



**ADE SAPPHIRE COSWORTH**



**MOTORBASE FOCUS BTCC**



**LUKE THE TROLLEY**

## THIS MONTH

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**MOTORBASE / FOCUS BTCC**

# TWICE AS NICE

Motorbase concentrate on getting the second Focus ST race ready...



Although things have been quiet trackside, back at Motorbase HQ work on the Focus BTCC cars has been progressing well. We now have two Focus STs built to the latest specification and ready to go! This month we can report the fitment of the second Mountune-built EcoBoost engine into chassis number '5' (a new chassis for 2015).

The last time we tested, we were doing back-to-back work between the 2014 Duratec and 2015 EcoBoost engines. This was key to ensure that the performance gains were as we expected. They were, and now we've fitted the EcoBoost motor to the second car.

We've also fitted the new engine wiring looms to both cars; up until now we've been running on a prototype engine loom just to ensure that everything is working as it should and all of the loom lengths and specifications are correct. There have been few minor technical differences made to the 2015 BTCC regulations, so the engine has been the main point of difference to the 2015 car.

The cooling package has been refined to suit the new spec engine, which has been running more efficiently than we've ever had it. Running cooler engine bay temperatures is always a benefit. You would always aim for cooler intake temps as cooler air provides more power, so the efficiency of the intercooler is key. Obviously if the water and oil temps run lower it in turn creates less heat under the bonnet which in turn aids cooling throughout – and trust us, these engines create a lot of heat,

especially from the turbo!

Some of you may have seen the Mat Jackson BTCC car on display recently at the Mountune 'Cars and Coffee' open day. The Focus was over at Mountune for some further development and proved an ideal car for them to show what they do on the motorsport side of things as well as

the road car tuning. It's also great to give Ford enthusiasts the chance to have a look around the BTCC car and to see just how much it differs to the road version.

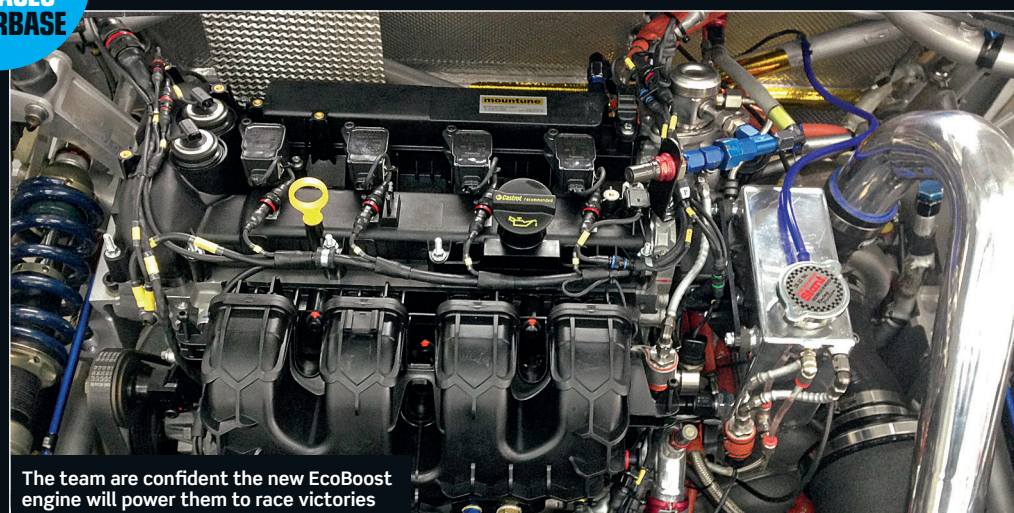
As this issue goes to press, we're hoping to run a test in May with both cars. Mat Jackson and James Cole will be driving and we'll be working

on further developing all areas of the Focus to make it as competitive as possible for our return. The aim for Motorbase Performance is still to embark on a second half of the season campaign. We're still working on securing the sponsorship to allow this to happen, and there is a great opportunity for companies to get involved with a high profile Championship and a great race car with the Ford Focus. Having kept a close eye on the first couple of rounds we're still confident we have the pace in the car to be competing for wins, there is only one way to prove that however and we're looking forward to getting back out there and showing what we can do on the race track.



The second Focus has been fitted with the EcoBoost powerplant!

**"WE'RE CONFIDENT THIS CAR CAN WIN RACES" MOTORBASE**



The team are confident the new EcoBoost engine will power them to race victories