

SIERRA
RS
COSWORTH



The big jet hung above the windscreen on a parallel course, flaps down for landing at Seville. It seemed to be motionless, barely outrunning our car beneath. We looked at the speedo. It read 155 mph.

The day before, we had clocked exactly 14.9 seconds (150.2 mph) over a flying kilometre in another identical car. So Ford were not having us on. The Sierra RS Cosworth, to give their new barnstormer its full title, really is sensationally quick.'

That was what *Motor* magazine had to say after test-driving Ford's stunning new family-size supercar in Spain.

'An absolute gem... supremely tractable, especially in fifth gear from 20 mph right up to the maximum indicated speed of 159 mph,' was how *Autocar* described the 2-litre, 16-valve, turbocharged engine.

Andy Rouse, the Ford-powered winner of 1983's Trimoco RAC British Saloon Car Championship, was equally impressed when he put a Sierra RS Cosworth through its paces at Donington Park.

Conditions were very demanding for Andy's exercise, because the track was not just wet. Several corners were liberally coated with mud from the previous weekend's rallycross event.

But the sleek, sure-footed Sierra emerged with flying colours, never putting a foot wrong despite cornering at breathtaking speeds which focussed attention on the lateral support provided by its superb Recaro seats.

The four-cylinder engine designed for Ford by Cosworth, a company with an unrivalled reputation for engineering excellence, allies 204 PS at 6000 rpm with a massive 276 Nm of torque at 4500 revs. Significantly, at least 80 per cent of that maximum torque figure is on tap all the way from 2300 to 6000 rpm. That accounts for the remarkable flexibility praised by *Autocar* and makes the Sierra RS Cosworth perfectly content to potter along in slow-moving traffic.

Tight corners and short straights make strong mid-range performance a great asset at Donington,' said Andy, accelerating hard from the right-left chicane and whipping smoothly through the gearbox from third to

fourth to fifth. 'Other essentials are really good brakes, lots of grip and handling that's just right.'

Discs on all four wheels, plus the RS Sierra's all-electronic anti-locking system, did their stuff as he braked and changed down for the long sweep of Redgate Corner.



'This one's quite quick,' was the British saloon car champion's cool understatement as he used every inch of track before unleashing another burst of spine-tingling acceleration to attack the notoriously difficult downhill Craner Curves.

Riding on full-independent suspension uprated by Ford's Special Vehicle Engineering team — and complemented by 7" aluminium alloy wheels with ultra-low profile Dunlop D40 205/50VR15 tyres — the white Sierra responded like a



true thoroughbred as Andy sped down the sinuous slope.

'You have to get these curves absolutely right,' he emphasised, combining dabs of acceleration with the power-assisted steering's accuracy to take a perfect



line. 'Get it wrong and you run wide, then have all sorts of trouble braking for the Old Hairpin, which is taken in third. It's essential to be really neat, but that's no problem in a car as well-balanced as this.'

Designed to dominate international Group A racing, and to be equally at home in the High Street, the Sierra generated another surge of adrenalin as it raced through the off-camber right-hander.

'It's very easy to skate all over the place if you miss the apex,' said Andy. 'You have to brake early, then use your power to set the car up properly.'

Then it was flat-out in fourth, under the bridge and into fifth for a few seconds as the track climbed towards third-gear McLeans Corner.

'This is another tight one,' said Andy, turning in hard enough to generate an awesome amount of centrifugal force.'

Another prolonged burst of turbocharged acceleration speared the Sierra RS Cosworth up the hill to Coppice Corner.

'Coppice is challenging in more ways than one,' Andy confirmed as he switched from accelerator to brake. 'Thanks to the brow, you have to start turning before you can see what you're aiming for.'

A very early apex is followed by a long exit curve. Get it all right and you can take full advantage of the long straight.'

Sure enough, the speedometer needle topped 125 mph before he braked, changed down to third and powered through the chicane, perfectly balanced, to start another lap.

No wonder *Motoring News* hailed the Sierra RS Cosworth as 'the most exhilarating performance Ford ever made.'

Donington Park Circuit



Your Ford Dealer



STANDARD FEATURES

ENGINEERING

- Body, three-door saloon
- Engine, 2.0 DOHC fuel injected with Garrett AiResearch T3 turbocharger and intercooler
- Gearbox, five-speed with viscous coupled limited slip differential
- Choke, automatic
- Tyre size, 205/50 VR x 15

EXTERIOR

- Bodyside moulding, black
- Bumpers, polycarbonate, body-coloured with black insert and integral air dam on front
- Central locking with torch-key
- Door mirrors: Body coloured housing. Electrically operated and heated
- Fuel tank cap, body-coloured and locking by ignition key
- Grille, single slot with additional cooling vents in bonnet
- Handles/locks, black
- Hazard warning flashers
- Heated rear window
- Horn, dual-tone
- Hydraulically boosted, anti-lock, all round disc brakes
- Lamps: Halogen headlamps. Integral front driving lamps. Reversing lamps. Rear fog lamps
- Overriders, integral front
- Power-assisted steering, variable rate
- Rocker panel mouldings, body-coloured
- Side repeat indicators
- Spoilers: Driver wiper arm. Front integral. Tailgate, body-coloured single piece
- Tailgate push lock release and handle
- Tailgate wash/wipe
- Tinted glass all round
- Tow hooks, front and rear
- Wheels, 7" x 15" alloy
- Windscreen, laminated
- Windscreen wash, electric
- Windscreen wipers: Two-speed. Variable intermittent

INTERIOR

- Carpet, load compartment
- Carpet, passenger compartment and front door bins
- Centre console, extended
- Cigar lighter, front illuminated
- Clock, quartz digital solid state
- Cloth door inserts
- Courtesy lights: Front. Tailgate load compartment
- Fascia instrument switches, illuminated

INTERIOR continued

- Fascia light dimmer
- Gas struts on tailgate
- Gearknob, leather covered
- Glove box with lid and illumination
- Glove box/armrest, front centre with cassette storage, cloth covered
- Headlining, Beamer cloth
- Head restraints on front seats, fully adjustable
- Heater: Fan, three-speed. Illuminated controls
- In-car entertainment: Aerial, electrically operated. Four speakers. Electronic sound system ECU2 including power amplifier
- Map light in overhead console
- Package tray, rear, tilting/removable
- Rear view mirror, dipping
- Seats: Driver height adjustment. Fabric trim, 'Roma'. Front reclining, sports Recaro. Map pockets in seat backs. 60/40 split rear back rest and seat cushion
- Seat belts: Front, inertia reel. Rear, two lap/diagonal inertia reel and one lap centre static
- Steering wheel, leather covered three-spoke sports with centre horn push
- Storage bins in front doors
- Storage shelf, driver lower
- Sunroof, tilting/sliding glass
- Tachometer with turbo boost gauge
- Trip recorder
- Vanity mirror on passenger sunvisor
- Warning lights: Anti-lock brake system failure. Brake failure/handbrake. 'Clean hands'. Direction indicator. Graphic warning module. Ignition/alternator. Main beam. Oil pressure
- Windows, electrically operated front

SPECIFICATIONS

ENGINE	2.0 DOHC fuel injected with Garrett AiResearch T3 turbocharger and intercooler
Capacity (cc)	1993
Cylinders	4
Compression ratio	8.0:1
Fuel induction	Weber/Marelli multi-point fuel injection and electronic management system and Garrett AiResearch T3 turbochargers
Choke	Automatic
Ignition	Electronic breakerless
Max. power DIN	150 (204) @ 6000
Max. torque DIN	275 (28.1) @ 4500
Max. continuous revs	
PERFORMANCE Ford test figures	
MANUAL 5 SPEED	
Max. speed (mph)	149
0-60 (mph (secs.))	6.5
TRANSMISSION/FUEL CONSUMPTION	
All figures in mpg (L/100 km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1983	
MANUAL 5 SPEED	
Constant driving speed 56 mph (90 km/h)	38.2 (7.4)
Constant driving speed 75 mph (120 km/h)	30.1 (9.4)
Simulated urban driving	22.8 (12.4)
WEIGHTS (kg) (nominal)	
Gross vehicle weight	1750
Kerbweight	1275
Max. roof rack load	75

OPTIONAL FEATURES Factory fitted at extra cost

Paint	
Black	
Metallic	
	24* months, unlimited mileage
Extra Cover	£180.50*
Extra Cover Plus	£154.77*
	36* months, 36,000 miles
Extra Cover	£161.00*
Extra Cover Plus	£143.99*
	36* months, 60,000 miles
Extra Cover	£207.00*
Extra Cover Plus	£285.99*

EXTRA COVER PLANS

*Includes VAT at 15%

COLOUR AND MAIN PATTERNED TRIM

SOLID COLOURS	'Roma'
Diamond White	Grey
Black (at extra cost)	Grey
METALLIC COLOURS (at extra cost)	
Maxitone Blue	Grey

ILLUSTRATIONS, DESCRIPTIONS AND SPECIFICATIONS

Ford policy is one of continuous product development. The right is reserved to change specifications, colours and prices of the models and items illustrated and described in this publication at any time. Where possible, any such changes which may be introduced after publication of this booklet but before it is supplied will be incorporated herein or announced by means of a notice prominently displayed in Ford Dealerships at the point of supply. For the latest details always consult your Ford Dealer.

Published by
Car and Truck Marketing
Programmes,
Ford Motor Company Limited,
Brentwood, Essex, England
FA 754 / January 1988

Designed and produced by
Allan Burrows Limited,
Ingatestone, Essex.

Printed in England by
Springbourne Press Limited

