

H&S's Ian does the Right Guard test: the squirrel lives!



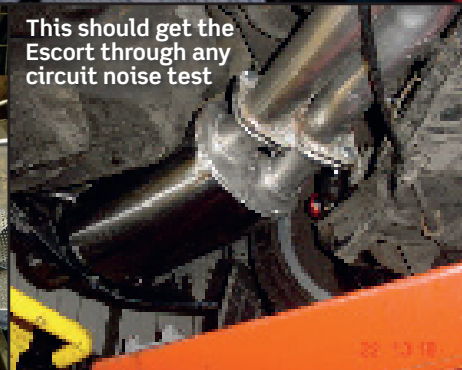
New system starts as a massive 4 inch section before splitting into two sections



Double silencer is packed with top-quality sound-deadening



This should get the Escort through any circuit noise test



ESCORT COSWORTH /MIKE RAINBIRD

PIPE UP



Mike's Escort is constantly evolving. Here he lets us in on his latest plans...

MANY of you know me from either my inane ramblings on Passion Ford (www.passionford.com), my old 515 bhp Sapphire (unfortunately crashed into a roundabout in 2002, but rebuilt before being sold to an Irish friend), or my white Escort Cosworth with the infamous gold wheels, which regularly graces these pages. For those that don't, my name's Mike Rainbird, I'm 37 and I'm a Cossieholi!

In a time where it seems popular to ditch your Cosworth for something considered fast and reliable, I've always chosen the modification route to constantly evolve my cars into what I want them to be – my motto being the five Ps (Proper Preparation Prevents Piss-poor Performance!). That being so, I'll be regularly letting you in on the trials and tribulations of evolving the car into its next incarnation.

I acquired the Escort thanks to my own stupidity in misjudging the speed and distance that caused the roundabout/Sapphire

interface. Realising that the car was totalled, I was on the phone to the lady who owned the Escort within 10 minutes of the accident. Luckily, I knew all about the car already, having been instrumental in helping the original owner (who was a friend of mine) source all the parts, and also having sold the car to Christine on his behalf. I viewed the Escort the following day, paid a deposit and collected it two days later.

It was immediately dispatched to Harvey Gibbs at SCS for a new cambelt (it had been standing unused for two years) a WRC head gasket (because it was running old wire-rung technology that wouldn't be up to the abuse I was intending on dishing out) and the compression ratio dropped from 7.7:1 to a safer 7.54:1.

The car remained as I bought it for around

Right. It's a dirty job, but someone's got to do it. Andy drew the short straw



Hayward & Scott were tasked with producing a high-flowing, quiet system



Mike's Escort is one of the best-known Cossie in the UK

six months, because it already had the early 450 bhp-rated Fixit gearkit, AP four-pot callipers with 330 mm discs, and the archetypal SCS 400 bhp engine, sporting a T34 0.55 a/r housing and Bosch 400 (light blue) injectors.

In the end, a stupid water hose failure (at high speed, of course!) saw the beginning of the end of the engine, because I lost nearly all the water before I could pull over. I thought I'd got away with it, but a cracked piston a few weeks later suggested otherwise.

The subsequent rebuild saw a detuned version of my old Sapphire engine with a maram-shafted T4 (to allow the use of ALS), which made 477 bhp at 7000

rpm and 408 lbf. ft at 5000 rpm, all at a nice conservative 27 psi. This has served me well for more than 35,000 miles and is now at the point where it requires a rebuild, the planning of which has taken the past eight months. This now brings us full circle to the current day.

Any of you who do track days will know that noise pollution is the current flavour of the month, with more and more circuits having to enforce ever lower noise regulations to comply with the restrictions enforced on them by whinging councils. Obviously, quiet exhausts and Cosworths don't normally go hand-in-hand, so due to the fact that I want to do track days and have an increase in power, I had no choice but to rethink the whole of this side of the car. Step forward Hayward

& Scott. My remit was that the exhaust be of a high enough flow for the new engine, be quiet enough to pass the noise limits (the strictest of which is Bedford at 87 dB) and clear the anti-roll bar/front prop.

To achieve the flow requirements, the downpipe starts as massive 4 inch section, which on my car features a quick-release housing, like the Group A cars. This was done in an attempt to prevent the bolts from going AWOL due to heat and vibration, which can easily happen on the standard three-bolt flanges. This then splits into two 2.5 inch sections, before snaking round the gearbox as they travel side-by-side into the first of the two double silencers. The sound deadening is achieved by having two silencers installed in the one box.

These have been packed with Hayward & Scott's finest sound-proofing, and with the four silencers it manages to achieve a sound not much louder than a standard car.

I'm not yet sure if this is a good thing or a bad thing, but at least I won't be kicked off any track days for noise-related issues! The build quality of the exhaust is exceptional, especially when you consider the very reasonable price of £1057 – not bad for a custom-made system!

Next month, we'll look into the planned induction system and the ECU required to run it.

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