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TWO LITRE ZETEC Mk1

410BHP SIDEWAYS SAFF

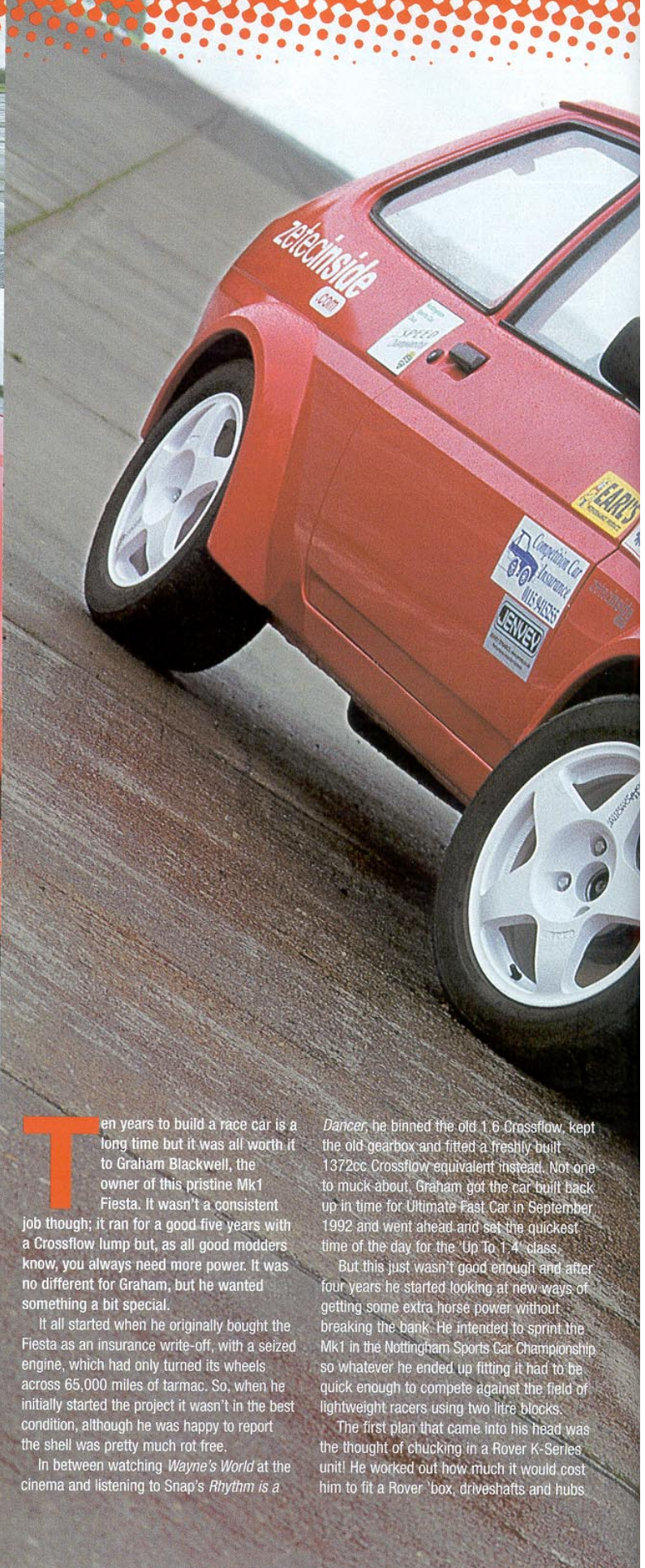
WILD TURBO FOCUS

1.9 S1 RS TURBO

2.0 ZETEC FIESTA



Lightweight tailgate fits on and off dead easy



Ten years to build a race car is a long time but it was all worth it to Graham Blackwell, the owner of this pristine Mk1 Fiesta. It wasn't a consistent job though; it ran for a good five years with a Crossflow lump but, as all good modders know, you always need more power. It was no different for Graham, but he wanted something a bit special.

It all started when he originally bought the Fiesta as an insurance write-off, with a seized engine, which had only turned its wheels across 65,000 miles of tarmac. So, when he initially started the project it wasn't in the best condition, although he was happy to report the shell was pretty much rot free.

In between watching *Wayne's World* at the cinema and listening to Snap's *Rhythm is a*

Dancer, he binned the old 1.6 Crossflow, kept the old gearbox and fitted a freshly built 1372cc Crossflow equivalent instead. Not one to muck about, Graham got the car built back up in time for Ultimate Fast Car in September 1992 and went ahead and set the quickest time of the day for the 'Up To 1.4' class.

But this just wasn't good enough and after four years he started looking at new ways of getting some extra horse power without breaking the bank. He intended to sprint the Mk1 in the Nottingham Sports Car Championship so whatever he ended up fitting it had to be quick enough to compete against the field of lightweight racers using two litre blocks.

The first plan that came into his head was the thought of chucking in a Rover K-Series unit! He worked out how much it would cost him to fit a Rover 'box, driveshafts and hubs

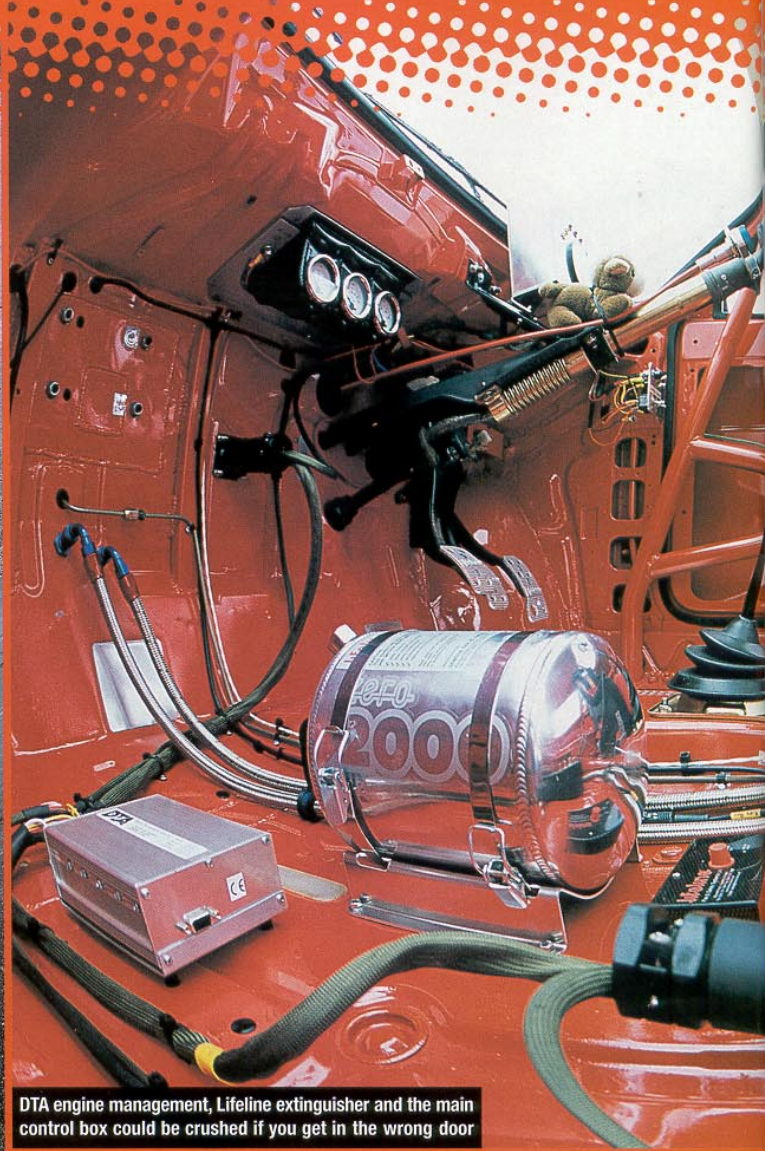
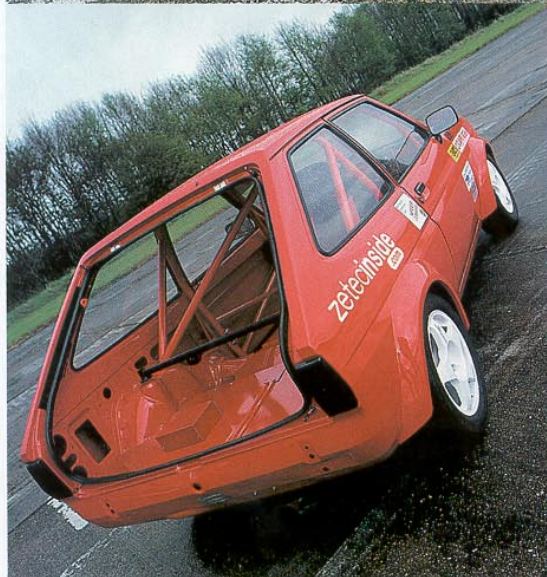


SPRINTER

A Mk1 Fiesta with a fresh 2.0 Zetec unit and 180bhp is possible if you dedicate ten years to building it!

Words: Keith Wood
Photos: Gazza Hawkins

2.0 ZETEC FIESTA



DTA engine management, Lifeline extinguisher and the main control box could be crushed if you get in the wrong door

then decided it was too expensive and looked into the then relatively new world of Zetec engines. Looking at the range available, he decided against the 1.6 and 1.8 Zetec and set to work looking for a 2.0 Zetec jobby instead.

After several timewasters and plenty of searching around scrappies, Graham eventually found a Mondeo GLX which was smashed to pieces with just the engine intact. Although the Zetec was never designed to fit into a Mk1 Fiesta it was used in the Mk3 Fiesta RS1800i. So Graham got hold an RS1.8i 'box and got those clever chaps at Quaife to fit one of its heavy duty gear kits with a limited slip differential system, too.

All this was good but the engine still had to be fitted into the bay with the sump, oil pick-up pipe, water pump, flywheel, clutch, chassis rail and engine cradle and mount all in need of a few modifying touches. The first thing Graham tackled was the huge sump he had from the ex-Mondeo engine. As you may know, the MTX75 'box that the Mondeo uses is somewhat bigger than the Fiesta's, so Graham cleverly sourced a 1.8 Zetec sump instead. Because this was fitted he had to rip out the old oil pick-up pipe that was now too big for the new sump and, again, used a 1.8 Zetec replacement.

With the new and improved simplified triangulated drivebelt setup, a different water pump had to be used and Graham opted for the Fiesta 1.8 part. The old Mondeo pump would be pumping the water around the wrong way with the setup so it was probably a good job this was well and truly sorted! The same could also be said for the new flywheel which was never going to fit inside the Fiesta 'box.

If you are going to tackle this project on your Mk1 or even Mk2 I suggest you take a good look around Graham's fantastic site at www.zetecinside.com because it's got a huge step-by-step guide with every problem he encountered along the way. It'll show you where to modify the chassis rail to squeeze the crank pulley and cam timing belts and how to modify the engine cradle and relocate it, again, on the chassis rail.

As far as mods go, Graham has kept it fairly minimal because the hike in power with just fitting the two litre lump was more than enough. But he did decide to throttle body it with a set of Jenvey units, use a set of Piper cams, fit an Ashley exhaust system (with a four-into-two-into-one manifold) and help the fuelling with the tasty DTA engine management. This piece of kit also comes with a launch control

programme and its very own data logger, for you competition heads!

It's pushing out 180bhp at the flywheel which is around the 150bhp mark at the wheels, so it doesn't hang around. On the day of the rolling road session there were some tweaks made, although it was really its first run ever, proving it's quick out of the box. We're planning to test it at Bruntingthorpe as soon as it's up and running to its best ability. I'm sure we'll see some raised eyebrows on the day, if not because of the data it records, then certainly by its looks.

It looks really hard with the wide MC Rallying arches and its GRP rear tailgate which is as light as a supermodel's left toe. Light weight was a big issue so all the windows were binned in favour of the 4mm thick acrylic windows which look just like glass anyway. There are even some styling touches with the Mk2 Fiesta mirrors fitted on the doors and Graham's own Zetecinside and 16v badges!

But there's more than just a Zetec inside, as that is where the real fun starts. As soon as you sit inside the Motordrive bucket seat, you're faced with a whole host of buttons to play with – wicked. The Sparco steering wheel



2.0 ZETEC FIESTA



Ford Facts

ENGINE:

1998cc Zetec 16v, DTA E48-EXP ECU, iron block with alloy head and Mk6 Escort 1.8 Zetec sump with matching oil pick-up pipe, Piper cams, oil cooled pistons, hydraulic tappets, ARP con rod bolts, Mk3 Fiesta RS1.8i water pump, five-speed Mk3 Fiesta RS1.8i 'box with Quaife straight-cut close-ratio gear kit, 4.69:1 final drive with 0.96:1 overdrive, Quaife automatic torque biasing differential, lightened and balanced Mk6 Escort Zetec flywheel with new heavy duty crank bolts, AP Racing 220mm clutch, Reco-Prop GpA-spec driveshafts, Brise Powermaster single wire 93mm 49A alternator with Halfords HB887e Poly-Vee alternator drivebelt, Ashley exhaust system with 4-2-1 manifold wrapped in Thermotec Cool-It wrap, VW Golf 2.0 GTI back box, Jenvey TBP 45mm throttle bodies, Weber competition injectors, Pipercross air filters

CHASSIS:

7x15" Compomotive M0 alloys with Yokohama A032R 205/50 rubber, front AVO alloy gas adjustable coilovers with 300lb springs, adjustable platforms and TAS spherical bearing top mounts, rear Spax gas adjustable shocks with standard XR2 springs with TAS adjustable rose jointed radius arms and rose jointed Panhard rod, front HiSpec four-pot calipers with 285mm lightweight discs with EBC Greenstuff pads, Fiesta Centre rear disc conversion kit, Sierra 4x4 rear calipers, Mk3 Fiesta solid discs, EBC Greenstuff pads, Mk5 Escort RS2000 4x4 handbrake cable, seam welded, full Safety Devices roll-cage with fixed rear diagonal brace, welded-on door bars and removable lateral brace

EXTERIOR:

resprayed Sunburst red, MC Rallying arches, bib spoiler, 4mm Airedale acrylic windows, removable steel sunroof from a Supersport, Fiesta Mk2 XR2 door mirrors

INTERIOR:

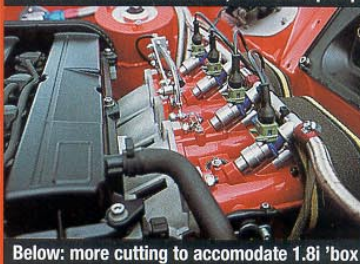
Motordrive Pro2 Tall Highside composite seat with Motordrive 5mm alloy brackets, Sabelt Pro six-point harnesses, Stack ST-200 Clubman rev counter, gear shift and warning lights, 52mm Green gauges for water temperature, oil pressure and battery voltage, foam-filled ATL fuel cell with Earl's stainless steel overbraided fuel hoses, Lifeline extinguisher

THANKS:

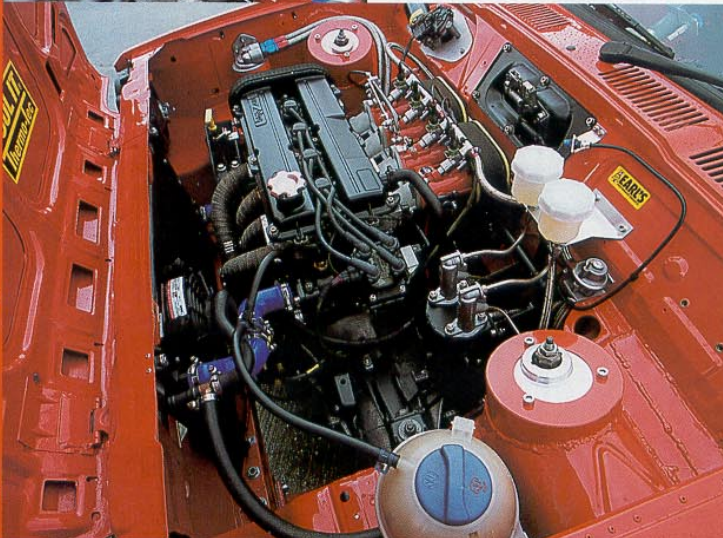
Quaife, DTA, Jenvey, Webcon, Yokohama, Piper Cams, Greengauges, Earl's, Motordrive, Grass Roots Motorsports, Fiesta Centre, KKM, Mark and Sarah Porter



Above: modded chassis rail, new waterpump



Below: more cutting to accomodate 1.8i 'box



and Stack dash stare at you, along with a toy cow (it's a long story) and a load of warning lights, just in case. It's well mint inside and if you can get past the glare of the fresh Sunburst red paint there are even more buttons to the left of the driver's seat which make you feel like Han Solo, just without Chewy.

Being a sprint racer meant the car had to comply with some rules for safety reasons and that's why there's all this gear and a nifty Safety Devices cage. Oh, the same can be said for the extra grippy Yokohama A032R rubber and the HiSpec four-pot calipers up front. Because of the huge hike in power, Graham decided on fitting the Fiesta Centre rear disc conversion, too. This features Mk3 Fiesta discs, Sierra 4x4 calipers and the trusty Mk5 Escort handbrake cable.

There's a lot of work sitting on these pages and way too much for me to describe in more detail here, but (like I said before) do yourself a favour and get on the Net. In the meantime, keep your eyes peeled for the results of Graham's first few runs in the Nottingham Sports Car Sprint Championship. I'm sure if you visit Graham's web page it'll fill you in with all the details. You'll need a broadband connection though, especially if you want to keep up with this Fezzie! ♦