

RS Turbo **CREAMS** Words: Nick Pictures: Kenny P

# BOOS

IT'S SMOOTH AS A CADBURY'S CHOCOLATE  
BAR ON THE OUTSIDE, BUT AT THE CENTRE OF  
PAUL BRADLEY'S RS TURBO FIESTA  
IS A REALLY NUTTY LUMP...





Left: 10in Kenwood sub in custom box is not the only tasty item in the boot; below: engine boasts Stage 2 head, skimmed and forged pistons, chocolate wastegate and caramel dump valve – the latter two of which work best when cold...



PROJECT  
*Babeat*



**'H**I NICK, it's Paul Bradley with the purple RS Fiesta.' 'Watcha, mate. How's it going?' 'Er, not too good. Got a bit of a problem. You know that photo shoot we arranged? Well I'm going to have to cancel it I'm afraid. I've melted me engine!'

Two weeks later the car is back on the road and Paul is looking at a giant-sized hole in his pocket. 'Serves me right I s'pose. I was cruising down the motorway at 110mph when I spotted a Cossie coming up fast. I let him pull alongside, looked across and nailed it. I stuffed him!

'When I slowed down he came right up me arse and started flashing and indicating me to pull over. I didn't get out the car until I saw how many people were in the Cossie – I wasn't going to get my head kicked in! As it turned out, the driver just wanted to know what engine I had under the bonnet...'

## CRUNCHIE PISTONS

The engine turned out to have a few unwanted and very sickly modifications – a hole in one piston, meltdown on another and shagged rings on another! Paul felt like he'd eaten a vat of chocolate sauce...

The rest of the Escort RS Turbo lump was okay, including, remarkably, the Stage 2 head. Not one bent valve! Even the high-lift cam was alright. Paul reckons the pistons destroyed themselves because he couldn't resist running the car at 20psi. He's learned his lesson and when the motor was rebuilt he had the boost reduced to 16psi, which gives the water-cooled turbo, Cosworth actuator and dump valve, a better chance of survival than a Milky Bar in the desert. →





When Paul bought the car, not only was it kicking out the mental 20psi of boost, it was also trying to put down its 200bhp through a set of 185 tyres and 14in TSW Extremes. Thankfully, Paul sold them and got a great deal on the 7x15in Venoms from the Alloy Wheel Centre in Rugeley, Staffs.

'When I got them they were still pretty rare', he says, 'but now everyone's got them. I don't mind too much because I still love them and I've always wanted a set.'

## FRUIT & NUTCASE

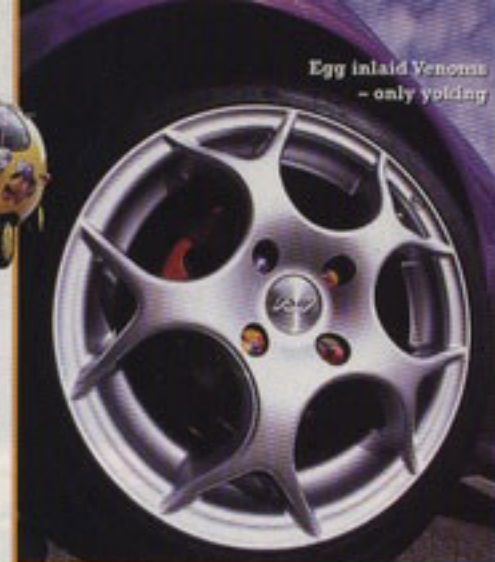
The awesome purple paint with red flip was mixed by Paul himself when he was having trouble getting the exact colour he wanted. He had no idea how similar his one-off colour was to the Cadbury purple until we rolled into Cadbury World in Bourneville. If they need some touch-up paint, Paul's got plenty left.

As it happened, it was a good job Paul mixed too much paint. A week after the car came out the bodyshop a dozy gas van driver drove into the front and destroyed the bumper and valance. Furious? 'I could've killed him.' Steady on pal...

Luckily, the Escort Cossie bonnet vents Paul spent ages crafting to fit were unharmed - otherwise the Birmingham murder squad would've taken an interest.

## ICE DREAM

With tuning and styling well and truly sorted, Paul put his well-trained electrician's hands to work on completing a decent ICE install. He succeeded. The bass coming from the Kenwood 10in sub is smoother than a glass-



and-a-half of full cream milk and the shelf-mounted Pioneer TSE 2090s 250W speakers add a tasty midrange. Paul's not totally happy with the balance at the front, but he's well chuffed with the KEH P8200 Pioneer head unit.

There's not much more Paul could do to his car to make it any better, so he's presently looking for an imported MR2 Turbo to modify.

'I've got the turbo bug real bad,' he says. Later on, during a break from shooting, we suggested he nitro his Fiesta for a stab at 300bhp. Paul started drooling and it wasn't from the billionth chocolate bar we'd eaten that day, either...

MAX



The Cadbury creme egg is god in the land of Lilliput...



# Tech SPEC

## FIESTA RS TURBO

**ENGINE**  
1596cc, 4-cylinder, 8-valve; Stage 2 head, skimmed and forged pistons, high-lift cam, Series 2 water-cooled turbo, Cosworth wastegate actuator, dump valve, one-off Ashley exhaust with twin 4in 'cannons'.

**TRANSMISSION**  
RS Turbo 5-speed manual gearbox and Ford Motorsport clutch.

**SUSPENSION**  
Boge shocks, Spax springs; lowered 30mm.

**BRAKES**  
Front - Black Diamond grooved and cross-drilled discs and Mintex C-Tech racing pads; rear - Mintex shoes.

**WHEELS & TYRES**  
7x15in TSW Venoms with Dunlop SP Sport tyres (front) and Pirelli P700s (rear) - all 185/45 15s.

**BODYWORK**  
XR2 bodykit colour-coded in one-off pearl purple with red flip, mixed by Paul; Escort Cosworth bonnet vents and clear side repeaters and indicators; Dimma fuel cap, rear headrests.

**INTERIOR**  
'80 spec Recaro seats, Momo pedals, white dials with RS logo, fleck spray detail on dash, carbon-effect detailing on wheel, Sparco harness pads and steering wheel.

**ICE**  
Pioneer KEH P8200 cassette/tuner head unit, Pioneer 6-disc multichanger; front - Auto Design 80W 2-ways powered by head unit; rear - Pioneer TSE 2090s 250W 3-ways in a custom shelf powered by a Pine JX700 amp; 10in Kenwood sub in custom box powered by a Pioneer GH2200 amp.

**PERFORMANCE**  
Max power - 200bhp; max speed - a scary 150mph.

**THANKS & FREE PLUG**  
Bagely and Turner Garage on 01902 662299; Imperial Securities on 0121 557 330; Alloy Wheel Centre on 01889 896200; BJ's respray centre (now closed due to cannabis growing!); Tim at Bancroft's Paint Supplies in Wolverhampton; RS Audio on 0171 209 3030; the lovely Rachel Jones at Cadbury World on 0121 451 4180.

# Driver SPEC

**PAUL BRADLEY, 28, ELECTRICIAN**

**PREVIOUS CARS:** Astra CTE Mk1, 2.0-litre 16v, as featured in Max; Zender-kitted, black Astra Mk2... and a Maestro (sorry Paul, couldn't resist telling 'em!).

**DREAM CAR:** Definitely, absolutely a Dodge Viper, when me numbers are up!

**WORST CAR:** Ford Ka. Whoever designed that wants shooting!

**FAVOURITE CAR FEATURED IN MAX:** Veilside Supra in January '96.