

Club AGM - Sunday 15th October

Would all members please take this notice as formal notification of the Annual General Meeting of the Ford Sierra Owners Club. The meeting will take place at Weston Turville village hall on October 15th at 11.00. It is expected to last about 90 minutes.

The meeting is open to current paid up members of the Ford Sierra Owners Club and entrance will be granted only on production of an in date membership card.

The purpose of the meeting is as follows:

- To receive presentations from the clubs officers on related topics concerning the clubs business for the previous period (in this case since the current committee's take over in April, but in future over the previous 12 months) and to discuss activities for the coming year.

- To elect a committee of management from the membership to run the club for the next 12 months

- To discuss the financial position and set fees in accordance with the clubs requirements

The meeting is chaired by the Chairman – in this case the President! All business is conducted through the chair who has overall control of the proceedings. The current officials will give an overview of where the club is in respect of its activities since April. These reports will be from the Membership Secretary regarding the membership situation, the Treasurer concerning the financial position, the Press Officer in relation to club magazine and other press related issues and any area reps who wish to report on their area's activities. Matters arising from the above reports will then be discussed.

The entire committee then stands down from their positions and the election of the committee for the next year takes place.

Voting – All voting will be carried out on the day. There will be a proxy voting system in place for members unable to attend who feel that they would like to 'have a say'. A proxy

vote is where a member passes their voting right onto another member that will be in attendance who they can trust to vote on their behalf. To organise your proxy vote you will need to obtain a form from Dave (the Vice President) as soon as possible. Everything will be explained on that form.

Postal voting is not an option as many motions and proposals will be discussed on the day and voted on accordingly, therefore a postal vote is unworkable as nominations on the day would be disadvantaged by such a vote. To be nominated for a position on the committee a member will need the support of two members.

One to propose them and another to second that proposal. What this means is that should you fancy becoming treasurer (for example) you will need two members to support you. If the club has three members wanting to be treasurer, and all are proposed and seconded, then a vote will be taken at the AGM and the member with the most votes will be elected treasurer for the following term.

Existing committee members are eligible for re-election. What would normally happen is that they would not need to be proposed as they are deemed to have been proposed when they first took up the post. To keep it easy I feel that we should accept that they were hypothetically proposed last April and therefore eligible to re-stand as normal. In future years this will no longer be an issue.

Notes on this. The successful candidates at the AGM will be ratified by the membership to complete their role for the following 12 months. You need to look for people that have the ability to do the job you are electing them for rather than because they're your best mate.

Other areas for discussion at the AGM will include the clubs finances. We will look at how much the club spends alongside how much it receives. Magazine production cost, liability insurance, costs of the stickers we give away, office stationary and consumables costs, website and forum running costs, it all needs to be financed by the membership fee and our treasurer will bring a proposal to the meeting that reflects such things.

The meeting may, or may not, decide to adopt a proposal to increase the number of committee members to include new posts as deemed necessary. Of course all this is open to discussion amongst the membership before the meeting and will likely lead to some very constructive debate on the forum and at Billing 2006 before the actual AGM.

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Firstly an apology to any of our off line members who received a very late Spring edition, this was due to the Royal Mail loosing 20 odd copies. Our forum members without a copy were catered for via a online version of Jellymould but to those still without internet access, this would of gone on without an explanation. Also excuse the lack of colour in this issue if you are reading a club printed copy. 40 pages into printing this issue, our colour laser decided to throw a wobbly and waiting for the replacement part would of added considerable delay in getting this edition to you. So we made the decision to print this one in black and white.

The biggest issue concerning the future of the magazine is the newly introduced Royal Mail pricing scheme, which by the time you read this will be in full operation. This affects the club, as Jellymould will now be classed as a "large letter" and will cost more to post than it has previously, even going second class. There are a few options of how to get round this problem and these are currently being assed and will hopefully be discussed at the upcoming AGM and a remedy will be decided upon before the Winter Edition.

Again, I'd like thank all those who have contributed to this edition, without you guys and girls the magazine would be in a very sad state of affairs. It also makes my life so much easier having articles submitted well in time, something everyone has got the hang off now after my constant nagging during my first issue! I hope you enjoy the issue and hope to see many of you at our first AGM.

The next issue of Jellymould is due out in December and will, fingers crossed, be back in colour

Jon Luck
Editor

A word from the Club President

Paul Elliot



Its that time again already! It only seems like a few days ago I wrote the my last editorial.

Well lots has happened since the last issue, including me turning 40! Several shows have been and gone and with the exception of Uxbridge they all had a great turn out, look for the reviews further on. A deal has been done to get discounted insurance for club members with MCE Insurance. I have also made an agreement with Brent Panel & Paint, who have agreed to offer a discount on body panels and trim parts, details on these new discounts can be found on the back page.

Stickers were ordered and obtained at very short notice and we had them delivered to Ford Fair where they were very popular, a bulk order is being sorted out as we speak. All new members will get one with the member pack and they will also be available at Billing for a paltry sum!

A deal is being done to get a run of T-Shirts bearing the new club logo, these will be available to buy via mail order and on sale at Billings. The club website has also been updated and now incorporates the clubs new image.

Pete Green was asked to resign from his position as club secretary and the job is currently being carried out by Steve (Iceman) Hick who is also the club treasurer. A permanent replacement will be voted for and will be assigned the position at the clubs AGM which will be held in October, which you are all invited too.

Well, on with the latest edition of Jellymould. I hope you enjoy it as much as the last one and please write and let us know what you think. You can also submit ideas and running reports on your car. Mail all your stories to:

Ford Sierra Owners Club
PO BOX 155
Ashford
TN23 9EU

Or email:
Jluck1@btinternet.com

Hope to see many of you soon,

Paul "SIDIBEAR" Elliot



From the desk of the Iceman

Steve Hick

I took over the role as stand in membership secretary at the Ford Fair and we have had quite a run on people joining the FSOC since the show. Once the backlog of membership was dealt with, the club stood at 167 members. Just today (3 October 2006) we just enrolled member 200, so its looking very healthy on the club membership front.

We also enrolled another 3 new members at the Billing show and one of them had just ditched the XROC to

come over to us, as apparently we are a more friendlier and welcoming bunch!

On the financial side the club, we made a small amount from the merchandise and the raffle which took place at Billing. So many thanks to all involved with that.

Steve (Iceman)

Another word from the Editor

Jon Luck

Former Pythons promoting mobile phones, Hollywood actors telling us how certain banks, drinks or cars are the best for us to use (what the hell are you on about Jon you may be asking!). Selling out is the topic for this little segment, And yes, Jellymould has sold itself out to advertising too.

Further on in this issue you will find precious paper space taken up with a few advertisements. Club funds have been of some concern this year and this little exercise has brought in a little extra revenue. Its also been a good bargaining tool for negotiating club discounts and a few of the

prizes at the Billing raffle were also obtained with the promise of advertising space within these pages. So its been quite a success so far but it will be kept to a minimum as Sierra related articles will always take preference, so there's no need to fear 20 pages of ads will turn up every 3 months!

The Classifieds section is free to advertise with and so far have just been lifted off the forum Cars for Sales section, so any cars you find advertised in the magazine may well of been sold before we have gone to print. If your considering selling up your Sierra, please get in contact to have it advertised with us in the magazine.

Club News

Club AGM - Sunday 15th October

(Continued from Page 1)

Don't forget, any and all of the clubs business is open to discussion by the membership. I would request that any threads on the forum are kept within the members area and that moderators are vigilant to ensure this as its only paid up members of the club that have a say in its running.

If you have any questions, queries or need further guidance or clarification on the issues raised then contact Dave by PM on the forum, e-mail or phone.

And the full address for the location is:

Weston Turville Village Hall
School Approach,
Off Main Street,
Weston Turville
Aylesbury,
Bucks HP22 5RW

New Club Address

The Club has just recently set up its own PO BOX address. This will now become the official address of the club and all application, enquirers and magazine articles should be sent to this address.

The address is as follows:

Ford Sierra Owners Club
PO BOX 155
Ashford
TN23 9EU

Regional News

South East

Pub meets will be held on the following dates:

8th October at The Old Jail (TN16 3AX)

12 November at The Halfway House (CM13 3LL)

10th December at the Plough (CP10 1PL)

Wales and West Coast

Pub meets are planned on the first Sunday of the month for the next 3 months and will take place at the Stable Gate in Denton (M34 3SH):

1st October

5th November

3rd December

Southern Pub Meet - Old Jailhouse Public House - 23rd July 2006

By Jon luck

I must start off by saying the choice of location was absolutely fantastic for this particular pub meet, so well done to whoever decided this was the pub to hold a meet.

A group of us arrived slightly early just in case there were a few early birds turning up and finding no one there. Anticipating quite a good turn out this time round, we quickly commandeered 4 sets of picnic tables and put them altogether. Ian Southam was quick to show us how to carry a picnic table on your back.

For about an hour no one else showed up, so we must looked like a right bunch of picnic table hoggers. However, in due course they arrived. A few complained the directions were poor and the location was very hard to find, but eventually everyone made it to the Old Jailhouse.



After everyone had settled it was the obligatory (Sierra) pub chit chat; 24Vs, Pinto bashing, Air Con recharging prices, ECU conversions etc, all mulled over while the beer flowed and the bar staff kept on bringing out the food. I am sure we would be very welcomed back there as we did a fair amount of business.

We had a surprise visit from our former chairman Dojj, who quickly got back into his usual ways and gave a guided tour to our latest recruit Stephen Farr, around his recently purchased 2000E. I am sure Dojj's technical lectures at shows have been missed this season.

All in all, a very nice pub meet and we are returning here on the 8th October, so lets hope for another strong turn out.



Show Report : Ford Fair 2006 - 6th August



FORD FAIR

Sunday 6th August 2006
Silverstone Circuit

This year marked the 20th anniversary of the Ford Fair and again, like in recent years, was held at the Silverstone Circuit in Northamptonshire. The show gets bigger each year, and probably in contention of the largest Ford show in Europe. Just about every model is represented, from the very old (I'm sure a Model T was spotted, though perhaps it was a replica) right through to a ultra modern Focus ST and everything in between.

The show organisers take full advantage of the venue's facilities. There were track sessions running all day long, a 0-60 sprint was run on one of the redundant straight, as well as a rolling road to measure your cars power. There were the usual concourse competitions, club stands and trade stalls which were strewn right across the large infield area, in fact it was quite an expedition to view everything on display! Perhaps in future they will do the sensible thing and make the show over the whole weekend. 20 years ago at the first Ford Fair in 1986, the show was spread across 3 days, the venue back then was the Cheltenham racecourse.

Your Editor left Eastbourne at about 5:45am. I wasn't putting a car on the stand so didn't need to get to the Fair that early, but allowed plenty of time just in case. The drive was pretty easy, M25/M40 - follow the Cosworth's to Silverstone. Some pretty expensive machinery passed by on the way up which helped pass the time. Entrance to the circuit was pretty hassle free - I had been forewarned about the jams getting

into the circuit, but apart from an Escort leaking its coolant and holding up one of the entrance lanes up, it didn't take more than 15mins to get from the access road to the car park. Once inside the circuit it was slightly difficult to find the FSOC stand, but I recognized Paul Lucas's spoiler poking out in the distance on his Hatch and knew where to head for!

The early starters got to the clubs designated stand space by 8 o'clock and started to assemble themselves. However, on his arrival the National Events Organiser was not happy with the muddle people had got themselves into and quickly set about arranging the cars into a more orderly formation. Once everyone had turned up, there were 21 Sierra's on the FSOC stand and by far the biggest turn out of the year.



It was noted by several members, that the prices food and drink have been increasing at the Ford Fair, year upon year. A bottle of coke this year was £1.70 and burgers were well over £3.00, which was just plain greedy. Luckily for the FSOC, we had a on stand catering thanks to Ian Southam and partner Paula. With good hind sight they had brought along a lovely gas powered BBQ, which snugly fits into a Sapphire boot, and was put to very good use in the afternoon.

The weather stayed dry and sunny all day, but there was nice cool breeze so it wasn't to hot. Several members of the club were displaying their Sierras on other stands at the show, but made their way over to our stand during the day to say hello and catch up. One such member was Jason Hession, who turned up with his Turbo Technics DOHC Sapphire (featured in the last issue) which drew a crowd pretty quickly. Something it had been doing on the Passionford stand



A very tidy Ocean Blue Mk1 1600 owned by club members Brian & Ros Moon.



all day, when it hadn't been on track. Somehow, Jason had managed to fit in 6 track sessions and the car still looked minty clean when it visited the FSOC stand mid afternoon!

The club stand started to empty itself by 4:30, though there were still a few there around 6, still chatting and soaking up the atmosphere. I believe a good day was had by all, well perhaps not Jeff Buss, but there's more on that on the next page.



Track time

One of the highlights of the Ford Fair is the opportunity to take your car onto the track and drive around the Silverstone Circuit. For a fee of £22 per 15 minute session, several members took full advantage and made their way to the tarmac to lap around the International Circuit.

A small group of us went to view the action at the Copse Corner, just after the pit straight. The first session we watched featured our very own Jim Christie in his Ghia of Fear, Mick Lee in his V6 Cosworth powered Estate, Steve Collyer in his LXi and club new comer Charles Clarke in his tidy blue Sapphire. The session was apparently for novices, though judging by their pace, the track prepped RS Turbo and Q8 liveried 3dr Cosworth were anything but.

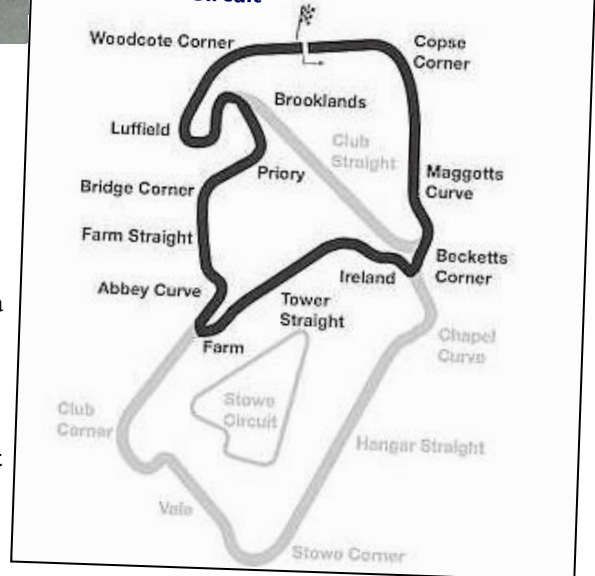
Unfortunately the official Silverstone timing system was not in operation on the day, however, Dojj quickly set about logging lap times on his mobile phone. The club record was set by Mick Lee in his 24V Estate at last year's Ford Fair, with a time of 2 minutes 2 seconds and was the benchmark to beat. Jim ran about at a modest pace of 2 minutes 18 seconds for most of the session. During his post race interview, Jim cited "novice nerves, soft suspension and brake fade towards the end of session" as the reason for his lack of pace (Perhaps a 300mm AP Racing brake upgrade kit would be an ideal GOF Christmas present Jim!?).

The session afterwards featured another of our members, Callum Winton, in his very tidy DOHC powered Sapphire. Callum quickly got into the groove and smashed Mick's record by 5 seconds. His fastest lap clocking in at 1 minute 57 and was keeping an almost identical looking Cosworth well within his sights, proving it takes more than just sheer engine power to be quick. So well done Callum!

For the 2nd year in succession, Jim Christie takes the GOF to the track.



International Circuit



Steve Collyer and his LXi just exiting the Copse Corner.

In the early afternoon Jeff Buss in his DOHC Sapphire and Paul Lucas in "Helen" (see page 14) took to the 0-60 sprint to set a time. Paul set a time of 8.75 seconds, while Jeff set a time of...well, he didn't actually set a time. In fact we doubt he even got to 60 because as he went to change to 3rd, his clutch gave way. So Jeff had to arrange a lift home with the friendly AA, which put a downer on his day, but the car was up and running by the end of the week.

The Ford Fair does make a great day out for anyone with interest in the blue oval and hopefully next year there will be even more Sierra's on the club stand. Definitely a day to keep free in the diary and next year's Ford Fair should be held on the 5th August if they maintain the first Sunday in August policy.

Many thanks to Jeff Buss, Jim Christie, Paul Lucas, Karen Davies and Steve Collyer who all contributed to this show report.



Show Report : FSOC National Day at Billing Aquadrome, 24th September

By Jon Luck



Having missed the first FSOC National day last year, I was very much looking forward to the 2006 event after the rave reviews from last years show.

I decided to make my way up on the Friday evening and try to negotiate the M25 at around rush hour. Not the best decision I've ever made as I was crawling most of the way round, which also killed the opportunity to see the mpg on a long run, on my recently purchased DOHC powered 4x4. Still, onto the M1 (another 10 mile crawl to start with) and I finally reached my rendezvous point at the Newport Pagnell services. Here I met up with Karen Davis and partner Marc and also Ian Southam and partner Paula who were driving in convoy up from Kent. I was also due to meet Mr Buss, our National Event Organiser, but he missed the turning and headed directly for Billing!

We arrived at the Aquadrome around 10ish and checked into the Travel Inn. After a brief brush up, we trotted through the fog over to the show ground to meet the guys and girls who had arrived earlier to set up camp.

One of the early birds was Steve Hammonds who started from near Aberystwyth around noon on the Friday. He didn't arrive onto the camp site until 9pm, where he joined the few others already there in tents and caravans. Steve's accommodation for the weekend was a 30'x20' sheet of tarpaulin, which had turned itself into a rather cosy drinking den by the time we turned up, including a gas fire built out of a washing machine drum!

Everyone huddled into Steve's tent, got acquainted, cracked open the beer and got on with the chat.

The Saturday was a very relaxing affair, apart from building up the marquee which would house the raffle. The BBQ was setup (the same gas powered setup that attended the Ford Fair) and Marc Davis kept the crowd fed with sausages and burgers all morning. That was until we run out of bread and I was sent out with a car load of people to find a local super-market to restock. We eventually found a Morrisons and stuffed as many bags of baps as Mr Southam could get his hands on and hoped it was enough to cover the weekend.

On our return, the BBQ was once again in action and everyone was happy. Myself and Danny Gardner setup a slot car track, which if nothing else kept all the young ones busy all weekend. I went back to the travel lodge early on the Saturday evening, though by judging by the state of the show ground when I arrived the following morning, I missed quite a party!





The show day itself started off very wet. I stayed in my hotel room, until I got bored of Match of the Day, checked out and wandered over to the show ground. Everyone was keeping dry in the marquee until about 10 o'clock, when the sun decided to make an appearance and ensure the day would at least be successful weather wise.

Ian Southam was given the task of sorting out cars into body shell categories as last year it was a bit of a muddle and as cars arrived they were directed to the right section. I don't have an official figure of the number of cars that arrived this year, but it must have been between 40-50 and it was quite a sight to see that many tidy Sierra's all parked up together. It was very clear from early on that the Sapphire was the car to be in this year, as they outnumbered the Hatches almost 2 to 1! The Estate Crew were also down on numbers this year, with just 5 examples on display I believe.

The main morning event was the Show 'n' Shine (results on the next page) which meant trotting around all the cars and voting for the top 3 in each class. For me, I was looking for nice unmolested original Sierra's and there were plenty to choose from. There wasn't any guidelines on how to judge any car, just to pick the ones you really liked.

Marc Davis again was on BBQ duties, with a lot more mouths to feed today. But it didn't keep him busy enough, as Marc was for the second year running, clear winner of the Sierra Quiz competition (15 or so questions on something Sierra related that only a hard core Sierra anorak would be able to solve). As it turned out, successfully defending last year's prize was a common theme this weekend.

The afternoon's events included the blind car parking events and the starter motor throw. The blind parking challenge meant pairing up, one driving blind and the other giving directions. The object of the exercise was to go forwards into one box, reverse out and swing it round and reverse into another box and try to get as close to the edge of the box, without touching it.



There is also a Go-Kart track at Billing, which just had to be tried. Several of us (John Day, Callum Winton, Nick Truran, Steve Collyer and myself) has several close run races around the track. Very good fun!

People left in dribs and drabs all afternoon, some with long journeys ahead of them. I left the Aquadrome ground around 6ish (after an impromptu committee meeting!) and made the crawl back to Eastbourne. I was home by 10 but I hear some people didn't reach home till 2pm!

The Raffle Draw - Karen Davis

After being asked to organise the raffle this year with Clare, we were both in at the deep end! But with some thought and lots of persuasion in certain quarters, we managed to get quite a few prizes to offer.

With this in mind, we would like to thank the members who donated prizes to the raffle and also the suppliers: Fast Ford Magazine for their subscriptions; Haynes for the fantastic book and Ford Parts UK for the...parts! (Both companies offer discounts to members remember!) So once again, a big thanks to everyone who supported us on the day.

And lastly huge thanks also goes to Mark Hamilton of markartworks.co.uk who kindly donated this year's grand prize of a commissioned pencil sketch of the winner's own Sierra.

Congratulations once again to winner Gavin Hughes – we look forward to seeing the finished drawing sometime soon!



Ian Byles' immaculate GLSi, voted 3rd best Sapphire.

This year, I believe all the cars that arrived were entered into the show 'n' shine competition. Some took a far more relaxed approach, while the keener lot were busy with plastic renovators, tyre jell and layer upon layer of wax applied once they had been parked into position. There were some very clean examples on display and the voting produced the following results;

Best Hatchback

- 1st: Paul Elliot, Mk1 Ghia (The Pod)
- 2nd: Jon Luck, 2.0i XR4x4
- 3rd: Paul Lucas, 2.9i XR4x4

Best Estate

- 1st: Jim Day, DOHC
- 2nd: Mick Lee, 24v
- 3rd: Steve Hick, V6

Best Sapphire

- 1st: Jason Hession, DOHC Turbo Technics
- 2nd: Owain Williams, 2000E
- 3rd: Iain Byles, GLSi

The three first places from each class then went forward and people then were asked out of those three to vote for the Best Car at Show award. Which for the second year in succession went to a certain black Sapphire with a Turbo Technics conversion!

The other competitions taking place were the Blind Car Parking event, won by Marc (Driver) and Renko (Navigator) who came all the way from Holland to join us for the weekend. The other event was the Starter Motor Throw was won by Mick Lee, so well done everyone. A big thanks to all the show organisers, especially Jeff Buss, for making it such an enjoyable day.

It was a fantastic weekend and I would recommend any of our members to make the trip and turn up next year. There is also talk of moving the show to around the August Bank holiday, but that will be confirmed in the new year. Roll on 2007!



Jason Hession's Turbo Technics Sapphire (above) was once again voted Best Car of Show, while Jim Day successfully defended his Best Estate title (below).



Featured Car: 1992 Sierra DOHC EFi 3dr GT

Owned & Written by Martyn Taylor



It all started when my brother wrote off his 1990 CLX Sierra Sapphire in late 2004. He was looking for another car when he came across a Dutch Ford site with cars for sale. We were browsing through the adverts when I came across an advert for a '92 GT. I have always wanted another 2.0 DOHC EFi and I have always been mad about 3dr Sierra's so when I spotted a 3dr 2.0 DOHC EFi in red too (my favourite colour) I just had to get it! I got in touch with the seller and being Dutch he was a nice guy and spoke great English. A couple of weeks later I bought the GT in January 2005 for 700€ (about £480ish).

I really bought the car for my wife. She had wanted her own car for a few years since passing her driving test, so this was the ideal opportunity to have a 2nd Sierra within the family (my own car is a 1990 German 2.9 RWD Ghia). I decided to leave the car standard and just keep it well maintained, but once the car was home I couldn't help myself I just had to modify it!

It is now fitted with a set of H&R -60mm springs with LIP gas front sports shocks and Koni red gas rear adjustable shocks, it has also been treated with a full front-end Deflex poly bushes. It had a 28mm front ARB as standard. I decided not to fit a rear strut brace as it's still a shopping car, it does however have a front strut brace.

The rear suspension has been shimmed and is within Ford specs to stop tyre wear from lowering. Wheels are some unknown make, but look just like the ones fitted to a Ferrari Enzo, tyres are 195/50/15 Falkens 512's.

Standard 2.0 MT75 but fitted with a HD LUK clutch. The car was also the prototype for the MartySport© rear LSD conversion where an LSD diff is fitted using the standard drum brake driveshaft's. The LSD is a low mileage 3.92:1 4x4 unit.



The interior has recently had Granada front leather seats installed. It also has electric windows (very hard to find in France!), an electric sunroof and a leather Mountney steering wheel. I currently have a Kenwood CD/MP3 head unit and have replaced the standard Ford speakers.

I left this engine till last as there was a lot of work there to be done, the bottom end has now been fully rebuilt using all new parts. The block was a low mileage unit (approx 70K) and had no sign of wear so I decided a re-bore wasn't really required, but I did use new rings and bearings throughout.

The head has been reworked by myself to aid air flow and has a pair of Piper camshafts fitted along with all new timing gear (chain, tensioner etc). A steel laminated head gasket was also used during the rebuild as a precautionary measure. The injectors are new and flow more fuel than the stock ones, vital to take advantage of the increased airflow now going into the cylinders.

The engine is also fitted with the 1st ever Ashley 4-2-1 exhaust manifold and also an Ashley system. Filtration is taken care of by a universal cone type filter and a cold air feed, taken from the bottom of the front bumper.

It still has the standard Ford ECU but it is fitted with a Powerchip, which also removes the rev limiter. Many of the Ford sensors have been replaced with new items (inc the HEGO). Cooling is standard but for a low temperature cooling fan switch, which allows the fan to cut in at a lower water temperature.





Sierra GT

The Sierra GT was made in limited numbers and in the UK, the GT model was only sold in Hatch form. On the continent they could also be found in GT Sapphire and GT Estate variants.

Mechanically and specification wise it was basically a 2.0 LX model, though there was a specially designed GT interior trim that set it apart. Some models have been spotted sporting rear disks, leading to believe Ford bolted on whatever was in the parts bin at the time. Most Sierra GT's came equipped with rear drums brakes as standard.

Since the rebuild I have done approx 800 miles so it will be due an oil change soon. I am very happy with the car it drives nice and has plenty of smooth power available. It pulls strongly PAST the 7K mark (as witnessed by the Editor) unlike a lot of other Twinky's where you can feel the power start to drop off at about 5800rpm (If you look at many 2.0 RR reports most give their full power at 5500/5850).

Unfortunately there is no rolling road near me so I have no idea what power it makes but here's a few quotes from the editor when he drove it. "That's nothing like any other Twinky I've driven" and "That's as quick as the V6" (I did!! I'll take your word for it Mr Taylor! - Ed).

Specification

Sierra GT DOHC

Engine

2.0 DOHC, flowed cylinder head, steel head gasket, Ashley 4-2-1 manifold and exhaust system, powerchip, piper cams, cone air filter.

Transmission

Standard 5 speed MT75 RWD, HD LUK clutch, 3.92 LSD.

Suspension

H&R -60mm Springs, LIP front shocks, read adjustable Koni shocks, front Deflex bushes and shimmed rear.

Brakes

Standard rear drums, fronts 260mm grooved/drilled & vented disks. Maxtoq pads.

Wheels

15" Alloys with Falken 195/50/15 tyres

Body

Standard LHD 3dr shell, XR4i bi-plane spoiler.

Interior

Granada front leather seats, electric windows, sunroof, leather steering wheel. Kenwood CD/MP3 head unit.



Running Report: H595EL - "Helen" Sierra XR4x4 2.9i

By Paul Lucas



I bought this Flint Grey Sierra XR4x4 2.9i in August 2000 and it is the first Sierra I've owned. It was completely standard apart from a set of Cosworth Lattice alloys, and was in such good condition having been partially rebuilt in 1995, that the idea was to keep it as a perfectly unmolested example of the car. However, after less than a year of ownership the hankering for more performance started, and I had also been talking to members of the XR Owners Club who were 'advising' me how to make it faster, louder, etc. And so the long and rocky road of modification started! First on the list was a K+N 57i Induction Kit, worth the scraped knuckles during fitting for the noise alone in my opinion! Then when the exhaust decided to fall apart it was replaced with a Black Diamond stainless item, which was handily obtained for the same price as a standard one instead of the usual £300+.

It was at this point that the (now ex!) misses thought it would look much better stuffed into the back of a stationary Peugeot 406. Damage was extensive, the bonnet looked like Emu's beak when he was annoyed (remember Rod Hull with his hand up its .. err ..), the radiator and air-con condenser were banana-shaped, it was a complete mess.

Most would have sold what was left for spares and found another car, but given the excellent condition of the rest of the body the decision was taken to repair her. She was trailered away to a repair centre where they straightened the front chassis legs on a jig, then replaced both front wings, front panel, bonnet slam panel, and sprayed it all including a second hand bonnet in Flint Grey.

Once she was back on the drive many days were spent sourcing and fitting lights, bumper, grille, radiator (twinky one with leccy fans, nice) and many other small bits. It probably cost me more than the car is worth in the end, but it's another Sierra saved from the scrappy eh!

Since then work has concentrated on upgrading the suspension with Proven Products System 2 springs and dampers all round and polybushes at the front, and the brakes with Black Diamond grooved discs, EBC Greenstuff pads and braided brake hoses, again front only. The rear will be polybushed and braided hoses fitted sometime during the summer. The lattice wheels were more hexagonal than round, so they went in favour of some refurbished Mondeo 12-spokes with Falken 205/45/16 tyres.

I was also lucky enough to be offered a Superchip ideal for a 2.9 with K+N's, which made a LOT of difference to the way the car goes – throttle response is definitely sharper, and in a back-to-back test up a straight hill the car managed an extra 10mph at the top with the chip fitted. The exterior has also seen many changes with the lower half being sprayed black to make the car stand out more, and the addition of RS sideskirts, an RGA rear spoiler, and a very rare Ford Motorsport front spoiler (bought for a ridiculous sum off EBay during a last-minute bidding frenzy!)

Future plans involve getting the gearbox and transfer box rebuilt including a diesel 5th gear (for higher top speed and more relaxed motorway cruising), changing the engine for a lower mileage spare I have as the current one recently went round the clock for the second time, and fitting a stronger clutch. All this is in preparation for the biggie . . . fitting a mega-rare Sprintex Supercharger kit that I bought (thanks to our ex-Chairman 'Dojj'). One of only 12 kits ever made for the 2.9 engine, and possibly one of only two still in existence (the other known kit was last heard of in boxes in someone's shed in Kent!). At this point a BIG BIG thank you to Taps for the many hours of work he has put in at various times including fitting the suspension, sorting the ignition timing, bolting the front diff up after it nearly fell off on the M25, and not forgetting the marathon "viscous fan removal" of 3 hours plus!



Running Report: 1990 1.6 GLX Hatchback

By Jim Robson

The car was purchased by my father on the 8th October 1992 for £5,700. The car was brought brand new by Securicor and covered about 53,000 miles in those 18 months. It was used as the everyday family car for 11 years until September 2003 when it was replaced by a 1990 1.8 LX.

The plan was to stop using it and then eventually scrap it, until I stepped in. I persuaded my dad to have a word with my great aunt and uncle who own a farm in Kent to see if there was any space for the car to be stored, and there was. So at the end of September 2003 we drove the 80 miles down to Kent and parked it up in the barn.



Engine wise this Sierra has a 1.6 pinto which has covered just 170,00 miles from new but is now starting to smoke a little. There is very little rust on the car apart from a few bubbles at the back of one of the sills, the wheel arches are completely rust free.

I left the car for about 18 months just starting it up every few months. I left the exterior looking standard, this included the usual faded red colour scheme but the paint work was brought back to life with a goof t-cutting session.

The car now has a set of 17inch TSW Imola alloy wheels, clear rear lights, clear side repeaters, XR 4x4 boot spoiler, Cosworth front bumper, custom 'sierra glx' bootlid stickers. Coming soon is a shortnosed bonnet with a Cosworth grille and some Morette twin headlights.



History of the Ford Sierra Owners Club

By Jim Christie

The club was formed back in the mid/late nineties - 1996 I believe was the year - by a chap called Rob Morten who lived in the Milton Keynes / Bedford area. At first the Club was pretty local to him. I have no idea how the early club operated other than it was run by Rob and his partner at the time.

The Club fairly rapidly obtained "national" members and the workload of running the club took it's toll on Rob, who stepped down late in 1998 - handing over to Steve Green on the way.

Steve, based in Lincolnshire worked at Rimmer Brothers (the Triumph specialists) at the time and so was well placed to potentially make contacts in the automotive / refinishers trade that could see the blooming of a large number of dealer discounts.

Unfortunately the discounts and growth of the club didn't really happen as envisioned. I'm not sure whether it was the Club grew to the extent it got on top of Steve and he never recovered the situation, or if his admin and organizational skills were just not up to the job to begin with.

After some "interesting" club magazines, Steve stepped down suddenly at the end of 2001 and left the Club. Having had enough of running the club, and curious (but familiar) gurgling noises through the heater of his Sapphire Ghia 4x4, he'd brought an Alfa Romeo. So out of the frying pan, into the fire then!

This was not long after I'd joined the club. Not wanting to have the Club fold on me within months of joining, and in the process of setting up a website for it, I volunteered my help as someone who could do the nitty gritty paperwork, along with Mick Lee who stood up as show organiser and chairman when Steve did a very fast runner. Martin Charles came along to write our newsletters and did a damn fine job until he had to stand down through ill health.

Previously to joining the Club, I had stumbled across a "FordSierra" forum over on Yahoo!. With my new status, it was soon adopted as an unofficial place for members - and non members alike - to meet and swap help, tips and advice.

There are more than a few members here on our current forum that came from the original Yahoo incarnation - Lisbon_road was one I believe, Myself, Mick and Dojj. Sidibear, Gav (Diddlysquat). Even Marty arrived in the Yahoo forum's last days. Pete Hart was there too.

We used the forum as a way for prospective members to get to know us - and it turned out to be an approach that

worked reasonably successfully. In conjunction with our "new" website, and use of the Yahoo forum, membership started to grow and attracted one Scots reprobate called Callum who set up a *proper* forum for us - the forum as it still stands today.

This forum has almost been a victim of it's own success several times, but membership on the forum alone shows the Club and it's associated community has something to offer practically every Sierra owner.

Anyway, to put some figures on the achievements of Mick, Martin and I, when we took over the club, there were less than 90 members, some of which (i.e. Shosh "TwoBlueDoors") are still with us today. When I handed over to Pete three years later, there were some 180 people "on the books" if I recall correctly.

Membership turnover has always been high - I suppose this is down to people buying and selling cars, naturally moving on, joining on the spur of the moment and then leaving again, or re-joining in a few cases.

But the fact that we had a retention of a hundred or so members over where we started gave us a net growth of some 125% percent over the three years. A pretty good standing to leave the Club on and we felt we'd not done too badly at all, all things considered.

During the three years, we'd had member cars featured in "Classic Cars" magazine, on BBC's "Top Gear" programme, we'd helped write buying guides, even given a radio interview twice (*the BBC R4 one we have on the website, but the Radio Swansea one I'm glad has been lost to the mists of time. Thankfully - it wasn't my best performance as given live, my mind decided then would be a good time to go out for a walk and leave me blithering on the end of the phone like a moron. No, not one of my best moments!*).

At the end of 2004, I handed over to Pete Green and Dojj, who was already shadowing Mick in terms of organising the shows. Dojj stepped down in April 2006 and the FSOC was taken over by the current officials and the next chapter of the Club's history has began.



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> Van insurance	0870 112 23 76	open 9 am – 8 pm Mon – Fri, 9 am – 5 pm Sat, 10 am – 4 pm Sun.
> Home insurance	0870 112 24 00	open 9 am – 5.30 pm Mon – Fri, 9 am – 4 pm Sat.
> Taxi insurance	0870 112 24 13	open 9 am – 5.30 pm Mon – Fri, 9 am – 4 pm Sat.
> Customer Services	0870 420 75 09	open 9 am – 5.30 pm Mon – Fri, 9 am – 4 pm Sat.
> Credit control	0870 420 75 79	open 9 am – 5.30 pm Mon – Fri.
> Claims	0871 222 79 10	open 24 hrs.
> Breakdown recovery	0800 917 33 65	open 24 hrs.
> MCE switchboard	0870 420 75 75	open 9 am – 5.30 pm Mon – Fri.
> Email	enquiries@mceinsurance.com	
> Postal address	MCE Insurance, Lister House, Finedon Road, Wellingborough, Northamptonshire NN8 4EL	

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Classifieds

Cars for Sale

2.9 V6 Estate (Earthquake)

The specs are as follows:

Engine - KENT camshaft, Power Boost Valve, Induction kit, Ashley performance exhaust, Twin fan conversion, All new engine sensors, Replaced head gaskets, Quickshift gear linkage. The mileage is original but the engine has been replaced with same size, but with a lower mileage a couple of years ago with new high pressure oil pump and quill. Comes with CAT2 immobiliser with certificate.

Suspension - AVO lowering springs, Spax adjustable suspension all round, Cossie front and rear anti roll bars, poly bushes on front.

Brakes - Mintex pads all round, braided brake lines.

Body Work - RS bodykit all round, Privacy windows, Cosworth 4x4 bonnet and grill, Clear front and side indicators, 16" alloys with 2 new Goodyear F1s, 1 part worn Avon ZZ3 and 1 part worn F1. Overall good condition for year with a few bits that could possibly be improved. The car has been serviced regularly every 6k by the previous owner who was an enthusiast and knew it has been done properly, last serviced 03/07/06 with all done including brake fluid and engine coolant. The front bumper is not cracked the paint has started to peel.

All original panels and paint-work except bonnet, boot lid and d/s rear arch which will need attention again at some point in the future. I am looking for £1500 or near offer.



It is guaranteed to bring a smile to your face and turn heads wherever you go.

Contact Steve on 07760 497340.

1984 Sierra XR4i

I've owned her 14yrs without any expense spared so here is your chance to own one of the best modified XR4i's in the UK. Don't really know where to start as there is so much to list but here goes she was fully restored 5yrs ago and has only been used for shows since not even been in the rain. She has only done 6000 miles in that time. The engine was fully rebuilt at the time inc stage 3 unleaded heads with big valves, Kent fast road cam, all parts where painted or zinc plated, k&n air filter, scorpion stainless exhaust, I've just fitted Bosch super 4 plugs. Last year I fitted a disc back axle off a 4x4. I've just fitted brand new power steering rack. Its got TSW Imola alloys which are 7x17 on front and 8x17 on rear, Tinted lights all round, 3dr RS vented bonnet, RS500 front bumper/rear spoiler mated to the lower 4i one, the cars fully re-sprayed in Posiuden Blue inc all the body kit. The Recaro interior was also re-trimmed in grey leather and Blue Alcanterra down the middle, all door panels done to match. This car was featured in Fast Ford in Sept 2002, also came 2nd in concourse at Ford Fair. I've got a file full of photos of all the work carried out on her. Old MOTs. She comes with 12months MOT and 6 month tax. I've probably missed loads out so if there is anything else you want to know please don't hesitate to ask. This car really needs to be seen in the flesh to be appreciated. I'm looking for £4000 ono.



Contact Paul on 07780566421



1990 Sapphire 1.8 LX



1990 Grey Sapphire 1.8 LX, good body work, MOT till end August 2005, 1 Months tax, 4 New tyres. Call Richard on 07876242496.

£100

1983 Sierra 1.6 GL

Mk I 1.6 GL 1983 , not MOT but taxed till December 2006.

Generally good condition for year, we've been running around in this car until the other week, although it has to be pointed out that the photo makes it look cleaner than it actually is, I don't want to be accused of saying its in mint condition 'cos it isn't.

There are holes in rear arches and some welding needed to the floor. Definitely needs a new exhaust, sounds a lot like a tractor at the moment. The windscreen has a big crack slowly creeping up it . But this car is a classic, and it deserves better than going to scrapyard, and its still taxed until end of year, so grab yourself a bargain. Telephone on: 07951942234

£100



1987 XR4V8

3.5 litre V8 (Rover) Sierra, converted from XR4x4 in 2004, RWD only. Leda adjustable suspension and springs, custom straight through exhausts (sounds fantastic!!), Avon ZZ3 tyres on DJ racing alloy wheels. Sierra RS Cosworth steering wheel and Recaro seats. 12 months MOT, real head turning car and great fun to drive. Serious enquiries only please. Southend. £1,995

Dave: 01702 553585



1990 Sierra 2000E

Sadly my Sierra 2000E has to go so I'm open to offers.

1990 G Ford Sierra 2000E in silver, 12 months MOT but sadly no tax as its on it as its currently SORN, Mileage is 139983, Engine is sweet, Auto box is perfect with no whines etc. I'd class the car as in fair condition as the lacquer is peeling off on the passengers side but the whole car is solid, the leather is in good condition with no rips or tears.

I'm sure I've missed a few things out but like I say I am open to any sensible offer. Located in Merseyside area. Contact Reg on 01515 488998 after 5pm.



1982 Sierra Ghia 2.0

I have a Sierra Ghia 2.00 'Y' registration Sierra that needs a good home. The car has been in my family for 15 years and was used by my brother when my father died. He bought the new car and so she came to me. I have used the car regularly for some time but it has become too expensive for me to drive regularly as I do so many miles per week. The colour of the car is gold. The engine is completely sound. Interior is good and body work pretty reasonable considering its age, not rusty. The last two mot-s it needed nothing done. It has been regularly looked after by a Ford mechanic. It is now off the road but still has mot until November this year. I am looking for £300 for the car. She lives in Oxford. Contact Ruth on 07791666005.



Everything Else

New Club Discounts

The club has arranged a discount with Insurance firm MCE. If you want to get a quote, call 0870 4606430 and ask for James, Barry, Cherry, or Steve who is the boss. Mention you're a member of the club once you have your quote and you should get a sizeable discount. You can also find them on the web at www.mcein-surance.com.

Our club president currently has a policy with them. The initial quote was £146 fully comprehensive and this was reduced to £114 when he announced he was a member of the FSOC. Not a bad price for a fairly modified 2litre Sierra (The Pinto of Doom, which was in the last issue having minor restoration).

Another discount the club has negotiated is with a company called Brent Panel & Paint. The exact discount is likely to vary depending on the product but the discount should be between 10 and 20%. Perhaps a larger discount for common items. They can also locate parts all over the UK, so generally speaking, if its sill made they can get it. They stock the following:

All makes of body panels & lighting.
Valeo radiators and Air Con Condensers (O.E. Spec).
Farecla, U-Pol and Indasa bodywork products. Autoglym products. Aftermarket panels & lights, depending on popularity. Bodyshop consumables and tools.

Club member Ian Southam, who arranged the deal, recently purchased a Sapphire Cosworth Grille off the company, new at £24 and this was delivered within 24 hours. The retail price would be £38 and that's exclusive of VAT. That's if you can find another firm that can supply them!

The chap you need to speak to is Roger West. His mobile number is 07984 529934 and he is available from 8am until 7pm (ish) Monday to Friday, most of Saturday and can also be reached on Sunday afternoon. Out of hours he will take your details and if the part you require is not in stock, he will order it first thing Monday morning.

As part of FSOC deal, he we also deliver 50 miles our from Rushden (Northants), though there may be a slight delay getting the parts to you in order to fit into his schedule. Bulk purchases will also add more to the discount, so perhaps the club can arrange group buys in the not to distant future.

The company address is:

Brent Panel & Paint
1-6 St. Francis Street
Erith
Kent
DA8 1AS
Telephone: 01322 442000
Fax: 01322 448090

Jellycolour

If you would like to view this issue in lovely vibrant colour, club members online will be able to download it in the recently opened "Jellymould Magazine" section on the forum.

If any club members have access to a PC but do not have internet access, I would be happy to supply you a colour copy on CD which you can view. Contact me (Jon) on 07906210302 with your name and membership number and I'll get a copy in the post to you.

And one final thing, I noticed half through printing that there was an error with the second paragraph in Paul Lucas' Running Report on page 14. The paragraph should end with "it was a complete mess.", so apologies for my slack editing skills, if you ended up with a copy.

New Members

Lastly, a warm welcome to all our new members who have joined the FSOC in the last few months. There are;

Ian Atkins, David Mcfarlane, Stephen Arnold, Phil Osborn Raymond Birtles, Colin Addams, Andy Turner, Stuart Lingard, Richard Bartholomew, John Goan, Tony Jackson, Derek Hullah, Ed Fish, Paul Hollingshead, Paoraig Clarke William Hanna, Lee Durrant, Maxine Jackson, Phillip Ellard and M Richardson.

The Small Print

The articles or views expressed in this newsletter are entirely those of the individual authors. The Ford Sierra Owners Club and its representatives accept no responsibility for the validity of such articles or views. Furthermore any work carried out by a vehicle owner, having read this newsletter, must be entirely at the vehicles owner's risk. The owner of the vehicle, who is doing the work themselves, has a duty in law to ensure the work carried out with due diligence to health and safety and the road traffic act. If no doubt do not do it, consult a qualified vehicle engineer.