



A 4x4 Cosworth 200 block was sourced complete with lightened and balanced crank, and stress relieved con rods. Cosworth supplied a set of new low compression pistons and PJ then enlisted the services of Mountune who provided a suitably modified, polished and ported head with bigger valves and bronze guides.

From his own stock PJ used a multi-layered WRC head gasket — expensive, but reusable up to four or five times. An ARP head stud and nut kit was commissioned to bolt it all together, because unlike the original throw away head bolts, the studs and nuts can be reused. I got the impression this head was going to be on and off like a Tyson fight. Mountune also provided a pair of Fast Road cams and then the lairy lump was installed.

Despite the badging, the car wasn't originally an RS500, though to all intents and powerwise purposes it now is. It has the RS500 twin-rail fuel injection system with eight dark green 803 injectors and an uprated fuel pump, as well as the larger RS500 throttle body, intercooler and hoses.

The turbo is a hybrid Garrett T4 with a 360 degree bearing and a modified front compressor wheel. It also has a left-hand threaded anti-magnetic Maram shaft — the essential property of which is that it doesn't come undone at 7000 rpm or invite flying shrapnel to the party.



PJ needs to constantly guard his Cossie from a couple of light-fingered grandfathers.

