

# 4 Big Boys, 4 Little Toys

Words: Emma Bradshaw Photos: David Cornfield

**Mr Pink, Mr Red, Mr White and Mr Blue – looks like a Quentin Tarantino movie, but with twice as much power and four times the violence... hold on to your guts**

**M**y first recollection of the XR2 harks back to when I was about 14, just after my brother had passed his driving test. As you'd expect we fought all the time, especially when he started winding me up because he had his licence and I didn't. Then to make matters worse, and egg his ego on some more, my mum and dad bought him a brand spanking new Fiesta XR2. Spoilt? Nah, not much.

Those bitter, and temporarily forgotten, memories made an unwelcome return recently when a herd of tasty XR2 photos came rampaging through the office door and parked themselves on my desk. Whether I'd ever mentioned my pre-pubescent gripe in the office I'm not sure, but it seemed that suddenly everybody in the whole world had an XR2 they wanted me to take a look at.

After regressing to pig-tails and knee high socks (*cor, not arf – PC*), I picked four unsuspecting owners and their XR2s for a bit of a thrash.

**MANIA**  
**mania**

**PROJECT**  
*Bobcat*





In the red corner is Stephen Bolt, age 21, with the lowest XR2 of the day, which made at least one of our other XR2 owners green as hell, but I'm not going to tell you which one.

On the modification front the only work Stephen's done on his engine is to add a full Jetex exhaust system, boosting power by a few extra brake, over the standard 96bhp.

By the looks of things, Stephen is more of an interior man. If you take a goose at the Tech Spec, you'll notice that he's fitted a seriously large amount of ICE... but I'm sorry to say it doesn't make him cool. Oh no, not at all. And he's

probably not going to thank me for saying it, but at one point during the day, all his stereo equipment ceased to work for some unknown reason. It started up again after the fuses were replaced, but it makes me feel better to tell you about it.

He's also fitted Recaros, from the Fiesta Turbo, and trimmed the rear seats and door panels in matching loin cloth.

Sad to say Stephen also bunked off college to appear in this feature, but it's okay because I've sent a letter to his principal grassing him up. He's certainly going to have to do some grovelling to get his place back on the course. Cheers!

## Tech Spec

### Stephen Bolt's XR2

- **ENGINE:** factory CVH 1600cc, twin choke carburettor. Full Jetex exhaust system
- **TRANSMISSION:** factory 5-speed manual
- **SUSPENSION:** lowered and uprated springs front and rear
- **BRAKES:** factory drums and discs
- **WHEELS/TYRES:** Fiesta Turbo wheels, Pirelli 185/55 R14 tyres
- **BODY/PAINTWORK:** colour coded bodywork
- **INTERIOR:** Fiesta Turbo Recaros, matched back seats and door trims
- **ICE:** Alpine 7525R head unit, Alpine CD changer, Philips DAP600 amp, Philips DAP525 amp, Philips 8in three way speakers, Legacy 12in 400W sub, Infinity RS500
- **SECURITY:** Foxguard F1-11
- **FREE PLUG:** Stirling ICE - 01702 351048



Simon's car is really the cat among the pigeons. From the outside it looks like a standard XR2 but underneath the gleaming bonnet lies a monster engine - anyone challenging him at the lights, be warned.

Simon originally paid just £350 for the badly damaged, standard XR2 with the intention of repairing the car through his father's company. After sorting the panels and respraying the whole caboodle from engine bay to wing mirrors, Simon came across a 1.8 EFi 16V Zetec engine from a written-off RS1800i.

Working with his dad, he modified everything, from engine mounts and fuel tank to the

wiring loom and finally the exhaust, to make sure the engine fitted the XR2 shell.

Simon then went on to fit the XR2i transmission, as well as lowering the car using Spax springs and Monroe Gasmatic shocks, before adding a set of Fiesta RS seven spokes.

Styling mods include electric windows, central locking and the removal of all door locks, for a cleaner look.

Inside, Alpine is the word with a head unit, 200W amp, 8in subs, mids and tweeters, plus a graphic equaliser which amuses the driver on slow roads. Simon has also fitted a Scorpion alarm and separate immobiliser for peace of mind.

The car's output is estimated at about 150bhp but Simon is a modest chap and admitted to a few initial teething problems. I'm sure that when the problems are ironed out and the car gets to a rolling road, the power figure might even surprise him. Best of all, his car's a fine manly shade of Ford Imperial Blue, and not pansy pink.

## Tech Spec

### Simon Nesterow's XR2

- **ENGINE:** factory 130bhp RS1800i 16V Zetec
- **TRANSMISSION:** XR2i 16V 5-speed manual
- **SUSPENSION:** Monroe Gasmatic shocks and Spax lowering springs all round
- **BRAKES:** factory drums and discs
- **WHEELS/TYRES:** 6J13 RS seven-spokes, P600 185/60x13in
- **BODY/PAINTWORK:** Ford Imperial Blue
- **INTERIOR:** electric windows, central locking, door locks removed
- **ICE:** Alpine head unit, 200W amp, 8in subs, mids, tweeters and a graphic equaliser
- **SECURITY:** Scorpion alarm, separate immobiliser
- **FREE PLUG:** D&B Carburettors - 0115 986 4977. A&A Coachworks - 0115 950 7226





I feel loathe to have a go at Stuart's XR2 because he was a very nice young chappie. He bought the car as standard and with the help of his Dad has increased the performance to about 128bhp. A K&N air filter, Kent cam, set of Splitfire plugs and full Janspeed manifold and system have been fitted. Not to mention the stage two polished and ported head.

Stuart also opted for three spoke alloys from the RS Turbo but has fitted Dunlop 185/50x14s which, for your information, are the lowest profile tyre for the size of wheel.

Stuart painted the car Ford Diamond White and has also colour coded all the bodywork. The graphics (including the Max Power logos) were cut from a huge sheet of vinyl and applied by Stuart himself. Other styling touches include carbon fibre-look door handles, marine stripes and bumper inserts, while inside there are OMP



drilled racing pedals, so he can pretend to be Jim Blackstock.

Stuart was a bit apprehensive about letting us into his ICE secrets – haven't got a clue why though 'cos he's fitted a Sony head unit, a 400W amp and active crossover, four midranges, two tweeters and a bootful of bass tubes. Which is all right and proper.

One thing I will say is that when asked whether he fancied performance testing his XR2 against the others, all he said was, "can one of you guys drive it for me? I'm a bloody awful loser." Oozing with confidence, that boy. Not.

## Tech Spec

### Stuart Peter's XR2

- **ENGINE:** factory 1600cc CVH, K&N airfilter, Kent cam, Splitfire plugs, polished and ported Stage 2 Burton head
- **TRANSMISSION:** standard 5-speed manual
- **SUSPENSION:** Pi lowered springs and Bittien shocks all round
- **BRAKES:** factory discs and drums
- **WHEELS/TYRES:** RS Turbo three-spokes, 185/50 R14 tyres
- **BODY/PAINTWORK:** Ford Diamond White plus home-cut graphics
- **INTERIOR:** Fiesta Turbo Recaros, matched back seats and door trims
- **ICE:** Sony face-off head unit, 400W amp and active crossover, pair of tweeters, four mid range speakers and two 10in bass tubes
- **SECURITY:** three alarms, one immobiliser
- **FREE PLUG:** To my Dad, cheers (not mine, Stuart's – EB)



Matt, is well 'ard, and a real man. All day long he told me that his car is peach with blue pearl effect, and was keen to stress the fact that it is NOT pink, but in fact it is undoubtedly pink. I think it's pink – but make your own minds up. It is pink isn't it?

The girly, poofy pink car has been given the K&N filter treatment, a racing accelerator has been fitted and a full Jondell exhaust gives a few extra horses, for fun and frolics.

Unfortunately, the exhaust didn't come with a bigger tailpipe so until Matt can get the cash to buy one, he's stuck with a mini sized peashooter.

The Fiesta has also been given

the obligatory 35mm lowering job thanks to Spax springs and adjustable shocks. Matt fancied lowering the car some more, but came across problems with the wheels rubbing in the arches. It wasn't Matt who was jealous of the red Fiesta's ride height, really it wasn't.

Inside, a batch of RS dials have been fitted along with a tasty homemade alloy gear knob and a couple of rear head rests. Tunes come from a Pioneer and Alpine set-up for the moment, but when he manages to save up some more money, there'll be more sounds going in.

If Matt looks like he knows how to pose, it's because he models in his spare time. He's so famous that he's had to tint the Fiesta's windows to stop girls from hounding him. The last time a girl ogled at him, she dented the rear arch of his car and cracked all the lovely pink paintwork. Sorry Matt, the lovely peachy paintwork.

## Tech Spec

### Matt Bamber's XR2

- **ENGINE:** factory 1600cc CVH, K&N airfilter, full Jondell racing exhaust, performance accelerator
- **TRANSMISSION:** factory 5-speed manual
- **SUSPENSION:** lowered 35mm all round with Spax springs, Spax 14 point adjustable shocks
- **BRAKES:** performance vented discs at the front. Standard drums at rear
- **WHEELS/TYRES:** Fiesta RS Turbo alloys, Pirelli P600 185/60
- **BODY/PAINTWORK:** Peach with blue pearl, but it looks pink all the same
- **INTERIOR:** RS dials, alloy one-off (home made) gear knob, rear head rests, Zender aerial, tinted windows
- **ICE:** Pioneer head unit, Alpine 6x9in mids
- **SECURITY:** Protected by Cobra



## NOT BITTER

After spending a day with this lot, it made me realise that not everyone who drives an XR2 is a twat, only my brother. Lunch was great fun and though the whole lot did cost £26.58 at McDonalds, it's cheaper than a long term therapy course because now I feel a better person. Well I did feel better, until I remembered that my brother sold his XR2 and bought himself an extremely sweet metallic-green-with-leather-interior Pug 205 1.9 GTi. Little bastard.