

Elsewhere under the bonnet is a 13 row oil cooler, a GpA dump valve which came from Forge Motorsport in Gloucester, along with the alloy water swirl pot. The braided fuel and water hoses are from Aeroquip and the two-port alloy breather is from GGR. Graham Goode Racing also provided the air trumpet and the filter is a K&N. Mountune came up with a 3 bar MAP sensor and the necessary software to remap the ECU. The car was then dyno'd and produced 440 bhp, pretty much the figure that PJ had intended and expected from such modifications. Check out the Indian flag paint scheme on the cam cover and strut brace. Flags of all nations are available and your man PJ can fix it for you.

He don't mess around this bloke. None of your 'I think I'll keep the Bilsteins but change the springs, and I like the wheels but the discs need drilling.' No — PJ puts the car on the two-poster ramp and rips off anything that's dangling. Wheels, bin; callipers, bin; Struts complete with discs and springs, bin.

Inspired once again by the bulging shelves of his own parts department, PJ emerged from the stores with his arms full of Koni adjustables and Eibach springs. From the office, Dawn watched him fumbling away with the coil spring compressors until she could stand it no longer: "Give it here," she cried, "I dunno, give a boy a woman's job". Within seconds, the built up struts were hanging from each of the four corners of the Cosworth.

Bearing in mind that this car was built to promote, aesthetics are everything. Big power and sorted suspension are all well and good but when the car's crawling through cross town traffic you can't see what lurks beneath the bonnet or what keeps the shell from the chassis. But brakes, well, that's a different story. Gleaming forth from behind the front wheels are 330 mm grooved, Tarox discs, and pinching them like a



Driving kids around?
Well, you'll need
some wipe-down
leather seats.

