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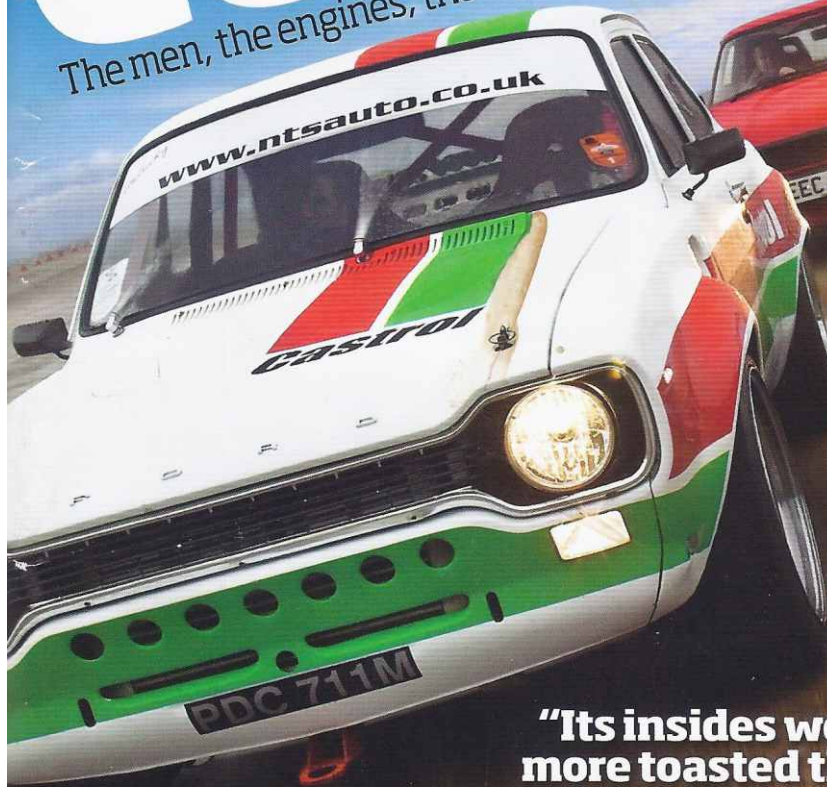
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# Banged

## To Rights

Ex-oval racer Jamie Dyckhoff knew just who to call on when he needed help building this stunning 24-valve Mk1: his banger-racing mates.

Words Richard Barnett Photos Jon Hill



**C**ar-wise, at least, Jamie Dyckhoff's a man who likes his heavy metal. The cable joiner for EDF Energy knows a lot about power, handling high-voltage electricity cables all day, and likes a similar amount of power under his right foot.

His MkI Granada is the latest in a long line of Fords he's owned over the years. Now aged 42, Jamie stopped banger racing seven years ago, but on the road he's had a succession of RS Escorts, Granadas and Cossie Sierras. "I'm definitely a Ford man at heart, although for a time I did get into German cars," he says.

From his days of racing with the Bexley Suicide Squad, Jamie's been behind the wheels of a fair few classic Fords, many of them having one last fling before going out in a blaze of glory on the banger circuit. But before you start jumping up and down and complaining that the banger racers are 'destroying' our kind of cars, remember it's Jamie's banger-racing mates who helped him put this car together, supplying him with parts from wrecks that were only fit for one last blast around an oval circuit.

The blue oval is definitely where his heart lies, and having remembered MkIs from when he was a lad, owning a modded one seemed the right way to go. Previously Jamie had restored a Rover P5B, and while he liked the car, wasn't quite so keen on the keep-it-just-as-the-maker-intended concours scene. "I got bored with it, because one-make clubs can sometimes be very cliquy and they'll spend time doing things like measuring the width of your car's pinstripes," he says.

So, with that in mind, Jamie set out to track down a car and work his magic on it. He might live in Kent, but he's taken plenty of ideas from Essex — a short distance across the Thames Estuary — and he's created the kind of car →

**"STEVE ADDED AN MT75  
'BOX TO TAKE THE POWER,  
WHICH JAMIE SAYS IS  
AROUND 240 BHP"**

Modern rims and Performance Blue shade look perfect on the MkI's clean lines.



Recaros from a later Granada are retrimmed in leather. Lovely job.



that, if it was a bloke, would be a shaven-headed, Ben Sherman and Doc Marten boot-wearing bruiser – looking sharp, but with the right attitude to back-up that appearance.

"I can remember when people couldn't give these away, but I've had this one for two years," Jamie says. "I bought it from a neighbour who's owned it for 27 years, and stored it for 14 of them. He was going to start restoring it as a retirement project, but I must have caught him at the right time!"

And what a peach of a MkI Jamie had unearthed. It was a 1976 Jupiter Red 3-litre GL and, being a GL model, had a vinyl roof and steel sunroof. The vinyl had peeled on the C-pillars and led to the minor rot MkIs are known for, but other than that the car was just as it left the factory, with no welding ever needing to be done over the years. The wheelarches and sills are original but to keep up appearances the bottoms of the front wings, behind the wheels, were tidied

**"IT MUST BE AN AGE THING, BECAUSE I HAVE ALL THE 40-YEAR-OLDS DROOLING OVER IT!"**



up. "The floor was like new and even the spare wheel well had never been welded," Jamie says.

Despite the brakes being seized on, Jamie got the Granada back to his house, and work began almost immediately. With a plan coming together in his mind, piling into the project was much easier, and there were plenty of mates who helped out along the way.

"I've only got a 8x16 feet garage, so it was a bit cramped: I stripped the car on the driveway and everything was removed until I was left with a rolling shell. I sent it away for painting and while it looked shiny I wasn't happy with the job, so my mate Simon, who's a painter, came round and sorted it," Jamie says. And keeping with the totally Ford theme, the colour's Ford Performance Blue.

Going the modified route meant Jamie could do exactly what he wanted, without worrying about getting flak from the concours jug-hunters. "While the shell was being painted I managed to get the front and back suspension from a MkII Granada, and fitted that. It's polybushed throughout. I also fitted a limited-slip from a police car, and a new steering rack," Jamie says.

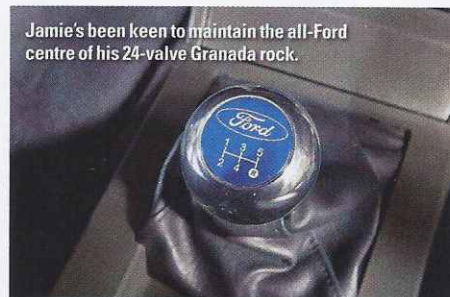
But with the look coming together, and the suspension fully sorted, it was time to think about the engine bay and, more specifically, what to fill it with. Over the years MkIs have been fitted with Rover and American V8s, but Jamie had a better

idea — and one that would keep his car all-Ford.

The solution? Our old friend the BOA 24-valve V6 unit, as fitted in Scorpios, and who else to do it but 24-valve guru and all-round good bloke, Steve Taylor, across the water in Essex. Steve's worked his multi-valve Ford-engined magic on more blue ovals than we've had hot dinners, and he came up trumps with Jamie's car, adding a set of BOB cams and "a few other bits," Jamie says, having fitted new rings, mains and water pump.

The result is a powerful but not lairy engine, meaning it's happy tromping along the motorway, five-up, at a pretty healthy rate of knots. Steve also added an MT75 hybrid 'box to take the power, which Jamie says is around the 240 bhp mark.

Jamie's been keen to maintain the all-Ford centre of his 24-valve Granada rock.



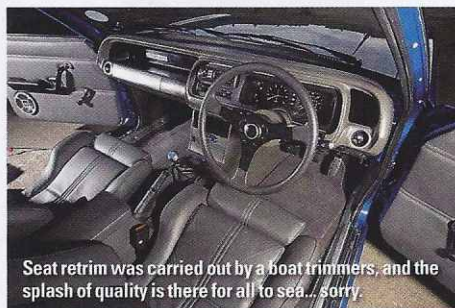
## 24-valve granny



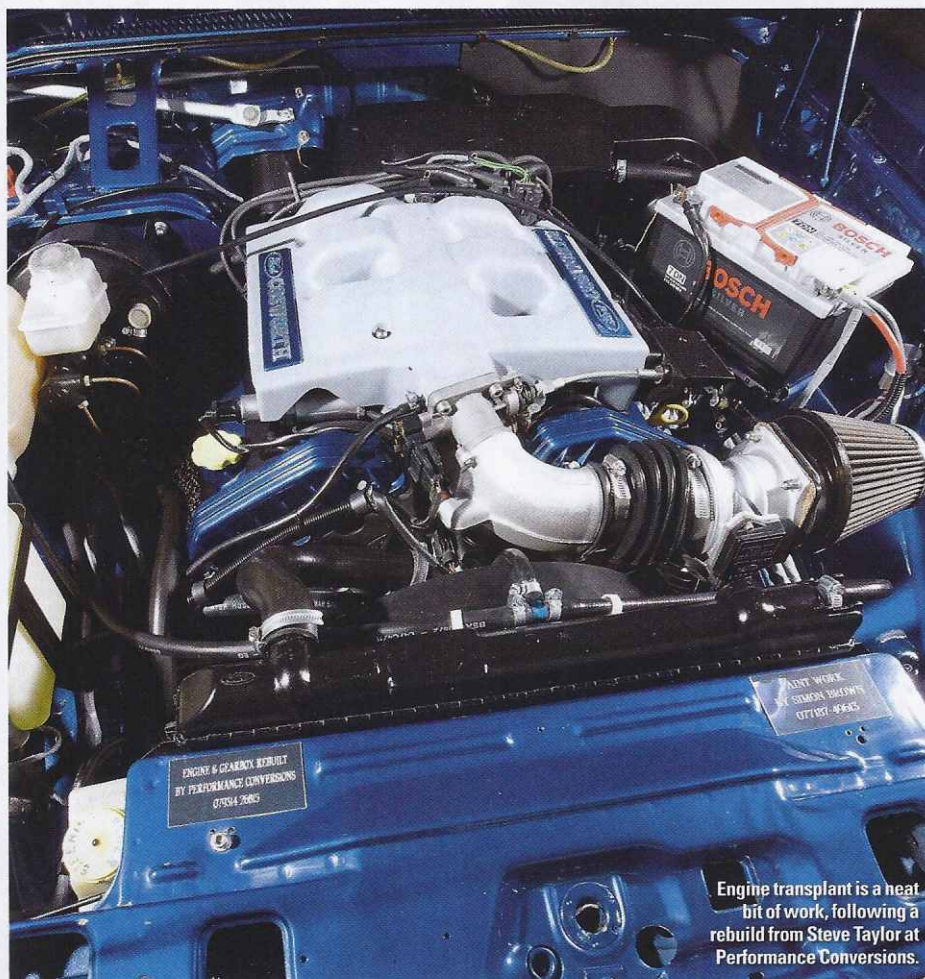
Quality finish and simple, clean-cut looks are a real winner on something as bulky as a MkII Granada. Stunning.



Tubular manifolds feed into a Pipecraft 2.5-inch mild steel system, which sounds the nuts.



Seat retrim was carried out by a boat trimmers, and the splash of quality is there for all to see... sorry.



Engine transplant is a heat bit of work, following a rebuild from Steve Taylor at Performance Conversions.

Helping create the meaty beat is a set of tubular manifolds coupled to a Pipecraft-made 2.5 inch system. "It's made from mild steel because I don't like the sound a stainless steel system makes. It's a great set-up, with no rattles or bumps, and it doesn't scrape either," he says.

Plenty of poke means plenty of stopping power's pretty handy too, and you'll find Hi-Spec four-pots up front and, at the back, a Hi-Spec Cossie Scorpio set-up. Gaz dampers take care of each corner and, along with the uprated springs means "it handles like a 5-Series," Jamie says.

There was also the interior, and what to do with it. Jamie could have kept it entirely stock, but staying with the modified idea, he got a set of MkII Recaros from a banger-racing mate, Jack Overy, and had them trimmed in leather. The door panels also got the leather look, but Jamie didn't go for the central locking and electric windows upgrades, preferring to stick with 'keep-fit' window winders. "The trimmer did a fantastic job: he normally does boat trimming, and I think he was pleased to be doing a car again," Jamie says.

Outside, it was time to tackle the trim. "All the mouldings have gone, and then I managed to get a set of brand-new Consul bumpers, because I wanted it to look plain: it must be an age thing because it seems to have 40-year olds drooling over it," Jamie says.

Within a year of starting the project, Jamie was driving his modded Granny out of the MoT station with a pass certificate in his hand. "The tester liked it — he used to be an oval racer and he's got a MkI Zephyr," Jamie says. "I'm happy with the results, and once the project started, it just drove me along."

So are there any other plans? Jamie wouldn't mind a power hike, including an aftermarket ECU connected to six downdraught throttle bodies — that, or a Roush Racing V8. Now that's one heavy metal sound we'd like to hear. **CF**

### Tech Spec

#### Body

Mainly rust-free GL bodyshell — car, bottoms of front wings repaired, trim mouldings and vinyl roof removed, brand new Consul bumpers fitted, Performance Blue.

#### Engine

Cosworth 24-valve BOA, stock ECU, rebuilt by Steve Taylor with new rings, mains and water pump, later 24-valve BOB cams.

#### Transmission

MT75 hybrid, MkII rear axle with LSD.

#### Suspension

New steering rack; MkII Granada front and rear suspension (polybushed throughout), Gaz adjustable dampers and uprated springs.

#### Brakes

Front: Hi-Spec four-pot callipers with 300 mm discs.  
Rear: Hi-Spec Cosworth Scorpio conversion.

#### Wheels And Tyres

AZEV alloys fitted with 225/45R17 Yokohama tyres.

#### Interior

MkII Granada Recaro seats trimmed in leather, door panels trimmed in leather, replacement carpet.

#### Thanks

My wife, Jackie, my children, Jack and Katie, Simon for the paint, Balders, for all his help, Boxer Jack, Jack Overy, Kev Wilshier, Danny Webb, Shane Davis and Jamie Charles for giving me bits free of charge, Dave Barwick and Terry Shelvey for trailering the car.