

The UK's Ford scene is nothing if not varied and expansive. Seriously, take the time to stop and consider it for a moment and you'll see that it covers everything from painstakingly restored 100E Pops, to brand new Focus RSs that bristle with modern tech and ooze power, plus of course everything you can imagine in between. Old school cars attract a very passionate, massively vocal following, and whenever we juxtapose something like a three-door Sierra Cosworth with a modern Ford like a Focus ST, you can bet your bottom dollar that it's the older car that attracts most attention and garners more positive comments. Now don't get us wrong, we've absolutely nothing against fast Blue Ovals from the '70s, '80s and '90s (they're what we grew up with), but it's important to recognise that the Ford scene is constantly

moving forward, helped along by some of the, quite frankly, jaw-dropping models Ford themselves have been building of late.

Recently we brought you PumaSpeed's 300bhp Fiesta ST, a car that simply wouldn't have been possible fifteen or so years ago. Yes you could take a Fiesta RS Turbo through the 300bhp barrier, but the resulting car would've been temperamental, raucous, and not the kind of thing anyone but the most ardent of Fiesta fans would've enjoyed driving on a daily basis. This month we're looking at another of PumaSpeed's fast Fiestas, one that, if anything, is even more remarkable than their ST. It's one of Ford's latest Zetec S models,

the one powered by the much vaunted 1.0 EcoBoost three-cylinder. Now before we go any further it's important to put aside any preconceived ideas you might have about what a three pot can and cannot do – we're a long, long way from the agonizingly lethargic units found in '90s Euroboxes! The EcoBoost lump has a healthy 128bhp in factory guise, and the chaps at PumaSpeed have managed to drag that figure up to an astonishing 205bhp!

"It's clear that manufacturers are moving to smaller capacity engines with sophisticated turbos, but that doesn't have to mean the end of the tuning industry, quite



THE TINY TITAN

PumaSpeed's Fiesta Zetec S makes a handy 205bhp, and that's with just three-cylinders, less than 1000cc, and totally standard internals!

Words: Jarkle Photos: Chris Wallbank



“Eventually lifting the headline figures to an amazing 205bhp and 260Nm”





The key to the impressive power is in one of PumaSpeed's X-26 hybrid turbos

TECH SPEC

FIESTA 1.0

ENGINE

995cc EcoBoost I3 DOHC 12v, factory internals, PumaSpeed X-26 hybrid turbo, R-Sport crossover pipe, induction kit and intercooler, PumaSpeed large bore silicone turbo elbow and boost hoses, Milltek decat downpipe and resonated cat-back exhaust system, MAXD Stage 3+ calibration/map

POWER

205bhp and 260Nm

TRANSMISSION

Factory gearbox, clutch and open differential

SUSPENSION

Bilstein B14 coilovers and Eibach anti-roll bars front and rear, Breedert rear engine mount, factory suspension mounts and bushes

BRAKES

Front: PumaSpeed Stage 2 280mm discs, factory calipers, stainless steel braided lines
Rear: Factory discs and calipers

WHEELS & TYRES

7.5x18in Ultralite alloys, 215/35x18 Goodyear Eagle F1 Tyres

EXTERIOR

Fiesta Zetec S in white with Triple R splitter and Fiesta ST-converted rear end

INTERIOR

Complete factory Zetec S level interior trim



Milltek exhaust gives this little 1.0-litre a serious bark!

the opposite in fact," explains PumaSpeed's Tony McQuire.

The guys at PumaSpeed took the bold step of buying this very car brand new, so they've had it since the Zetec S debuted back in 2013. In that time it's been methodically pulled apart and put back together to assess just how much power can be extracted and to work out which areas might pose issues when pushed to the limit. Much like their ST, PumaSpeed always intended for this car to be a hard working development mule, hence why it's been through several distinct phases on its way to its current guise. Phase 1 saw it making a handy 140bhp, achieved by simply remapping the ECU and fitting an induction kit. Stage 2 gifted a

whisper under 160bhp (thanks to a free-flowing exhaust and yet another ECU tweak), with Stage 3 bringing a modest increase and leaving the car with 167bhp.

"That's the point where we realised that the Ford factory turbo was reaching its limits and holding the rest of the setup back, hence why we've since swapped to one of our own X-26 hybrid units."

Ditching the OE blower really did open up a whole host of options, with further ECU work in the form of PumaSpeed's MAXD Stage 3+ calibration map eventually lifting the headline figures to an amazing 205bhp and 260Nm. A few bits and pieces were also added to get the three-pot to deliver that figure, including an

The factory interior does as it should, so remains untouched



“The team christened the car ‘The Tiny Titan’, and it stuck”

➤ R-Sport crossover pipe, uprated intercooler and induction kit, and a Milltek downpipe and cat-back exhaust, but it's still a fairly stock looking setup. Whichever way you cut it, that amount of sheer grunt from something so small is deeply impressive, especially as the 1.0's internals are still exactly as they left the line. Simon and Tony at PumaSpeed are quick to praise the engine's design and how unstressed it is in standard guise, with both believing that a similar engine wouldn't look or feel out of place as the default power plant in a future Fiesta ST.

The team at PumaSpeed wasted no time in christening the little car 'The Tiny Titan', and it's a moniker that's well and truly stuck. It's also very appropriate, as this little car really can punch above its weight, having been clocked doing a staggering 153mph on a private road.

Wind back twenty or so years and almost doubling a car's power output would've resulted in one seriously stressed transmission, and it's here that the modern Fiesta perhaps also begins to

show signs of strain. The team at PumaSpeed have found that when pressing on and truly wringing the very last ounce of performance from the car, a small, subtle 'crunch' can sometimes be felt between first and second gear. Tony and Simon are at pains to stress that the issue can also be felt when wringing the neck of standard cars, and that, so far, this example has managed to retain its factory clutch and gearbox, but it's perhaps proof of the huge amount of effort that's been invested in getting such a small car to handle so much power.

Other elements of the chassis are much more traditional, with the emphasis having been put on improving the standard car's already brilliant handling characteristics. In practice that's meant ditching the standard suspension for Bilstein B14 coilovers all round, plus a pair of Eibach roll bars to help link it all together. The standard rubber bushes have been retained – they're more than capable of dealing with the added power, plus they help give



DRIVER SPEC

DANIEL MCQUIRE

Age: 18

Job: Ford tuning specialist at PumaSpeed

First Ford: This one

Favourite Ford: Pumaspeed GTX 350-powered Fiesta ST

Toughest part of the build: Design of the new hybrid turbo

Best part of the build: Seeing the numbers on the dyno







Bilstein B14 kit has got the handling sorted



the ZS a supple, compliant ride. The brakes have been given a suitable overhaul, with a 280mm PumaSpeed Stage 2 kit taking care of things up front, plus stainless steel braided hoses all round. Not rocket science but more than enough to haul this lightweight hatch to a stop in no time at all, especially when coupled with the grippy Goodyear Eagle tyres wrapped round Ultralite alloys.

That mild tweaking of Ford's standard hardware continues both inside and out, with the full interior having been retained in its entirety. The exterior is almost totally stock bar the Zunsport grille, Triple R front splitter and Fiesta ST rear end and diffuser. Again, hardly scene-busting stuff, but it all works together and helps make the overall car look that

much more purposeful.

The largely finished car has now been passed onto Tony's son, Daniel, and at just eighteen years old he now finds himself the lucky owner of one of the most remarkable tuned Fiestas in the UK today. Plans for the future? Well it's probably fair to say that expecting much more power from the standard internals would be a touch foolish, so any further engine work will involve some forged rods and suitably specced pistons. Various power figures have been bandied around and they're certainly tempting, though perhaps for now we should just enjoy the fact that this car exists. We'll end with the fact that this diddy three-cylinder car now makes 25bhp more than a standard, range topping ST. Not bad for a 1.0-litre, eh? 

