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ISSUE TWO - The Great in Britain



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Ford Focus RS Mk 1



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SUPER FEATURE

FORD FOCUS RS ADRENALIN SHOT



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JUST FOR FUN



Meeting a hero, the Jensen Interceptor

ADRENALIN SHOT

FORD FOCUS RS





The Focus RS marked the resurrection of the Fast Ford RS brand. Ford drew inspiration from the WRC Focus rally car during its development. I have owned two examples of the Ford Focus RS, the first one for four and a half years which was sadly lost in an accident last year. The good news is that it was soon replaced with the one I have now, only a few months later. My first one was modified to produce over 300bhp, whereas my current one is totally standard. You'll find quite a few have been tweaked to release more power, as it's very easy to do, either with a remap, uprated turbo, or intake and exhaust upgrades. The standard intercooler is good for 300bhp.

So why am I on my second Focus RS? It's mainly due to the respected Ford RS heritage, rarity of the car and also the fact that it looks fantastic on the road. In the interest of full disclosure, I'm from a Ford family. My father owned several Mk 2 Escorts and also a Sapphire Cosworth. My brother had a Series 2 Escort RS Turbo. Having this strong Ford background led me to also consider the Escort and Sapphire Cosworth, but they are a bit long in the tooth now to use regularly so I fell for the more modern Focus RS.

There are lots of Focus RS' on the market at any time, ranging from £5,000 to £13,000 with the price being largely dependent on mileage and condition. My first RS cost just under £12,000, it had 38,000 miles on the clock and was quite tidy with a couple of minor engine modifications to boost the power output. I lost count of how many I looked at online before deciding to view the one I bought.

Since buying my first RS over five years ago, the market improved, I bought my second RS for under £11,000 with just 25,000 miles on the clock, in extremely good condition and totally standard specification. I searched online for 3 months before taking a 500 mile round trip from Yorkshire to Bristol to view and collect my second RS. You have to be prepared to travel if you are looking for the best available. As I mentioned, entry into the Focus RS ownership club starts at just £5,000, which will get you one with high mileage and in need of some work.



Walking up to a Focus RS, the cues of Ford RS heritage are very apparent: Flared arches, 18 inch OZ Racing alloy wheels, beefy Brembo 4 pot brakes and a large front bumper intake for engine and turbo cooling - this Focus means business. On the inside: Sparco race seats, RS badges and a build number plaque on the carbon fibre console all give the feeling of excitement, sense of occasion and a rarity factor. You know this is something special before the engine has even barked into life. The start up procedure adds to the drama, get comfortable in the Sparco seat, flip the ignition key to the 'on' position and then press a green button labelled "Engine Start", located on the centre console, just below the gearstick. The 2 litre turbo charged engine bursts into life with a throaty burble from the single large bore exhaust.

Once moving the car feels as comfortable and easy to drive as any 'regular' Ford Focus, even around town. But press the loud pedal a bit and the car comes alive with an almost instant power delivery, very little turbo lag and a sporty growl from the exhaust. The front end goes exactly where you point it, courtesy of the Quaife Torque Biasing Differential. Understeer just doesn't happen as the diff is always rebalancing the delivery of power to the wheel with the most grip which literally pulls you through corners with ease. The driver controls differ from a non-RS Focus in two areas, the AP Racing clutch is slightly heavier to disengage and a more precise steering that is a result of a quicker rack being fitted. The Brembo brakes are precise and full of feel at any speed, which creates a feeling of confidence when driving the RS. On the other hand, acceleration even in a straight line produces light torque steer, however this is not as bad as reported by many car reviewers and magazines, It is like a little tug on the steering wheel to let you know the differential is working and is instinctively corrected by the driver when on the move. The RS really shines in corners, that's where the Quaife diff works it's traction magic.

As you'd expect with all the visual cues of the sporting pedigree, the Focus RS commands a huge amount of road presence. People who know what it is will stand and watch you as you drive past until you go out of





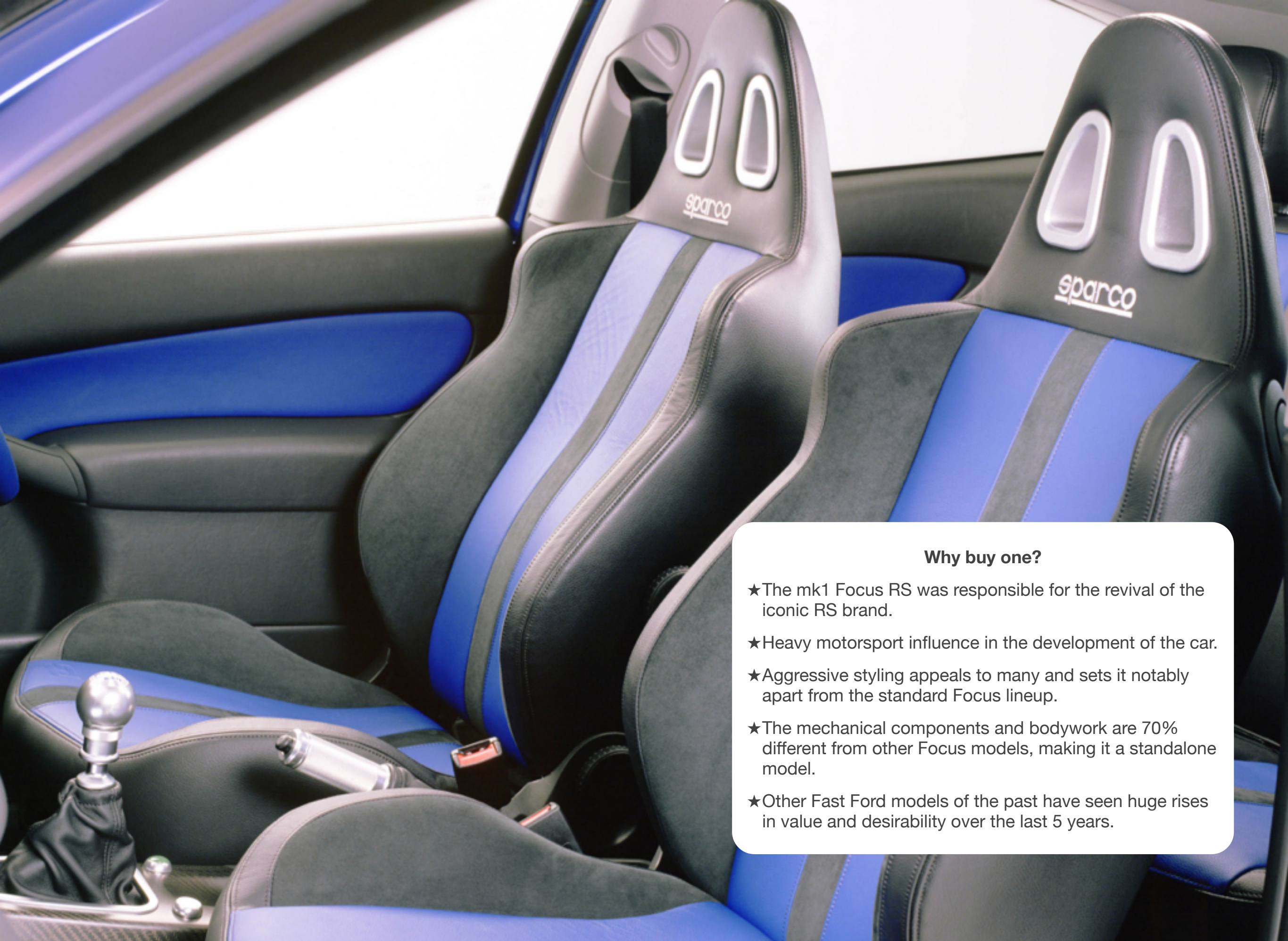
sight. Other drivers occasionally flash their lights, wave or give a quick thumbs-up as respect or kudos for owning the car. I've even had a passenger in the car in front of me wind down the window and hang out of the car just to take a picture on their phone!

For me the exterior flared arches, big Brembo brakes behind OZ racing wheels, figure hugging Sparco seats and RS dials define this car. They all remind me of watching Colin McRae in the WRC Focus in the early 2000's, which first made me aspire to having a rally car for the road. Colin helped with its development and the Focus RS takes lots of cues from the WRC car that inspired it, both have flared arches, bigger wheels, larger brakes, Sparco seats and a similar bodykit. The powerplant is also a 2 litre turbo charged unit in both cars. As an owner, you really feel like you have a road legal rally car in the garage. Every time you look at the Focus RS you are reminded of its rally born RS heritage. The excitement is rebooted every time you press the big green Engine Start button.

Thanks to the low build number of just 4,501 cars worldwide, they are holding their value well. Because the Focus RS is a relatively modern car the parts and components are well engineered and built to last. From my experience, not much goes wrong with it. You can expect to go through brakes and tyres quicker than a regular Focus, but that is to be expected given the performance on tap. If it is looked after and serviced regularly it will last well. I believe the Focus RS is a future classic, they were rare when they were new over 10 years ago and will always be sought after. The mint low miles cars will always command a premium and are sure to increase in value in the years to come as they come onto the market less frequently, RS collectors are snapping them up!



“Every time you look at the Focus RS you are reminded of its rally born RS heritage”



Why buy one?

- ★The mk1 Focus RS was responsible for the revival of the iconic RS brand.
- ★Heavy motorsport influence in the development of the car.
- ★Aggressive styling appeals to many and sets it notably apart from the standard Focus lineup.
- ★The mechanical components and bodywork are 70% different from other Focus models, making it a standalone model.
- ★Other Fast Ford models of the past have seen huge rises in value and desirability over the last 5 years.

MODEL EVOLUTION

- 2002** Ford Focus RS released in October:
- 70% new mechanical components compared to standard Focus
 - Bodywork is largely revised from standard Focus, only the roof, doors and tailgate are the same

2003 Production ceases in November, a total of 4,501 cars were produced.

What the motoring press said:

“The Focus RS is a true drivers’ car, everything we originally hoped it would be: an inspiring, spine-tingling fast Ford.”

EVO, 2006

“Still a sought-after car and likely to be a classic”

Parkers, 2006

“An RS is a joy to balance through corners, particularly with the nose tucking in on corner exits.”

“RS is on the cusp of making it into the VIP fast Ford classic club and a good one will only gain in value.”

Autocar, 2012

FORD FOCUS RS

Adrenalin Shot



The RS used a turbocharged version of the 2.0 litre 16-valve Zetec engine, not the Duratec as its labelled under the bonnet.

The Focus retained the front wheel drive setup, which seems slightly odd given the WRC link used in the marketing of the RS. However despite this, the rest of the car draws heavily on the rally car look and this proved very popular with Fast-Ford fans.

The use of the Quaife torque biasing differential made this car drive like no other and now it is seen by many as a revelation; adding excitement and drama to any drive.

The RS can be seen as a standalone model from the regular Focus because around 70% of it's components are unique, which also goes some way to explain why it is rumoured Ford lost £4,000 for every RS they produced. However, the RS was a halo model for the Focus line and as a result would have generated more interest in the other Focus models, like the higher volume ST170. The Focus RS is the car that kick started the current RS line, this alone should ensure it's future desirability and value.

Engine cylinders / capacity	4 / 1988	Power bhp / rpm	212 / 5500	Torque lb ft / rpm	229 / 3500
Max Speed mph	144	0 - 60 seconds	5.9	0 - 100 seconds	14.9
Weight kg	1278	Power to Weight Ratio	169	Dimensions Length / Width / Height	4596 x 1798 x 1460
Carbon Emissions CO2g / km	237	Miles Per Gallon	27.9	Wheel & Tyres Width / Sidewall / Diameter	Front 225/40/18 Rear 225/40/18
Weight Distribution Front : Rear	63 : 37	Track width Front / Rear	1536 / 1525	Wheelbase	2700
Transmission	5-speed Manual	Drivetrain Engine position / Driven wheels	Front / Front	Price New GBP	19995

Years of Production 2002-2003

Production numbers 4,501 Worldwide (2,147 UK)

Options

Ideal Specification

Essentially the specification of all RS' was identical, however slight modifications were made during the production run. So an RS is sometimes referred to as a Phase 1 or Phase 2 car depending on whether it has the modifications or not. The differences on Phase 2 cars include:

- Additional stitching on front seat bases to help prevent sagging
- "Engine Start" label around the green starter button
- Plastic covers fitted to rear seat hinges
- Pink throttle grommet to prevent vibration
- Removal of dash lighting dimmer dial

It is also speculated that the Quaife differential had revised settings to tame the handling slightly.

Exterior Colours

The Ford Focus RS was only available in one exterior colour, Imperial Blue.

Interior Colour

The seats in the RS were Sparco models with two blue leather stripes. The steering wheel, dials and door cards all had the same blue detailing. A metal handbrake, gearknob and set of pedals were fitted to improve the remaining driver touch points.



Sparco seats with additional stitching across the base



Ford Imperial Blue

Figures

Buying one

Prices vary considerably, from £6,500 to around £18,000 with extreme low mileage concours cars that have probably never seen a wet road commanding the upper price.

Some owners have modified their cars to produce more power, so check what modifications have been done to cars you view. The real investment grade cars are totally original in every aspect.

Ford Focus RS Price Analysis

2002 with 30,000 miles

Original price in 2002	£20,000
Current price in 2014	£10,000
Percentage of original price	50%
Projected value in 3 years	£8,000-15,000*

*Projected value is based on storing the Ford Focus RS, or running less than 2,000 miles per year with annual Ford/Specialist servicing to maintain the service record. This analysis is a guide only and is based on our opinion of the market place, this value may be significantly different to actual value in 3 years time.

2002 Focus RS

85,000 miles with service history,
phase 1 car.
£7,000



2003 Focus RS

74,000 miles with service history,
phase 1 car.
£8,000



2003 Focus RS

30,000 miles with service history,
phase 2 car.
£10,000



2003 Focus RS

25,000 miles with service history,
phase 2 car, totally original spec.
£11,500

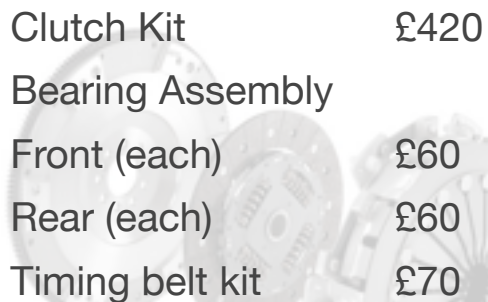


Parts Analysis

Below is a breakdown of approximate parts prices in the UK for the Ford Focus RS mk1. Some parts are shared with the regular Focus models, such as the lights, which keeps their cost down. However due to the limited run of RS cars, new parts that are unique to the car can be hard to source. For example the exhaust components shown below are from Milltek, as the original Ford ones are no


longer available. The parts to watch out for in particular are the suspension components, clutch and water pump. They are wear items that can easily end up costing over £500 to replace. Brakes and tyres on the other hand are easy to source and are reasonably priced. The Michelin Pilot Sport 3 tyres are the equivalent of original spec and due to their modest size are around £250 a pair.

DRIVETRAIN



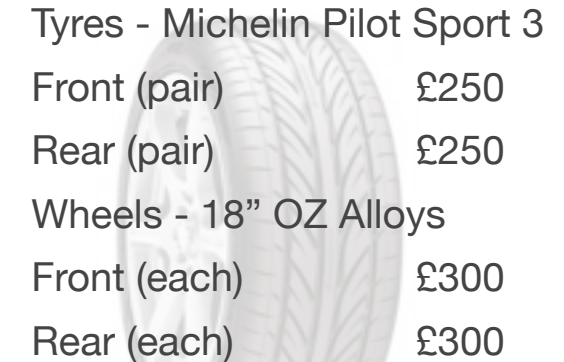
Clutch Kit	£420
Bearing Assembly	
Front (each)	£60
Rear (each)	£60
Timing belt kit	£70

BRAKES



Pads	
Front - Brembo (pair)	£120
Rear - Ford (pair)	£30
Discs	
Front - Brembo (pair)	£170
Rear - Ford (pair)	£110

WHEELS



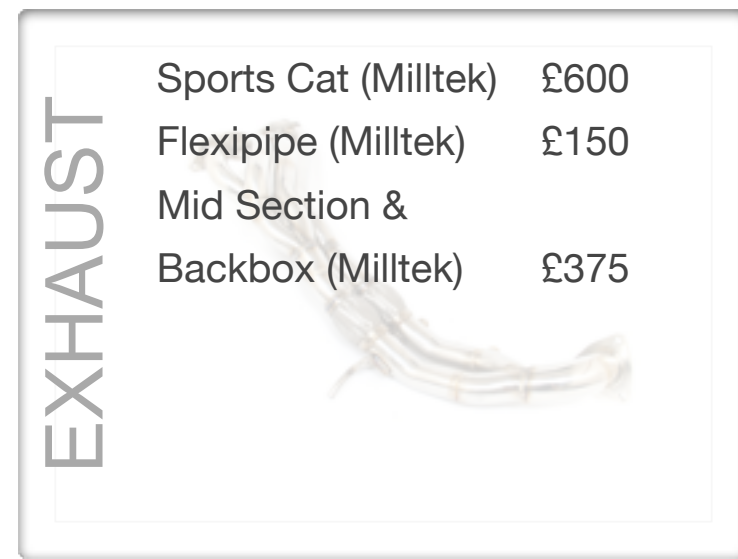
Tyres - Michelin Pilot Sport 3	
Front (pair)	£250
Rear (pair)	£250
Wheels - 18" OZ Alloys	
Front (each)	£300
Rear (each)	£300

SUSPENSION



Dampers	
Front (pair)	£320
Rear (pair)	£345
Springs	
Front (pair)	£180
Rear (pair)	£120

EXHAUST



Sports Cat (Milltek)	£600
Flexipipe (Milltek)	£150
Mid Section & Backbox (Milltek)	£375

OTHER



Alternator	£190
Idle Airflow Sensor	£95
Oil Filter	£8
Headlamp unit	£50
Rear Lamps (each)	£50
Starter Motor	£50
Water Pump	£400

Checkpoints

Engine

The engine has strengthened internals, forged pistons, crankshaft and conrods so the unit itself has proved to be durable. The cambelt should be changed at least every 60,000 miles, ensure there is evidence that this has been carried out even on lower mileage cars as these cars are now over 10 years old. The big issue with the RS is the charge cooler pump, which is prone to fail and cause severe overheating and damage. You can check it is working by opening the charge cooler reservoir lid while the car is running and seeing if there is a jet of water coming into the reservoir neck. Coolant leaks can also occur leaving pink stains, particularly around the thermostat housing. The standard Garrett turbo is reliable but ensure on the test drive that it is engaging on throttle.

Clutch & Gearbox

The AP Racing clutch should be good for over 40,000 miles. The gearbox is an uprated Ford unit, based on a standard Focus 5-speed with modified ratios, gaskets and strengthened internals. If you experience a poor gear change on the test drive this could be due to too much gearbox oil, abuse or poor linkage alignment. The Quaife differential is also a strong unit.

Suspension & Steering

Sachs dampers are reliable units but due to age of the RS they may need a refresh. The same applies to the springs as well. The additional resources contain a link to a detailed buyers guide which also includes the alignment settings for the suspension.

Brakes

Brake pad wear is quite high on the RS, especially at the front of the car. The front is fitted with 4 pot Brembo ventilated 324mm discs and the rear is the 2 pot Ford Focus ST170 280mm non ventilated setup. Ferodo DS25000 pads are recommended over the manufacturer standard pads.

Wheels & Tyres

The original equipment Michelin Pilot Sport tyres have been discontinued and Michelin are now on the Pilot Sport 3 so bear this in mind when looking for replacement tyres. There is no spare wheel fitted to the car. Look for damage or poor repairs to the wide track OZ lightweight alloy wheels.

Bodywork

The roof, doors and tailgate are the only standard Focus panels, the rest are all unique and out of production so check carefully for damage and corrosion on the whole car, including inside the arches.

Ownership

Servicing is expected every 12,000 miles or annually, whichever comes first. Don't be put off by an RS Specialist service record rather than a Ford dealer, as they are quite often more knowledgeable about the unique RS model.

Additional Resources

Formed in 1980 by a small group of enthusiasts, The Ford RS Owners Club has grown into an International Car Club catering for all RS Models Built by Ford since 1969. Members of the club are involved in many branches of Motorsport and we have a very high standard of Concours Competition within our ranks.

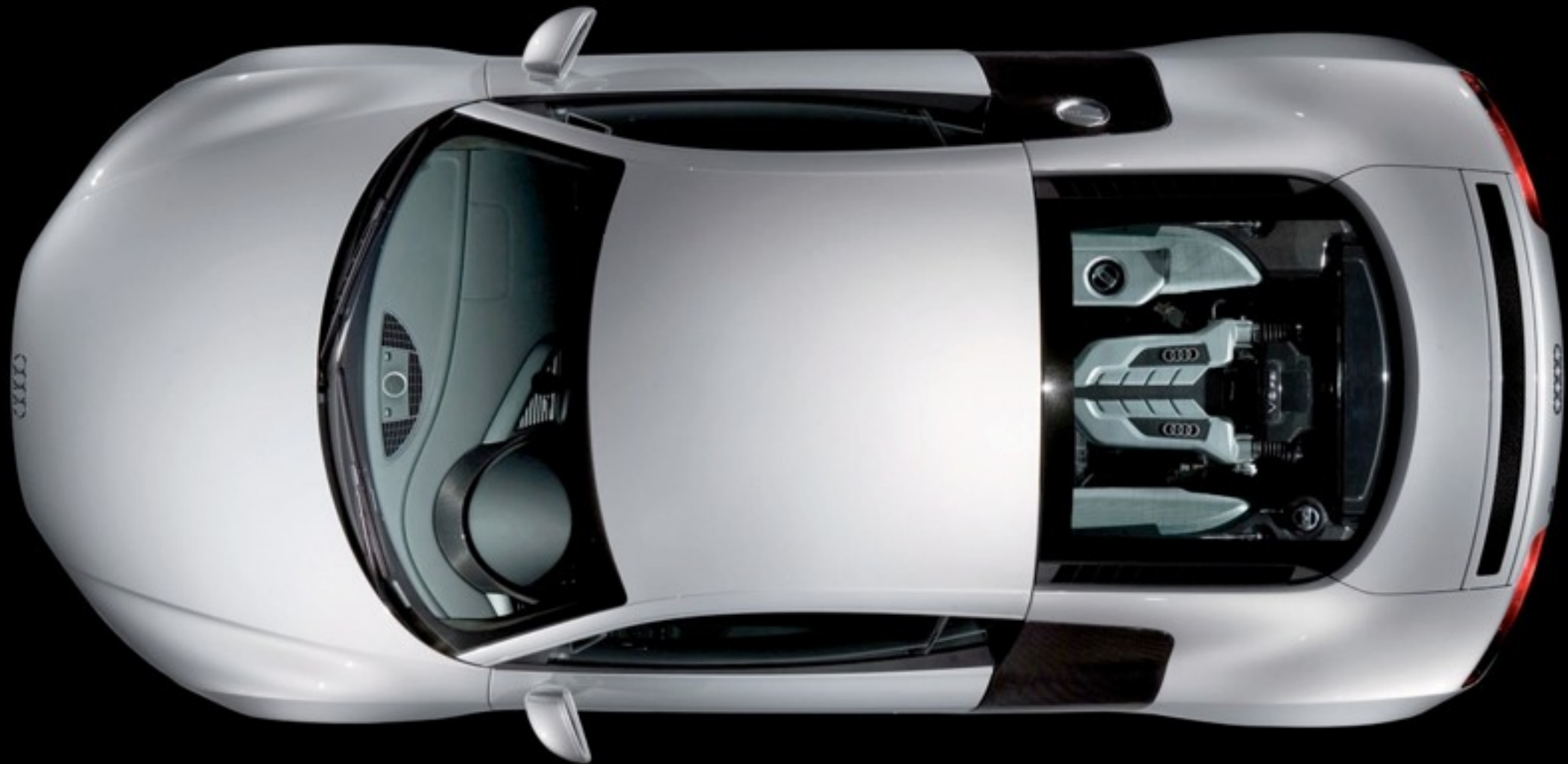
Membership

The Club is run by the Members for the 4,000+ Members with a strong committee of dedicated enthusiasts. The RSOC is probably the best source of information on your RS World Wide and in addition has an excellent classified section to locate RS Cars, new and used Spare Parts no longer available from normal sources.

The RS Owners Club is all about enthusiasts therefore you do not need to own an RS to be a member, we are all into performance and standard cars.

Next Issue

Due out 5th April



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