

UNSTOPPABLE

GLORY DAYS

Ford have had a glorious history of success in rallying that stretches back to more than fifty years! From the Cortina to the Escort, and from the Sierra to the RS Cosworth to the current-day Focus, the story continues to this day...

Raw, aggressive, powerful and supremely capable in the right hands, the Focus WRC is a fearsome machine



Edition 10 of a special series by
APOLLO TYRES LTD.



Stig Blomqvist in all-out action in a Ford RS200, during the 1986 Swedish Rally



The legendary Sierra RS Cosworth flying through a rally stage in 1987. These cars still have a hard-core performance image with enthusiasts

Ford's success story in rallying actually began in the 1930s, when their V8-engined cars won the famous Monte Carlo Rally. The saga continued in the 1950s and 60s with the Ford Zephyr and Cortina cars, while the Escort RS1600 took up the mantle in the 1970s. The powerful RS200 and Sierra rally cars made an appearance in the 1980s, while the absolutely phenomenal RS Cosworth came in the 1990s. And today, the Focus rally car continues the winning tradition of its illustrious forebears.

Over the years, some legendary drivers like Hannu Mikkola, Timo Mäkinen, Bjorn Waldegard, Ari Vatanen, Didier Auriol, François Delecour, Miki Biasion, Carlos Sainz, Colin McRae, Marcus Grönholm and Markko Martin have driven for the Ford WRC team. Over hundreds of world rallying events and with countless number of wins, Ford cars

have left an indelible mark in the world of rallying. Today, WRC is Ford of Europe's primary motorsport activity. Through the BP-Ford World Rally Team, Ford enters two Focus RS World Rally Cars on all rounds of the WRC series. The programme is operated on Ford's behalf by long-term partner M-Sport, the home of the Blue Oval's international rally projects.

From the legendary Escort to the modern Focus WRC, it's been a long but rewarding journey for Ford. To take a quick look at the current day Focus RS WRC, the car uses a turbocharged 2.0-litre Ford Duratec engine, with a special all-alloy block. Various weight reduction technologies have been employed on this car, and weight distribution has been optimised for handling at high speeds.

The Focus RS WRC uses sophisticated, lightweight, yet rugged suspension components which can handle the rigours of prolonged high-speed driving over very rough terrain. Ford work closely with suspension specialists like Reiger for this. The car's transmission is also beefed up, for which specialists like Ricardo were consulted. In keeping with WRC-tech, the car gets a computer-controlled centre differential, with regular mechanical units at the front and rear, as per rules.

To keep overall weight down and bodyshell rigidity up, Ford used the ADAMS software model to fine-tune the WRC Focus's design, to minimise drag and maximise aerodynamic efficiency. The overall result is a car that's brutally efficient at going fast – flat out, regardless of the terrain or the weather conditions – once the flag drops. Like the Ford rally cars before it, the Focus is making sure that the Ford name remains unstoppable in rallying!



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Never wary of progress, never skeptical about success,
Never scared of challenges, never tired of trying,
Every step of the way we travel with our customers
On the "unstoppable" journey to success.



An Escort at the RAC Rally sometime in the early 1970s



The Escort RS Cosworth, with Carlos Sainz at the wheel, in 1996



Another Escort carving up a stage at the Monte Carlo Rally, in 1969