



For more details on the Ford **Fiesta ST** Gp.N, please contact the Sales Department:

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Ford **Fiesta ST** Gp.N 



Since the launch of the road car in October 2004, the 'Sports Technologies' version of the Fiesta range has been able to give discerning users a chance to mix the class leading dynamics of the hugely successful Fiesta range with a series of performance and styling images to create a car that is designed to 'flatter the novice and reward the professional'.

"ST should be synonymous with affordable, dependable performance and an ST model should reflect the character of the car from which it is derived"

Jost Capito, TeamRS Director.

Taking this extremely capable model as a base, M-Sport, the UK based preparation company that oversees Ford's entry to the World Rally Championship have developed the ST150 road car a step further to create a new competition version to cope with the rigours thrown at it by international rallying.

"Our brief to the engineers was simple. We wanted to get back to the days when an enthusiastic amateur competitor could take the standard car from the local Ford dealer and using the parts kit supplied, with the help of their friends build a competition car that was fun to drive, reliable and economical to compete in. Fundamentally we wanted a car that we, as enthusiasts would want to drive"

Malcolm Wilson, Managing Director, M-Sport.

The engineer responsible for the development of the **ST** Gp.N, Chris Williams and his team, took the standard car back to a bare shell and using the technology employed in the development of the Ford Focus WRC, re-developed the standard car to incorporate both the safety features and the performance improvements required to withstand the pounding that will be encountered by competing with this car on rally stages all over the world.

Brief Specification:



Bodyshell

The car benefits from a multipoint roll cage, designed to be HANS® compatible as required from January 2007. The design complies with Appendix J of the FIA International Regulations. It includes 3 x 'X' brace in the rear of the car including above the passengers heads and 'twin tube' door bars with no cross-over. The cage can be bolted or welded to the chassis and does not require the dashboard to be modified, further aiding the installation process.

Underbody Protection

A substantial 6mm aluminium sumpguard to protect the engine and transmission components, manufactured to an M-Sport design, has been added. The std. fuel tank has a Kevlar composite moulded guard to protect from stone damage. The fuel filler neck also has a Kevlar composite moulded guard to protect this area. There is also optional underbody protection available to protect the floor pan and the side sills from stone damage.

Interior

The majority of the trim as authorised under Gp.N has been removed from the car to reduce the weight and allow the fitment of the safety features required in a rally car designed to compete in any region. The seats have been replaced with Recaro competition versions made from composite materials. To these have been added Sabelt 6pt harnesses, a Sabelt suede steering wheel plus an integrated fire extinguisher system with electronic control.



Engine

The basic engine remains standard with the only additions being a revised 'foam' air filter and a stainless steel exhaust system including a motorsport specification catalytic converter. The engine ECU has been modified to revise the fuel and air ratio and optimise the ignition. Modifications have been made to the 'pedal map' for the electronic 'fly-by-wire' throttle which improves throttle response and engine torque in the lower gears.

Transmission

The car has a 5-speed 'dog' engagement gearkit fitted to a standard ST150 casing. The gearbox design and ratios have been developed in conjunction with SADEV. The transmission is supplied as an exchange item ready to fit into the car, with the customer to return their std. ST150 gearbox in a serviceable condition. The ST150 features uprated driveshafts as standard.

Electrical

A 'piggy back' wiring loom has been developed to supplement the std. car wiring loom, incorporating the additional electrical requirements of the rally version. This includes an electronic circuit breaker to cut power to the electrical circuits in the event of an accident. It also includes the wiring for additional electrical requirements like map light, additional spotlights, radio, tripmeter etc.



Brakes

The standard ST150 front and rear disc brakes are retained. The pipes in the braking system are replaced by braided steel hoses and an adjustable pressure-reducing valve is fitted to the system while still retaining the dual circuit diagonal braking required to comply with Gp.N regulations. The brake pad compounds have been optimised for rallying.

Wheels

Taking advantage of the std. vehicle features, M-Sport has been able to homologate the ST150 to use 15" wheels for gravel and 17" wheels for asphalt to take advantage of the increased range of tyres for these popular sizes. The wheels for the Gp.N version of the car have been manufactured in both 'Super T' and 'Rally Racing' styles by OZ Racing.

Suspension

Using the uprated suspension of the std. ST150 as a basis, which includes revised front suspension knuckles for additional negative camber and a strengthened twist beam rear axle, M-Sport engineers have added Reiger dampers which are adjustable for rebound and revised spring rates to improve the ride over rough surfaces found on stages. In addition the steering rack on the standard ST150 has a quicker ratio than the standard Fiesta to give improved turn-in.

Comparative Specification:

	ST150	STGroup N
Engine		
Specification	2.0 Duratec - 1999 cc 4 cylinders in line; DOHC; 16 valves; alloy cylinder head and block; electronic multipoint fuel injection	
Maximum Power	150PS @ 6000 rpm	165PS @ 5800 rpm
Maximum Torque	190 Nm @ 4500 rpm	202Nm @ 4500 rpm
Transmission Ratios		
1st	3.583	2.833
2nd	2.038	2.077
3rd	1.414	1.643
4th	1.108	1.353
5th	0.878	1.148
Reverse	3.615	3.615
Final Drive	3.824	4.273
Performance		
Max Speed (mph)	129	110
0-60mph (secs)	7.9	6.9
Dimensions		
Length (mm)	3921	
Width Without Mirrors (mm)	1683	
Height (mm)	1468	
Wheelbase (mm)	2486	
Track Front/Rear (mm)	1478/1444	



ST Gp.N Conversion Kit:

Item	Price
Bodyshell	
Multipointed Bolt / Weld In Roll Cage (FIA / RACMSA Compatible)	£525.00
Bonnet / Boot Pin Kit x 2	£14.30
Hand Held Fire Extinguisher Kit incl. Mounting Bracket	£48.56
Electrical Fire Extinguisher System incl. Fitting Kit (4 litre)	£231.42
6mm Aluminium Sumpguard incl Fitting Kit	£291.60
Composite Fuel Tank Guard incl. Fitting Kit	£147.00
Composite Fuel Tank Filler Protection incl. Fitting Kit	£75.00
Front Wheel Mudflaps incl. Fitting Kit x 2	£48.00
Interior	
Recaro Seats (APEX) x 2	£594.04
Seat Rails Kit (VO Homologated)	£153.20
Welded Seat Rail Mounting Kit (VO Homologated)	£160.00
Sabell 75mm 6pt Harness x 2	£245.70
Seat Harness Mounting Kit x 2	£84.00
Sabell Suede Steering Wheel	£74.00
Fiesta ST150 Hub Mounting Kit	£29.00
Carbon Co-driver Foot Rest	£65.00
Engine	
Foam Air Filter	£39.95
Modified Engine ECU (Exchange)	£300.00
Uprated Engine Mount LH	£96.00
Uprated Engine Mount RH	£61.60
Stainless Steel Exhaust System	£220.00
Stainless Steel Competition Catalyst	£280.00
Transmission	
5 Speed 'Dog Engagement' Gear Kit incl. Plated LSD (VO Homologated) (Exchange)	£4000.00
Uprated Roll Resistor Gearbox Mount	£47.20
Uprated Clutch Drive Plate	£120.00
Suspension	
Reiger Adjustable Damper Kit	£1750.00
Springs Front (Gravel / Tarmac Options) x 2	£110.00
Springs Rear (Gravel / Tarmac Options) x 2	£90.00
Uprated Wishbone Bush Kit x 2	£204.96
Uprated Rear Beam Bush Kit x 2	£60.00
Electrical	
Auxiliary Wiring Loom incl. Master Switch	£560.00
Fuel System	
Braided Fuel Pipe Kit	£51.20
Roll Over Valve Kit	£39.95
Braking System	
Brake Bias Valve – X System (VO Homologated)	£147.50
Braided Brake Lines Kit	£343.40
Competition Brake Pads Set (Gravel / Tarmac Compounds) (Front & Rear)	£110.00
Wheels	
OZ Aluminium Rally Racing Wheel - 6" x 15" - Gravel	£85.00
OZ Aluminium Super Turismo Wheel - 7" x 17" - Tarmac	£105.00

ST Gp.N Options Kit:

Item	Price
Optional Items	
Roof Vent Kit (VO Homologated)	£168.00
Hydraulic Handbrake Kit – X System (VO Homologated)	TBA
Crash Helmet Net	£35.00
Carbon Composite Driver Foot Tray	£113.75
Carbon Composite Tripmeter Fitting Bracket	£94.00
Terratrip Tripmeter	£247.50
Coralba C-Rally Tripmeter	£617.10
Air Horn Kit	£14.00
Composite Underfloor Protection incl. Fitting Kit x 2	£308.00
Composite Side Sill Protection incl. Fitting Kit x 2	£243.60
Lamp-Pod Assembly	£247.50
Lamp-Pod Lens Kit incl. Bulbs - Halogen	£229.67
Lamp-Pod Lens Kit incl. Bulbs - H.I.D.	£1,209.87
Lamp-Pod Wiring Loom to link to Auxiliary Wiring Loom	£120.00
Lightweight Battery DMS RT30	£144.25
Lightweight Battery Fitting Kit	£97.50
Moulded Rear Qtr Panels to suit Multipoint Roll Cage	£86.00
Bodyshell Boot Pin Bushes x 2	£32.00
Spare Wheel Kit (Steel Bar)	£27.50
Spare Wheel Mounting Kit (Carbon Composite)	£150.00
Spare Wheel Ratchet Strap	£16.80
Sumpguard Side Protection	£56.60
Rear Beam Protection (Back Flaps)	£59.95
Lightweight Wheel Brace and Fitting Clips	£83.20

With the Gp.N conversion kit, the intention is that customers would be able to select to buy parts individually or to buy the complete kit from M-Sport.

In the event of choosing the complete kit, this will be sold at a subsidised price of £9,100 GBP + VAT** as applicable. Drivers will then be able to choose options from the enclosed list subject to personal preference.

* Only cars built using the complete kit of parts will be eligible for any of the proposed one-make series.

** Excluding wheels which will be at an additional cost.

