

# XTRA

ISSUE 5 - 2000



20 YEARS OF THE XR3/3I

LONDON TO HOLLAND 2000 REPORT

THE PEOPLE BEHIND THE FOCUS RALLY TEAM

[www.xrownersclub.co.uk](http://www.xrownersclub.co.uk)



## INTERCHANGE

Judging by the size of this month's mailbag I guess many of you have decided to 'duck' the issue regarding the National Day for 2001. We have had some difficult decisions to make previously but this one really is a 'No Win' situation. For those of you reading about this controversial topic for the first time let me briefly explain. Once a year we hold an event, where everyone in the XR Owners Club is urged to attend, this National Day as it's called has always (for the last 16 years) been around the midlands area. For the past 6 or 7 years the people travelling from Scotland have suggested that we rotate the location. This has now reached a head, in that at the secretaries meeting in March this year a vote was forced and the majority wanted a rotating venue. For 2001 a venue closer to Scotland was agreed. I voted against this as I know that for every person we gain from North of the border we will lose 3 at least from 'Down South'. As all my efforts are directed towards improving the attendance and hence the show I feel duty bound, (as unfair as it is) to point out that numbers will fall dramatically, the Concours d'elegance will be halved at best. However I also know that if we don't execute this, there will never be another secretaries meeting - "What's the point in voting if we don't carry it thru".

After hours of thought, with no ideal solution in sight I intend we do two things, 1.) Run a questionnaire - hopefully to actually gauge membership opinion and particularly, likely attendance from Scotland to two proposed locations; one in Scotland, one at Lightwater Valley, Ripon, North Yorkshire. 2.) Delay any decision until the secretaries meet in 2001 - likely to be at the Ford Spares Day, Donington in March as this year. This will give us time to organise at least 3 different venues, most likely on the same date (if possible) July worked well for 2000, hopefully we can pick a Sunday with no other branch commitments. I know recently I have devoted a lot of time, effort and magazine space to this topic, but it is a very important issue, one with long term consequences - my greatest fear is that we could quite easily change the National Day into a show only attended by the local branches where ever it happens to be. Whilst the National Day in the past has had its problems, it has always been attended by all.

Moving swiftly on to other topics we are once again at the wrong end of the show season and the Christmas do's are looming. We, at HQ, will get around to as many as we can. However, at this stage we do not have any more than three dates. So these need to be finalised and sent to HQ if you require our attendance as always, there will be clashes - but we hope to be fair. You will also read inside of a Northern Ireland member looking for fellow members willing to meet up and possibly, in the future, form a Northern Ireland Branch if there is enough enthusiasm. Check out John's brilliant XR3 article - What would we do without this guy.

I would also remind you not to hibernate over the winter months. The local branches still need your support. Your secretaries work very hard on your behalf making the winter as interesting as the summer with pub meet's, quizzes and various activities. Please make a point of getting out there and joining in. Finally, may I take this opportunity to wish you all the Compliments of the Season and I hope to see as many of you as possible before the spring.

**Les Gent** (National Co-ordinator)  
xtra@xrownersclub.co.uk

## AIRSPEED DISCOUNT

www.airspeed.co.uk

Airspeed, stockist and supplier of all sorts of after market goodies, now offer a 5% discount to XROC members. Whether you are after a steering wheel, wheels, suspension kit, clear lenses or just normal service items, give Airspeed a try whose motto is "great products at the best prices..our promise..you won't get ripped off".

Either visit Airspeed in person at 3, The Parade, Brecon Road, Woodley, Berks, on the web at [www.airspeed.co.uk](http://www.airspeed.co.uk) or phone them for best prices on 0118-944-1010. The arranged discount applies to all



sales whether it is in person at the shop, mail order (over the phone) or on the web. Discount only given on production of valid XROC membership card or by quoting CIS/membership number for phone and web orders.

www.airspeed.co.uk

Visit the re-designed XR Owners Club bulletin board for up to date info and chat. At present there are 9,500 individual posts and over 600 members registered. Check out the new ICE Section

[www.xrownersclub.co.uk](http://www.xrownersclub.co.uk)

Dad, when you've finished that oil change can I have my potty back?



A BLAST FROM THE PAST

## TECHNICAL HELP

**John Harrison**

**Mark Birkinshaw**

**Phil Holmes**

**Daniel Lewis**

**Phil Bradley**

**Bryan Martin**

**Robin Brenton**

**Steve Hurst**

**Ian Ashley**

**Jason Briscoe**

**David Cowham**

**All XR models  
& RAC MEMBERSHIP**

**Supersport**

**XR2 Mk I**

**XR2i**

**XR3/XR3i**

**XR3i**

**XR3i / Parts**

**XR3i Mk V (Zetec)**

**XR4i & XR4x4**

**Cabriolets**

**Unobtainable Parts**

**XCLUSIVE XR - PARTS SEARCH FACILITY**

**01606 554986 TEL/FAX**

[john.harrison@xrownersclub.co.uk](mailto:john.harrison@xrownersclub.co.uk)

**01283 552531**

**01623 646614**

**0410 133301**

**0121 602 5382**

**01440 705988**

**01566 774100**

**01329 844603**

**0181 845 9532**

**0181 491 6756**

**01924 514944 TEL/FAX**

[xclusivexr@xrownersclub.co.uk](mailto:xclusivexr@xrownersclub.co.uk)

Choose the technical help person most appropriate to your enquiry. When ringing the XROC members listed below please restrict your calls to between 7.00 and 9.00pm. This service is for members only.

If the advice given is of use could you please inform the adviser so that they are able to assist others with similar problems.

## ATTENTION NORTHERN IRELAND XR OWNERS!

Firstly can I start by thanking Les and co for letting me have this article printed in XIRA. Where do I start? Well my name is Paul Kane, I've been a member now for close to 4 years and feel as though its about time we had a branch here in Northern Ireland, at present we only have 19 members here, so we need to increase this somehow, has everyone used their recruitment cards - if you would like more give me a call and I will arrange it. We can't always make it to the shows in England but if membership increases we may be able to organise something locally or have a monthly pub meet, establish discounts from local Ford dealers and so on. If anyone needs any help obtaining parts and panels locally give me a

call I may be able to help (contacts in the trade).

All of you know the benefits of being a member, for just a few pounds every year we have access to undtainable parts, other member's experience - sometimes invaluable and even a classified section. So come on Northern Ireland - get your finger out and get more people involved. I need feedback and any ideas you might have, Give me a call any evening.

Cheers

Paul Kane H: 028 90 315460

M: 0771 8470074

## LAST ESCORT COMMEMORATIVE COVERS

On the 21st of July 2000 the last Ford Escort to be built at Halewood rolled off the assembly line.

To commemorate the event a special philatelic cover was produced, this features an Escort driving off into its place in history.

The envelope bears a first class stamp issued by the Royal Mail on the 4th of July 2000 to celebrate The Trans Pennine Trail, which runs from Merseyside to Humber-side; the Halewood Plant actually stands on The Trail. These covers, limited to an issue of 1000, were inside the last Escort driven off the production line by Mr. Nick Scheele the Chairman, Ford of Europe.

The stamp was cancelled by the Post Office with a Liverpool postmark featuring the Liver Building.

The covers are available for sale now.

The price per cover is £10, all proceeds going to The Juvenile Diabetes Foundation.



Orders to: Richie Edwards  
Employee Services  
Ford Motor Company Ltd.  
Halewood  
Liverpool  
L24 9LE

E-mail: redwar12@ford.com  
Telephone: 0151 485 5952

## CHANGES TO RAC MEMBERSHIP.

With effect 1st December 2000, all enrolments, transfers, upgrades and renewals of Associated Club RAC membership will be dealt with directly by the RAC. Unlike the present scheme where payment is made to the club through John Harrison, all payments for RAC services after this date will be made direct to the RAC either by debit or credit card. Cheques can also be accepted but in this instance, cover will not be immediately available. The 15% discount available to XROC members remains in place.

For enrolments and transfers (at time of renewal only), club members should telephone 08705 722 722 and quote the code which will be available from John Harrison. For renewals of existing Associated RAC membership after the above date, completed renewal forms should be returned direct to the RAC at the address given on the form. Mid term upgrades to existing Associated RAC membership may be carried out via 08705 722 722.

Although all enquiries after 1st December 2000 regarding Associated RAC membership should be directed to the RAC on 08705 722 722, further clarification on any aspect of the changeover or assistance may be sought from John Harrison on 01606 554986.



## 10% DISCOUNT offered to XR OWNERS CLUB MEMBERS on ALLOY WHEELS

When ordering quote your CIS number as well as the XR Owners Club official unique reference number: 2012 (only valid until 30/04/2001).

All prices are subject to VAT & carriage, UPS is £7.50 plus vat per carton of two 13", 14", 15" & 16" wheels or one 17" or 18" wheel. Payment can be made by credit card or cleared cheques.

Delivery if not in stock at time of order is normally between 10 to 28 days from receipt of payment. We are also pleased to advise you that we can also offer very competitive prices for popular brands of tyres.

Contact Compomotive Direct on any of the below:

Components Automotive 73 Ltd, Unit 4,5,6 Wulfrun Trading Estate,  
Stafford Road, Wolverhampton, West Midlands, WV10 6HG

Tel: 01902 311499, Fax: 01902 715213, sales@comp.co.uk

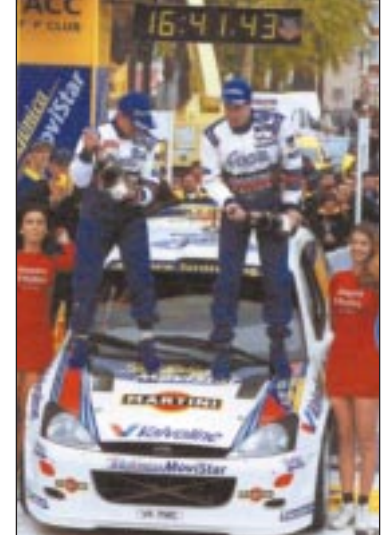
or visit their web site at: [www.comp.co.uk](http://www.comp.co.uk)



# THE PEOPLE BEHIND THE RALLY ACTION

Keeping the wheels of the Ford Martini World Rally team in motion is the task of a small army of people and vehicles. From January to November, through 14 World Championship rallies on five continents, the team is dedicated to keeping the Ford Focus rally cars in top condition. Behind the speed and glamour of the two Ford brightly - liveried challengers is a line-

up of more than 150 talented individuals dedicated to winning. At home in Dunblair and away on events, every team member's input can be vital to securing success in one of the world's toughest sporting arenas.



## THE BASE TEAM

Team Director is Malcolm Wilson  
 Director of Engineering is Guenther Steiner  
 Director John Steele performs the role of general manager  
 Works Manager Graham Olley co-ordinates departments' work flow  
 Marketing manages the link with commercial partners  
 Reception is the public face of M-Sport both to visitors and telephone calls  
 Accounts has a team of six who handle the £20 million annual turnover  
 Information Technology has one man who solves computer problems  
 Sales negotiates the supply of 'customer' rally cars to private teams  
 Logistics plans and facilitates all movements of people and equipment  
 Tyres staff of two control a stock of 500 tyres and wheels for 30 vehicles  
 Machine Shop has CNC lathes to speed up production of new parts  
 Electronics looks after all electrics apart from engine management ECU's  
 Fabrication department prepares 10 rally car bodyshells each year  
 Workshop is the final assembly zone for 2,356 parts in each rally car  
 Sub-assembly makes parts that can be built up of the cars  
 Engineering is the creative hub of the team, progressing new ideas

Inspection check the accuracy of every component made or purchased  
 Parts staff monitor the life-cycle of every single car component used  
 R&D works with the test team to produce new or modified parts  
 Transmission builds, strips, checks, replaces and re-builds drive-train parts

Composites produces unstressed parts in two low-pressure ovens  
 Engine dressing and all installation is carried out by three mechanics  
 Rally Cars built total 10 during the season for both testing and events  
 Transport department has a service truck for maintaining rally cars during testing

Test Team has an intensive development programme between events  
 Security at the team HQ at Dovenby Hall includes 24-hour surveillance

## THE ACTION TEAM

WRC1 and WRC2 are the Ford Focus rally cars  
 Press information is supplied worldwide by a media team  
 W1 and W2 'weather' men radio back news of changing conditions  
 SP1 is Galaxy, which monitors every move of rally cars  
 SP2 Galaxy carries tyre and electronics experts and technicians  
 M1 has five-strong team of mechanics for Colin McRae's rally car  
 M2 carries the team looking after Carlos Sainz's Focus  
 Doc is the medical team of doctor and physiotherapist

MH1 is double-decker bus of offices, communications and dining area  
 MK is the mobile kitchen where two chefs prepare 200 meals per day  
 MH2 camper goes to remote service points to cater for crews  
 SL-4 Service trucks carry stocks of parts, plus all service equipment

Gravel service truck looks after the Gravel team's three Escort cars  
 GR Gravel Runner acts as a messenger for complex news  
 GR1/GR2 Escorts for gravel crews who radio in changing stage surface conditions

Helicopter ferries media and guests between rally stages  
 Fixed-wing radio-booster aircraft overflies event to boost messages



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# THE XR FILES



Tracey Noy's, XR2 MkII



Michael McQuades, XR2 MkII



Brian Ward's XR3i MkIV

Craig Danks, XR3i MkV

Gavin Knight's, XR2 MkII



Jon Williams, XR2 MkII



If you would like your pride and joy featured in the XR Files please send your photos taking into account the background, lighting, angles etc. with your name, the model and marque to the address below. If using email please ensure that 6'x 4' and 5'x 7' photos are scanned at '300dpi' and are saved using the 'tif' format. Email: xrfiles@xrownersclub.co.uk Snail Mail: XR Files XR Owners Club, PO Box 47, Loughborough, Leicestershire, LE11 1XS

## LONDON TO HOLLAND 2000

Sunday 10th September one year since the XROC Southern Branch visited Landgraaf in Holland for the Dutch XR/RS Owners Club Annual event, and a return visit by hard core members was certain. The weekend started at an unearthly hour at Maidstone Services with a quick cup of tea and a fat boys breakfast and then on to Passport Control or as it is now Pre-Concours Control, as they stood there transfixed at the purple glow heading their way, was it I100 (Low Driving Object) no, it was Marie and Rob in the Cabriolet all lit up underneath in a purple glow with a M5 A (in blue) also for an inspection. We then glided on to the train and 30mins later we arrived in Calais



to meet the French fuel blockades which caused a diversion into Calais town and eventually back on to the motorway. The French can't stop us that easily, on to Belgium stopping only for fuel and another fat boys breakfast, Da ja vu, have we seen this before, passed the RS boys on the hard shoulder with a sick Cossie. The RS boys don't seem to have much luck, recalling events from last years' trip. Once we got to Holland, a welcome sight although a different hotel this year as we were unable to book into the Sport Hotel, seems they had a problem with flooding the previous year, the less said about that the better, hey Tom!



All booked into the hotel, we dumped the bags (luggage, not the wives/girlfriends) we then hit the bar for a major wind down or wind up in Tom's case. Saturday, up and into the town of Heerleen for some shopping and hit the bars, an old favourite "Sally O'Brien's" and then back to the hotel again to plan the night's events. We then returned to the town centre for the evening and had trouble finding a restaurant to suit everyone and just happened to pass the sort of shop front that they have in Amsterdam (use your imagination) and was approached by a gentleman upon which Mark (4x4) asked if he could recommend a good restaurant. So off we went, following this man, but not to a restaurant, again use your imagination, much to the disappointment of all the lads in the XROC.



Earlier that evening we were joined by Andrew Evans and his girlfriend Jill, nice to meet you Jill, hope you will join us again. Andrew and Jill had travelled separately from us catching the ferry from Hill to Zeebrugge arriving at 8.30am and had an enjoyable day stopping off in Brugge and then on to the motorway and to the Heerleen to meet up with the guys at the hotel. Getting back to Saturday night we eventually found, thanks to Andrew and Jill, a good restaurant. To everyone's surprise it was absolutely fantastic, the food was served on plates the size of hub caps, ie, huge,

along with plenty of good local lager, etc.

### SUNDAY SHOW DAY

We set off early and had a little detour. Rob was leading the way and missed the signs for the show but we still arrived on time. Andrew Walker's XR2i attracted loads of attention with his leather bra and disc conversation (was it the sup size or how it was fitted?) oooh la la as they say in France. On to the showground, six XRs for concours please and then on to the concours area. It was nice to see some old friends that we met last year. This show gets better every year with loads of different styles on their cars they seem to like the 13" wheels with their bellies scraping the floor. Marie's Cabrio got lots of looks due to the interior and underside being on show as they don't judge the underside on their cars same with Mark's 4x4. All the way to Holland to be asked the same old question, only in broken English "Do you really drive that?" Answer: How do you think we got here? The weather was very hot, so hot in fact that Marie and Jill decided to cool down for a photo shoot whilst sending Tom's temperature soaring by lifting their tops and showing Landgraaf their headlights. Tom, what do you mean the photo didn't come out? At the end of the day the British came away with loads of trophies, congratulations to:

Marie Nailor 1st - XR3i Cab Roy Atkinson 2nd - XR3i  
Mark Benford 2nd - XR4x4 Andrew Evans 1st - XR2  
Andrew Walker 3rd - XR2i

We then returned to our hotel for a celebratory meal and drinks and met up with the RS boys at Appleby's Restaurant, unfortunately no one wanted to jump into the fountain so we went back to the hotel for a good night's sleep after all the excitement of the day.

### MONDAY

Spent the day in Brugge looking for the two model shops and had a fantastic lunch before heading back to Calais via a rather pleasant scenic route to the Channel Tunnel stopping only to refuel and stock up at the tax free shop.

Jobs: What's the difference between parafin and petrol - there's no 'F' in petrol.

The end of another most enjoyable weekend with the XROC Southern Branch who's boundaries seem to have no limits. A group of fellow enthusiasts and good friends.

Next year this event moves to a new venue, it's further away but well worth the journey and will probably stretch to the full five days because of the extra distance. Let's hope we can all be there again for the 2001 event.

Finally, on behalf of all who care we would like to thank Mark and Gill for a wonderful weekend away and for all the work involved in making the arrangements.



## North West

Hello to all our members in the North West area. Well here we are again at the end of another busy year for the North West Branch which has seen us attending no less than 14 shows during the last six months, with quite a few new members joining us at many of them. Hope all those who have attended enjoyed themselves and look forward to seeing you again over the winter months at our meetings.

The XR Owners Club National Day saw some of our members travelling down to Drayton Manor and although I couldn't join you myself because I was away on holiday, I hear you all had a good time and enjoyed the day thoroughly. A couple of weeks later we were at Trentham Gardens, which is always a good show and the weather was wonderful - what more could we ask for. Next came Tatton park which saw our best turn out of XRs of the year; we had a large stand in one of the best positions (perhaps to make up for the fact we couldn't get to the June show?) and apart from all the rain showers we had a brilliant day. Our mini-regional concours competition was staged at Capesthorpe Hall on August Bank Holiday Monday - a disappointing turn out by you lot I have to say (especially when you consider we only had one entrant in the Fiesta class) - what happened to you all? This is supposed to be one of the main events of our show calendar with prizes up for grabs for Fiestas, Escorts and Sierra classes which a few years ago was supported by the majority of our active members. Sorry to

moan but it is very frustrating when we, your secretaries, put a lot of time and effort into organising these events for you all to enjoy and take part in. However, we did have a good turn out at Cholmondley Castle - a new show recommended to us by John Brookes which we shall certainly be attending next year. On 10th September six of our XRs travelled down to Silverstone for TRAX. Matt and Richard had a spin around the track - not in their own cars (don't be daft!), a chauffeured drive which was thoroughly enjoyed of course - a very hot good day out for all. Our last show of the year at Blackpool was very poorly attended - only three people turned up. The fact that there wasn't a drop of petrol in the country is no excuse, next time everyone please try harder (only kidding!). Anyway thank you very much to Wayne, Alan and Phil who managed to make it there - well done.

So what other events have taken place, well following the show at Cholmondley Castle quite a few of us carried on to The Golden Pheasant

for the pub meet which was the same evening. It was a long day I know, but you were all treated to a bar meal as compensation and it was a nice way to unwind after a day in the sun. Our next pub meet in October included a buffet and an excellent pop quiz organised by Ann Carter, with John Brookes and Helen Challinor coming first which means they now must set an equally good quiz for the December pub meet. John and Helen won the quiz after taking a break outside together to retrieve a bumper from the depths of the bushes for Helen's XR2 that John had placed there earlier (too embarrassed to walk in the pub with it - wouldn't you be?).

Moving swiftly on, our meeting on Sunday 5th November is our Annual Presentation Evening which if you wish to indulge in the buffet it will cost \$5.50 per head. The evening will consist of prize giving to all who have won during the year, a hot two course buffet, quiz and a grand charity prize raffle in aid of the Alder Hey Childrens Hospital Rocking Horse Appeal. It would be appreciated if as many of you attend this event as possible to support this very worthy cause and also to make the whole evening a success. If you would like to join us for the buffet please give me a call. Our December pub meet will see John and Helen hosting a quiz so we look forward to seeing you all there for one of our last get togethers of the year. This year our Christmas Party is being held

### SHOW WINNERS:

#### TRENTHAM GARDENS :

1st - Matt Fife 2nd - Richard Carter 3rd - John Harrison

#### TATTON PARK :

1st - Mark Smalley 2nd - Alan Jones 3rd - Matt Fife

#### CHOLMONDLEY CASTLE :

1st - John Brookes 2nd - Ian Rowley 3rd - Russ Patterson

#### REGIONAL CONCOURS :

Fiesta - 1st - Martin Holland, Escort - 1st - Matt Fife 2nd - Richard Carter 3rd - Alan Jones, Sierra - 1st - John Brookes 2nd - Steve Robinson 3rd - Arthur Adderley

at the Friendly Floatel in Northwich on Saturday 16th December - a four course meal and disco will cost just \$15 each and if you'd like to stay over which most of us are it's another \$25 each. As it's getting quite late on in the year now I need to know final numbers for this so if you fancy a night of eating, drinking and dancing give me a call as soon as you can and I'll sort the rest out for you. As last year, there will be no meeting in January, to give you all time to recover from all those Christmas and New Year parties, however, a very

important date for your diaries is Sunday 4th February which is our Annual General Meeting. It sounds quite frightening but it isn't - this is when we discuss events, issues, ideas, suggestions and changes for the forthcoming year so please try and attend, you can join in the discussion or just sit quietly at the back and listen - it's entirely up to you. We have a few more new members to welcome to the branch, namely being Mark Smalley, Dave White and girlfriend Mel, Douglas and Lynda Barwick and Jonathan Mullart. Hope to see you all again very soon. Oh

I almost forgot, welcome also to Bowie Blackshaw, the latest edition to Colin's family - look forward to seeing Bowie at shows next year.

Finally before I go don't forget to take a look at our branch web site which Richard has done for us, the address is [www.xrnorthwest.co.uk](http://www.xrnorthwest.co.uk) and is well worth a visit. If you'd like your car featuring on it just hand him a photo and the details or alternatively E-mail them to him and he'll

### PUB MEETS:

Sunday 5th Nov. - Presentation Evening  
Sunday 3rd Dec. - Quiz Night  
Sunday 4th Feb. - Annual General Meeting



Peter Harrison's Mk1 XR2

do the rest for you. On the subject of photos I am in desperate need of some to accompany my branch report so please route out one or two for me if you can. If you live in the area and fancy coming along to find out more about our branch and what we get up to then why not attend one of our meetings? They take place on the dates shown from around 7.30pm onwards at the Golden Pheasant Pub in Plumley which is just 5 minutes from the M6. Leaving at Junction 19 take the A559 towards Knutsford, go straight through the traffic lights and turn left immediately before the Smoker Pub. Carry on for approx half mile and the pub can be found on the right. See you there! Alternatively please call either Matt or Richard for more information on the numbers shown below.

Well that's all from me folks except to wish you all a MERRY CHRISTMAS & HAPPY NEW YEAR.

Christine.

BRANCH WEB SITE : [www.xrnorthwest.co.uk](http://www.xrnorthwest.co.uk)

Branch Sec.: Matt Fife - Tel. 01270-501569/ 0468-168909

email: [matt.xr@lineone.net](mailto:matt.xr@lineone.net)

Social Sec.: Christine Fife - Tel. 01270-501569

Assistant Branch Secs: Richard and Ann Carter - Tel.01772 455181

## Devon & Cornwall

First of all I would like to announce the change of Branch Co-ordinator. Simon Ellis will be taking over from Ralph Delbridge as of the 9th October 2000, but on behalf of all the members I would like to thank Ralph for all his efforts over the last 22 months, he can now concentrate his efforts on getting his car ready for concours next year.

Anyway moving on, it has been a good year for the branch in various national concours events with Simon Ellis getting 2nd at National Day and 1st at Ford Fair in his immaculate Mk1 XR2, Stuart Brock 2nd at National Day with his MkIV XR3i and Roy Atkinson 2nd at Ford Fair and 2nd at the XR/RS show in Holland (on behalf of Roy many thanks to the Southern Branch for taking him to Holland.)

Congratulations to all the members who have helped make this a success a special mention to Dave Pote and Richard Hawken for their endless efforts in promoting the branch.

Sep 10th saw 4 of us travel to Silverstone for TRAX 2000; Sean Russell MkIII XR2i, Darren Scoble MkIII XR2i, Kev Chaney MkII XR3i, and Darrel Savory XR4x4, great effort by everyone, getting to Silverstone the day before the country ground to a halt in the face of the fuel blockade. The weather started a little slow but come mid afternoon the sun was shining as it should over the home of British Motorsport.

Cheers to Les and the crew for continuing to make TRAX one of the highlights of the show year. It's a pity the weather wasn't the same for our last show of the year The Finlake Rally at Chudleigh 8th October, and yes you guessed right it rained but that didn't stop us having a bar-b-q a great effort from the chefs Simon and Stuart (no outbreaks of BSE yet).

Anyway fun was had by all. Judging of the cars was done at 2pm by event organisers with Nicki Butcher getting car of the show (most potential). Not to worry Roy, the car may have broke down before you got there but Gary Nicholls needed the help of Kev and Dave to jump start his Sierra before he could go home. Well done to all XR members throughout the country for continuing to make this club one of the best in Britain.

Calling on: Mat Payne, Ann Burrigge, Dave Lemarchent and Brian Hollis

If you still have the cars and are still interested get in touch soon.

Graeme and Amanda let us know when you're back in Devon.

Branch Co-ordinator: **Simon Ellis** (01579) 350693

Devon Secretary: **Sean Russell** (01752) 319284

Cornwall Secretary: **Richard Hawken** (01637) 881129

### RESULTS FOR THE FINLAKE RALLY 8th OCT

Fiesta	1st Simon Ellis	2nd Sean Russell
Escort	1st Stuart Brock	2nd Kev Chaney
Sierra	1st Alex Charlesworth	2nd Gary Nicholls

## NEED COMPETITIVE INSURANCE?

**being a member of the club means you can call Chris Knott direct and take advantage of the XR Owners Club exclusive insurance discount. All you have to do is call the exclusive membership quotes line and quote you C.I.S numbers.**

Ring

**Chris Knott**  
Insurance Consultants Limited

direct on

01580 754704

quoting your C.I.S.

Number

The first thing I would like to talk about is our pub meets. Whilst our regular meetings at the Fox and Hounds are proving as popular as ever the meetings at the Bird in the Barley have not really taken off. It is a fact that attendance's at meets during the winter months tend to be lower than the summer months. For this reason we have decided to suspend the meetings at the Bird in the Barley, we would like to thank those who did support this venture and hope they continue to visit us at the Fox and Hounds. The branch really needs a venue in the East. What we would like you to do is ring Gary to indicate your support for a return to regular mid monthly meetings in the new-year.

In the mean time it's business as usual at the Fox and Hounds, Thorpe Audlin near Pontefract. See the pub meet box for more details. We have decided that the January meeting should be our Annual General Meeting. We will have a loose agenda. However it's mainly over to you to tell us what you want. What directions do you want the branch to go down? What activities would you like to take part in? What do you like or dislike about the branch? It's also your chance to let us know your feelings regarding the club as a whole. Gary and I will be attending a co-ordinators meeting sometime next year.

We will be happy to take your views forward. Remember it's your branch and your club. Gary and I are keen to do our best for you. At the meeting we would also like to decide who would be the best person to fill the vacant position of branch co-ordinator. A branch of our size really needs three co-ordinators. We have a completely open mind on the subject. The only two criteria are that the volunteer should really want to do the job and they must be a 'can do' sort of person. Please give us a ring prior to the meeting and we will tell you what you are letting yourself in for.

The second half of the summer has been as busy as ever. On Sunday the 6th August all the usual suspects travelled south for Ford Fair at Highclere Castle. The sensible ones travelled down on the Saturday. The rest of us set off before dawn to be met by the forces of law and order and a locked gate at the venue. Still it's better than facing the queues to get in. Our club stand exhibitors braved the noise from the PA and the congestion on the stand itself but still enjoyed the day. Whilst in the concours we had six entries and won six prizes. See the concours box. Well done to you all.

On Sunday the 20th August Gary took a good size group up to Sunderland to meet up with our friends from the North East for the Tyne and Wear RSOC regional day at the Seaburn Showground. I received a telephone call from the organiser to tell me that we had in fact won the best visiting car club display trophy. The trophy is in the post. A big thank-you for all those who supported the show. On the same day Craig Butterfield, Vikki, Darrell Gillatt, Elaine and myself travelled to the

Yorkshire Motor festival, Driffild, East Yorkshire for a round of the AutoGlym Classic Concours. I'm pleased to tell you that Craig came first in the contemporary class and I got second place in the 1973-1990 class. Darrell didn't take part on this occasion. Both he and Craig will be representing the branch in the grand final at the N.E.C in November. More details later in the report. The venue itself looked ideal for a car show. I will be looking at placing the show in our 2001 calendar. That reminds me if you know of a suitable show in your area give me a ring. I will be doing the calendar in February.

On Monday the 28th August we held our much anticipated regional concours at the East Yorkshire RSOC regional day at Allerton Park. The

concours aspect of our regional day on Sunday 2nd of July was washed out. We were pleased and relieved to be able to complete the event in mainly good fine weather. Our twenty five cars were joined by a fair few from the North Midlands Branch. Thank-you to Dean, Paul and Gavin for brining your members along. I hope you enjoyed your day and will join us again. Thanks also to Kevin Shaw and Mark Birkinshaw for completing the judging at the second time of trying, your efforts were most appreciated by us all. I know you had a difficult job. The results are in the concours table.

To cap a perfect day we also collected the best visiting car club display trophy against some stiff competition. On Sunday 10th September eight of us attended TRAX 2000. We all agreed that the show as a whole was much improved over recent year, it was a pleasant surprise not to have to catch a bus from where we had our stand to the main show. The weather was brilliant for the time of year and it made a change for us to catch some rays instead of dodging rain drops. Lots of different makes and marques of car to look at, with loads of trade stands to spend your hard earned cash on. I think the best accolade I can give to the show is I enjoyed that show that much, that I didn't realize that I'd missed half of it - until I'd spoken to other people who'd been, to have missed half and still enjoyed it says a lot for how much there was to see and do.

My only gripe about the show is directed unfortunately at own club, I understand totally that with all the organisation of TRAX, the team would be unable to then organise a club stand but after speaking to numerous people that attended the show it was apparent that the club was not shown in it's best light, many people saw one branch an assumed it to be the whole club, and did not realize there where 9 branches. Would it not be that difficult to at least have all the branches in the same zone.

On the same day Michael Lund, Ray Heather, Howard Beaumont, Daniel Gartside, Martin Spivey and myself attended the Rotherham Vintage Vehicle Rally at Clifton Park. Now as many of you know the rally used to be one of our best shows. After several years without an event at all the

organisers are gradually bringing it back to what it used to be like. I must say they are getting there. The cars on display were a credit to their owners and the numbers of entries are beginning to grow as well. These sort of shows deserve to succeed for the enjoyment they bring not only to the public but to the entrants as well. We certainly had a great day out.

Our next show was the Steel Sports Ground, Sheffield on the 17th September. Now you will recall it was held right at the height of the fuel crisis. That did not put many of you off. If you were out of fuel we understand. Now as some of you will know the organisers of the show take great pride in providing interesting and different prizes for the concours. We have had framed pictures, hip flasks, cars carved out of coal and clocks mounted in between tyres. This years trophy was no exception. Our winner Martin Spivey received a beautiful 1930's garage scene complete with petrol pump, oil can and tools. I hope Lesley is keeping it well dusted and in tip top condition.

On Saturday 23rd September we were invited to Unicar in Leeds, they put on a XR only openday, 10 cars attended and everybody who came agreed what a brilliant day, the guys at Unicar did us proud, it was just unfortunate that more cars didn't attend. A small show 'n' shine was laid on for us and it made a nice change for modified cars to be judged on level terms with the standard ones. The prizes were brilliant instead of trophies we got speakers, air filters, jackets etc. Unicar have said that they hope to hold another event next year, if they do I would urge that if it's the only show you attend make it this one!

Now onto our future events. As previously mentioned Craig and Darrell will be attending the final of the Auto-glym Classic concours at the N.E.C on Saturday and Sunday the 4th and 5th of December. They would very much value your support. The Auto-glym final is just the centre piece of the massive National Classic car show with two of the largest halls of the N.E.C packed full of classic cars from all ages. We have decided not to have an official meeting time or place. Just make your own way down. There is plenty to see to occupy you all day. The prize giving for the Auto-glym concours is in the early afternoon on the Sunday. Please try to come along. Kev Shaw will also be in the final with his beautiful MkII XR2. If it's anything like the previous years it will be a brilliant event.

For those who have booked for our Xmas meal, Sheffield Moat House, on Saturday the 2nd of December I will be in touch with the directions. The provisional meeting time is 8:00pm. However I will conform the details. I understand the room is now fully booked. However if you would like to come along I will ring the hotel and see what I can do. That's all for now. May we thank-you for your valued support in 2000, wish you a very merry christmas and look forward to the year 2001.

**Philip Ward**

**Philip Ward 01709 818026**  
15 Church Lane, Malby, Rotherham, S. Yorks. S66 8JB  
Gary Merryweather 01522 872026

## Concours Results Box:

**06/08/00 Ford Fair**

Fiesta MkI and MkII Std 2nd Martin Spivey  
Escort Non RS MkIV Std 2nd Philip Ward  
Fiesta MkIII Std 2nd Craig Butterfield  
Sierra Non RS Mod 2nd Peter Carey,  
3rd George Soulsby  
Sierra Non RS Std 1st Darrell Gillatt

### Regional Concours

Best Interior Darrell Gillatt XR2i  
Best Exterior Martin Spivey XR2 MkII  
Best Underside Peter Carey XR4i  
Best Engine Bay Philip Ward XR3i MkIV  
Best Newcomer Richard Chapman XR2 MkII  
Members Choice Peter Carey XR4i  
Overall Concours Winner Steve Turner

### Rotherham Vintage Vehicle Rally

1st Martin Spivey, 2nd Philip Ward,  
3rd Howard Beaumont

### Steel City Cruisers

1st Martin Spivey

## South West

The position of South West branch co-ordinator is currently vacant. If you feel you fit the bill, have the time, dedication, organisation and commitment phone me for a chat. **Les Gent 01509 882 300**

## West Midlands

It's me again reporting on all West Midlands antics for the last time this year, well the show we are all talking about is TRAX 2000 a superb well organised event, I don't think even Ford Fair could better it. This year we were given an excellent spot for our club stand for which we had an excellent 99% attendance. Personally it took me hours to look at all the trade stands & clubs, I have never seen so many cars & the track action was spot on. We even managed to leave the show with a bit of a tan! I don't think we could have had a more perfect day. The Ford Fair event this year I thought was a little disappointing, I know it was a new venue but the cars for sale were in with concours cars and the autojumble stands put a new meaning to the word

jumble. The bins were overflowing and I won't mention the wash room facilities, they did say that they were only expecting 13000 people and the 20000+ that came were a bit of a shock. I hope they get their act together for next year, there was still a lot of nice cars but take out a loan if you want to buy any

and get the dates to you ASAP for next year, but if I have not got your name & address I can not send you the information. Tommy Johnson will be back on the scene for next year with his XR2, so please contact Tommy or myself. Next notice, unfortunately the Marlbrook pub is closed for refurbishment so until further notice please come to the Dudley Arms, Himley every second Sunday of the month at 8pm ish. Remember new faces are always welcome. I know there is not much to do over the winter months but please keep interested, next year is going to be jam packed and you need to attend the pub meets to find out what's going on. I would now like to say a big congratulations to Brain Ward and his XR3i MkIII, keep it up. Now I am sure that everyone has not failed to notice the lack of fuel a few weeks ago, aren't you glad you converted to unleaded! The only thing left around us was the LRP. Please, please note that unleaded and LRP don't mix, look after your engine, we want to see you next year! That's all for now please read the rolling road report. Have a merry Christmas and a happy new-year. Please don't drink and drive. See you at the pub!

See you soon

**Claire**

**Dazzy, 0121 420 1584 - Mobile 0973 738235 Claire, 07899 900840**  
**Tommy - new members - 0121 453 7246, Mobile 07974 510487**

### Pub Meets:

Dudley Arms, Himley on the A449 Kidderminster  
Wolverhampton Road, Starts 8pm  
**Dec 10th, Jan 14th, Feb 11th, Mar 11th and April 8th**

autojumble next year. All the traders put their prices up at big events, if you want to pick up a bargain go to the Ford Spares Day at Donington Park in March of Next year - look out for the advert in Classic Ford. I will try

# Power to the People - 20 Years On.

November 1980 and for the first time ever in Europe, those two letters, XR, arrived on the back of the recently introduced all new front wheel drive Escort. At that time, Ford could not have realised what a good little earner the XR3/3i would become over the next 13 years. So successful in fact, that it would account on



average for 10% of all UK Escort sales in its lifetime with a peak of 14.5% (25,058 XR3i sales) in 1983. Total UK sales of the XR3/3i

from 1980 to 1992 would total 166,971.

Initially the XR3 was available in Silver or White but other colours (Sunburst Red, Black and a very limited Prairie Yellow) soon followed at the end of 1980/ beginning of 1981. For the launch price of £5123, the XR3 came standard with cloverleaf alloy wheels shod with wide, low profile tyres, big rear spoiler and a deep, purposeful front spoiler. Arch spats on the leading edge of the rear wheel arches added the final touch to the sporty, exterior appearance. Interestingly, the front spoiler and rear arch spats were more practical than cosmetic lowering the Cd figure to 0.375 from the 0.385 of the standard Escort. The sport there was also carried over into the interior. Laser trim with standard headrests on the deep bolstered front seats, a small, 2-spoke sports steering wheel, central roof mounted clock and sporty instrumentation (remember the rev counter needle that sat at zero in the 5 o'clock position?)...all these added further to the image.

Up until its launch, all the standard of fittings on the XR3 had mostly only been available as

aftermarket DIY "add-ons" for the most popular cars. So an off the shelf, ready made "diff fast car" with the capability to top 100mph and make the 0-60 dash in under 10 seconds made an attractive proposition to the masses. Unfortunately, the motoring press did not view



Harold's XR3 - Interior

the first XR3 this way. Certainly they were impressed with the look of the car but comparisons were quickly made with the already established, more expensive VW Golf GTi; comparisons which were to dog the XR3/3i all of its life. Criticism was levelled at the XR's four speed transmission (or rather the lack of a fifth gear), the harsh, carburettored CVH motor and the awkward stance which gave a hard and choppy ride. Despite these initial adverse comments, the 4 speed XR3 still sold 617 examples in its' first couple of months on the UK market.

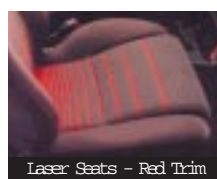
Throughout 1981, despite there being no changes made to specification, UK sales of the XR3 continued to rise and by the end of the year had topped 15,000.

February 1982 saw the first real change to the XR3 with the introduction of 5-speed transmission (and with it a price increase to £5750). Although this change did not alter the 9.2 second time for the 0-60 dash, it did



Harold's XR3 - Engine

however, make the XR3 more refined on motorway trips lowering the cruising rpm from just under 4,000 at 70 mph in fourth to 3,100 in fifth. Unfortunately, apart from earlier fixes using Bilstein dampers to try and control the choppy ride, the suspension still remained unaltered - a point which motoring journalists revelled in pointing out. However, unbeknown to them, Ford were addressing this in conjunction with development work being carried out by Rod Mansfield's team at SVE at Dunton. Not only were SVE working away in the background from late 1981 to add injection (and the prestigious "i") to the XR3, they were also "de-carbureting" it. You may pose the



Laser Seats - Red Trim

question as to why Ford had waited until now to make the change to injection? The answer is very straightforward. Bosch did not consider Ford to be a high priority customer at the time of the XR3 and all of Bosch's production of the K-Jetronic system was taken by VW for the Golf. So, for these two reasons, Ford had made do with a twin choke 32/34 DFT Weber carburettor and a can and exhaust change

## "I bought one"

57 year old Harold Hogg from Penbrooke Dock has owned his 5 speed XR3 from new. An XROC member since 1985, Harold still has his very first newsletter (#21) which in those days was just 2 A4 sheets.

Way back in 1982 when Harold first saw the Ford advert for the XR3 he was driving a 3 litre GILR Capri. "It was the shape along with the spoiler and spats that made me want one" comments Harold. The advert that Harold saw featured a dark green XR3 complete with optional spots and fogs. "Didn't much fancy a dark green one! Mine had to be Sunburst Red and like the one in the advert, it had to have the light set".

Ordered from local Ford agent, Terry Garages, in early March 1982, the price at the time of ordering was £5700. However, the dealer managed to get Harold's car for £5300 even though it was a week after Harold placed his order that Ford dropped the list price by £400. The car arrived in the dealership at the end of March but sat for 3 days on display before Harold collected it on 2nd April 1982.

Apart from a Janspeed manifold and exhaust system, cassette player and alarm system, the XR has remained totally standard.

Up until 5 years ago, the XR3 was used every day ("and never slowly" to quote Harold). Over its life the XR3 has been exceptionally reliable. Apart from consumables, the XR has never failed an MOT and has been very near trouble free possibly due to having an oil and filter change every 3k. The original Bosch distributor was replaced after 7 years (although it should have been replaced in 1982 due to a design fault). It has had a water pump, new valve stem oil seals, heater matrix, clutch cable, brake discs and ..2 bulbs (number-plate and radio). Although the reliability has been a contributing factor as to why Harold has kept the XR3 for so long, Harold admits that the main reason is that "I just love the way it looks and the way it handles even by today's standards. Even travelling 20 miles to fill up with 4 star at over £1 a litre is a pleasure".

Harold is now retired and the XR has covered 58,000 miles. On rainy days his hobby of building computers keeps him occupied but sunny days...well they belong to the XR3.





from the standard Escort's W carburettor, cam and exhaust to wiring the 96 hp out of the XR3's 1596 cc CVH engine.

October 1982 and the new XR3i arrived in the showrooms with a price tag of £6030. Outwardly, the car did not look any different to its' predecessor in terms of body shape but closer inspection revealed that this was now an XR3i equipped with Bosch's K-Jetronic injection system. Power was now up to 105 hp with peak torque of 102 lb/ft being produced at 4,800 rpm. The stance of the car had also altered. Gone were the positive cambered fronts and the negative cambered rear. Couple these geometry changes to revised springs and dampers (the result of collaboration between SVE and Girling) and the XR3i was lower than the earlier XR3. Other areas to which SVE had given their attention were the rear brakes (now 8" off the Escort van), the final drive (now 4:27.1, again from the Escort van) and to keep the whole plot moving, a larger fuel tank of 48 litre capacity. The interior had not been overlooked either. Gone was the striped Laser trim, replaced by grey Monza fabric with either



Monza Seats - Red Trim



3 Spoke - Steering Wheel

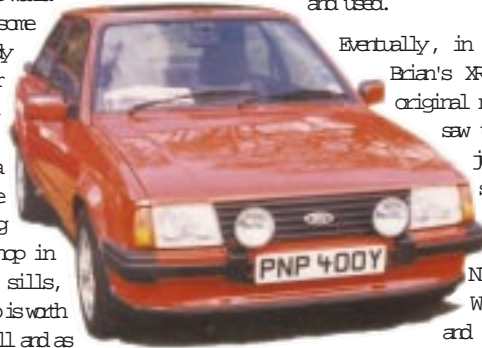
blue or red piping around the seat stitching dependant upon the body colour of the car. Gone also was the small sports steering wheel to be replaced with a 3 spoke item that eventually found it's way, unaltered apart from color, into the RS200 and the Sierra RS Cosworth. Unfortunately, with all these mechanical and trim changes on the XR3i, a lot of the "nice to have" items that had been standard on the XR3 were moved to the options list. Although it was (and still is) quite rare to find a mk3 XR3i without the cloverleaf alloys, 6Jx14 steel wheels with white pearllescent wheel trims were the standard of fitting. This practise of moving non-essential items to the options list to keep the base price of the XR3i competitive was to stay with the marque throughout the rest of it's production life.

As already mentioned at the beginning of this article, 1983 was the best year for the XR3/3i in terms of UK sales. It was also in January 1983 that production of the XR3i commenced at Halewood to be added to that from Saarlouis. But the big point worth noting is that it was in this year that the XR3i outperformed its supposedly faster sister, the RS1600i, developed by the Cologne based Ford Motorsport team. The Autocar test figures from 1983 are now famous and have formed the basis for many a pub discussion over the years. In the 0-60 dash, there was only 1/10th of a

## We Restored One

Celia and Brian Ward first bought their XR3i, PNP400Y, in May 1987 for £3500 with 30,000 miles on the clock.

Bought mainly for Celia's use and now carrying her own plate (CAW 46T), the XR3i was used every day until December 1997, when (at 145,000 miles and for the first time ever) it failed an MOT. Although nothing major (just some of the dreaded metal cancer in the outer sill), Brian decided that it would be an opportune time to have some of the other minor body blemishes remedied. After talking it through with Celia, it was decided that the XR3i deserved more than just a patch up. Brian discussed the possibility of partially restoring the XR3i with The Car Body Shop in Kidderminster (new wings, sills, respray etc). However, if a job is worth doing, then it is worth doing well and as preparation work progressed, any panel that had some rust in it was replaced. Eventually, what had started as a partial restoration, ended up as a shell up rebuild. By the time the XR3i was ready to be sprayed, the doors, wings, sills, front cross member, front sian panel, and back panel had all been replaced with genuine Ford items. During this time,



Eventually, in March 2000, Celia and Brian's XR3i (now carrying it's original number plate, PNP400Y) saw the light of day again just in time for the 2000-show season. Firsts in class at Ford Fair, XROC National Day, NEW Midlands Day, West Midlands Concours and a feature in Classic Ford (May 2000) all attest to the quality of the restoration. As Brian says, "I reckon it has cost near £8000 and I could have done it cheaper by using pattern parts and skipping in certain areas. But with all the wins and comments over the year, it has been worth every penny and all the aggro. Would I do it again? No, never again!"

second in it in favour of the RS1600i but the SVE developed XR3i whooped it good style in all other areas, equalling the RS1600i on top speed with 116mph but getting to 100mph a full 1.4 seconds quicker! It was also the 1983 XR3i that finally gave the VW Golf GTi the literal



XR3i early MkIV Note: Pearl Wheel Trims

kicking it had long deserved in the motoring press. At long last, the XR3i had reached maturity and this was quite rightly reflected in various motoring publications. Ride quality and handling were no longer points for criticism. What else could they do other than praise it?

2 years passed and apart from the abolition of a split rear seat in September 1984 and two price increases to £6655 and £7692 in November 1984 and November 1985 respectively, the XR3i remained static in terms of improvement. Ford had decided to rest on the XR3i's laurels and that nothing else needed to be done to keep the XR3i at the top of the hot hatch table. However, reading between the lines, it was most probably because the next stage in the evolution of the XR3i was looming and in March 1986, by which time UK sales of the mk3 XR3i had totalled 76,313, the new mk4 XR3i arrived.

the engine had been away at Hamilton Motors in Stourport having some "age reversal" work of its own done. Afterall, that couldn't be overlooked now could it?

As the rebuild progressed, it became obvious that some of the running parts such as head lights, shocks, brakes etc would need replacing. Although nothing was wrong with most of the parts, they were showing their age against the new shiny Sunburst Red body. Again genuine Ford items were sourced and used.

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This new XR3i was the result of collaboration between mainstream engineers in Germany and England. Not only was it different to look at with smoother, less angular lines, revised rear spoiler, 5 spoke "dog leg" alloys and dramatic changes to the interior, it also signalled the breaking of the link between SVE at Dunton and the mainstream XR3i. The new, slippery mk4 shape lowered the Cd to 0.36 (adding 2 mph to the top speed) but in terms of performance, this was the only plus from this new collaboration. Kerb weight was up which in turn did nothing for the 0-60 time (the mk4 was actually slower to 60mph by 0.7 second than the first 4 speed XR3i!). The suspension was softer, the car rode higher and the competitive edge that SVE had given it in the hot hatch league was lost to the Peugeot 205.

Although the mk3 XR3's and XR3i's did have options, the 1986 mk4 came with a very long list of optional extras indeed. Top of the list in terms



XR3i late MkIV Note: Lattice Alloys and Turned Down Spoiler

of price at £315 was Lucas Girling SCS (Stop Control System). Add alloy wheels, sunroof, driving lamps, fuel computer, electric windows, central locking and upgraded radio/cassette

Firstly I would like to give our condolences on behalf of the branch to a long-standing core member Brian Page who's wife Sue died suddenly on 10th September. All our thoughts are with you at this time, and I am sure this goes for the XR Club nation wide.

20th August we attended the Police Gala at the Norfolk Show Ground we had over 30 XRs on show the weather was kind to us for a change, but it did chuck it down on the way home more like driving through a monsoon in fact.

27th August we met up with the Southern Branch at Knebworth our yearly get together, Tom correct me if I am wrong I think we had nearly

## CONCOURS RESULTS 2000

Car of the Show	Stuart Twite Fiesta MkII
Best Pre 1987 Car	Stuart Twite Fiesta MkII
Best Post 1987 Car	Colin Kent Fiesta MkIII
Best Post 1991 Car	Bryan Martin Fiesta MkIV
Best Bodywork	Colin Kent Fiesta MkIII
Best Engine Bay	Stuart Twite Fiesta MkII
Best Standard Car	Robert Adams Escort MkV
Best New-Comers	Simon Madge Fiesta MkIV Maria Joseph Escort MkV
Most Improved MkIV	Richard Kempster Escort
Best Visiting Car	Ford Escort MkII OEX 69 W
Best Club Stand	Southern Branch

## SUPER CLASS RESULTS

1st	Stuart Twite Fiesta MkII
2nd	Bryan Martin Fiesta MkIV
3rd	Mike Bailey Sierra XR4i

50 XRs on display on the Sunday once again a nice sunny day we did do well two dry shows a month.

Our Regional Day for the 17th September we had to cancel, also the pub meet owing to the lack of petrol, I suppose most of the branches were in the same boat. We thought we would have to postpone it to next year. But after a lot of phone calls from the branch members well over 90% wanted me to have it this year so I arranged it for Sunday 1st October which we did.

A few things had to be changed the plaque date for starters. All the trophies had 2000 on them any way which could not be changed. A millennium gold medal for each participant was also engraved with 2000 which cost a fair amount of cash, this was a little extra for all the core members for the millennium year 2000.

Anyway thick fog started the day off but by 11 o'clock this cleared and we had a superb Regional Day the best ever our 9th show. Sun shone all day that was a first to say the least, the support was excellent 30 cars in the concours and 10 members never came on the day some due to the date change.

A buffet lunch was put on by the ladies for all including visitors this was free to all there was stacks to eat and drink if you missed out it was there for the eating.

We had a special plaque designed and produced by Shaun Drew which we sold to members with the chance to win a trolley jack if you had the lucky number.

Also we had a raffle to the value of over £100 ladies and gents bits and pieces which was supported well put a little cash back in the kitty.

38 trophies were given away for the various class winners 5 classes as last year plus our 5 yearly shields these were replaced with cups for last years winners.

Colin and myself would like to thank all the ladies who made and gave all the food on the day and served food throughout the day.

Thanks to the members who gave their time on Saturday, to set up the show ground comments from

events manager at Bressingham. It was very professionally set up and the cars were set out excellent on the day. Thanks to all our sponsors who help towards a great day and the judge's who had a hard task. That's about all at the moment Christmas soon will upon us another year gone by so happy Christmas and New year to you all in the XR Club. Drive safe : Bryan

**Bryan.**

**Bryan Martin** 01440 705988 Mobile 07931 691542  
Office 01223 891162 email: [bryan.martin@lineone.net](mailto:bryan.martin@lineone.net)  
**Colin Kent** 01842 811487

**Shaun Drew** 01553 675009 email: [shaun.drew@lineone.net](mailto:shaun.drew@lineone.net)  
Branch welcomer - **Kym France-Dobney** 01775 712642

## JUDGES VOTING

Sierra Class - 1st Neal Smith, 2nd Brian Page, 3rd Paul Carter  
Escort Class - 1st Kevin Lloyd, 2nd Robert Adams  
Joint - 2nd Richard Kempster, 3rd Maria Joseph  
Fiesta Class - 1st Colin Kent, 2nd Simon Madge  
3rd Alison Tuttle  
Cabriolet Class - 1st Robert Cheesmur, 2nd Jason Stokes

# South Wales

Finally it's the close of our season, and we've had some great days out over the past few months!

Firstly we made the trek up to Tamworth for the XROC National Day. A small group went up the day before, with some bravely camping out (although the weather was pretty good). Others, being a little older and not quite up to the outdoor life made do with a bit of Bed and Breakfast. The rest of the gang made the mad early morning effort. We had a good turn out, with a few unexpected faces as the South Westerners were added to our stand. Good to have you with us lads and lasses even if it did mean we kept shuffling the cars round to get more in. However, we were missing one important member. Ted (who has just added to his XR collection with a nice white MKV XR3i), failed to make it. Could this be the first show Ted has missed ever?? It certainly is since I joined the club 4 years ago. He did produce a good excuse though, with the car loaded up and all ready to leave in the early hours of the morning his immobiliser decided to throw a bit of wobbly and refused to allow the car the start. Thankfully it's fixed and fully operational now!

The day itself was a bit cold but yet again we brought the dry weather with us. We were well up for the party games and having picked a tug o war team we seemed to miss the event somehow? We did have Simon trying to drum up business for the driving skills competition, to which we responded "What, race our clean cars around the dirt and grass, and then shove 'em back on the stand. I think not!". So Les intervened and allowed us of the works XR Peugeot 205 Oil Burner!!!! The concours cars were beautifully turned out as usual, with some stunning cars on display. A good day was had by all so it's only right that we say well done and thanks to Les and the Team.

But I have to leave National Day with a question not really aimed at HQ, but at all you lot reading this. Why is it that we build a National Day so big and so good (all right we had other car clubs as well)

that it becomes THE event of the show calendar, bigger and better than our arch rivals/old friends the RSOC and we decide to disassociate ourselves??? For the newbies who don't know THE show is Trax. Well while I still in whinge mode, next show - Ford Fair. New location bigger and better than Cornbury Park. Maybe, but the access was lousy, far worse than Cornbury Park. The organisers have realised that they

should be fast tracking the people with advance passes, but with a single track access - what were they thinking?. I could go on about this for hours so I'll just leave it there.

The day itself was as good as ever, and it was nice to see a large turn out from the older Ford's (not that mine is exactly young at 10 years but you know what I mean). There were some over the top engine conversions with a Mondeo Duratec V6 in an Escort Cabriolet, a V6 Gartrack, a cosse powered MKI Escort, and a mid engine Escort RS Turbo.

Again a few of our members decided to make a weekend of it. Many campsite stories were told which I don't think would be printed, and there was the usual feast of doughnuts and loud music. There was the drinking of vodka from car tail pipes and someone who shall definitely remain nameless was silly enough to smoke a cigarette of unknown origin, sit down against a car wheel and promptly pass out. Due to vodka, Red bull or the cigarette, I'm not sure. Also mobile phones are very useful away from home eh Simon?

And the journey home was just as eventful, with Gareth proudly announcing he saved the bridge toll and 30 quid in petrol by blowing his water pump and cookin' his engine, then getting a lift home on the back of a tow truck. While sorting Gareth out we passed a red 4x4 on the hard shoulder and thought "ooh that looks like Kev's... but it can't be". It was, seized dizzy brought Kev grinding to a halt. But more was to come with Simon making it across the bridge before his gearbox gave up the ghost. Is this the most unluckiest outing by a club?? Answers on a postcard please.

Trax finally brought out Roger's 24v Cossie conversion, and what a lovely job he's done too. But he doesn't need us to tell him that, the amount of people crammed around his car at every show since says it all. A magazine feature on it's way I think. The day was stunning as always, with just getting in being a

pleasure in comparison to Ford Fair. It's no wonder Silverstone is home the British Grand Prix with such professionalism. Ford Fair take note!

Again we had a magnificent turnout with the club going from strength to strength, thanks to the members for making the effort. Unfortunately some were unable to make it as the fuel crisis began to set in in South Wales earlier than some areas. We still had a full stand though,

especially after Fitz of Top Boss joined us with his 3 door 24v Cossie. We were very happy to have him, attracting a lot of attention from the photographers on site. He was kind enough to have given Roger a lot of help getting his conversion up and running.

Between Trax and our next show at Tredegar Park we had some sad news. Colin Fris who had recently changed his MKIV XR3i for an immaculate MKV Cabriolet unfortunately had his car stolen by some thieving towrags, quite literally. They hitched it up to a van and towed it off the forecourt where Colin was working in front of bystanders! The shell was found three days later totally striped. Our commiseration's to Colin and good luck in the search for its replacement.

Tredegar saw a good turn out again, something that is becoming the norm for us at last. Most were happy to travel on the promise that the fuel crisis was over, but may have regretted it for a moment midweek when the strike hoax was first announced. The weather held out as usual and made it a very enjoyable show with plenty of variety with many different car clubs on display.

Our last show of the season was an eleven car convoy up to Malvern. The first time I've been to this show myself. Rumour has it we were banned a couple of years ago for leaving early, they've got a bit of a thing about it up there and have taken to locking the gates now to stop it happening. It was funny to watch one of the traders driving round and round the site in an attempt to locate an exit before 4:30. It's a good show with something for everyone. There are stands inside selling everything from tools to plants, and most of it cheap. I came back with bags of stuff but didn't seem to have spent that much. Now that's what I call a good day out.

Well that's pretty much it for this year. We're going on a run to the Ford spares day at Donnington, but that will be gone by the time you read this. All that remains is to wish you all a Merry Christmas and a Happy New Year from both Ken and Myself.

The AGM will be held at the end of January (see box). Please make the effort to attend. We want to introduce new shows and ideas next year to keep things interesting.

**Mark**

**Mark Roper**  
01792 207665 07974 001154 [Mark.Roper@dia1.pipex.com](mailto:Mark.Roper@dia1.pipex.com)

**Ken Smith**  
01792 790319 07946 556364

Please don't call after 10pm (Kids).

## East Midlands

Perhaps I shouldn't say this, but Christmas will once more be upon us, along with the usual jingles and more turkey than you can shake a stick at. But let's not forget the branches Christmas meal at the Appleby Inn on the 9th of December, no fancy disco I'm afraid, just a standard sit down meal amongst friendly company. Places are very limited, so if your interested then let me know ASAP and we'll try and fit you in.

Well enough of the festive ramblings, I'd better give everyone the low down on the last shows of the year. Early August saw Ford Fair 2000, this time at Highclere Castle, near Newbury, supposedly moved in order to combat the congestion of previous years, but alas this was not to be the case and the queues were as big as ever, took me an hour to get in and that was at 8.30 in the morning !!! I don't know about everyone else but I found it a little disappointing. Yes there were some nice cars on display, lots of clubs attending, loads of spares for sale and even the weather was pretty good, but this couldn't detract from the traffic problems, the far from ideal road/driveways onto the site (one or two cars bottoming out) and the mish-mash positioning of the parts/spares stands which looked like they'd been thrown into a field in no particular order. Congratulations must go to Alistair Warwick-Nelson for winning the standard Fiesta class, impressive enough to win at National Day, but winning the class at Ford Fair shows just how clean his Fiesta is.

The following Sunday saw four of us put on a great stand at the Black Country RS regional day at Walsall Arboretum. Interestingly enough we were the only visiting non-RS club on display, and although rain did stop play on the odd occasion, it was felt to be a good show with some terrific RS's there, all helped along with a large disco/music setup, belting tunes out for most of the day.

Bank Holiday weekend on the 26th to 28th August meant we were in attendance at the Town & Country show, held once more at the National Agricultural Centre in Stoneleigh. Until people attend this show they never understand the scale of it, the motoring section (which is large by any standards) forms less than a quarter of the show! The first day of the show is always a problem when it comes to people attending, usually because of work commitments, and this year was no exception. On the Saturday there were meant to be three cars on the stand, unfortunately due to John having fuelling problems and Matt having tent problems (the less said about that the better), poor Ralph was left to hold the fort, and as if that wasn't bad enough, the weather was pretty awful as well. The Sunday morning saw the arrival of the sun and another seven XR's, thanks to Celia Ward and family from the West Mids who showed up with three lovely cars which helped us put on a good show. The Monday saw yet more sunshine and six XR's on display. It was a long weekend, but well worth it,

and no doubt we'll be there again next year.

September pub meet was a little thin on the ground regarding attendance, but this was more to do with it being in the middle of the Petrol shortage, I was luckier than most and managed to fill up the Fiesta with LRP, thank goodness it hasn't got a catalyst on it! If nothing else at least it showed the Government that the people possess more power than they thought. The only down side to the petrol problems was that the branch were meant to attend Ford Day 2000 on Blackpool seafront, but most decided against it, in case we couldn't fill up to make it back! Oh well looks like we'll have to wait till next year.

I thought that October would see us at our second outing at the Ford Enthusiasts show at Donnington, but it was not to be, and a rather disgruntled me was told that they were short on space so hence no stand! This is despite the fact that the branch has been there for at least the last three years! Amused I was not. Well that's enough of my waffling on, just time to say I've revamped my website, so if you do decide to check it out, then don't forget to sign the guestbook, there are still a few teething problems but I'm working on it. I've managed to track down all the XR's from the XR2 through to the XR8, but if anyone can shed any light on the XR1 (I've been told it did exist) then let me know.

Look forward to seeing all those members that haven't managed to make it to one of the pub meets, give me a call, drop me an e-mail and generally let me know you're out there. Apart from the Christmas meal, it's gonna be pretty quiet until the new year, but we'll still be down the pub every month, so feel free to show your face.

Until I next put finger to keyboard.

**Stuart.**

**Stuart Shaw (Branch secretary) 01543 820050/370058**

e-mail: xrweb@freenetname.co.uk, Website: www.xrweb.co.uk

### Pub Meets:

Pub Meets at the Appleby Inn, Appleby Parva A444 2mins Jctn 11 M42.  
**November 13th, December 11th, January 8th, February 12th**

## Scottish

.Do you believe summer has come and gone already? You have just got into show season, and it all ends. All in all I think it has been very successful, with a bigger and brighter branch stand and more cars showing up than usual. After Culzean Castle, we were at East Kilbride for the Calderglen Classic Rally. We had 6 cars attending and they were all up to their usual high standards. There were no prizes awarded on the day but the weather held out and we all enjoyed ourselves. We welcomed a new man to the fold, Neil Brown with his sierra xr4x4, hope you enjoy being an active member!

Last show of the year, we were at Ingleston for the Scottish Motor Festival. The night before saw six of us camping and getting back to nature.....not. We all went with good intentions, the night was drawing near and bellies were rumbling so we thought we would get out the barbecues and stoves and cook supper. NAH! we had spotted a Mickey Ds [McDonald's] and that took care of that. Later on, after much alcohol, we turned in for the night or so we thought! We hadn't been asleep long, when two strong gusts of wind flattened Grant and Nicky's tent. It all ended up with Karen and Nicky going home with the kids and Grant coming in with me.....ahem, nuff said! The show itself was a

good one, with most of the entertainment coming from the 'BEAST', a nought to sixty, in two and a half seconds dragster.... AWESOME! Although I thought a mark 2 escort racing car was more fun a lot of rear end sliding and all that. There were the usual trade and accessory stands, something for everyone including the kids, we will definitely be back next year.

I don't grumble too much but I feel I have to on this occasion. When people tell us to reserve a place for them at a show and don't turn up, it is an occupational hazard, something we have to put up with, but to then show up and put their car on another car club stand is just taking the piss!.....you know who you are.

Unfortunately, we now go into the clubs quiet time of year with just the monthly meets bringing us together. I know we have all spoke about bowling, karting etc, could we actually do something about it this winter. We have been to the bowling once in the past with great success, let's repeat it.

This next subject is to do with moving the National Day further north. After going down to the a.g.m and voicing my support, I feel I must withdraw it. I must stress that this is only my own opinion and not the

### Pub meets:

Pub meets - 1st Friday every month @ Cladhan Hotel, Falkirk.

Scottish Branch as a whole. National Day this year saw two cars on concours and none on the branch stand, so that really tells it's own story, however I would love to be proved wrong on this and I hope I am.

Congrats to Nicky Hendry on passing her test, you can now drive Grant's mk3 xr3 whenever you like.....I don't know what his feelings are on this.....I'm quite sure he'll let you though!

Well enough of me, catch you all next time and double check your anti freeze!

**Donny**

**Callum McNeil** 01475 716794 Mob:07740506248 (secretary)

Email:caljul@ntlworld.com

**Donny Allan** 01506 491394 Mob:07740 506248

Email:donny.allen@ic24.net

**Stewart McLean** 0141 649 5362 (treasure)

## Southern

Well I was truly shocked & stunned by issue 4, to read about events that took place on or just after the deadline, especially as we had agreed to keep to deadlines, so as to keep everything on time nation-wide. Getting in late holds everyone up and is hardly fair on those who do get in on time.

WOW National Day at Drayton Manor Park was a brilliant venue and WOW what a fantastic turn out and a big thank you to Les and all at HQ for an excellent day and hope we can keep the wonderful turnout and actually hope to increase the number of members attending.

And finally many congratulations to all Concours winners and a mega thank you to all members who attending our National Day.

Fourteen days later we gathered at Highclere Castle for Ford Fair 2000 for what has to be the largest gathering of Ford Enthusiasts from the UK and Europe, this show grows bigger as Ford Fair moves to yet bigger venues, the only gripe that I would have is the fact that their were Concours entrants who had entered the wrong class for there car, for example in group J Escort Mk5/6 standard there was a car that had twin headlamps and non-factory alloy wheels, the judges should have the power to move such entrants to the correct class. There was also many more trade stands with all sorts to tempt us all.

Swiftly moving on our next show was at Knebworth where we had the Southern and East Anglian Branches join together for the day with a magnificent 40 cars on display. This was the last show at which we were fund raising for The Air Ambulance this year, unfortunately we have only raised just enough money to cover the cost of a banner in association with Wine Rack where I work, but we have come up with a pucker plan

for next season which will be to have an instant win type raffle at most big shows and hope to raise a lot more wedge.

Which neatly moves us on to our next event at The Hartfield Grand Summer Fair in aid of The Hartfield Playschool, a big thank you to Mark & Gill, Rob & Marie and Stuart for their help in raising The Fantastic sum of £112.00 in just four hours by doing the instant win raffle which was very popular I would also like to thank Adam Mounsey & Neil Postlethwaite for a great day and am glad we were able to help.

The next day we made almost the same journey to Bromley for The Granada MkII Owners Club National Day, where we had a mega fourteen car turn out which included four new members to which a big welcome to Nik Charman, Stuart Clarkson, Petere Sheppard and Nick Kyte. We had a very good day, which was made even better for Mark &

Gill Benford who were awarded the trophy for best visitors car.

A big thank-you to Adrian Denham who took charge of all XROC Southern Branch arrangements as I was flying the flag for the XROC in Holland (please see separate report). Our next pub meet at The Crown at Amersham was the best we have had in a long time with no less than 20+ in attendance which included the magnificent seven who were along for their first

pub meet and so a big welcome to James Drew, Martin Russell, Robert Trowe, Glen Perkins, Robert Williams and Trevor Burns.

Sunday 1st October three Southern Branch XR's headed through the early morning fog to the XROC East Anglia Branch Regional Day at Bressingham, Norfolk, which had previously been cancelled due to the fuel blockades but was hastily reinstated two weeks later. Once the fog had lifted we were blessed with a nice sunny day. A big thank you to

Brian and the XROC East Anglia crew for a great day.

Finally just three more subjects to cover, the first of which is our new web page on the internet, which is already bearing fruit for the branch as news gets updated very quickly with fantastic results. A big thank you to Stuart Clarkson (no relations to Jeremy Clarkson of Top Gear fame) for setting up the web page which will give the branch a very welcome hand. The web address is www.southern.co.uk.

On the subject of expanding our network of pub meets, we are going to try two new areas which will be on a temporary basis to start with but once they have proved themselves they will be put on to our itinerary permanently and so it's up to you to help establish these new pub venues. The first new venue will be at Hook in Hampshire just off the M3 and the second in Kent. Please phone to find out the locations of these new pub venues or, alternatively, check out our new web site.

Lastly our Annual Dinner is now sorted and many thanks to Rob and Marie for finding the new venue which is very easy to find and just off the A40 at Hillingdon on the A437, just literally seconds off the A40 see diary for full details.

FINALLY A VERY HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR TO YOU ALL.

**Tom Bowman-Vaughan**

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9 Cope Place, Earls Court Rd, Kensington, London, W8 6AA

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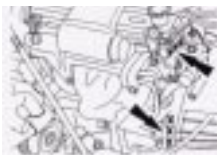


### Pub Meets:

12th November: The Crown, Old Amersham  
3rd December: The Royal Crase, Brfield  
7th January 2001: The Crown, Old Amersham  
28th January 2001: The Royal Crase, Brfield

system and the base price of £7854 was soon up to £9558. For the next 3 and a half years, during which time European sales of the XR3i/3i topped 200,000 (October 1988), production of the mk4 continued with very little change other than increases to the list price. By December 1988, a base XR3i cost £10,030.

September 1989 brought the next big mechanical change to the XR3i with the switch from Bosch K-Jetronic injection (more commonly known as Mfi or mechanical fuel



Zetec - Engine Codes

injection) to Ford's newly developed EECIV engine management system (commonly referred to as Efi or Electronic Fuel injection). Although this

system was already in use on the Fiesta XR2i with a claimed output of 110hp, Ford (quite strangely) only claimed 108hp for the same engine and system in the XR3i. Outwardly, the car still looked like a mk4 and was still referred to as such. Only minor exterior changes were made to reflect the slight increase in hp. The rear spoiler now turned down at the edges, Cosworth "lattice" style alloys replaced the 5 spoke dog leg ones and the lower half of the front spoiler was re-

modelled to more resemble the air dam of the Sapphire Cosworth. Apart for a change from the Daytona trim found



130 hp - Zetec Engine

on most mk4's to the Zolca trim that graced the Efi mk4, the interior remained unchanged. By September 1990, when production of the mk4 ceased, 71,651 UK registered mk4 XR3i's had added their bit to the continuing success story of the XR3 so it seemed very strange to most that, when the mk5 Escort appeared, no XR3 was listed.

Motoring journalists speculated at the reason for this, possibly hoping that the bland mk5 body (given a like warm reception by the motoring press at launch) was in some way going to be dramatically changed so as to set a new XR3i apart from the rest of the Escort range. This was not the reason and the real one soon surfaced. The all new, Bridgend built, Zeta (later renamed Zetec) 1.8 DOHC 16v engine which was to power the next generation of XR3, was running badly behind schedule. Thirteen months passed before the un-announced appearance of an XR3i badged mk5 Escort at the Earl's Court Motorfair in October 1991 signalled the return of the XR3i. However, a further 5 months passed to March 1992 before not one, but two variants of the mk5 XR3i became readily available in Ford's UK showrooms with a list price of £13,269 for the 105hp version and £13,990 for the 130. Ford stated at the time that the reason for having two

variants of the XR3i was to retain the existing loyalty of the XR3 owner with the 105 and go after new customers with the higher-powered 130. Ford had also hoped that the 105 would be better accepted within an insurance community where anything resembling a hot hatch was being heavily penalised. Unfortunately, the ABI did not see the 105 the way Ford had intended and put both variants into the same insurance group, which was a major blow to Ford's sales hopes for the car.

Outwardly the same, the only clue provided by Ford as to model identification, without delving into block lettering (105 = RDA, 130 = RQB) was in the form of a flimsy sticker on the air intake that ran over the rocker covers. The ABI argued that it would cost the same to repair either car and in a second hand market, the 130 could easily be insured incorrectly. They also added that the 105 was just as likely to be stolen as the 130 unless Ford added some form of external badge detail to set the two apart. Ford wouldn't budge on this point. Consequently, the ABI wouldn't revise their stance and the loser was the 105 owner who had to pay the same premiums as the 130 owner. (Point of interest: to the informed, the 105 could be distinguished from its more powerful sibling by looking at the rear brakes. The 105 had 8-inch drums fitted as standard and the 130 had discs. However, even this external aid to model identification could be lost if the 105 had ABS fitted!)

Although the mk5 body never set hearts racing (possibly deliberate so as not to attract unwanted attentions), the interior was where the sports influence was placed. The car was very well detailed and comfortable with rally style winged front seats, red detailing to instrumentation and trim and for the first time ever on any XR3, power steering and air conditioning were of fered as options. As 1992 progressed, it became obvious that the 18-month absence of the XR3i had caused



irreparable damage in terms of sales. Only 1252 of the 105 and 1276 of the 130 made it onto UK roads before the September 1992 launch of the mk5a. The look of the "smiley faced", safety bodied mk5a (sometimes referred to as the mk6 depending upon who you talk to) did nothing for sales of the 105 in the



Tom Baughman-Vaughans XR3i MkV

remaining months of 1992; it did even less for the 130. 236 examples of the former and 12 of the latter being the last recorded UK sales figures for the XR3i ever.

1993 and the environment (emissions) and safety were the top priority to most motor manufacturers. It was these two points and not performance that were selling cars. Although the 130 XR3i remained available in the showrooms until April 1993, only the 105 mk5a XR3i remained on the price list throughout 1993 as Ford's mainstream of facing to the more sport orientated driver. However, poor sales, a base price of £13,100 (at the end of 1992) and high insurance premiums were all taking their toll. For a car, which in 1980 had arrived on the market with such a big impact and had done so much for Ford in terms of providing a formidable performance, the XR3i was now left to die a slow lingering death. The 130 had slipped silently away months earlier. Now it was the turn of the 105 and with it, the XR badge. The 105 mk5a XR3i remained available in the showrooms until February 1994 but it is not possible, even with the help of Ford to pin down exactly when the XR3i ceased production. A look at the date range given on Ford's part system for the model gives the best clue as 7/93 (July 1993). Even though this date may be correct, no motoring journalist to my knowledge has ever quoted a date for the death of the XR3i and the XR badge and I am not brave enough to be the first.

By the end of its life, the XR3 had come full circle in terms of performance. With all the added weight (some as a concession to comfort, some by way of regulation), the last 130 XR3i only just equalled the 0-60 and 0-100 times of the earlier 1983 XR3i with 8.6 and 16.7 seconds respectively. Even though each evolution of the marque had become softer, losing some of the raw edged appeal of the original, the XR3 has quite rightly earned its place in the Ford hall fame. Not only did it exceed the 6% sales expectation forecast at launch, it was also the first car to bring a formidable performance to the people.

JH 12.10.00



Richard Carter of the North-West Branch

# DRIVER PROFILE

Name: Richard Carter

Branch: North West

Occupation: Personal Tax Specialist, KPMG

Club Member: Since 1991

Car Details: 1992 Escort XR3i

First Registered: 26th January 1992

Registration: J440 Y00

Colour: Diamond White

Mileage: 59,800



### History:

Having always been a Ford fan and previously owning and enjoying a Mark I XR3i, when the time came to change my Sierra GLS (having persuaded my wife Ann that the kids could cope with a two door) the Mark V XR3i was top of the list. We went along to Warrander in Bolton, in July 1996 to have a nose round the assorted Escort and Sierra Cosworth's and spotted the car out the back.

Having been dazzled by the sight of a Ford mileage log and Ford Brentwood on the log book as its only former keeper, I had to have it. The car had 21,500 miles on the clock and its only modification was the 7 x 15 Dynamics Super Touring alloys. It had been used by Ford for "Front End Accessory Drive" development i.e. powered steering mountings, brackets etc. It appears these remained on the car as I have compared under the bonnet with many other similar XR3i's. The mileage log includes records of visits to the MIRA test facility.

To make the car stand out from the crowd, I fitted the Moxette twin headlight conversion within 3 months of owning it. The modifying bug had bitten and bits and pieces have been added/changed ever since. The latest addition being the 7.5 x 17 Dynag's in white, which definitely would get the car noticed. Thanks to Powerzone in Redham for the care in supplying and fitting them.

Having not cancelled my membership of the XROC since my first XR, I continued to read the magazine and attend a couple of TRAX events at Silverstone. Finally, August 1998 and I persuaded Ann that we should become active members! We went



along to the next North West Branch meeting and attended our first show with the car on display at the Shropshire Festival of Transport in September 1998. We have been regular attendees at shows and branch meetings ever since.

I have not won any prizes yet, however, having just competed in our branch concours event, I know where to concentrate my attention and hope to be able to challenge next season!

Future plans include lowered/uprated suspension, induction kit and 130 hp bits from Ann's Orion Ghia Si. If I can persuade her to swap them! Big thanks to Ann for putting up with my obsession and her ability to source the car bits on my Christmas list!



### Car Spec:

Engine:	Standard 1800cc (105ps), white powder coated cam cover, Janspeed DIM (stainless steel)
Transmission:	Standard
Brakes:	Black diamond cross drilled discs front, new callipers, standard drums rear
Wheels:	7.5 x 17 Dynag (white), Falken 205/40 x 17 tyres
Body:	Moxette twin headlight kit, Mardo front lip spoiler, clear oval side repeaters, side bumper strips removed, later badges, chrome bumper inserts
Interior:	White dial kit, Richbrook alloy gearknob, OMP alloy pedals, stainless sill plates
Suspension:	Lowered 35mm with Chassis Dynamics shocks and struts



Got a special XR? Send your details, as above, with loads of clear colour photos to the usual club address marking the envelope 'Driver Profile'. Please include at least a couple of photos of you with your car.

## Grampian / Highlands

The last show of the year was held at the Aberdeen Exhibition Centre. A few of the members came along on the Saturday, polishing their cars and setting up the stand with Ford bunting and flags for the Sunday show. It was a good-looking stand with the cars under lighting inside the exhibition hall.

On the Sunday more cars came in, getting the cars on the stand was a bit of a hassle but it was followed by a relaxing day walking about looking at other cars and motorcycle stands. There was Mini Coopers, Hillman Imp's, Audi Quattro's, Aston Martin's, Austin Healey's even a Monte Carlo Rally One and even a Lamborghini. There were 276 cars at

the show. It was very well organised. I have got to thank our members who put a lot of work into setting up our stand and helping each other, thanks again to Steve, Shawn, Neil, Sandy, Ally, Gary, Jan, and Jim from Huntly who has just joined our club. I can't forget the ladies such as Diane, Marcia and Mother A Silver who made up sandwiches and club baking for the club members.

**David Silver**

**David Silver - 01224 732515**

### The Best XR's :

Best XR4x4	Steve Ross	1st
Best XR4x4	Shaun Duffy	2nd
Best XR4x4	David Silver	3rd
Best XR3i	Sandy Buchan	1st
Best XR2i	Jan McNaughton	1st
Best XR2i	Neil Wilson	2nd
Best XR2	Gary Greenwood	1st

## North Midlands

Hello to everyone in the North Midlands Branch. Firstly lets say a tearful goodbye to Kev Shaw who will soon be leaving England for pastures new in Germany. We wish him all the very best and I'm sure I speak for everyone in the Branch when I say what a brilliant job he made of running the Branch for so long. We'll miss you mate, don't go being unfaithful and driving those German cars! Although Tracey has enjoyed him leaving as it has given her an excuse to kiss him, lucky boy!

Mark, Kev, Mick.S, Dean, Gavin and Wayne all turn out in the rain for Northern RS Regional Day. Well done to Mick for 1st, Gavin for 2nd and Dean for 3rd for being judged best visiting XR's. Well-done lads.

Next up was TRAX 2000, thanks to Gavin and Mick.S for representing us.

A good day was had with loads of good cars and it even managed to stay dry, makes a change.

By the time you read this we will also have been to Donington Ford Enthusiasts Day, turning out will be Mark, Mick.S (again, what a trooper), Ian, Sally and Lee.

Our sincerest get-well wishes go out to Andy Tyers, who has made a wonderful job of modify his bus, sorry I mean Volvo. Hope the foot gets better soon, didn't realize Volvo styling included the wheels embedding into the side skirt. Only joking mate. Just thinking of all the time off work to think of ways to spend money on Tracey's XR2.

Talking of modifications, word has it that Paul XR4i finally has some paint on it. Looks like we might get to see it in the year 2001, keep your fingers crossed.

Finally don't forget the AGM on Monday 27th November 2000, it's important so please try and attend, at the Dog and Duck as usual. See

### Pub Meets:

27th November AGM, 22nd January, 26 February at 8pm. 4th Monday of every month at the Dog & Duck Public House, Shardlow, near Derby. This is situated on the M1, or five minutes from Junction 24 of the M1 or five minutes out of Derby. The car park has CCTV. Children are allowed in the lounge area.

you for now have a great Christmas and a good New Year.

**Events Co-ordinator Paul Shelton - 01332 730250**

**Branch Co-ordinator Dean Acton - 01623 550291**

**Gavin Edwards - 07971 838385**



Midlands Area

Yo Dudes & Dudettes! Howz it all going in 6 pot land? Wot...? Only running on 4? Well... 4 outa 6 ain't 2 bad! It could b worse... it could b 2 outa 4, U KNOW U AINT GOING N E WERE! Well folks let me sat this... We need another 2 cylinders over ere... any 1 wanna loan us an xr8? Cos we need more than 6 cans 2 get things sorted

ere... its ALL GO! THE XR4 Register is gonna xplode! Not that I'm complaining... far from it...! WE WANT MORE... MORE 4i's & 4x4 xr's then ever...! We can accommodate any number of cars at most of our events... U

know wot its been like this season, NEW REGIONAL DAY & NATIONAL DAY @ DRAYTON... You the members turned up & didn't disappoint us... & all those who turned up at the best 3 day show spectacular on our calendar... TOWN & COUNTRY FESTIVAL on the AUG BANK H/DAY weekend weren't disappointed... (THIS

IS OUR BEST FAMILY SHOW IN THE SEASON, ask n e 1 who haz been there!) Then came TRAX 2000 @ Silverstone, (a PETROL HEADZ DREEM & the 0-60 nightmare) Wot an event! This show is... well... as Tony the Tiger would say "GRRRRREAT!" (but the 0-60 was Pants this year!) It needz sortin Les, no print outs... loads of time outs... pants... more like the system couldn't cope with the amount of folks who paid good money 4 nothing! LETS FACE IT IT COULDN'T UPDATE QUICK ENUFF, so they let some folks suffer... cos they would still b there NOW... timing all those who entered! 2 all the crew, I say give it a miss nex year unless I tell u other wise, cos I hate our members getting a bum rap! Apart from that... I say it was great cos we had ... well... probably the LARGEST TURNOUT OF XR4i's & XR4x4 for yonks! THIRTY, yes 30... 2x15... 5.47722 squared... Thirty cars on the stand! A HOOOOOGE FANK U 2 ALL THAT TURNED UP! BUT WE STILL AINT SATISFIED ERE @ XR4 REG HQ... No Way... We need more members... more of u 2 join the Motley Crew. It ain't gonna cost u a bean... (a beer perhaps!) the reason 4 this is... well... WE R GONNA B HAVING A NATIONAL DAY... JUST xr4i & xr4x4 Sierras...! CALM DOWN! It ain't gonna b till nex season, but we gotta start the Ball rolling NOW! Just give xroc a call & they will register u with us... & if they don't then call me (BHAVESH 0973 294 068) & I'll sort it

4 u, the benefits r too many 2 list ere... Full Service, Spares, & MOT facilities (r just a few 2 mention).

We gotta few more shows b 4 the season ends... The Ford Enthusiast (nutters!) SHOW @ Donnington Oct 22nd & The Restoration Show Oct 29th @ Stoneliegh Show Grounds. By the time u read this they will b over... perhaps! However, in Jan 2001 a High Profile show @ the NEC is on the books... so call us now! As promised last issue... a roll call of all those I can rem making it to the Shows & dedicating there time... Thank U All & 2 all those I couldn't remember... Sorry! (shall try harder nex time... a bottle



of Pils always refreshes the grey matter!)In order of... err... mmm... let me c... ah yes... IQ! ARRON "FLAMED BUMPER" NEWBY, KEN HILL, "YAM YAM" PAUL, IVOR "THE ENGINE", KARL "KOOL", "FLORIDA" PHIL & ANNETTE, "MAGPIE" BARRY, SIMON "GENGIS", "STORMIN" NORMAN, "UNBALANCED" ANDY & "LOW PROFILE" ADY, "TURBO" PETE, DAVE "3.7" WARD, "NOAH" PAUL & "NELLY" JAN, KEV SLY, ALISTER W, JERRY H, MALC, JOE, PAT, ANDY B, AUBERY, CARL, CHRIS B, COLIN, DAVE, GREG, PAUL BRAUN/SPRINTEX", BRIAN P, SIMON R, PAUL S, PETER, SIMON G, STEVE H, WAYNE, JOHN H, & last but not least BRAIN "no problems" LONG aka "BRIAN LONG RACING". Wot this guy has forgotten about 2.8 & 2.9 lumps probably ain't worth knowing. (Brian is racing a mental 24v Cosworth Lumped 4i & whooping 400+ bhp Cossies!) Watch out 4 a feature in this one. Tel: 01604 403021. He can tweak it! I haven't forgotten the Ladies who do such a wonderful job... a publication will b dedicated 2 you all (climb down Simon it ain't that sort of mag!)

Thanx 2 u all.

Oh yes... a BIG, MASSIVE, HOOOOOGE CONGRATULATION

TO... ANDY & CLARE who recently Tied The Tow Rope! Yes... Married... MR & MRS COX! Well done & All the Best 4 the Future. Pub meets as usual & contact numbers r as 4 lows:

**Bhavesh 0973 294 068** (call me & i will call u bak) 25/8

**Phil "Florida" Warner 0774 703 0446**

Well folks... it's that great line from the 0-60 boys...

"YOU TIMED OUT!"...YEAH RITE! C U ALL L8ERS!

### Bhav

#### Southern Area

Anyone interested in organising the Southern Area XR4 Reg, phone me for a chat. **Les Gent 01509 882 300**

**Anyone wanting to be on the XR4 Reg, can contact Bhav Thaker: 0973 294068**

#### Northern Area

Hi everyone!

We come once again to the end of the show season with mixed feelings, and I have a few comments to make. Yes, one can say that the 4i's and 4x4's have made their usual attendance with flair - Peter, George and others keep the flag flying for us 'up north', well done! - but on the other hand the club itself needs your help. The problem is that without your participation the whole club will die, not just the 4's.

It astounded me a little while ago when someone told me there are twenty or so Ford related clubs, so the jam is spread rather thinly so to speak. It is therefore very important we support the marque. I understand there are different reasons for joining a club - it may be the badge in the window, the social side of the club or you may have a mint car that you want to show - whatever the reason it is the show attendance that counts and despite the clubs recent trials Les has given us a very good club base to work with. It is your club and your chance to shine. We as secretaries are only here to guide and advise, the rest is up to you.

If any of you wish to continue the pub meets on the first Sunday of every month, please ring me. The Northern Branch Christmas do is coming up so I'll see you there - if not see you at the shows next year.

**David Ashmore 01909 774071**

## Northern Ireland

If you are interested in organising or attending events/meets in Northern Ireland Please do not hesitate to call [For more information see the separate article in Xtra News] **Cheers Paul Kane H: 028 90 315460 M: 0771 8470074**

# S.O.S.

# Xtra needs your help!

We need: - **Cover Photos** - **Shows/Events reviews** - **XR Articles** - **Web Sites of Interest**  
 - **The XR Files** - **Driver Profiles** - **Games Reviews** - **Technical Articles**

Many thanks to all the members who have contributed to the content of this latest issue of Xtra including: John Harrison, Richard Carter, Tom Bowman-Vaughan and all the branch and Register secretaries.

CONTRIBUTIONS TO THE USUAL CLUB ADDRESS - MARKING THE ENVELOPE 'SOS'



It's a warm welcome with a touch of 'Deja-Vu' from the Supersport crew. For those of you who have read my last couple of reports you'll know or would have guessed that the Supersport scene is on the road to nowhere. I've spent the last couple of years "Kidding" myself that people really want the register. With an average event turn out of three I suppose I should have joined the rest of you and stayed in bed! I feel quite sad that a car as rare as a Supersport, in the year 2000 can't command more interest. I'm not going to bore you with all the facts, so I've decided to call the SSR (who enjoys banging their head against a brick wall). If you do you are welcome to take over the SSR. (Local hospital number included in the welcome pack! No pun intended).

For the few people that came to our annual two visits to Castle Coombe, I'm still prepared to organise the events if Les Gent is agreeable. The events will be open to all XR members. Dates for 2000 are not yet finalised so watch Xtra.

With 2000 the final SSR year I've put some ideas in place for a (Xmas blow out) on Saturday 16th December 2000, lots of beer, food and fun - call the hotline for more information: 01928 735501.

Finally I would like to thank all XR members old and new, and

not forgetting the ones that have succumb to the mortgage and Mondeo life style. For all the help and support over the last ten or so years.

Cheers  
Keep Supersporting,  
Wayne

Wayne Dixon SSR Co-Ordinator 01928 735501 or 07775 977053



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COPY DATE FOR THE NEXT ISSUE OF XTRA:  
The copy date for Issue No. 6 - 2000 - 7th January 2000

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**RAC**

# ADVERTS

## FOR SALE

Sierra 4x4 GSi (2.9), Black, 1990 (G), Above Average Cond., 12 months MOT, Full Service History, Original Bill of Sale, must be seen, £1,500 ono, Tel: 01525 713394 (Bedfordshire)

XR2i, Aug 1990 (H) One Owner, Garaged from new, 15,000 mls, Excellent Cond., MOT & Tax'd Aug 2001, £2900 ono Tel: 01763 271037 (Hertfordshire)

XR2, Red, E Reg, 1988, 72,000 miles, MOT Aug 2001, Taxed til Feb 2001, Very Good Condition, £750.00, Tel 01628 663407

XR3i, F Reg., Mercury Grey, 83,000 miles, Immobiliser, Taxed & MOT, Good Condition, £1,200 ono, Tel: 0207 621 8351 (Day) 01268 782931 (Eve)

XR3, 1981, One very careful owner from new, Genuine Mileage under 42,000 miles, Full MOT History & MOT'd for 12 months, still in showroom condition, £1650., Tel: 0114 2360540

XR3i, May 1987, D Reg, Black, One Lady Owner from new, 29,250 miles, ABS, Alloy, heated front windscreen, sunroof, FSH, garaged, exc. cond. for year, MOT'd April 2001, Taxed, £1,700 ono Tel: 01959 570801 (Kent)

XR3i, 1989, F Reg, finished in unmarked Mercury Grey metallic paint, meticulously maintained and looked after by current owner for the last 8 yrs. documented service history, 71,500 miles, insurance approved Cobra immobiliser alarm, garaged MOT'd until may 2001. A very unique original example. £2,000 Tel: 01905 617627

XR3i Cab., Silver, 1800cc, 130 bhp, 1992, J Reg, 66,000 miles, Full Electric Pack incl. Roof, Alloys, Alarm, Taxed & MOT, FSH, Very Good Condition, Lady Owner, £5,000 ono Tel: 01395 266567 after 6pm

XR3i, 1985 Cab, White with Black Hood & Grey Interior Trim, 74,000 miles, 1 Lady Owner from New, Stainless Steel Exhaust System, Alarm & Immobiliser, 12 Months MOT, Excellent Cond. throughout, Of fers in excess of £1500. Tel: 01442 256754

XR2 MkII Pepperpot alloys, Brand new, 2 Only, 1 Mint £45., 1 Slightly Scratched £25., MKI XR2 Grille New £35., Twin 40's DONF, Fully Reconditioned £130., MKII XR2 Barhood bushed, Polyurethane (Purple) as new costs £85. only £30., Genuine Ford Accessory rear brake lights for all hatchbacks brand new in box £15., Tel: 0976 741291

XR4x4 2.9i, H Reg, 90, MOT April, Tax Dec, Cassie Int, Some ICE, FSE, K&N 57i, S/S/E, 17" Imola's, Garaged last 3 months, 12 points forces sale £2,250 Tel: 0191 2401140

XR4i, D Reg, Excellent Condition, 80,000 miles, Black, 8 mths MOT, 6 mths Tax, Of fers, Tel: 01724 857867

XR4x4 2.9, 89, Black, Immaculate Cond., FSH, 2 Owners, Cosworth Bumper, Gill Vented Bonnet, Full Cosworth Interior, Lowered & Up-rated Suspension, Taxox Brakes, 7.5 x 16 Azevas, Immobiliser alarm, Scorpion Stainless Exhaust, 57i Kit, Chipped Power Boost Valve, Twin Headlamp conversion, MOT Aug 2001, Tax Jan 2001, Insurance Valued at £6,500 of fers around £5,250. car featured in Gapian & Highlands Branch Report Issue 1-2000, Tel: 01343 860483 or 07773 769403.

XR4i, A Reg, (83) 104,000 miles, 2 Owners, Of fers Tel: 01455 273088

XR4x4 2.9 Cosworth 24v, '87 on private plate built by Cosworth with papers & engineers report, up-rated gearbox, suspension etc., full stainless exhaust, CAT 1 requires TIC but immense potential, £2,200., Tel: 0115 9726673

XR4i Sept '84, Black, Exc. Cond. throughout, one owner except for first 2 yrs., genuine 88,000 miles totally original, no rust all original paintwork, all Mts & FSH, new tyres, always garaged. £1800., Tel: 01929 471824

4x4 2.8i, E Reg, Blue, fully loaded Cat 1 Alarm & Immobiliser, 80,000 miles, Service history, Excellent cond throughout, 1 yrs Mot, £850. ono Tel: 01268 457160 or 0790 1816551

XR2 MKI, Black, '83, Y Reg, 8 mths Mot, good cond., taxed til Feb 2001, new parts £550. ono Tel: 01792 582325 or 07968 711714 (S. Wales)

XR2 MkII, F Reg., Grey, 12 mths Mot, no Tax, good runner £795. ono Tel: 01792 582325 or 07968 711714 (S. Wales)

XR4i, A Reg, Black, German built Limited Edition, Sunroof, Alloys, Stereo cass., new tyres, VGC worth seeing (N. London) £895 ono, Tel: 020 84559330 or 0777 9639232

XR4x4, 2.8i v6, D Reg, (86) Black, 11 months Mot, P AS, ABS, CL, AC, Lowered Suspension Alloys, Sunroof, Elec spec, Discs all round, unleaded, VGC, 177,000 miles, FSH, new exhaust, 2 new tyres, Clutch fitted 2 yrs, genuine reason, reluctant slae, of fers around £600. Tel: 01745 344872/07957 914673

XR4i breaking all parts in good order, Engine £100, Doors £50. Tel: 01924 892014

Breaking XR4i, Light Grey Body Kit, Front Bumper, Rear Bumper top, Bonnet, Tailgate/Spoiler, Engine for rebuild, 3 wheels, Early Steering Wheel, Interior Parts, Grille Panel, Centre Console, plus various. Neal Tel: 01234 402936 or 07702 694027

XR2i, 1.6, 1992, Silver Metallic, 15" TSW 5 Spoke Alloy Wheels & New Ultra Low Profile Yokohama Tyres, Exc. Cond. Inside & Out, Thatcham Class 2 Immobiliser & Insurance Cert., 1 retired careful owner since 1994, garaged, 75,000 miles since new, regularly serviced every 3,000 miles, any trial, first to see will buy £3,500 ono Tel: 01302 534410 or 0374 948318

## WANTED

XR2 MkII, Mot (failures & Supersport, abandoned projects) Tel: 01792 582325 or 07968 711714 (S. Wales)

*DON'T FORGET ALL FOR SALE & WANTED ADS FOR THE NEXT ISSUE MUST BE IN BY 7th JANUARY 2001*