

No, that's the Indian flag —
so you can stop singing
Danny Boy.



Fast Ford

TECH SPEC



SIERRA RS COSWORTH

ENGINE

Cosworth 4x4 block, tightened and balanced crank, low compression Cosworth pistons, WRC head gasket, ARP stud and nut kit, Mountune head, Fast Road cams, 13 row oil cooler, Garrett T4 hybrid turbo with 360 degree bearing, modified front compressor wheel and Maram shaft with left-hand thread, RS500 intercooler, throttle body and hoses, eight dark green 803 injectors, GGR air trumpet, K&N air filter, Scorpion 3 in stainless exhaust with 4 in twin tail exit, 440 bhp @ 34 psi

TRANSMISSION

Standard 2WD with AP Racing paddle clutch

SUSPENSION

Koni adjustable shock absorbers with 2.5 in lowered Eibach springs all round, front strut brace

BRAKES

330 mm grooved Tarox front discs with Tarox six-pot callipers and pads, 308 mm Godspeed grooved and drilled rear discs with Sapphire 4x4 callipers and EBC Greenstuff pads

WHEELS & TYRES

7.5x17 in PJ Motorsport three-piece billet alloy rims, with 215/40 Goodyear F1 tyres

BODY

Three-door Sierra Cosworth with RS500 bodykit, Escort Cosworth lower front splitter and headlight washers, clear front indicators, RS500 style boot spoiler, headlamp eyebrows, gold Ford ovals, chrome badging and PJ Motorsport graphics

INTERIOR

Full retrim in blue and grey leather including front and rear seats with headrests, door linings, gearlever gaiter and console top, RS four-spoke steering wheel, Escort Cosworth gear knob and three-gauge console, electric sunroof and repositioned remote mirror control

THANKS

To PJ's friends and family for supporting him

the back's all about, it's to distinguish this round of power modifications from the next, as PJ has recently got his paws on an ex-Andy Rouse full touring car spec Cosworth YB motor — 550 bhp — yippee!

On a remote island off the east coast of Moormerland there's a rare breed of bovine renowned for its blue and grey hide. I don't know what PJ was doing over there in his Sierra Cosworth, but he accidentally ran six of them over. He put them in the boot and rushed round to his mate Fitz at Top Boss Tuning (0973 615213) who used to be a cow doctor. Despite frantic efforts to revive them none were saved, so Fitz rang up this cow skinner bloke he knows who popped round and butchered them into Recaro seat shapes. What terrific good fortune that four of the cows had 'PJ Motorsport' written on them.

There was enough hide left over to retrim the door cards and make a gearlever gaiter and a console top. PJ then added an EsCos gearknob and three-dial dash display, containing oil pressure, volt and boost gauges.

ICE has so far been kept to a minimum, mainly because the Sierra Cos — in many ways not the

most practical delivery van ever — would become even less so with a boot full of 12 in subs and amplifiers. But with a Sapphire Cos about to relieve the Sierra of some of its more laborious duties, PJ's beginning to get his ohms together. Peter from Anglesey Car Audio (01703 779013) has provided a state of the art Alpine head unit and graphic equaliser.

The speakers are currently modest Pioneer front and rears, but in a corner of PJ Motorsport's stores, surrounded by enough secondhand Recaros to fill a double decker bus, is an ever increasing pile of subs, amps and tweeters etc.

You'd think it'd be great having access to all that car stuff, but PJ's quick to point out the down side. You see it's not just little Mark who keeps stealing PJ's Cossie bits for his go-kart. PJ's Mum's got an XR2i and his Dad's got an XR3i and an XR2. The whole family's fast Ford mad and they all want a piece of the action.

A couple of weeks ago PJ got a phone call at three in the morning informing him that intruders had been seen entering his premises. He arrived to find his grandfathers trying to shoe horn the Rouse touring car lump into an Anglia... 