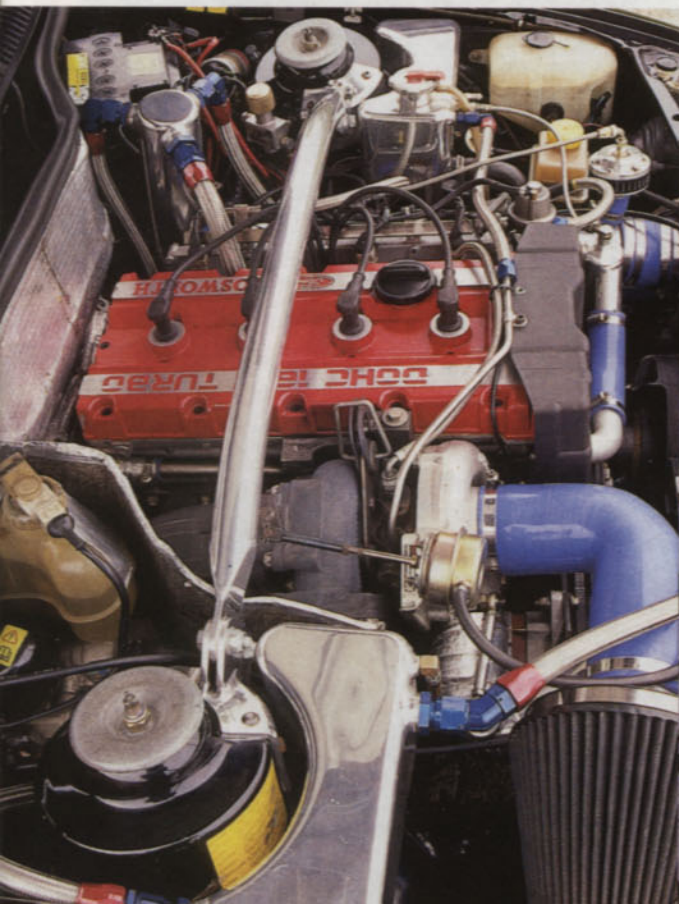




How to hang the back out without spinning, stalling and looking like a great big Muppet.

as quickly as I can read them out. Naturally this pushes me so far back into my seat that I'm almost out the rear window. I glance across at the dials and they're showing 90 mph at 7000 rpm, and we're in third gear just spinning around in a circle and all I can see out of any of the windows is thick tyre smoke. The stench of burnt rubber is beyond description. Bang, whoops that's the rear tyres at £250 a piece deciding they've had enough. Can't say I blame them either, must be a year's wear in under an hour. We crawl across to the side of the runway and wait for the trailer with some spare wheels. It comes about five minutes later and there is still a thick cloud of tyre smoke drifting over the countryside. The term 'burn rubber' could well have been invented for John and his Sierra Cosworth.

Of course, I wanted a go behind the wheel myself and John agreed. I managed to see over 150 on the clock before I ran out of road and balls. The least said about me spinning it onto the grass and then stalling, the better but that aside, it was surprising easy to drive, even for me.



Fast Ford

TECH SPEC

RS COSWORTH

ENGINE

2-litre 16 valve with ported and gas flowed head, low compression forged pistons, uprated cams, GpA big end bolts, RS500 T4 turbo, RS500 intercooler, RS500 throttle body, eight injectors, twin fuel rails, modified Pectel engine management system, six-position variable boost control, WRC laminated steel head gasket, GGR high pressure cooling system, silicone and braided hoses, GGR cone/trumpet air filter, one-off 3 in exhaust system with enlarged silencers

TRANSMISSION

Standard Borg-Warner T5 gearbox with AP Racing paddle clutch

SUSPENSION

Koni adjustable gas dampers front and rear, Eibach Fast Road springs, poly bushes, GpN rear diff mounting

BRAKES

AP Racing 330 mm front discs with four-pot callipers, Escort Cosworth rear discs and callipers, GGR constant loss water spray cooling system, custom aluminium reservoir tank fitted in spare wheel well

WHEELS & TYRES

8.5x18 in Compomotive M0 alloys with Dunlop slick and wet racing tyres

BODY

Delocked three-door Sierra RS Cosworth shell

INTERIOR

Standard with additional gauges for boost pressure, oil pressure and water temperature, race harnesses