

it was him who had this Sierra Cosworth custom built and registered in the early half of 1990.

Severn Valley Motorsport were commissioned to put the car together and build an engine to produce 350 bhp, although it's been completely rebuilt now to a specification based on the world domineering Thundersaloon Sierras. Back in 1990 though, a brand new Cosworth three-door shell, chassis, wiring loom, panels, running gear, steering components, interior, etc, etc, etc arrived in fits and starts at Severn Valley's Ironbridge based workshop (01952 580558). For a couple of weeks there, the garage became a microcosm of the '80s assembly line at Dagenham, except the Severn Valley workforce wasn't constantly out on strike for more money and less hours.

The car was meticulously assembled using a combination of brand new Ford parts and high performance alternatives of the bits that are typically modified on Sierra Cosworths.

AVO fully adjustable, coil-over suspension was fitted fore and aft, and any joint suspected of the vaguest association with steering and suspension components was filled with the colourful, polyurethane tones of Superflex.

The front brake discs are colossal 380 mm AP Racing affairs. 380 mm is 15 inches, that's the same diameter as the standard road wheels on a Sierra Cosworth. The callipers are six pots, also from AP and feature water cooling jackets. The callipers, along with most of the suspension components, have been powder-coated in various shades of red, yellow and blue. The car was originally fitted with 16 in Revolution rims, but it's since been on Esc Cos alloys and several sets of 17s, before finally ending up with these gargantuan Touring Car centre lockers.

Spanking gorgeous 9x19 in magnesium multi-spokers they are, enveloped in 245/35 Continental Sport lacky bands: the biggest we've yet to see on a Sierra. No doubt that last comment has laid down a gauntlet somewhere in the land, so come on if you reckon you're hard enough. The amount of effort though, and technical expertise that's required to fit these wheels properly, suggests that you're unlikely to achieve the same results using two mates and a big crowbar. In other words, don't try this at home.



Touring car seat swiped from Severn Valley's Transit.. Recent events prove how well it works with Sabelt harness.

