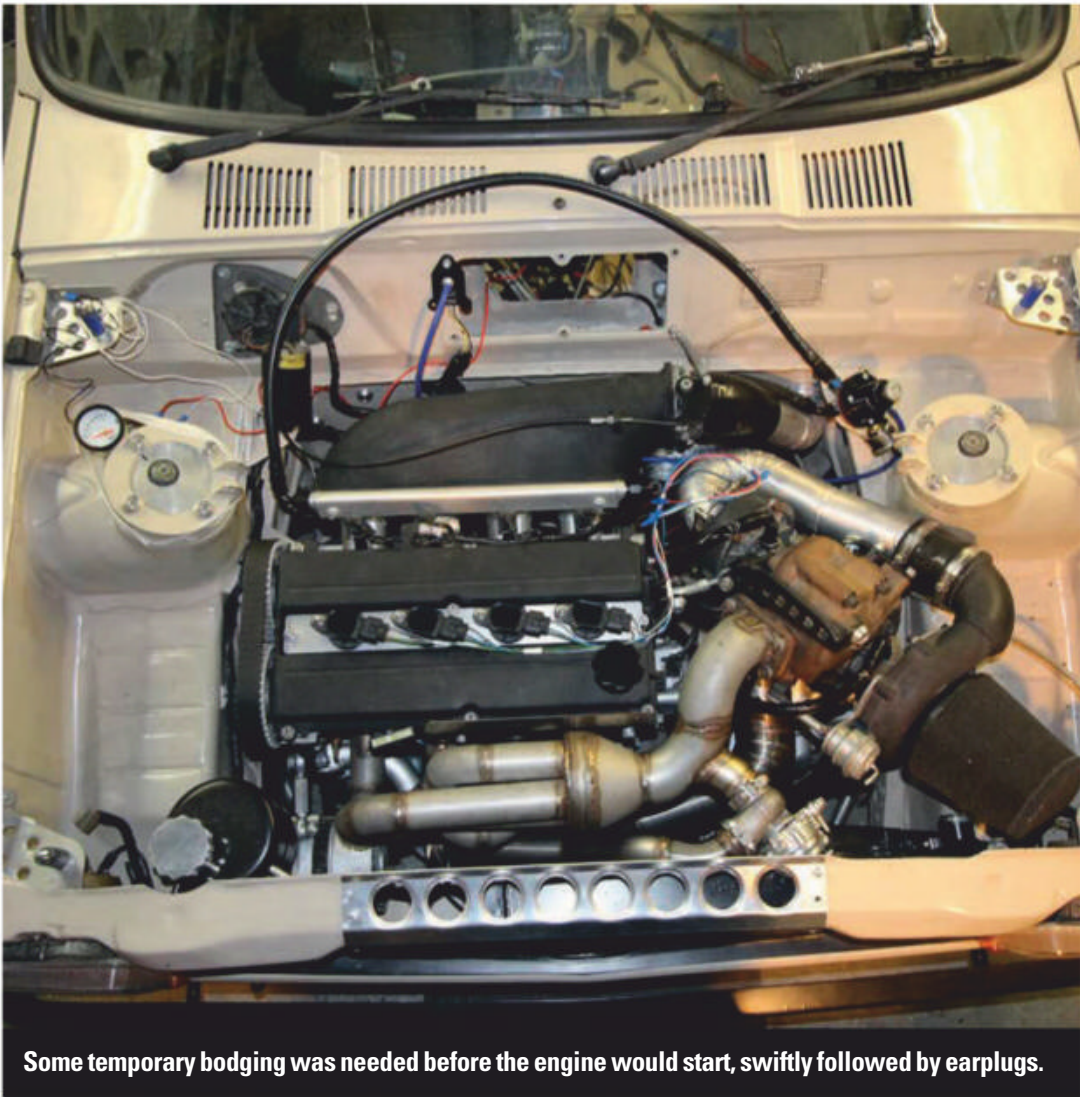
this successful exercise I can now plan what needs tidying up and installing in order to get it all road worthy and ready for setting up.

Taking a brake

Another big job that I have recently undertaken has been installing all new brake lines. I had originally planned to make up all new copper or steel pipes, but I was pointed in the direction of Santino at Think Automotive, who explained to me that they can offer fully braided custom lines as an over the counter service. All I needed to do was measure up the lengths



Mike and Zak had to sort through this lot before they could get the engine to fire...



Some temporary bodging was needed before the engine would start, swiftly followed by earplugs.

I required, noting it all down on a basic hand-drawn diagram, and then head into the shop with the peddle box, hydraulic handbrake and the flexi hoses I had already bought.

Santino systematically went through the whole design, and produced each line with the appropriate stainless-steel ends crimped on, including any bulkhead grommets and unions needed. The lines were straightforward to install, as I only

had to simply connect them at one end, P-clip them down as I went and screw on the other end. Aside from braided brake lines improving the performance of the braking system where they prevent swelling in the system, they look much better than the old copper lines I originally intended on fitting. I will definitely be going back to Think Automotive when it's time to redo the fuel system in Teflon-lined braided hose. **CF**



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CAN'T GAUGE

Q I'm in the fourth year of restoring my 1978 Mk2 Mexico and it's nearly finished. The problem is I've put my clocks back in and the petrol gauge will not go over halfway, even when it's full, and I have no temperature gauge at all. I've replaced the sender with a genuine Ford one but it still doesn't work. I've rebuilt the 1.6 Pinto but don't know what temperature it's running at. Could you tell me if the instrument cluster is broken or is it something else?

Simon Jackson
UK

A The most likely reason is that the instrument voltage stabiliser (Ford calls it a voltage divider) has either failed or partly failed. The stabiliser gives a constant voltage (between 9 and 10 volts) to the fuel and temperature gauges so that the readings don't fluctuate with changing battery voltage.

The stabiliser is a small box mounted on the back of the instrument panel with, usually, two terminals marked B and two marked I. The gauges are fed from the terminals marked I. One B terminal is connected to the battery, usually via the ignition switch, and the second is a spare sometimes used for feeding panel lights or other auxiliaries.

There is sometimes another terminal marked E, for earth, used if the stabiliser is not mounted directly to an earthed instrument panel. If you have to fit a new stabiliser it must be fitted vertically. Some have the word 'top' to guide you, but if not note which way up the old stabiliser was fitted. Usually the B, and sometimes E, terminals are at the top. Check that you are getting a steady 9-10 volts at the I terminals.

If you are getting 9-10 volts at the I terminals and at the gauges, the fuel gauge fault may not be with the instrument itself. As the temperature gauge is completely dead the tank unit may be faulty, or the outside of the sender may not be making good earth contact, possibly insulated by jointing compound intended to stop leaks.

Poor idle

Q I have a problem with my 1983 RS1600i. It just won't idle correctly. When the car's started, the revs climb until I tap the throttle, then it falls down to 1000 rpm but begins to stall. Tap the throttle again and the revs climb and won't stop. Any ideas?

Neil Cumming
UK

A Two things come to mind, both quite common on Bosch K-Jetronic injection systems as fitted to the XR3i, RS1600i and 2.8 injection Capri. The first is that you've got trouble with the variable resistance in the throttle switch, but from your description it sounds as if you get this problem on cold starting, and we would have expected a throttle resistance problem to affect the running all the time.

The second one we have come across, and it's not such an obvious fault, is that you are sucking air into the inlet manifold. On the case we found, the fault was in the connector on the manifold to which the pipe from the brake servo fits. This is a bronze and plastic affair and sometimes gives trouble. You can't repair this connector, you have to renew it — try GS Escorts or Motomobil for a replacement.



1.6 to 2-litre

Q I have got a 1.6 Capri LS and a recently bought 2-litre Pinto engine. I want to swap the whole engine over, but can I use the same gearbox and clutch? I think the ratios are the same in both the 2-litre and 1600 'boxes.

Jim Hurl
UK

A It shouldn't be too much of a problem, but you'll need the right exhaust manifold as the 1600's ports are smaller in diameter. Also, you'll need to alter the run of the accelerator linkage to suit the new carb as well as putting in the radiator from the 2-litre.

The 1600 'box won't fit. The nose bearing on the end of the crankshaft is much smaller than the 2-litre's so you will want the 'box to match the engine or you'll have to rebuild the 1600 gearbox with a 2-litre clutch shaft. But if you can't be bothered to do that, 2-litre 'boxes aren't bad to source.



Cold Capri

Q My 3-litre Capri is running fine apart from the exhaust's temperature. The offside tailpipe is hot to the touch. The nearside on the other hand is quite cool.

I've put a probe on the manifolds with the following results: Numbers 1, 2 and 3 are all at 300 degrees F, 4 and 6 are at 250 degrees, but 5 is down at 190 degrees. Why is there a difference?

Last year I had to replace the timing gear after the fibre teeth shed on tickover. Could there have been some damage to the heads or valves?

John Barrat
UK

A It sounds as if you've got a misfiring or very inefficient mixture burning problem on number 5. It could be an ignition fault, but the fact that your fibre timing gear shed its teeth is suspicious. It's possible to bend the valve heads if this happens. An ignition check should be easy enough to carry out, but watch out for possible crossfiring from leaky HT leads if number 5 lead is bunched in with others. If a valve head is bent and not seating properly, this ought to show up on a compression test. If you find that number 5 is way down compared with the others, you've probably found the problem.

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East is East

With the performance capabilities of the venerable YB tested and found wanting, serial Escort-tweaker Adrian Hall opted to look to the Far East for engine inspiration for his Mk2 track stars.

Words Jamie Arkle **Photos** Adrian Brannan



You'll struggle to find a better visual representation of the sheer versatility of the Mk2 Escort formula than the two cars shown here, both the product of Adrian Hall. The box-arched black car will likely need no introduction to longtime mag readers, but it says much about the flexibility of the concept of the modified Mk2 that it shares so much with the example it's sat next to; one more restrained by several orders of magnitude, and yet every bit as compelling in its own right.

First things first though, let's underscore the most important thing before we go any further — namely that these are both still Escorts. As we'll soon see, both have been modified to an immensely high standard and to a degree it would've been all but impossible to achieve just a few years ago, but they're Escorts, nonetheless. You might want to remind yourself of this fact as the rest of the tale unfolds.

F20C devotee

We'll start with the black car, if only as it looks so menacing that forcing it to wait a moment longer carries with it the very real risk of physical



"BOTH ESCORTS HAVE BEEN MODIFIED TO AN IMMENSELY HIGH STANDARD AND TO A DEGREE IT WOULD'VE BEEN IMPOSSIBLE TO ACHIEVE JUST A FEW YEARS AGO"



Front and rear splitters were developed in Adrian's garage-cum-wind tunnel.



The VTEC motor makes full use of US tuning goodies with a turbo kit and internals.



The bodywork may use modern materials but this Mk2 still wears classic 16 inch split-rims.



violence. It's a known car, but then how could it not be with arches wide enough to shelter under in some comfort and all the latent menace of a sawn-off shotgun.

"I've owned this car for 32 years now, and as such it's hard to view it in anything other than evolutionary terms: it's progressed and improved with the passage of time and technology, which is ultimately what convinced me it was time for an engine swap," muses Adrian.

Oh yes, engines. As many of you will no doubt already be aware, Adrian's be-winged Mk2 originally pushed itself along with a Cosworth YB, and even the briefest of glances beneath the (carbon) bonnet will tell you that Northampton's finest has been evicted in favour of, brace yourselves Dagenham devotees, a Honda F20C.

"The YB is great, but with the best will in the world, it's getting on a bit and building a big-power engine is incredibly expensive nowadays. On the other hand, the VTEC is

far more modern, it's well supported by affordable parts from the USA, and it's also very light — just 148 kg fully dressed. I wouldn't go so far as saying it was a no-brainer, but from a purely stats point of view there's simply no comparison."

"I'VE OWNED THIS ESCORT FOR 32 YEARS NOW, AND IT'S PROGRESSED AND IMPROVED WITH THE PASSAGE OF TIME AND TECHNOLOGY"

Force-fed Ford

Of course, if there's one thing Honda's all-alloy legend is best known for, it's breathing in a natural, un-forced form. Once again it doesn't take very long for even the most cursory of admirers to spot that Adrian's car is far from naturally aspirated these days, what with the

Garrett GTX3076 now taking up a sizeable portion of the engine bay.

Adrian discusses the complexities and engineering conundrums of this swap with all the carefree ease of someone relaying instructions as to how they take their tea, but as he himself points out, he builds old cars for a living. Nevertheless, it's striking just how straightforward the path of a bonkers, boosted VTEC Escort actually is, particularly if you're willing to steal a glance as to what our mates on the other side of The Pond are doing.

"They're built tough from the factory, so it's really not all the stressed running 1 BAR and making 450 bhp or even 50 bhp more at 1.5 BAR, and all I've really done is fit Skunk rods and CP pistons for peace of mind. You can get a bellhousing conversion plate to mount the F20 to my Sadev gearbox, and while it does add some time having to source parts



The interior is about as far removed from factory-spec as you can get. Carbon dash still follows the design of the original though.

from the USA, the turbocharged Honda scene over there is huge.”

Going with the flow

Of course, while the engine is a new addition to the build and one it's easy to track, much of the rest of the build has been decidedly evolutionary — a product of Adrian's three-decade ownership. Case in point, the Escort's crop of wings, splitters and dive-planes, sprouted over the course of several years and the result of hours of trial and error on Adrian's part.

“I built a wind-tunnel in my garage when I came to devise the aero some years back,” he explains with a chuckle. “It wasn't the most sophisticated of things, and of course it wouldn't allow me to assess levels of downforce, but with a model of my car in situ I was able to gauge the flow of air over the car through liberal use of cotton wool!”

Carbon fibre long ago supplanted steel as the dominant material in the makeup of this Escort, though Adrian's deliberately selected

this shade of grey to better disguise it against the pure carbon body panels. You could say it's a way of doubling down on the car's stealth bomber-ish aesthetic, but then attaching a word like 'stealth' to an Escort this visually arresting seems a tad ridiculous.

It goes without saying that expecting anything as every day or mass production based as a Ford transmission would be all out of ideas if expected to deal with between 400 bhp and 500 bhp, which is why Adrian's car now makes use of a Sadev six-speed sequential mated to a 3J Driveline limited-slip differential. As you'll see in the boxout, 3J Driveline have taken to the build so much that they're sponsoring it and Adrian's motorsport commitments this year.

Adrian intends to drive the black car properly, make no mistake, and as such he's entered into the Modified Saloons Championship this year. It will see him face off against a raft of well-known dedicated race cars, including the Baby Bertha, the spaceframed Firenza used to such good effect by Gerry Marshall and DTV in the mid '70s. →



UNSPRUNG HEROES

MANUFACTURER SUPPORT

That Adrian has been building the black track car over such a long, three-decade-long span of time means that both he and the car have seen the wider Ford and club motorsport scene change beyond all recognition. One of the key ways is technology, which stands to reason; after all, who reading this is still waxing lyrical about the state-of-the-art damper tech we first utilised three decades ago? The result is that Adrian has found himself pairing with a string of firms with towering reputations within their respective markets. Both 3J Driveline (the firm will be the car's principle sponsor in 2020) and Nitron Racing Systems (“As good as Ohlins, but at a fraction of the price”) are on board, and both have either tailored their respective offerings to better suit the Escort, or, in the case of Nitron, have used it as a test and development bed for a range of new products. Not bad for an old Mk2 which spent time in a DIY wind tunnel, huh?

Tech Spec

Body

Semi-spaceframed Mk2 Escort with fully triangulated integral roll-cage, carbon fibre rear wing, front splitter, roof, wheel arches and doors, floor, transmission tunnel and dashboard, polycarbonate windows all round

Engine

Honda F20C all-alloy twin-cam 16-valve with standard crankshaft, Skunk con-rods and CP pistons, SuperTech valves with uprated valve springs, Cosworth head gasket, P-Fab turbo manifold with Garrett GTX3076 turbo and Tial 44 mm wastegate, Dynamic 1000cc injectors, switchable boost map. **Power:** 450 bhp at 1.2 bar or 500 bhp at 1.5 bar

Transmission

Sadev SCL82 six-speed sequential gearbox, English axle with 3J Driveline LSD with 18-spline halfshafts

Suspension

Front: Nitron Racing Systems three-way adjustable uprights with custom TCAs and compression struts, adjustable bladed ARB

Rear: Nitron Racing Systems three-way adjustable uprights with five-linked rear end and bladed ARB

Brakes

Front: AP four-pot callipers with 330 mm discs, braided lines, floor mounted pedal box

Rear: two-pot callipers with 290 mm discs

Wheels

Front: 11x16 inch Compomotive split rims, 10.5 – 21.5 x 16 inch Avon competition slick tyres

Rear: 14x16 inch Compomotive split rims, 12.5 – 23.5 x 16 inch Avon competition slick tyres

Interior

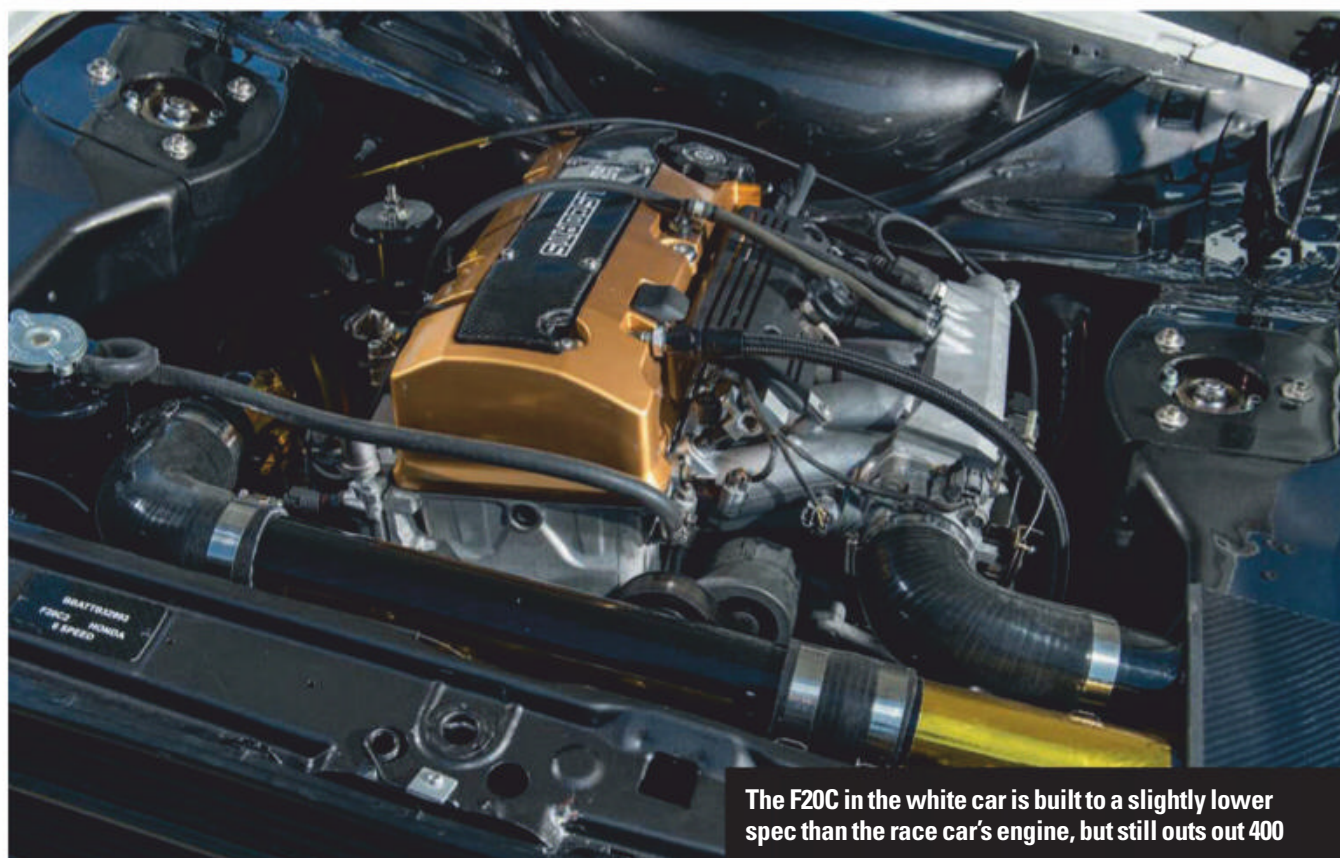
Electronics Aim dash, Link ECU, Geartronics flat shift, carbon fibre Corbeau race seats



Big or small? Compomotive splits are period-perfect.



Full interior gives no clues as to the powerplant...



The F20C in the white car is built to a slightly lower spec than the race car's engine, but still outs out 400



...Though a look at the dash could give the game away.

Whitewash

All of this left Adrian facing something of a quandary: with his race Escort now as close to being complete as an ongoing, constantly evolving project can ever be, what should he drive on the road? The answer was obvious, though even Adrian admits that he had yet to decide on the precise spec of his new Escort at the time he got it, just what he wanted it for.

"I had a white, YB-powered Escort road car a few years ago and spent a long time getting it to the spec I wanted, only for someone to make me an offer I couldn't refuse," explains Adrian ruefully.

"It hasn't helped that all my mates — the ones I hung about with and built Fords with 20-odd years ago — have now started to build up Escorts again, so when this one came up for sale, well, I had to have it."

A good idea is a good idea, and while Adrian was already more than well acquainted with the

charms of the YB and other, traditional strains of Escort propulsion, he's also now something of a F20-devotee.

Not that Adrian dived straight in with another, 400 bhp monster, at least not immediately. Logic dictated that he at least

"WHILE ADRIAN WAS WELL-ACQUAINTED WITH THE CHARMS OF THE COSWORTH YB, HE'S BECOME SOMETHING OF AN F20C DEVOTEE"

sample the joys of a naturally-aspirated VTEC Escort to begin with, an experience the man himself describes as pleasant, fun and rewarding... but simply not enough for someone well accustomed to ladles of boost and the punch to the kidneys it can deliver — hence the Garrett now nestled alongside.

Adrian is it pains to point out the distinction between his track car — the black one — and his fun road car — the white one — and we respect his commitment to this somewhat fruitless duality. After all, while the latter might be less extrovert in terms of its physical

appearance it's still a monster — a 400 bhp monster, and one even its creator admits to being as challenging a steer as it is a grin-inducing.

Form plus function

It also says a great deal about Adrian's approach to Escort building that the road car can hold

its own against its track-hammering sibling. He's an engineer first and foremost, that much is evident, but he's also blessed with an incredible eye for detail and a willingness to make his cars look as good as they drive. As they so often are on a build of this sort, the wheels are a good example.



“They’re rare Compomotive turbo vents from the early ’80s and I’ve always liked them, mainly as they remind me of old stock car and hot rod wheels. I knew they existed and that I needed them in my life, but sourcing a set in 13 inch form took some finding, which I’m happy to admit is a massive understatement...”

Flexible formula

As we reach the end of this feature it’s perhaps circling back to our opening point once more, namely the endless flexibility of the Mk2 Escort formula.

There can be precious few other cars able to rightly claim to be this versatile, and thus all things to all men — a point neatly illustrated by Adrian’s pair. Connected by a shared engine from a company considered to be little more than a joke at the time of their initial assembly and sale, the pair of Mk2 Escorts stand as a testament to the ceaselessly evolving, relentlessly-innovative old Ford community in 21st Century Britain. **CF**



Dash decal is a cheeky play on the Popular Plus original.



Tech Spec

Body

Mk2 Escort bodysell with all steel panels, widened arches

Engine

Honda F20C all-alloy twin-cam 16-valve with standard bottom end, Garrett GTX3076 turbo with P-Fab ‘ram horn’ turbo manifold, 50 mm Tial wastegate with Dynamic 1000cc injectors. **Power:** 400 bhp at 1 bar

Transmission

Standard Honda S2000 six-speed gearbox, uprated clutch, English axle with 3J Driveline LSD with 18-spline halfshafts

Suspension

Front: Nitron Racing Systems uprights with custom TCAs, compression struts and adjustable ARB

Rear: Nitron Racing Systems dampers, custom leaf-springs with A-frame link bars and ARB

Brakes

Front: AP four-pot callipers, solid discs, braided lines

Rear: AP single-pot callipers, solid discs

Wheels

Front: 7x13 inch Compomotive ‘turbo vents,’ 75x50x13 tyres

Rear: 9x13 inch Compomotive ‘turbo vents,’ 195x45x13 tyres

Interior

Factory Betacloth trim, RS three-spoke steering wheel, Honda S2000 digi-dash and Link ECU

Thanks

Maidstone Sports Cars (01622 890233, www.maidstonesportscars.co.uk), 3J Driveline (01926 854119, www.3jdriveline.com), Nitron Racing Systems (01993 849449, www.nitron.co.uk), and Sadev (www.sadev-tm.com/en)



Autosport was celebrating its 70th anniversary with a series of podiums highlighting icons of circuit racing. The Ford presence was strong, and included this Lotus Cortina, which currently competes in the Masters Pre-66 Touring Cars series.



WORLD OF SPORT

Thousands headed to Autosport International to banish the New Year blues last month. These are the classic Ford-shaped highlights.

Words and Photos Simon Woolley

CONTACT

Autosport International
www.autosportinternational.com



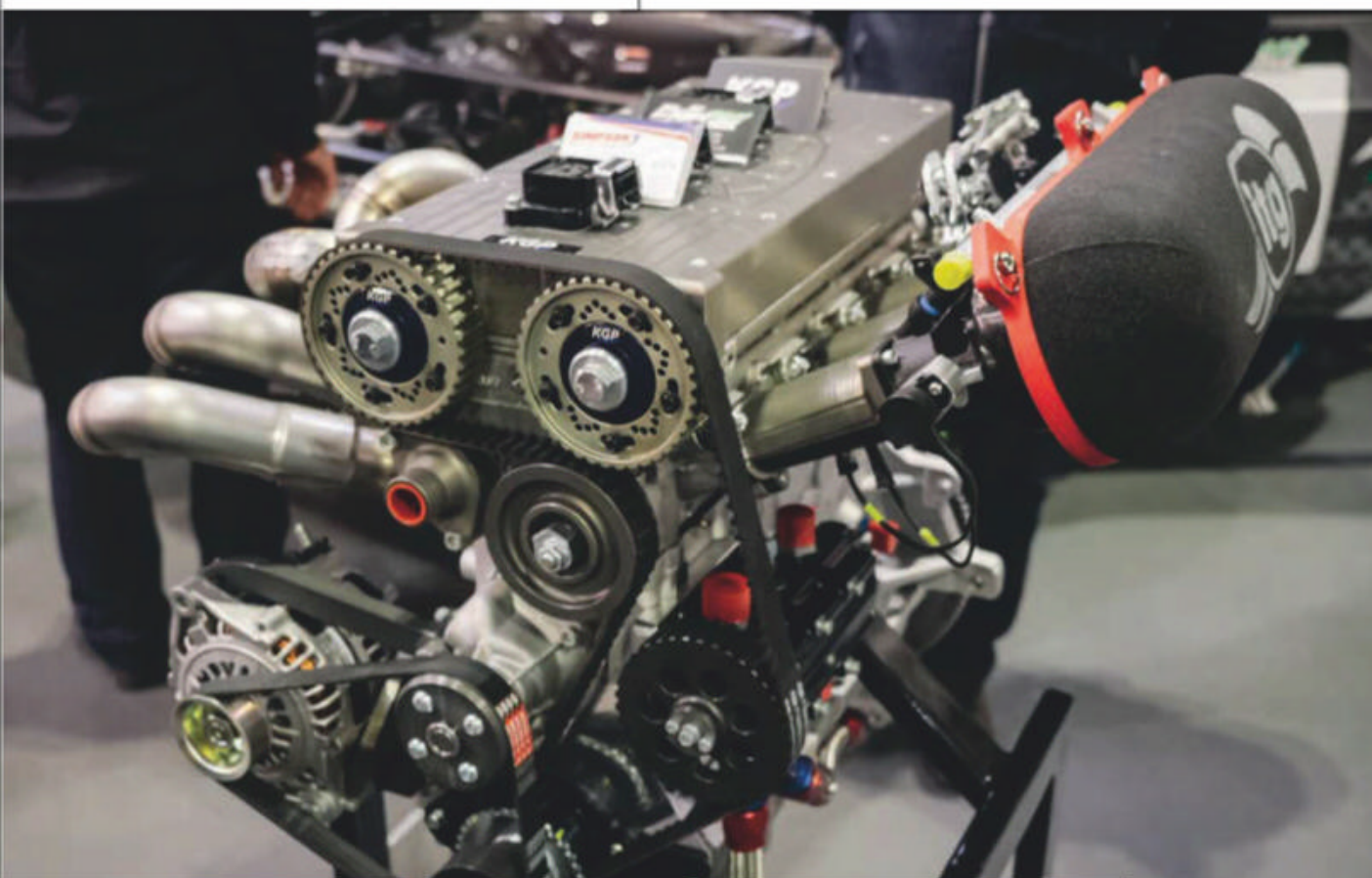
Kent Cams always has a great mix of cars, engines and components on display, including this year a super-rare 16-valve Cosworth FVC. The forerunner to the BDA engine, the FV-series was based on the Pre-Crossflow bottom end and chain rather than belt-driven. This 1790cc version was built by Geoff Richardson — naturally featuring a pair of Kent's camshafts — and was dyno'd at 270 bhp. www.kentcams.com

Great to see Paul Morton's two-door Mk1 Zodiac drag car (October 2017 issue) finally finished and showing off Serck Motorsport's cooling wares at Autosport. Built by Rob Chilton, and designed to compete in the Street Eliminator class, the car features the biggest radiator Serck have built to date for a passenger car — needed to keep that 454cu.in (7440cc) big-block V8 cool! www.serckmotorsport.co.uk





Below: sit-up-and-beg tot rod was attracting as much interest as the full-size versions.



Ireland-based engine builder, KGP Motorsport was showing off it all-alloy 2.5-litre YB engine. Described as the ultimate rally/race engine, it's supplied ready to drop in the car with the induction, exhaust manifold, ECU and loom, starter and alternator, and they even do 2.6 or 2.7-litre versions. www.kgpmotorsport.com

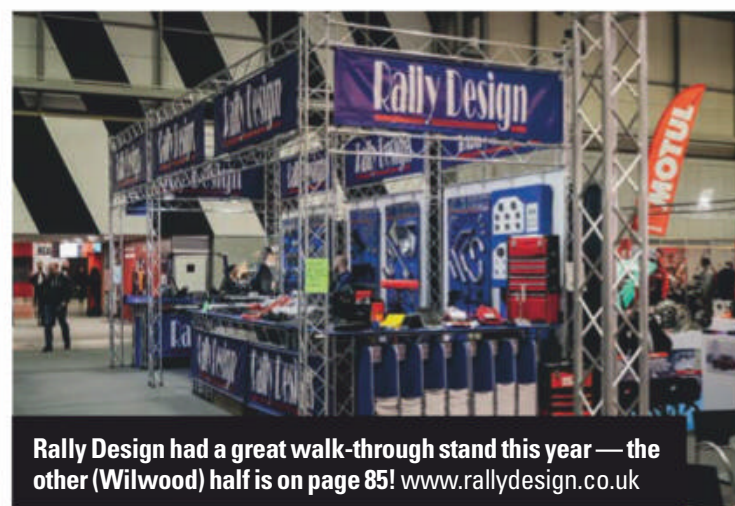




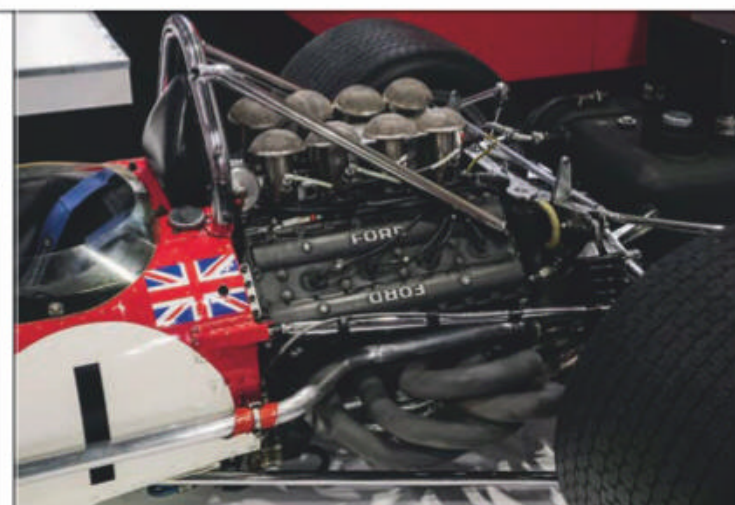
Sympathetically restored by BGMSport almost a decade ago, the ex-works RS200, B200 AYD still looks incredible. One of the last RS200s built by Boreham, it was used by Stig Blomqvist on the 1986 Acropolis and RAC rallies, and remains largely untouched. www.bgmsport.com



Goodridge supply all manner of fluid lines for modern vehicles, so it was great to see them highlighting the classics with this tank-to-carb fuelling set-up based around a pair of Weber DCOEs. www.goodridge.co.uk



Rally Design had a great walk-through stand this year — the other (Wilwood) half is on page 85! www.rallydesign.co.uk



Gathercole Race Engines has been remaking a whole range of BD-series parts in recent years, but their main focus at Autosport was this serious Millington challenger — a 2.5-litre BDG. Featuring a 93 mm bore, 94 mm stroke, integral sump and stainless steel sealing rings (so no head gasket), in ultimate configuration the engine makes a claimed 355 bhp and 255 lb.ft, and no doubt sounds incredible, too. www.gathercoleraceengines.co.uk





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How to

Replace A-panels

It's a guaranteed rot-spot on most '60s and '70s Fords, so follow along as we replace rusty metal for fresh on a Mk1 Escort.

They're not as young as they used to be, so it's not surprising that neglected classic Fords usually suffer from serious structural corrosion.

Areas that rot and rust really love are the ones at the back of the front wing cavities, natural targets for the salt and mud thrown up by the wheels. This unwanted rubbish lands on the splash panels, bases of the front door support pillars and the A panels just ahead of them.

To check the extent of the damage, wire-brush off any mud and use a strong

light to look under the front wings. Check the areas from inside the car too, by lifting the floor coverings and removing the kick trim panels on each side of the front footwells. If you can see mud and rusty holes all around the A panels, you need to act fast. To carry out anything other than minor patch-repairs, you'll need to remove the front wings so you get full access to the A panels and adjacent structures.

Although we're working on a Mk1 Escort here, the procedures are similar for Cortinas. Since the wings are welded

on, you need to be really careful not to damage them or the adjacent panels when you're removing them. Drilling through the spot welds is the safest bet, using a proper spot weld removal drill bit if possible.

If there's a lot of rust throughout the A-panel area and inner wing structure, you must not try to cut it all out at once — or the front of your car could fold up. Try to repair a small areas at a time. In this case, the A-panel was the weakest link and it was definitely time to say goodbye to it first.

Info

How long?
Allow a full day per side

How hard?
Not for the faint-hearted. Removing the wings and aligning their replacements requires skill and patience

How much?
Mk1 Escort A-panel: £29.58 (Magnum Classic Ford Panels)

Tools required:
Safety gear
Electric drill
Spot weld removal drill bit
Felt tip
Steel rule
Wire brush
Angle grinder
Air-driven saw plus compressor
Tin snips
Chisels for cutting steel
Hammers
Welding clamps



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THE CLASSIC SPECIALIST

We take a look inside (and outside) GS Escort's new premises.

SAPPHIRE COSWORTH

What to look for and how much to pay for the confident 4x4 version.

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CLASSIC FORD CLASSIFIEDS

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First you need to release the front wing. Drill through the spot welds or chisel them off, being careful not to damage the mounting rail or wing.



With all the attachment points severed, carefully lift off the wing.



The true extent of the structural damage to the A panel and pillar area will now be clear, as it is on this Escort. Note the terrible state of the top of the panel and the adjacent sections of scuttle.



On this car, rust has also been busy at the base of the panel and around the bottom of the door support pillar. Don't panic, things will get better — honest.



The first step towards reconstruction is to establish the precise area covered by the replacement A panel. Offer it up to car, then mark around it using a felt tip pen.



Wearing gloves and goggles, carefully cut along your marked lines. An air saw can be used if available, but a disc cutter is better for slicing through multiple layers of steel.



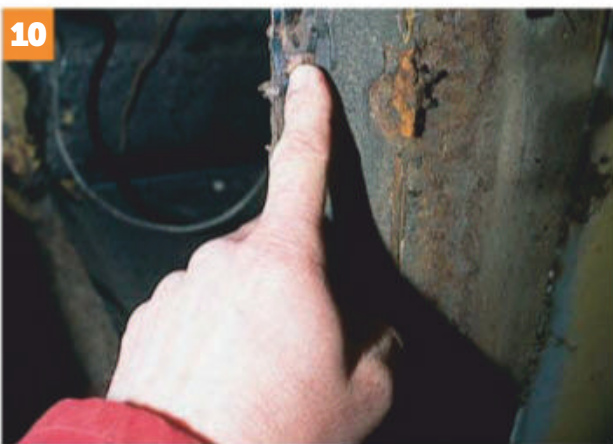
When the A panel was hinged outwards from its lower edge, several repair sections attached previously from the inside could be seen.



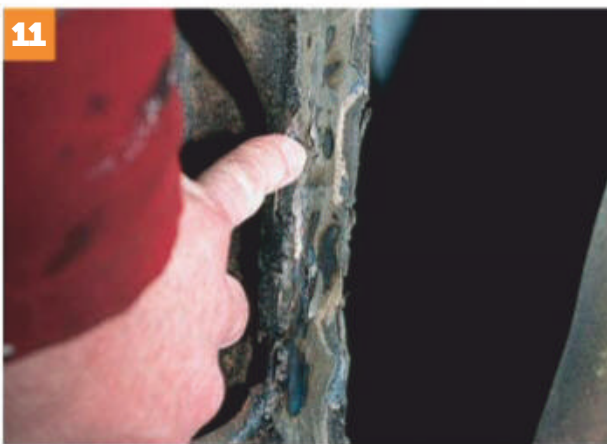
With the final, horizontal cut made along the bottom of the original A panel, it could be released from the car. Beware of the sharp edges.



Wearing protective gloves and goggles and using a flexible disc in an angle grinder, clean up the vertical mounting flange at the front edge of the A pillar.



The A post needs to be cleaned and a proper assessment made of its condition. Rust is often encountered in the pillar, especially near the bottom, and localised repairs may be needed.



Clean up the structure visible from inside the car too, and ensure that the steel is in sound condition. If not, you'll need to repair the damage before installing the A panel.



Chisel/cut/grind away previously attached repair panels on the inside of the A post, also trim the rust from the base of the pillar. Check that the door opens and closes at each stage.



It's often the case that the A post is generally sound, but suffering from corrosion in particular places. Strength needs to be restored, so carefully cut out the rust...



...and weld in place repair sections as required (of same thickness as original metal). Grind all welds/rough edges after you've finished welding.



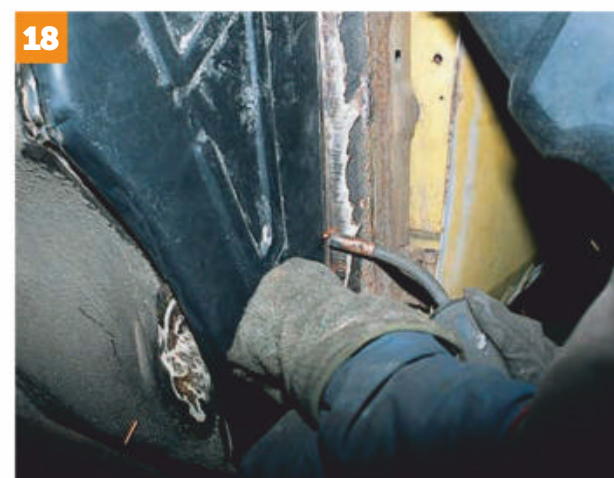
Again offer up your new A panel to the car, noting the snugness of fit all around its edges. Some minor trimming/bending may be necessary to achieve a perfect result.



At this stage leave the outer end of the bonnet hinge mounting panel intact, as it's a valuable marker to positioning adjacent sections of the structure. Check the fit and movement of the door again.



Using a flexible disc in the angle grinder, clean up all the panel edges to be welded, those on the body shell and those around the perimeter of the A panel.



With the A panel precisely positioned on the car, tack-weld in place at a few strategic points around its perimeter. Check again to ensure that it's in the right place.



Once you're satisfied that the position is right, seam-weld around the panel's perimeter, tapping the edges of the panel towards the body shell as you work progressively around.



You may find that small gaps remain between the vertical edges of your newly-installed A panel and the nearest sound steel. Make up cardboard templates for such sections.



Mark around the edges of your templates onto sheet steel, then cut out to form repair sections. It's easier and more precise to tackle such small repairs after the A panel has been fitted.



Clamp in position, then weld the edges to secure: one repair section at a time until all the vertical panelwork is complete. Also make sure that the lower end of the A panel is fully attached.



Having fully seam-welded all repair sections, smooth off excess weld. You can now move on to seam-welding and painting, but leave the edges near the wing flanges until the outer wing is on.

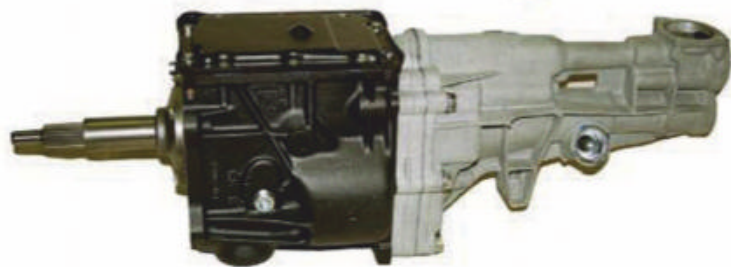


The new A panel looks better than the mess it replaced and, crucially, has restored strength to the shell.



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THE SPECIALIST

GS ESCORTS

After a devastating fire late last year, GS Escorts are back up and running in record time thanks to a huge amount of support. We head along to the open day to help celebrate.

Words Jon Cass **Photos** Jon Cass, Adrian Brannan

CONTACT

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WHAT DO THEY DO?
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GSE cover a huge age range of classic Fords, as this selection of customers' cars reveals.



Bespoke engine building room means standard and tuned powerplants can be assembled on-site.



It may have been the middle of winter, but customers old and new showed their support for GSE by turning out at the open day.



Got rims? GSE always keep a large stock of new and used, original and aftermarket wheels.

Many readers will be aware of the fire that devastated the Widnes premises of long-running specialist, GS Escorts (GSE) last October. With 90 per cent of its stock lost along with tools, machinery and a couple of cars, the average business owner may feel like giving up in such a situation, but Graeme Worthington and his team weren't going to let that stop them and within an incredibly short space of time they're back in business at new premises in nearby Runcorn.

To show their thanks for the overwhelming amount of customer support they've received, GS Escorts held an open day in early January which in turn was attended in huge numbers by their appreciative customers. It gave us chance to have a look around some of GSE's previous creations in addition to an array of other classics and of course the new premises. In fact, we can't remember seeing this many Mk1 and Mk2 Escorts parked outside at the same location on a damp January Saturday since the 1980s!



Sammy works on a customer's Mexico. GSE can do everything from mechanical work to a full rebuild.



LIKE YOUR CAR!

CHRIS SENIOR

This innocent-looking 1600 Ghia has a claim to fame being the first ever car to be rebuilt by GSE. Bought by its current owner, Chris Senior back in 2002 for the bargain price of £200, it was resprayed back in 2007 and still looks fresh today. The 1600 Crossflow departed in favour of a 2-litre Zetec in 2011 and its since been treated to GAZ coil-overs, an anti-dive kit, strut brace, five-speed 'box and a one-piece prop. A proper GSE sleeper!



"WE STARTED OUT IN 2004 WITH THREE UNITS AND HAVEN'T LOOKED BACK SINCE"

15 years and counting

It was back in 2004 when Graeme bought out the Ellesmere Port-based Ford parts business of Ian Harwood. "Really we just acquired the name and phone number," Graeme explains. "We moved to three units in Widnes and haven't looked back since." Expansion from just supplying parts soon followed and pretty much everything you could ever need for your pre-1990s Ford can now be supplied and fitted by Graeme and his team. If they don't have it in stock, there's a high probability they'll be able to source it!

A quick glance around the new premises reveals an Aladdin's cave of Ford parts and not we're not just talking Escorts either. Capris, Cortinas, Anglias, Mk1 and Mk2 Fiestas and numerous other models are catered for, too. The shelves are filled with a wealth of rare parts to get the juices flowing, suspension, mechanical and electrical components through to lights, glass, panels and trim. If you've been looking for that elusive or obsolete part for years, chances are GSE will stock it, gearboxes, diffs, axles, brakes, seats, wheels, you name it, it'll be located on a shelf or in

Blatant plug: GSE stock everything from service items such as spark plugs to complete project cars.



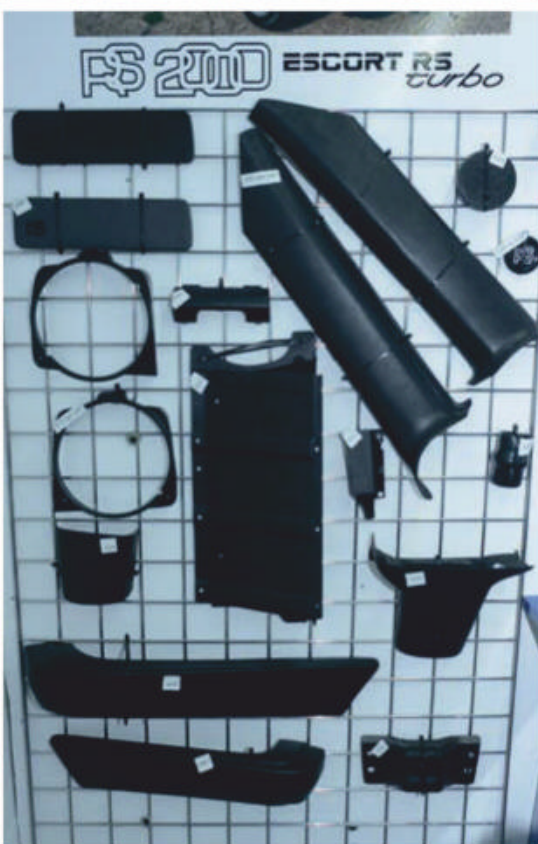
GSE in 2020 (left to right): Sammy, Graeme, Jacob and Leighton.



THE BODY AND PAINT SIDE

JV RESTORATIONS

JV Restorations (07817 555236) first became associated with GSE around four years ago when Graeme asked JV proprietor, John Vagianos if he was able to restore a couple of Escort shells for customers. "JV had been trading since 1999 and I was impressed by the standard of their work. As they were located right next door, it made sense to be able to pass any metalwork, fabrication, prepping and paintwork services on to them for our customers," Graeme explains. "We could supply the parts and panels and carry out the remainder of a full, ground-up rebuild effectively all on one site." Luckily, JV managed to escape the fire last year, but are set to move into premises in Runcorn very soon right next to GSE, continuing their successful close links.



the workshop somewhere. "We've started supplying various fibreglass parts while our new reproduction panels come from Magnum Car Panels in Rochdale," Graeme tells us. "These have become very popular with our customers and many of our parts both new and old are now supplied worldwide." Graeme also points out that although new-old stock parts are becoming increasingly harder to find, reproduction parts are successfully managing to fill those gaps in the market.

Gang of four

GSE currently comprises a team of four. Sammy Cosgrove carries out engine and car rebuilds, Jacob Coles tackles the stripping of cars and mail order while Sammy's son, Leighton helps out where it's needed and of course, there's Graeme himself. The latest addition to the new premises is an engine building room where a lairy Pinto rebuild had just been completed by Sammy prior to our visit. "Pintos are still proving popular and we have three of those in for rebuild work at the moment," Graeme points out.

The only aspect of a ground-up rebuild GSE don't take on is body



Fast Road Anglia is just one of the many classic Fords that turned out for GSE's open day last month.

Tom Dalton's owned this Mk1 Mexico for 40 years and is a regular customer at GSE.



LIKE YOUR CAR!

TIM HOLMES

With last year's Classic Ford Show only two weeks away, Tim Holmes left Graeme and his team with a very tight deadline to rebuild his Escort. The bare shell had already been restored and resprayed, but the remainder of the build was left for GSE to carry out. This included fitting the 2-litre Pinto, twin 45 Webers, the wiring, lights, suspension, bushes, brakes, gearbox, flywheel and the rest! With 135 bhp on tap, a beaming Tim was able to make it to the Classic Ford Show in his freshly-built Mk1 just in the nick of time!



"AFTER THE FIRE, THERE WAS A HUGE AMOUNT OF CUSTOMER SUPPORT THAT HELPED TO KEEP US GOING"

restoration and fabrication work, though you don't have to travel further than JV Restorations next door for that to be catered for, too (see boxout on page 95).

The catastrophic fire on October 22, 2019 was undoubtedly a devastating blow for GSE and it could so easily have closed its doors for good, but incredibly the business managed to reopen at their new premises just a few weeks later on November 4.

"There was a huge amount of customer support to encourage us to keep going and plenty of them helped out preparing the new premises too," Graeme smiles, "We found this new unit within a week, painted the floor, installed a few ramps and a counter and we were ready to go. The amount of encouragement we've received from our customers over the past few months has been incredible, and we'd like to thank them all for their support." **CF**



XR3 patiently awaits recommissioning. GSE now stock increasing amount of remanufactured parts.



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"ARRIVING IN 1990, THE SAPPHIRE COSWORTH 4X4 OWED ITS EXISTENCE TO FORD'S MOTORSPORT AMBITIONS"



BUYER'S GUIDE

SAPPHIRE COSWORTH 4X4

Now 30 years' old, the 4x4 Cosworth is the perfect tool for a classic B-road blast. Here's what to look for.

Words Christian Tilbury **Photos** Jon Cass

Like many of its RS predecessors, the Sierra Sapphire Cosworth 4x4 owed its existence to Ford's motorsport ambitions. Born out of the manufacturer's desire to literally keep up with rally rivals, the all-wheel drive Sierra arrived in road-going form in January 1990.

To the uninitiated, the new Cosworth didn't look that different to the outgoing, rear-wheel-drive version, the 4x4 sharing the same four-door bodyshell and Ghia-based interior. Those who gave the latest Cosworth a second glance might have noticed the new, vented bonnet and a smattering of 4x4 badges, but, of course, the real differences were under the skin.

To give the Cosworth a fighting chance in world-class rallying, Ford hung an adapted version of the Sierra XR4x4's Ferguson

developed running gear from the Sapphire shell. The driving dynamics were further enhanced with the fitment of all-round ventilated disc brakes and thicker anti-roll bars.

While it looked essentially the same, the 1993cc YB engine was also revised. In fact, Ford reckoned that 80 per cent of the new engine's part numbers were different. Officially termed the YBG or YBJ, the latter wearing a natty green rocker cover to denote it was only suitable for unleaded fuel due to having a catalytic convertor, the 4x4's 220 bhp motor incorporated the likes of a stiffer block, strengthened head castings, new Mahle pistons and a T03B turbocharger.

Although Ford developed the 4x4 for rallying, it didn't forget about the need for the Sierra to appeal to the

executive market. To help justify the near £25,000 price tag, the 4x4 had a generous specification that now included steering column adjustment and a remote filler cap and bootlid. There were also the options of leather trim, electric sunroof and air conditioning.

A facelift in late 1991 saw the additions of a new fascia design, extra sound deadening, blacked-out rear lenses, clear front indicators and, notably, lattice-style alloy wheels. However, only a year later the Sapphire was no more, being pensioned off along with the rest of the Sierra range. Besides, by then the 4x4 had already been eclipsed by the Escort Cosworth.

It's still overshadowed by the Escort, but if you want a usable Cosworth that is still the right side of £20,000, then the 4x4 makes for a truly gripping proposition.



THE OWNER

Gideon Mayers

Gideon also has a three-door Cosworth, Escort RS1600i and a Capri 2.8i Special in his garage, but it's his Sapphire Cosworth 4x4 that is perhaps the most interesting. Certified by Ford as the last right-hand-drive UK-specification Sapphire Cosworth 4x4 to roll off the production line and factory finished in Mallard Green, Gideon bought the unique four-door at auction in 2015. Previously a part of the renowned Bonkers Collection, the Sapphire has covered under 21,000 miles and aside from a few reversible modifications, such as green injectors, is as Ford intended. "Other than a few NOS parts and a little bit of paint and detailing, I've done very little to it other than enjoy it," said Gideon. "It's really nice to drive and I love the reaction it gets. You have some great conversations with people saying what they were doing at the time it was made."



BODY

Rear chassis rails and sills are notorious for rusting, but also check the bulkhead where it meets the inner wings, floorpan and strut tops. Rust is also likely in the rear wheelarches, bootlid, panel edges and where the front wings meet the slam panel. It's also

worth checking to see if the wings are original — the hard-to-replicate factory seam sealer should be easy to spot and they'll be a date stamp on the upper edge. Lopsided bumpers are often a result of corroded mountings.



INTERIOR

Cracked dash and tatty doorcards are commonplace. Recaro front seats, whether cloth or optional leather, are most susceptible to side bolster wear. The bases can also collapse, but

replacement foam sections are available. The headlining is also prone to sagging at the back and watch for staining around the sunroof, which could be a sign that the roof's frame is rotten.



BRAKES

Judder under braking and a tell-tale clicking from the pads means the front discs are warped. Any pulling to one side and it's likely a front calliper is sticking, while it's not unusual for the rear callipers to seize on seldom-used cars. Ensure the ABS cuts in as necessary and check the warning light goes out on the ignition start-up sequence. If it remains illuminated, the most likely cause is an easily rectified dirty or faulty wheel sensor.

"TO GIVE THE COSWORTH A CHANCE IN WORLD RALLYING, FORD HUNG A VERSION OF THE XR4X4'S FERGUSON RUNNING GEAR FROM THE BODYSHELL"



ENGINE

Head gasket failure isn't unusual and it tends to blow on the driver's side at the back — a trickle of coolant running down the block a very early sign of trouble. Blue smoke on boost means tired turbo oil seals, but if it's a constant then the YB is terminally tired. Be wary of engine noises as the 4x4 has different pistons to the

2wd, which do away with the earlier car's in-built piston slap, while a ticking top end points to worn cam followers. Slight misfires can usually be cured with a fresh plugs but if they're more erratic then suspect a sensor, usually those in the distributor, or the ECU to be at fault.



ELECTRICS

Wiring is often perished, usually through a combination of age and the installation of aftermarket alarms, immobilisers and additional gauges. Underbonnet cabling needs special attention, including the multiplugs that can suffer from water ingress, and also inspect the fusebox for signs of corrosion, which can lead to all kinds of issues including inoperative electric windows and central locking. It's essential to inspect the fuel pump and its wiring — it's commonly tired and, if not delivering the right amount of petrol, can ultimately lead to a melted engine. Switchgear and lights, aside from the later rear lights, is normal Sierra fodder and easily replaced.

buyer's guide: sapphire cosworth 4x4



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A tired MT75 'box will have rumbling, whining layshaft bearings, but the most likely issue is a lack of synchromesh. Wear to the synchro rings will be most noticeable in second and third gears, but don't worry about any reluctance in selecting reverse as it doesn't have any synchromesh. A skipping noise between first and second gears means the transfer box is slipping, while a lack of drive to the front wheels means the viscous coupling is shot. The clutch should feel light in operation, but if it feels heavy yet is working fine, then the usual cause is a damaged cable.

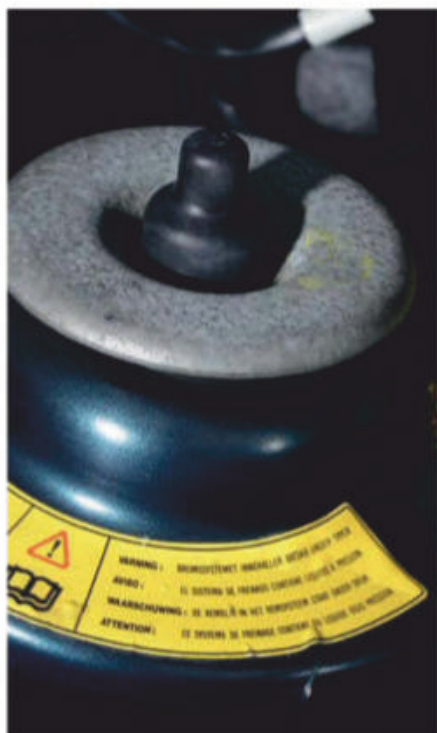




"ALTHOUGH FORD DEVELOPED THE 4X4 FOR RALLYING, IT DIDN'T FORGET ABOUT THE NEED FOR IT TO APPEAL TO THE EXECUTIVE MARKET"

SUSPENSION

An unforgiving ride points to worn dampers and springs. Vague steering is often a result of worn track control arm bushes, while a loose rear end is a sign that the rear suspension bushes are shot. Aftermarket kit is commonplace — look for a reputable brand and avoid any cars that have been lowered over 30 mm, the reduced angle enhancing the possibility of popping a driveshaft.



ONE TO BUY



On sale at: internet auction site
Price: £17,900
For: History, well maintained
Against: Relatively short MoT
 This Moondust Silver Sapphire has covered 84,000

miles and has had three owners. It comes with substantial history, including the original bill of sell from Perrys, and recent work includes a new timing belt, water pump and phase, crank, oil and water sensors. Modifications include an uprated turbo, Stage 1 chip, Samco hoses and Koni suspension, but the original turbo and hoses come with the car.

Described as a very good example that drives well, the Sapphire is MoT'd until April.

TECH SPEC

Body

Four-door saloon, pressed steel monocoque

Engine

1993cc, four cylinders, in-line, four valves per cylinder, twin belt-driven overhead camshafts, cast iron block, cast aluminium cylinder head, Weber-Marelli fuel injection, Garrett T03B turbocharger.

Power: 220 bhp @ 6250 rpm, 214 lb.ft torque @ 3500 rpm

Gearbox

Ford MT75, five-speed manual

Suspension

Front: independent, by coil springs, MacPherson struts, telescopic dampers, 30 mm anti-roll bar

Rear: independent, by semi-trailing arms, coil springs, telescopic dampers, 18 mm anti-roll bar

Steering

Rack-and-pinion (power-assisted), 2.4 turns lock-to-lock

Brakes

Hydraulic with vacuum servo assistance and Teves ABS

Front: 282 mm vented discs

Rear: 274 mm vented discs

Wheels and tyres

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Performance

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ANGLIA

105E



£24,000 ONO. 5 speed TKO 600 MAN. 8" Ford mustang axle, LSD full cage, dyno 300 bhp, 340 ft and MoT. Please call 07867 476282.
11973

CAPRI

CAPRI



1983, 100,000 miles, £19,900. Stunning X-Pack wide body, 3.5 v8, Stainless Perform. Exhaust, MoT May, immaculate inside/out and not a scratch. Please call 07307 659357.
12409

CAPRI



1985, 67,000 miles, £21,995. Special Turbo Technics. Superb Mineral Blue. Unmarked Recaro Leather. Single TT Stainless Exhaust. Original X Frame. Big Brakes. FSH. Full MOT NO Advisories. Immaculate. Please call 07721 690681.
12464

CAPRI



1981, 71,000 miles, £8,495. Totally original, timewarp, lovingly restored Mk3 Capri. Unmolested and original, drives superbly. Real head turner. Interior totally original and in excellent condition, dry stored and loved. Please call 07887479068, Suffolk.
11685

CAPRI

1976, 76,977 miles, £7,500. 3.0 litre, GHIA, automatic 1976, MoT and tax exempt in Miami blue with black vinyl roof, private plate, alloy wheels, fabric seats and rear spoiler. Runs and drives well. Recent stainless steel exhaust system and brake callipers. Comes with car cover and painted spare bonnet. Please call 01273 589558, Sussex.
11887

2.8i



1986, 109,000 miles, £12,000. Fantastic investment opportunity, Finished in best colour combination. Fantastic car throughout needs nothing. Full MoT, Looks and drives fantastically. Please call 07768 823289, Norwich.
11660

2.8i



1986, 119k miles, £8,000. Track day prepped lowered polyfused, rear location brackets. Willwood fronts discs rear, braided hoses. Rebuilt engine with tubular headers and Capri sport 3" system. New fuel tank/pump/filter/brake pads/battery. Mot 7.10.19. Please call 07783 580653, Surrey.
11688

CONSUL

MKI



1954, 59,000 miles, £10,900. Previous owner spent £30,000 on full restoration photos and paperwork available Black/Red upholstery stunning example must be seen to be appreciated. Please call 07549 105170.
11422

CORTINA

MKI GT

1965, 29,000 miles, £13,000. 1600 engine, 200E gearbox, English axle LSD straightened Minilites, full lager bucket seats, four harnesses, alloys, panels and alloy tank in boot. Ready to classic rally. Please call 01206 764872, Essex.
12756

ESCORT

ESCORT



1975, 3,000 miles, £12,995. Harris engine, 126HP, sounds awesome, big list of mods, thousands spent, tidy usable classic and no time wasters. Please call 07883 679772.
11246

ESCORT



£15,000. Full classic ford for sale in Greece 2,200cc forged motor, about 350hp at 1.5bar, power steering, hydraulic parking brake Please call +30694 5978917, Corfu.
12473

ESCORT



68,000 miles, £2,499. Long MoT, old MoT's, service history, finished in white with blue trim, very nice example, body work is excellent and drives very well. Please call 02380 766870, Southampton (T).
11490

ESCORT



1971, £22,995. 2 door MKI in Nordic blue. Please call 01274 831205, West Yorks.
11903

ESCORT



1998, 90,000 miles, £3,500. Rare 5-door Ford Escort GTI in Radiant Red. One owner from new, full respray, fully serviced, 12 months MoT on completion of sale, garaged, all receipts and car cover included. Please call 07528 212753, Stafford.
11338

ESCORT

54,000 MILES, £2,995. Ford Escort 1.8 Ghia Injection with full service history and full service history full T/belt kit and water pump just fitted in excellent condition Please call 07988 560994.
11059

MKI



POA., 2,000 pinto, twin 45's 5 speed box, LSD, 4 spots alloy tank, fuel pressure regulator and OMP seats with seatbelt harnesses. Please call 07505909309, Stoke on Trent.
11221

MKII 1600 GHIA



1979, 45,574 miles, £5,000. Original and complete, dry stored since 1992. Some surface rust, but no rot. Interior like new, engine runs. Perfect for nut and bolt rebuild. Please call 07779 f782406, Sheffield.
12689

MKII 1600 SPORT



1979, £12,250. Complete engine rebuild, new Webber carb, body work and interior in very good condition. Please call 01189 621851, Berkshire.
12306

RS 2000



1980, £25,500. Superb body in white with black interior. Full tuned engine and excellent wheels and tyres. Please call 07955 012118, Oxfordshire.
12678

RS TURBO SERIES 2



1987, 68,000 miles, £10,500. White, MoT'd until June 2020. Recent cam belt and steering Rack. Owned since 2009. Please call 07814 176347, Ilmister.
11752

XR3i



1988, £1,995 Ono. Comes with RS turbo body kit, been standing in a garage a few years, dry stored, all complete apart from fuel injection and manifold missing, comes with V5C logbook, becoming more sought after as years go by, 1 not to be missed. Please call 07494 626118.
12321

FALCON

XR8 UTE



1998, 19,262 miles, £17,995. RHD, manual, LSD, ultra-rare 1/22, unused bed, excellent condition and drives as new. Please call 077388 33551.
11879

FIESTA

GHIA 1.3



1997, 80,000 miles, £80. Non runner, ideal for restoration, project or spare parts comes with spoke alloy wheels. Please call 07546 591353, Kent.
10937

FIESTA



1998, 77,900 miles, £500. 1.2 Zetec. Service history. MOT until August 2020. 2 owners. VGC. Please call 01245 380892, Essex.
11424

FIESTA



1996, 55,000 miles, £2,795. Three door hatchback as new condition a true collectors piece but must be seen to be believed. Red with contrasting trim 1995 N reg, original stereo, alloys with new tyres, carpet and trim as new. Please call 07383 984627,
11715

GHIA 16V

67,000 miles, £500. All original needs some welding on sills for MoT due 03/11/19 with good alloys and wheel used daily until then. Please call 07860 323055, Harefield.
11696

MKI



1976, £5,000. MKI drag car 2L turbo pinto and twin 50's with Holbay parts 400-500bhp quaife SCCR dog gearbox 9" axle with history and many spares unique. Please call 07931 743005, Nottinghamshire.
11992

MK1

£5,995. Prepared rolling shell, caged, arched and stitch welded. Fibreglass bonnet / boot, XR2 1600cc highly tuned engine, XR2 gearbox, Rs lsd, Fully adjustable rose jointed suspension (new), all glass and rubbers, set supersport alloys and storage boxes full of spares. Please call 01291 641721.
12619

ZETEC

1999, 35,000 miles, £990. Two previous retired owners last lady for fourteen years, documented service history from new all old MoT's and current MoT September 2020. Please call 07877 318977.
12248

GRANADA

GRANADA



1975, 150,000 miles, £35,000. I have the only American Ford Granada Hot Rod that is in show quality condition in America. It has a new 408 stroker engine with dual quads and much more. Please call 206-327-5739, USA.
12461

MKII



1983, 5,000 miles, £3,500. In excellent condition for year, new clutch, brakes, radio, cassette, grey interior, 1 years MoT and another speed motor was fitted before I bought the car 14 years ago. Please call 01224 636874, Scotland.
12394

MONDEO

2.0LX

2000, 67,600, £1,595. Dark metallic grey /cloth interior. Car used extensively in tv and film work from new. 2 series midsummer murders, vera, Lewis. etc. Some memorabilia included MoT till February 2021. Car is in very good condition. Please call 07985 522080, West Midlands.
12564

MONDEO



2000, 1234,567 miles, £1,500. 1 year MoT, loads of history and paperwork and receipts and test reports. In lovely condition with much money and pride put in to this lots of extra spare parts including the price. Please call 07798 936081, Essex.
11522

MKI



1995, 90,000 miles, £695. Totally original example, never welded, nice original interior, metallic blue and blue cloth interior, 12 months MoT on sale. Please call 07881 461123, Northants.
11419

ORION

LXI

1993, 36,000 miles, POA. Genuine mileage with 2 owners, clean motor, rust less, drives well and spare wheel. No better example and 1800cc, 4 door Saloon and new starter motor. Please call 02086 991807, London.

12686

SIERRA

1.8 LX HATCHBACK



1991, 124,000 miles, £1,400. Engine rebuilt at 99,000 miles, wax oiled 2014, no rust and used daily. Please call 07772 721010.

11362

P100



1993, 2,500 miles, £4,900 ONO. 2.0i DOHC EFI restored just over a year ago lots of new parts fitted electric windows power steering starts off the button every time. Please call 07896 053554.

11146

SAPPHIRE



1989, 48,000 miles, £POA. MoT 18/7/20, SORN. Good un-restored condition. Interior good, needs some attention to door bottom edges and wheel arches. Please email SS1dinosaur@hotmail.co.uk, Birmingham.

11042

XR4i MKII



1991, 67,800 miles, £10,000. 2.0 DOHC efi, vey rare, restored and original condition as featured in classic Fod mag, only 7 left on the road in UK and Ireland. MoT with no advisories. Please call 07846 299492, Stockton on Tees.

12491

TRANSIT

TRANSIT VAN

1978, £3,450. Diesel left drive imported from the south of France sidelading door LWB single wheel Not Rot or welded very good van all round full French log book easy change over to v5 drives and starts perfect. Please call 07789 892554.

12698

V8

PILOT V8



1950, 45,000 miles, £1,300 Ono. Very original car, never welded, not rust and lovely interior. Waxoyled, oil filter upgrade, quite engine, tyres as new and new battery. Drives good, owned eight years and retirement sale. Please call 01535 644493 or 07977 565239, West Yorkshire.

12783

ZODIAC

MKI



1956, £28,750. Finished in Dorchester grey over Winchester blue with matching hide interior, manual with overdrive this car has been correctly stored for over 50 years not a restored car but an excellent original example, stereo system, steel period sun visor, fitted hunting lamp, badge bar with badges original twin spot lights, only three owners drives good, very difficult to find another like this one fine investment. Please call 01322 669081/ 07836 250222 or Please visit www.peterjarvis.net, Kent (T).

12498

CARS WANTED

ESCORT MK3

Wanted. Must be three door, MoT not important and must be MK3. Cash waiting. Please call 07946 538801, Birmingham.

12764

PARTS

1.8 TURBO DIESEL ENGINE

£POA. Good working order, when removes some brackets, powder coated and ali parts polished. Please call 07799 554408, Worcs.

12504

CONSUL SPARES

1972, £POA. Please call 01489 855760, Southampton.

12704

DI VAN ALTERNATOR

£50. Very good condition. Please call 01262 488672, East Yorkshire.

12154

ESCORT

£30. Four 1986 to 1990 front indicator and side light clusters and new old stock unused. Please call 01372 383002, Surrey.

12074

MONDEO ENGINE

50,000 miles, £350. 2.0L silver top engine, turns over freely, good engine for RWD conversion, XR3i Efi at extra cost. Please call 07725 797752, Tyne AND Wear.

11329

SIERRA SAPPHIRE PARTS



1987, £500. Carpet, sound ins, rear seats complete, drivers seat, blue, all in very good condition. Passenger seat damaged in side impact dismantled. Please call 075219 13394.

12460

VARIOUS PARTS

£35-£250. Ford Sierra P100 Diesel Pick Up. Back axle, £50. New wing mirrors, £30. New diesel tank, £100. Reconditioned gearbox, £250. Complete new exhaust system, £110. Tailgate, £100. New rear lights, £35. Driver and passenger seats, £50 each. Various other parts. Please call 01334 870298, Fife.

12451

SIERRA TYPE-9 5-SPEED GEARBOX

£2,875. Suitable for many sports and saloon. Car upgrade conversions. Please call 01313 432574, Scotland.

12111

TRANSIT CONNECT PARTS

1957, £495. Needs attention, Ford escort, van rear doors, transit bonnet and assorted spares. Please call 01538 753086, Staffs.

12296

ZETEC CRANKSHAFT



£85. 2 litre crankshaft standard size journals low mileage. Comes with set of new big end and main bearings if required for £30 extra. Please call 01513 530953, Cheshire.

11980

ZETEC CYLINDER HEAD



£125. Zetec 2 litre "Blacktop" cylinder head complete with valves and followers low mileage ideal for straight replacement or basis for ported head. Please call 01513 530953, Cheshire.

11979

VARIOUS PARTS



£25. A pair of new rear mud Ford flaps with fixing kit as new and still in bag hard flat rubber which can be trimmed with very vibrant Ford Motif pick up. Please call 01803 850097.

12252

VARIOUS PARTS

£20-£350. Rear wheel near side arch for Granada/Scorpio £20. Set of new unused roof rack bars for Granada hatchback £50. Rare 1991 Ford RS sports leather-rim 3 spoke steering wheel as new with boss and original packaging, suitable for XR cars etc, £350. Please call 01276 65823, Surrey.

11336

TAKE IT TO THE BRIDGE

Eric Jackson and Ken Chambers skirt around the Sydney Harbour bridge in September 1963 in their pre-production Corsair GT. Halfway into their attempt to journey around the world in 40 days, this mammoth roadtrip was a publicly stunt dreamt up by Ford's then PR guru, Walter Hayes to help promote the launch of the new Corsair. Did they manage it? Almost... — after a head-on with a water buffalo in India, and breaking the axle in Iran after being forced off the road, the duo eventually made it back to the UK in 43 days and 5 hours, covering 29,991 miles through 13 countries.





Hit the road

RACE

Rally and Competition Equipment

NEW FABRICATION AND SUSPENSION PARTS MK1 AND 2 ESCORT

"OVER A 30 YEARS", IN MOTOR SPORT WE HAVE MANAGED TO BRING TOGETHER THE FINEST SELECTION OF HIGH QUALITY FABRICATED COMPONENTS, YOU WILL BEH APPY WITH CLUBMANS OR WORKS SPEC PARTS. ALL PARTS HAVE BEEN DEVELOPED, TRIED, TESTED REPRESENTING TRUE VALUE FOR MONEY.

BODYSHELL, GRP4 CLUB SPEC

4 LINK KIT REINFORCED BODY BOXES 5/8 JOINTS BUSHES, SPACERS & BOLTS	£275
4 LINK KIT HEAVY DUTY, BIG BUSHES, 5/8 JOINTS M14 BOLTS TO SUIT ESCORT	
RUNNING COIL OVERS	£324
BODY BOXES 3/8 REINFORCED	PR £80
4 LINK TO CHASSIS SKIDS	PR £16
PANHARD ROD KIT ADJ 5/8 COMPLETE	£89
PANHARD ROD KIT FIXED TOWER	£80
PANHARD ROD TOWER L/H ADJUSTABLE	£40
ANTI TRAMP BAR KIT MK1	£105
ANTI TRAMP BAR KIT MK2	£97
SQUARE TALL REAR TURRET BOXES	PR £48
TURRET AND ANTI TRAMP AXLE BRACKET	EA £3.50
LARGE GEARBOX TUNNEL	£45
SMALL GEARLEVER TOWER WITH GAITOR PLATE	£25
ALLOY SURROUND GAITOR PLATE	£16
4 LINK CROSS BRACES (BODY BOXES)	PR £17
FUEL TANK PLATFORM TO SUIT SHAPED ALLOY TANK C/W STRAPS	£89
DRY SUMPTANK MOUNTING PLATFORM	£25
GROUP 4 MK2 FIREWALL KIT. FITS WITH TURRETS	
INC BOOT INFILLS	£80
MK1 + 2 NON TURRET ALLOY FIREWALL	£49
SPRING HANGER SKIDS	PR £10
BOTTOM RADIATOR CUT OUT £12 + GUSSETS	£18
TOP RAD MK2 GUSSETS PANEL	£28

BODYSHELL, GROUP 4 WORKS SPEC

4 LINK BODYSHELL KIT INC BRACKETS COVERS, SKIDS, LONG LINK BOLTS + TUBES AND CROSS BRACES	£160
4 LINK ROD GRP4 SPEC ½ BUSHED	£42
4 LINK ROD GRP4 SPEC ½ BUSHED	£48
MK1 GRP4 SHORT LINK BODY BOX KIT	£150
GRP4 MK2 4 LINK KIT COMPLETE	£500
GRP4 PANHARD ROD KIT L/H OR R/H TOWER COMPLETE	£150
GRP4 PANHARD ROD TOWER MULTIPIECE L/H OR R/H WORK SPEC	£58
GRP4 ROUND REAR TURRETS	PR £102
ZF GEARBOX TUNNEL COMPLETE	£105
BULKHEAD PLATE 1 PIECE	£13
BULKHEAD PLATE 3 PIECE	£19
ATLAS LONG DIFF TUNNEL	£20
BULKHEAD GUSSETS 1 x SHAPED	PR £32
FRONT CHASSIS SKIDS	PR £20
CHASSIS TO SILL SKIDS	PR £20
GRP 4 STRUT TOP PLATES	PR £58
REAR INNER MK2 ARCH INFILLS	PR £16
SEAT SUB FRAME MOUNT KIT (WELD IN)	£38
WELD IN FRONT CROSSMEMBER CHASSIS INSERTS SET OF FOUR	£24
15" INNER REAR WHEEL ARCH TUBS	PR £225
MK1 WORKS STEEL ARCHES	SET £550
ROLL CAGE TUBE 2 METER 38mm	EA £30
GRP4 WATTS CHASSIS TOWERS MULTIPIECE FROM BOTH SIDES	PR £114
GRP4 WATTS BARS GOLD BUSHED	PR £81
JACKING POINT KIT 20/25mm x4	£28

STRUT BRACES

GRP4 STRUT BRACE KIT WITH WELD ON BRACKETS AND STEEL PLATED BAR	£48
WITH ALLOY BAR	£69
WITH OVAL STEEL POWERCOATED	£76
MK1 WORKS FLAT TYPE "BOLTON" STRUT BRACE C/W BRACKETS	£48
BOLT ON ADJUSTABLE STRUT BRACE KIT STEEL OR ALLOY BAR	£80

SUSPENSION TO BODYSHELL

WORLD CUP X-MEMBER FULL GRP4 SPEC	£395
WCXM CLUB STD OR LRM CROSSMEMBER	£220
WCXM BASE FULL GRP4	£325
WCXM BASE CLUB STD OR LRM	£145
WCXM MOUNTS OGC/X-FLOW INC BOLTS	£65
ANTI DIVE KIT	£50
DOUBLE WIDTH KIT	£50
GRP4 TENSION STRUT KIT TARMAC	£325
GRP4 TENSION STRUT KIT GRAVEL	£400
T/S ANTI ROLL BAR KIT 5/8	£130...3/4...£150
COMPRESSION STRUT KIT FIXED	£130
COMPRESSION STRUT KIT IN-SITU ADJ	£155
16V ASTRA CHASSIS ENGINE MOUNT KIT ALSO OHC / X FLOW	£72
TWIN CAM ANTI ROLL BAR	£140

TRACK CONTROL ARMS TCA'S

IN-SITU ADJUSTABLE TCA'S INNER RUBBER BUSHED	£195
IN-SITU ADJUSTABLE TCA'S 5/8 R/JOINTS + FITTING KIT - PAIR	£195
RUBBER BUSHED ADJ TCA'S HISTORIC	£210
R/JOINTED ADJUSTABLE TCA'S HISTORIC	£195
IN-SITU ADJ FABRICATED TCA'S FOR COMPRES- SION STRUT OR TENSION STRUT	£510
WATTS LINKAGE KIT ATLAS	£300
WATTS LINKAGE KIT ENGLISH	£260
PTFE SLIPPER KIT	£52
SHORT REAR SPRING SHACKLES	£45
U BOLT PLATES	£32
MULTI LEAF FOREST 5 LEAF SLIPPER SPRINGS TAPER	PR £250
SINGLE LEAF SLIPPER SPRINGS	PR £240
MK1 TWIN I SINGLE LEAF SPRINGS	PR £223
CD6 MK1 4 LEAF TWIN I SPRINGS	PR £235
MK2 SINGLE LEAF TWIN EYE 14616	PR £230
MK2 MULTI 3 STD RS2000	PR £264
2 LEAF SLIPPER SPRINGS	PR £150

STERING AND BRAKES

(ALL PEDAL BOXES HAVE GENUINE GIRLING MASTER CYLINDERS)

MK2 BIAS ADJ PEDAL BOX CABLE	£370
MK2 BIAS ADJ PEDAL BOX HYD	£430
MK1 BIAS ADJ PEDAL BOX CABLE	£355
MK1 BIAS ADJ PEDAL BOX HYD	£420
GRP4 THROTTLE PEDAL	£40
TUBE DASH ADJUSTER MK2	£33
FLEXIBLE CLICK DASH ADJUSTER	£33
AP RESOVOIR + BRACKET PUSH ON	£25

GENUINE AP DISC & CALIPERS

MONTE CARLO ESCORT CALIPER	EA £725
MONTE CARLO AP BRAKE DISC	EA £185
FOREST AP ESCORT CALIPER	EA £625
FOREST AP VENTED BRAKE DISC	EA £145
GRP4 2383-2382 REAR CALIPER	EA £545
GRP4 AP SOLID REAR DISC	155
AP2577 REAR TWIN POT CALIPER WITH CABLE	
HANDBRAKE MECHANISM FITTED	£350
13" AP GRP4 FRONT DISC BELL	£22

NEW AP RADIAL 13" FRONT BRAKE KIT FITS WITH 13" WHEELS ONTO MK2 ESCORT C/W VENTED DISCS, ALLOY BELLS MOUNTING BRACKETS, PADS AND PIPES...£1,150

AP 15" RADIAL FRONT ESCORT BRAKE KIT 305 DISC, PADS + PIPES COMPLETE	£1,495
AP MONTE CARLO GRP4 ESCORT FRONT HISTORIC BRAKE COMPLETE	KIT £2,200
AP FOREST GRP4 ESCORT FRONT HISTORIC BRAKE COMPLETE	KIT £1,900
10 1/8 X 22mm VENTED DISCS TO USE WITH PRINCESS CALIPERS PLAIN	PR £98
OR WITH GROOVES	PR £130
PRINCESS 4 POT CALIPERS SPACER KIT	£40
GRP1 CALIPER SPACER KIT M16	£35
GIRLING MASTER CYLINDER 625 ETC	£55

RS2000 GEN FORD TRACK ROD END	£40
GRP4 CAST STEERING JOINT SHORT	£43
GRP4 CAST STEERING JOINT LONG	£60
2.8 CAPRI VENTED FRONT DISCS	PR £58
2.8 CAPRI VENTED GROOVED DISCS	PR £95
MK2 ESCORT BRONZE BUSHED H/D GEN FORD QUICK RACK	£295
WITH NEW LONG RACK ARMS FITTED	£340
MK2 ESCORT ALL NEW H/D QUICK RACK RHD / LHD K/C	£360
SIERRA REAR DISC BRAKE KIT	£395
SIERRA CONVERSION HANDBRAKE CABLE	£29.50

ELECTRIC POWERSTEERING KITS USING VAUXHALL CORSA MOTOR ALL BRACKETS TO FIT FORD ESCORT MK1 + 2 RHD + LHD...£850

SUSPENSION AND MOUNTINGS

ALLOY 2 ¼ SPRING SEAT 1" TALL	£12
ALLOY 2 ¼ SPRING SEAT 3" TALL	£17
ALLOY 2 ¼ LOCK RING	£8
ALLOY 2 ¼ D SHAPE TOP CAP	£10
ALLOY 4" SPRING SEAT SHALLOW	£29
ALLOY 4" SPRING SEAT TALL	£33

RS2000 BILSTEIN STRUT CASINGS GRP 4 THREADED ADJUSTABLE LONG OR SHORT...£200

BILSTEIN FRONT INSERTS

260/60...300/70 LONG	£120
300/70 SHORT	£125
300/100 LONG	£125

BILSTEIN REAR DAMPERS

GRP1 MK2 ESCORT STD FIT	PR £215
GRP4 TURRETED 220/110	PR £200
GRP4 REAR COIL OVER 220/110	PR £375

ESCORT FRONT TOP MOUNTS

RUBBER ROLLER BEARING TOP MOUNTS	EA £85
GRP4 2 PIECE CONCENTRIC ALLOY BLACK	EA £85
ECCENTRIC OFFSET ALLOY TOP MOUNTS	EA £88
ALLOY BLACK RBTM TYPE	EA £60
CONCENTRIC ALLOY FLAY TOP MOUNT	EA £65
ESCORT ADJ SLIDING TOP MOUNT	EA £126
HIGH ANGLE TOP MT NUT + WASHER	EA £6.50
PLASTIC DUST COVERS RBTM	PR £11

FRONT HUBS STUDS + NUTS

GRP4 ALLOY FRONT HUB	£65
GRP4 FRONT WHEEL STUD	£4.75
GRP4 WHEEL NUT	£2.75
GRP4 WHEEL INSERT	£1.75
ALLOY HUB CAP STD £8 B/B	£9.00
GRP4 WHEEL INSERTS	£2.50
GRP4 MACHINED WHEELS PACER	£9.00
STD M12 WHEEL STUDS LONG	£1.20
OPEN END M12 WHEEL NUT	£1.00
RS2000 + GHIA WHEEL NUT	£1.15
GRP4 TO STD M12 CONVERSION NUT	£2.00

COIL SPRINGS TOP QUALITY

FRONT BILSTEIN WELD ON STRUT ADJUSTER KIT COMPLETE CAR SET 2 1/4	£70
REAR BILSTEIN 2 1/4 SLIP OVER KIT C/W ALLOY SPRING SEATS + TOP CAPS	£75
RS2000 FRONT ALL RATES	FROM £50 PR
RS2000 FLAT GROUND ALLRATES	FROM £50 PR
2 1/4 ALL LENGTHS + RATES	FROM £45 PR
2 1/4 PROGRESSIVE 12" & 14" VARIOUS	FROM £65 PR
BLUE 2 1/4 HELPER SPRINGS 4"	PR £30
LOWERING BLOCK KITS, 1"-2"	£24

ALLOY PRODUCTS

ESCORT SHAPED PETROL TANK, BAFFLED WITH TWIN TAKE OFFS AND SIGHT GAUGE, C/W FILLER NECK + SPLASH TRAY	£205
ESCORT SHAPED INJECTION TANK WITH LH OR RH SUMP C/W FILLER NECK + SPLASH TRAY	£280
TARMAC ALLOY ARCHES MK2	SET £325
FOREST ALLOY ARCHES MK2	SET £318
WIDE TARMAC REAR ARCHES MK2	R £208
ALLOY FRONT SPOILER GRP4	£75
ALLOY FRONT SPOILER HIGH LEVEL	£85
DRY SUMP TANK, BASE MT	£125
DRY SUMP TANK, 6R4 TYPE BREATHER	£210
ALLOY CRANK CASE BREATHER BOX	£49
ENGINE ALLOY UNION	£7
REAR MK2 LAMP PROTECTORS	£19
ALLOY BATTERY TRAY(240X175)	£42

MK2 CENTRE INSTRUMENT PANEL	£40
ALLOY SWIRL POT FUEL1LTR	£110
FUEL PUMP BRACKET, TWIN FACET	£35
MK2 DASH BINACLE INSERT	£40
1 LITRE CATCH TANK 2 x 1/2 FITTINGS	£53
1 LITRE CATCH TANK WITH BREATHER	£65
2 LITRE CATCH TANK 2 x 1/2 FITTINGS	£53
RT30 BATTERY TRAY FLAT BLACK	£77
RT30 BATTERY TRAY VERTICAL BLACK	£90
REAR MK2 ALLOY BOOT SPOILER	£80
CO-DRIVER ALLOY FOOT REST	£40
DRIVERS PUNCHED HEEL PLATE	£26
FACET + FILTER KING BRACKET	£30
NAVIGATOR TRIP DASH POD BLACK	£53

GEARBOXES

5-SPEED ZF DIRECT TOP FULL SPEC GEARBOX C/W TOWER + LEVER	£6,500+VAT
5-SPEED TYPE 9 TRACSPORT STRAIGHT CUT 2.2 1 ST	£2,100
5-SPEED TYPE 9 TRACSPORT SEMI HELICAL 2.48 1 ST	£2,200
5-SPEED TYPE 9 TRACSPORT ROAD SPORT HELICAL 2.752 1 ST	£2,000
4-SPEED TYPE E TRACSPORT H/D STRAIGHT CUT 2.2 1 ST NEW MAINSHAFT	£2,700
MORE RATIOS AVAILABLE, ALLOY MAINCASE H/D MAINSHAFTS & LAYSHAFT PINS	

NEW ATLAS AXLE CASINGS

PREPARED TO THE HIGHEST GRP4 STANDARD FULLY FLOATING GRP4 ATLAS AXLE CASING, THICK TUBE WITH STUB AXLES, DOUBLE PINNED AND BREATHER	£525
2-DIAMOND 4 LINK BRACKETS. WELDED	£65
2-GRP4 DAMPER BRACKETS. WELDED	£48
2-SPRING SADDLES, HEAVY DUTY. WELDED	£65
1-GRP4 PANHARD ROD BRACKET. WELDED	£33
2-AP CALIPER BRACKETS. WELDED	£48
FULL SPEC CASING WITH GRP4 BRACKETS	£784
2 F/F LOCK RINGS	£32
GROUP 1 THICK TUBE ATLAS AXLE CASING WITH ORIGINAL ENDS DOUBLE PINNED AND BREATHER ANY LENGTH	£468
ANY BRACKETS WELDED AS ABOVE LIST (BABY 48 1/2, NARROW 49 7/8, WIDE 52 INCH)	

DRIVESHAFTS AND FLANGES

TOP QUALITY GRP4 FULLY FLOATING AND GRP1 HALFSHAFTS	
740-770 F/F INC NUT	£150
790-820 F/F INC NUT	£165
740-770 F/F SPECIALS INC NUT	£243
GRP4 FULLY FLOATING FLANGE	£68
GRP1 2 PIECE SHAFT BABY, NARROW OR WIDE 18 TOOTH & 16 TOOTH	£155
GRP1 FLANGE	£70
HALF SHAFT RETAINER PLATE	£6.50
DRUM SPACER PLATE	£5.50
18 TOOTH ZF ATLAS SIDE GEAR	£70

QUAIFE BIG BEARING HUB KIT BOLTS ON TO ENGLISH / ATLAS AXLE C/W 16 SPLINE, 18 SPLINE SHAFTS £890

FULLY FLOATING T/T METRIC REAR HUB	£65
GRP4 F/F REAR STUD, INC BOLT	£11.50
METRIC RING F/F HUB BEARINGS	£25
STEEL O RING CARRIERS	£12
STEEL SPLIT F/F LOCK RINGS LH/RH	£16
F/F HUB AXLE SEAL KIT	£15
REAR F/F ALLOY AP DISC BELLS	£30
ZF ATLAS 18 SPLINE MOTORSPORT LSD	£1350
GRIPPER ATLAS 18 SPLINE LSD	£900
ZF ATLAS LSD PLAT KIT	£180
ZF ATLAS WAVY PLATE EACH	£25
ZF ATLAS STEEL LSD END PLATE	£140
ZF ATLAS STEEL LSD HOUSING	£300
ZF ATLAS DIFF FRICTION PLATES	£30
ZF DIFF THRUST WASHER	£12
5.3, 5.8, 4.9 ATLAS C.W.P	£485
4.4, 4.1, 3.7 ATLAS C.W.P	£485
4.6 ATLAS C.W.P	£275
5.1 ATLAS C.W.P. (BEST AVAILABLE)	£320
SALIBURY ENGLISH 22 SPLINE LSD	£570
SALIBURY ENGLISH 16 SPLINE LSD	£580
18 SPLINE ENGLISH LSD	£750
SALIBURY ENGLISH PLATE KIT	£115
SALIBURY ENGLISH END PLATE	£125
SALIBURY ENGLISH LSD HOUSING	£205
16 SPLINE SALIBURY SIDE GEARS EACH	£85
4.4, 4.7, 4.9 ENGLISH C.W.P SETS	£300
3.54, 3.7, 5.3 ENGLISH C.W.P SETS	£300

NEW ALLOY BELL HOUSINGS

16V ASTRA TO FORD STRAIGH	£185
RS2000	£180
RS AND 5SPEED TYPE9 HYD	£255

2000E CABLE	£220
2000E HYDRAULIC	£265
BORG WARNER TO PINTO	£260
DURATEC TO TYPE 9 CABLE	£285
DURATEC TO TYPE 9 HYD	£325
TOYOTA 4AG TO TYPE9	£295
SIERRA T9 SINGLE STARTER	£234
ZF/BDA HYD WORKS TYPE	£264
ZF/PINTO HYD LH STARTER	£265
ROCKET/T9HYD RH STARTER	£275

INLET MANIFOLDS TWIN CARB

16V ASTRA RED TOP	£155
RS2000 PINTO 45-48	£150
TOYOTA 1600 4AG	£162
N/A COSWORTH	£155

COMPETITION CLUTCH

7 1/4 AP LUG TWIN PLATE	£590
7 1/4 AP A RING TWIN PLATE	£500
7 1/4 AP 3 BLADE PADDLE PLATE	£140
7 1/4 AP 4 BLADE PADDLE PLATE	£170
RS2000 EXEDY HD ORGANIC CLUTCH KIT ...	£195
QUARTER MASTER 7 1/4 PADDLE CLUTCH KIT ..	£680

COMPETITION EXHAUST MANIFOLDS

RS2000 GRP2 3 PIECE 2 1/4 AND 2 1/2	£190
N/A COSWORTH 3 PIECE 2 1/4 AND 2 1/2	£235
16V ASTRA INTO MK2 ESCORT	£245
X-F 4 INTO 1 RALLY	£175
DURATEC INTO MK2 ESCORT	£235
16V ZETEC RWD INTO MK2 ESCORT	£195

FAST ROAD COMPETITION 2" MANIFOLDS

RS2000 4-2-1 OHC	£175
1300/1600 X-FLOW 4-2-1	£150
ABOVE MANIFOLDS IN STOCK, ASHLEY MANIFOLD OTHER MODELS TO ORDER	

COMPETITION EXHAUST SYSTEMS

PINTO 2 1/2 RIGHT HAND, SINGLE BOX	£175
PINTO 2 1/2 RIGHT HAND, TWIN BOX	£190
PINTO 2 1/4 RIGHT HAND, SINGLE BOX	£150
PINTO 2 1/4 RIGHT HAND, TWIN BOX	£160
IF CROSS OVER SYSTEM L/H ADD	£20
RS2000 RH 2 1/2 REAR BOX ONLY	£130

FAST ROAD COMPETITION 2 INCH SYSTEM

RS2000 MK2 SINGLE BOX	£125
RS2000 MK2 TWIN BOX	£135
ESCORT MK2 X-FLOW SINGLE BOX	£115
ESCORT MK2 X-FLOW TWIN BOX	£125
ESCORT MK1 TWIN BOX SYSTEM 3 PIECE	£135
X-FLOW 2 1/4 SINGLE BOX	£150
X-FLOW 2 1/4 TWIN BOX	£160
2 1/4 REAR BOX ONLY	£110
ABOVE EXHAUST SYSTEMS IN STOCK. ASHLEY DO A FULL RANGE FOR MANY MAKES AND MODELS	

BOLT ON SAFETY AND SERVICE PARTS

5-SPEED R/JOINTED QUICKSHIFT	£59
4-SPEED R/JOINTED QUICKSHIF LEVER	£59
ROCKET TO ATLAS H/D PROPSHAFT	£200
ZF TO ATLAS H/D PROPSHAFT	£225
2-PIECE PROPSHAFTS FROM	£400
ATLAS AXLE 10MM ALLOY BRACE	£115
ATLAS WIDE STEEL DIFF SKID	£57
BACK COVER HALF MOON SPREADER PLATES	£15

FIRE EXTINGUISHERS LIFELINE

4.0 LITRE MECHANICAL PLUMBED IN	£260
4.0 LITRE ELECTRIC PLUMBED IN	£580
2.4 HAND HELD	£80
MK2 ALLOY Q/R LAMP BRACKETS	PR£50
MK1 ALLOY Q/R LAMP BRACKETS	PR£65
3 WAY LAMP BRACKET ADAPTORS	PR£36
BILSTEIN TALL QUICK LIFT JACK	£140

GRP4 CHASSIS MOUNT SUMP GUARDS

WITH 1/4 PLATE TARMAC	£175
WITH 5/6 PLATE TARMAC/FOREST	£195
WITH 3/8 PLATE FOREST	£210
NEW LONG GRP4 CURVED CHASSIS MT GUARD WITH SKIDS	£290
ZF GEARBOX ALLOY GUARD	£65

NEWMAN CAMSHAFTS PROVEN RESULTS

FORD PINTO OHC	£155
X-FLOW CAMSHAFT	£150
PINTO CAM FOLLOWERS SET	£75
PINTO VERNIER CAM PULLEY	£100

**FULL RANGE FOR OTHER MAKES & MODELS
AVAILABLE**

RS2000 ALLOY SUMP PAN RHD	£275
RS2000 ALLOY SUMP PAN LHD	£300

GEAR REDUCTION STARTER MOTORS

PINTO RS2000	£200
BDA + X-FLOW 185 & 110	£200
HIGH OUTPUT ALTERNATORS	FROM £200
PINTO ALTERNATOR KIT C/W POLYVEE PULLEYS, BRACKET & BELT 90AMP	£390
MK1 & MK2 ESCORT CLEAR H4 WIPAC HEADLIGHT KITS	MK1 £82
WITH MK2 BARE H/L BOWLS	MK2 £115
PIAA PA80 MK2 CLEAR LIGHT FITTING KITS & BARE PIAA HISTORIC PR80 SPOT LAMPS	EACH £138
MK1 & MK2 MOULDED SHAPED ESCORT MUDFLAPS, BLACK, BLUE OR RED POLY	£145
MK2 WIDE TARMAC MOULDED SET	£155
MUDFLAP MATERIAL 4mm RED/BLACK/BLUE	£6
MUDFLAP MATERIAL 5mm BLACK/BLUE ...	FROM £15
ALLOY MUD FLAP BRACKETS	EACH £3

MK2 ESCORT ALLOY GRP4 RADIATOR C/W SENDER BOSS AND FAN BRACKET SUIT MOST ENGINE TYPES £270

12" BLOWER FAN WITH BIG MOTOR.....£98
FAN SENDER SWITCH.....£15

BDA SILICON RAD HOSES	PR£70
BDA HEATER HOSES	PR£709
PINTO RAD HOSES	PR £73
PINTO HOSE KIT SUIT TWIN CARB	SET £115
VAUXHALL RAD HOSES	PR£90
ZETEC BLACK TOP HOSE KIT	£185
FACET RED TOP PUMP KIT	£87
FACET RED TOP PUMP ONLY	£76
ALLOY FILTER KING LARGE BOWL	£58
FILTER KING GAUGE	£14
ALLOY FILTER KING BLACK - 6	£70
SOLID STATE COMP FUEL PUMP KIT	£48
FULE INJECTION PYRAMID TWIN FUEL PUMP & FILTER KIT	£370
BONNET PINS S/S	PR £8
BONNET PINS ALLOY	PR £10
BOOT SPRINGS S/S OR BLACK	PR £8
HARNESS EYE	£1.50
HARNESS EYE3 BACK PLATE	£1
ALLOY PEDAL PLATES	SET £12
LIGHTWEIGHT 19MM R ALLOY WHEEL BRACE ON BRACKET WITH SPIN HANDLE	£64
ALLOY SPARE WHEEL POLE SINGLE	£20
ALLOY SPARE WHEEL POLE DOUBLE	£32
Q/R PLASTIC CONE CLAMP	£33
TRS Q/R REMOVABLE WHEEL STRAP	£36
SPOT LAMP STEADY BARS	PR £10
BATTERY CUT OFF SWITCH FIA	£28
SAFETY STICKER SHEET	£2
TRS HELMET HAMMOCK MESH	£32
NAVIGATOR4 NET DOOR POCKET SMALL	£10
NAVIGATOR NET DOOR POCKET LARGE	£12

FIA • COBRA BUCKET SEATS • FIA

IMOLA PRO LOW SIDE STD GRP	£395
IMOLA PRO GT LOW SIDE LARGE	£435
SUZUKA PRO HIGH SIDE STD GRP	£440
SUZUKA PRO GT LARGE GRP	£480
MONACO PRO STEEL FRAME	£190
ALLOY SIDE MT SEAT FRAME KIT	£50

TRS MOTORSPORT HARNESSES FIA

APPROVED MAGNUM 3 INCH 75MM Q/R BELTS	
6 POINT MAGNUM	£138
6 POINT MAGNUM SUPERLITE	£170
6 POINT MAGNUM SUPERLITE HANS	£174
6 POINT MAGNUM ULTRALITE HANS	£233
6 POINT NEW PRO S/L QUICK ADJUSTER	£193
6 POINT NEW PRO S/L Q/ADJUSTER HANS	£203
ROAD CLUB 3 POINT	£50
ROAD CLUB 4 POINT	£55
MSA WIRE TOW EYE LOOP ENDS	£15
HARNESSES COME IN MANY COLOURS. STOCK BLUE, BLACK & RED, 4, 5 & 6 POINT AVAILABLE	

CABLES & LINKAGES

WEBER ALLOY TWIN CABLE LINKAGE KIT	£60
DELLORTO TWIN CABLE LINKAGE KIT	£50
BLUE THROTTLE CABLE 1 METRE	£5
BLUE THROTTLE CABLE 3 METRE	£6
RS2000 CLUTCH CABLE	£17
RS2000 CLUTCH CABLE WITH HEAT SHIELD	£24
RED PULL CABLE 6FT	£10
RED PULL CABLE 12FT	£12
RACETEC 8000 RPM TACHO	£130
STACK ST200 10500 RPM TACHO	£240
TERRATRIP 303 PLUS TRIPMETERS	FROM £250
TERRAPHONE INTERCOMS	FROM £96
MONIT TRIP METERS G100 + G200	FROM £430
STILO INTERCOMS	FROM £190
AVANTI MAP LIGHTS	£30

SEALED HIGH OUTPUT BATTERIES

RT25 PC680 185 x 79 x 192mm	£100
RT30 PC950 250 x 97 x 156mm	£175
RT40 PC1100 250 x 97 x 206mm	£190
RT35 ANTI VIBRATION	£130
PVR DRY CELL BATTERY CHARGER	£52

WINDSCREENS

MK1 ESCORT LAMINATED	£75
MK2 ESCORT LAMINATED	£75
MK1 ESCORT HEATED	£225
MK2 ESCORT HEATED	£220

POLYCARB WINDOW KITS CLEAR OR BRONZE

MK2 ESCORT 7 PIECE KIT	£200
MK2 ESCORT 5 PIECE KIT WITH SLIDERS	£220
MK1 ESCORT 7 PIECE KIT	£305
MK1 ESCORT 5 PIECE KIT WITH SLIDERS	£340

BODY PANELS FORD ESCORT MK1 & 2

MK1 FRONT WING STD	£285
MK2 FRONT MEXICO WING	£350
MK1 WING WITH BUBBLE ARCH	£400
MK1 FRONT PANEL	£78
MK2 FRONT WING	£85
MK2 FRONT PANEL	£71
MK2 DOOR SKIN	£56
MK2 FULLY DRESSED RS INNER WING	£275
MK2 STEEL REAR BUMPER TWIN HOLE	£178
MK2 FRONT STEEL Q/BUMPERS	EA £72
MK1 CHROME FRONT Q/BUMPERS	EA £75
MK1 CHROME REAR BUMPER	£300
MK1 ALLOY FRONT GRILLE	£400

ABOVE IS JUST A SMALL SELECTION OF STOCK

MK1 ESCORT BOLT ON SAFETY DEVICES

ROLL CAGE, SINGLE DIAGONAL, HARNESS BAR	£565
MK1 DOOR BARS SHAPED	PAIR £120
MK2 ESCOT TURRET MOUNT MULTI POINT SINGLE DIAGONAL, HARNESS BAR	£650
MK2 DOOR BARS SHAPED	PAIR £120
MK1 ESCORT X DIAGONAL, HARNESS BAR, X DOOR BARS X 2	£822
MK2 ESCORT MULTI POINT CROSS DIAGONAL HARNESS BAR, X DOOR BARS, TUNNEL BAR + DASH BAR	£1075
MK1 S/D WELD IN CDS ROLL CAGE C/W ALL EXTRAS	£750
MK2 S/D WELD IN CDS ROLL CAGE C/W ALL EXTRAS	£835
MK1 & 2 POWER STEERING KIT	£850
OMP CORSICA SUEDE STEERING WHEEL	£140
MK1 & 2 ALLOY STEERING WHEEL BOSS	£45
PINTO ELECTRONICX DISTRIBUTOR KIT	£285
LUCAS WORKS BDA IGNITION KIT	£500
LUCAS IGNITION MT PANEL KIT	£40

ZF DIRECT TOP GEARBOX PARTS

SET BRASS FORKS SET OF 3	£650
BRASS GUIDE RAIL	£100
STEEL ZF GEAR LEVER	£120

ABOVE SMALL SELECTION OF ZDF PARTS IN STOCK

MINTEX BRAKE PADS M144, M155

AP MONTE CARLO (1201) 1144	£78
AP FULL FOREST (1864) 1144	£70
AP GRP4 2383 REAR (1202) 1144	£55

FULL RANGE IN STOCK

PIRELLI P7 CORSA 225/45-13 RALLY

HANKOOK TARMAC TYRES

195/530-13 T91 soft	£135
210/530-13 Mounted Rally Slicks	£135
190/580-15 T71 Med	£165
200/580-15 All Compounds Available	£168

NEW CARBON PRODUCTS

MK2 ESCORT BONNET	£525
MK2 ESCORT BOOT LID WITH SPOILER	£525
MK2 FRONT QUARTER BUMPERS	PR £100
MK2 REAR BUMPER	£100
MK2 REAR RS2000 BOOT SPOILER	£125
MK2 TOP PARCEL SHELF REAR	£160
MK2 REAR FIREWALL PLATE	£200
MK2 DOOR FLAT DOOR CARDS (VAC	PR £250
MK2 RALLY BOOT LINER	£130
MK2 RALLY DOOR MIRRORS	PR £135
ATLAS REAR DIFF COVER	£70
CORNER ARCH GUARDS MK2	PR £50
CARBON ROOF VENT KIT	£175
REAR MK2 LAMP PROTECTORS	PR £32
NAVIGATOR FOOT REST TRS	£135
DRIVERS FOOT HEEL PLATE	£85
TRS NAVIGATOR + DRIVERS FOOT PLATE SET	PR £200
TRS CARBON ROOF VENT	£275
15" UNIVERSAL SPARE WHEEL TRAY "ANY CAR ..	£170

NEW FIBREGLASS PRODUCTS

FORD ESCORT MK1 & 2 BONNET WITH INTERNALS ..	£130
BONNET CARBON LAYER INTERNALS	£220
BOOT LID PLAIN MK1 + 2	£95
BOOT LID WITH RS2000 SPOILER MK2	£145
BOOT LID WITH RS1800 SPOILER MK2	£155
BOOT LID CARBON LAYER RS2000 SPOILER	£210
BOOT LID CARBON LAYER RS1800 SPOILER	£240
MK1 WORKS BUBBLE ARCHES SET	£100
MK2 ALLOY PATTERN ARCHES SET	£100
GRP4 FRONT SPOILER F/GLASS	£40
MK2 FOREST 76 SPEC ARCHES SET	£100
RS2000 BOOT SPOILER	£46
RS1800 BOOT SPOILER	£48
MK1 ESCORT CHIN FRONT SPOILER	£60
MK2 ZAKSPEED BODY KIT	£295
MK2 MEXICO FRONT SPOILER	£46
MK2 REAR BUMPER	£36
MK2 REAR BUMPER CARBON LAYER	£46
MK2 FRONT QUARTER BUMPERS	PR £46
MK2 FRONT Q/BUMPERS CARBON LAYER	PR £65
MK1 REAR BUMPER	£42
MK1 FRONT QUARTER BUMPER	£46
MK1 FRONT QUARTER BUMPERS CROME	£98
MK1 TWIN COWEL DASH TOP	£120
MK1 TWIN COWEL DASH TOP FLOCKED	£165
MK1 6 DIAL DASH TOP FLOCKED	£130
MK1 WORKS CENTRE CONSOLE	£80
MK2 DASH TOP RHD WITH MOULDE DDASH CLOCK BINICLE + BLACK FACE PANEL	£115
MK2 DASH TOP FLOCKED	£150
STD BATTERY BOX	£34
MK1 + 2 FULL SIZE KEVLAR UNDER FLOOR GUARDS	PR £440
MK 1 + 2 FLAT CARBON DOOR CARD	PR £125
MK 1 + 2 CARBON INNER QUARTER PANELS ..	PR £100
MK 1 + 2 BLACK PLASTIC DOOR CARDS ORIGINAL TYPE PATTERN	PR £64
MK 1 + 2 BLACK PLASTIC INNER R/Q CARDS ..	PR £48

COMPOMOTIVE WHEELS FORD ML AND MO RANGE

6X13 ML ET18	£120
7X13 ML ETO	£125
8X13 ML ET-12	£130
7X15 ML ET10	£147
8X15 ML ETO	£155
9X15 ML ET-12	£180
STD AND GRP4/A FITMENTS STD M12 TO GRP4 CONVERSION NUTS	£2.50 EA

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