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RESTORATION DOCUMENTATION

FORD ESCORT RS COSWORTH

Chassis number: WFOBXXGKABSM92727

Engine number: SM92727



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About Graham, Roger and Investor Classics

We love motoring, particularly classic cars that were built between the 60s and the 90s, an era where cars were homologated for racing and the road going versions were lairy, lightweight and fun.

Classic cars to us are not the older Bentley Boys cars - they are the cars we lusted over on posters and the TV. The fire breathing Group B rally cars. Cossies, and turbocharged four wheel drive specials. The beautiful lines of aluminium hand crafted bodies. Think pre-cat and the smell of unburnt fuel. The sound of huge turbos or carbs. Peugeot winning the Pikes Peak, Lancia winning Group A, Senna winning F1. Thundercats were on the telly and excess was everywhere.

Most of all, excess was in the classic cars of the era - the wings, the box arches and the power! No electronic aids and lightweight nimble chassis. This is what we love and this is what Investor Classics is all about.

We started Investor Classics as a culmination of a lifetime of passion for classic and sports cars. From the boys who had the posters of the white Ferrari Testarossa and red Porsche 959 on our bedroom walls to the spotty youths who watched Mansell, Senna, Mouton and McRae racing the fastest machines on Earth, we have always had a love affair with the fast and the powerful.

We're never far away from classic cars and can generally be found at UK motoring events, particularly GT Scotland and Tartan Tarmac. We also sit on the committee of the annual Run to the Glens classic and sports car rally.

We're geeky car enthusiasts, but proper old fashioned engineers. We take personal pride in all the vehicles that we restore and sell at Investor Classics. We hold only a small number of classic cars for sale in stock and as such we can source and select amongst the very best examples of each kind available.

Many of Investor Classics' cars undergo a thorough restoration prior to sale, as can be seen on the details pages of some of the vehicles.

If you are looking to buy, restore or sell a classic car in Edinburgh, Scotland, or the rest of the UK, we'd love to meet you and to help you realise your dream.

Graham & Roger

Investor Classics is a classic car sales and restoration business based in Edinburgh, Scotland.



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Ford Escort RS Cosworth – 9 Month Restoration



ABOUT THIS CAR

This car is one of the last to leave the Ford factory and has been painstakingly returned to original specification and finish over a 9 month period.

All Escort Cosworths are at least 21 years old at the time of writing, and no matter how good they look cosmetically they will have corrosion. This example has undergone an extensive restoration by Investor Classics to remedy this, particularly with the floor and inner/outer sills. The car is standard in every way, except for some sympathetic suspension upgrades. The quad lights, non-standard wheels and awful 90s paint job have returned back to the glorious specification in which it left the Ford factory.

With a fresh complete overhaul of the engine, head gasket, cam belt and drivetrain, this car is now ready for a proud new owner to cherish for the next generation.

Work undertaken:

- Bodywork and chassis restoration (photographed)
- Specially fabricated floorpan by Expressed Steel Panels
- Returned to Ford Dark Aubergine metallic (as per VIN plate)
- Reconditioned OEM wheels with correct tyres
- Engine fully serviced
- New cambelt
- New head gasket and bolts
- New fuel pump and filter
- Dashboard restoration
- Koni adjustable dampers
- 100% standard engine with zero modifications
- Paintwork, engine bay and interior detail



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ABOUT THE FORD ESCORT RS COSWORTH

Ford developed the Escort RS Cosworth around the chassis and mechanicals of its spiritual predecessor, the Sierra Cosworth, whilst clothing it in Escort body panels to make it resemble the standard Mk V. Designed under the guidance of Rod Mansfield and John Wheeler of Ford's SVO department, the styling was carried out during 1989. The body tooling was created by coachbuilders Karmann at their facility in Rheine, Germany, where the cars were manufactured in very small numbers (7,145 from 1992-1996).

Permanent four wheel drive with a 34/66% front/rear split came courtesy of an updated five speed gearbox as used in the Sierra Cosworth.

The car's top speed was 150 mph (240 km/h), and comfortably outperformed other cars of the era, particularly on country roads. It was much faster than the 126 mph (203 km/h) which the Escort RS2000 and earlier Escort RS Turbo were capable of.

Two versions were produced. The initial 2,500 units were "homologation specials" used to get the FIA accreditation for entry into the World Rally Championship. They were fitted with a Garrett T3/T04B turbocharger.

The second generation, starting production from late 1994, were fitted with a Garrett T25 turbocharger, a smaller unit which reduced turbo lag and increased usability in everyday driving situations. This particular model is becoming the one to have, with values rising impressively.



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RESTORATION PROCESS

INITIAL CONDITION

Whilst having an acceptable general appearance, the car was at some stage utilised as a Standox demonstrator. Standox are a paint company and we believe they used this vehicle to 'show off' their 1990s two tone flip expertise. Whilst popular in the day, this has not aged well at all.

The original colour of the vehicle could be seen behind all interior trim and on the VIN plate as 'E5' – this is Dark Aubergine, a lovely deep purple that appears almost black until the sun hits it, revealing a very deep lustre across the panels.

As with most Cosworths, a lot of 'stick on bits' had been added, such as smoked rear lights, clear indicators, quad headlights and big wheels. These are all non-standard items and look dreadful on such a historically important vehicle. Amazingly, the engine has not been touched or modified in any way.

Mechanically the vehicle was sound and had a recent MOT, and initial inspections confirmed this.

Lurking behind the body kit was a condition of rot that we had not expected to find...





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STRIP DOWN

At the workshop, a lengthy process of stripping the car back to the bones began. This involved the removal of every panel and piece of trim.

Very quickly we could see severe corrosion of the sills and floor pan that had been hidden by the body kit. A lot of Cosworths are advertised as 'never been restored' or 'never been welded' etc. The reality is that a multitude of sins are there waiting to be found.



Initial strip down





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Removal of body kit



Sills rusted through underneath body kit, also eating into the edge of the floor



Assessing the extent of the damage



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Interior removal



Seal removal



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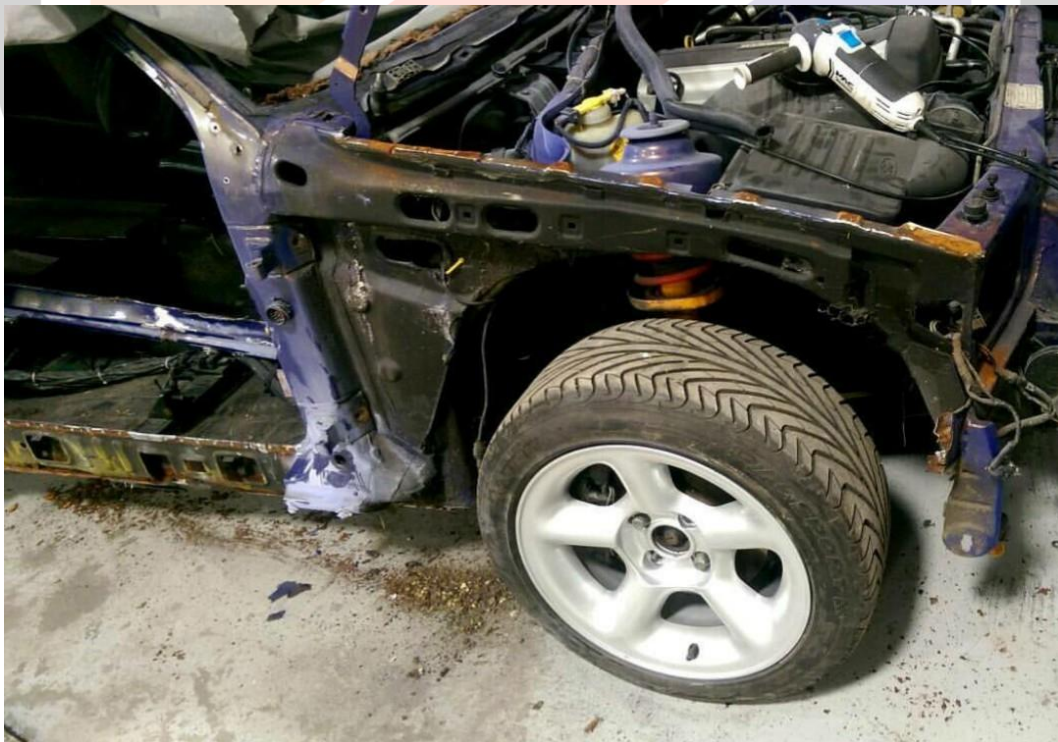
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Fuel tank removal



Removing front wings



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Dashboard removal





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Strengthening bars welded into place before sills and floor can be removed – this retains the rigidity of the shell when the structural members are replaced





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New sills had to be sourced from America as there were none available in Europe



Old floor cut out and new one offered up for sizing and trimming



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New outer sill measured for cutting and fitting



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New floor, inner & outer seals in place and car ready for paint prep



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PAINT PROCESS

After bodywork and structural work, the car was stripped down and prepped with zinc galvanising primer, prior to a build up of Dark Aubergine paint. This was then flatted and lacquered.

The floor also had a coating of zinc applied as can be seen on the photographs, then undersealed.





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REASSEMBLY

Following paint, the car was reassembled carefully so that all parts and functions were replaced as they should be.



Fuel pump replacement



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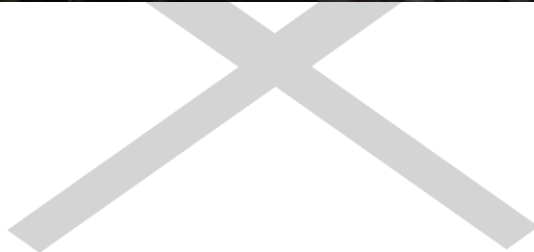
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QUALITY CONTROL

Once the car was reassembled, the car underwent quality control. Any slight imperfection was marked with a small square of masking tape, as can just be made out in the photographs. These were then addressed.





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ENGINE RECONDITIONING

Following the bodywork restoration, the car was shipped to Ford for a major main dealer reconditioning.

The head gasket was replaced (as the car had sat for a long period), together with the head bolts, cam belts and top end gaskets.

The car also underwent a major service of all items including all fluids.





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FINAL PRODUCT

Following the engine work, the car was sent to Autobath Detailing in East Lothian for a £400 paint detail to ensure the highest possible presentation of the vehicle.

The car was handed over to the proud new owner in March 2017.





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