



Table (below) compares in-gear times of Graham Goode car (above) and Wolf Racing car (left) against a standard S

Graham Goode Racing ST300

Modification package creates 303bhp Focus ST

Graham Goode first gained recognition running Sierra Cosworth RS500s in the British Touring Car Championship in the late 1980s and subsequently for creating high-quality road-car modifications. This is the company's latest work, a 303bhp Focus ST.

The £2808 conversion certainly looks impressive when you open the bonnet, with delicious blue piping snaking around the engine bay. The upgrades are extensive too, consisting of a cold-air induction kit (apparently worth 20bhp on its own), unique GGR Bluefin ECU remap, larger intercooler and a stainless steel high-flow non-restrictive exhaust with a Magnex cat-back system. Each of the parts can be fitted individually if funds are limited.

303bhp and 299lb ft going through the front wheels might sound ludicrous, but the unstoppable march of electronics has made such things possible, with the ECU limiting torque in the first three gears. As a result the ST300 is a perfectly

refined place to be and nothing like the torque-steering nightmare you might expect. It's even happy pottering in traffic without trying to launch you up the exhaust pipe of the car in front.

The power is cleanly delivered all the way from 2500rpm but really starts to tell above 5000rpm, where the sound from the in-line five seems to clarify and the revs rip through to the red line. The conversion would probably be even better on a circuit, where you could keep it up in the power band continually.

This car also has Graham Goode/AP Racing 362mm discs and six-pot callipers up front, which are a welcome reassurance, but I would be wary of the suspension kit and bigger wheels also fitted to this car, as they weren't entirely at home on the rough and tumble of Bedfordshire's roads.

So, if you like your engines rev-hungry, then you could have a very fast Focus for less than £20K. Alternatively...

apparently allowed Wolf to achieve greater boost without increased inlet temperatures (so the car currently uses the standard intercooler).

The Wolf is impressively driveable – like the Graham Goode car, torque is electronically limited in the first three gears – and that larger turbo results in the power increase being more obvious initially, thanks to a bigger-chested punch low down in the rev range. The trade-off is a slight fading of that urge as you approach the end of the range, just when the Graham Goode car is getting into its stride. This also accounts for the WR300's slightly slower 0-60mph time of 6.4sec, because when you change gear on a flat-out run you're still in the higher part of the rev-range.

The engine conversion costs a hefty £3495 (which doesn't include the Magnex exhaust), but just in case you were thinking 300bhp isn't enough, there are 330 and 360 conversions on the way.

Henry Catchpole

Specification

Engine	In-line 5-cyl, 2521cc, turbo
Max power	303bhp @ 6327rpm
Max torque	299lb ft @ 4248rpm
Top speed	160mph+
0-60mph	6.0sec (tested, no claimed figure)
Conversion price	£2808
On sale	Now (www.grahamgoode.com)

EVO RATING

- + Surprisingly refined
- Needs to be rewired for the full effect



Acceleration figures

4 th GEAR	ST300	WR300	ST
30-50	3.7	3.6	3.8
40-60	3.5	3.0	3.9
50-70	3.6	3.1	4.1
60-80	3.8	3.5	4.5
70-90	4.1	4.1	4.9
80-100	4.7	4.8	5.7
90-110	5.5	6.1	6.8
0-60mph	6.0	6.4	6.7

Specification

Engine	In-line 5-cyl, 2521cc, turbo
Max power	296bhp @ 6500rpm
Max torque	285lb ft @ 3800rpm
Top speed	160mph+
0-60mph	6.4sec (tested), 5.9sec (claimed)
Conversion price	£3495
On sale	Now (www.wolf-concept.de)

EVO RATING

- + Low-down shove, very driveable
- A bit pricey



Wolf Concept WR300

296bhp from bigger turbo

Walter Wolf is, by all accounts, quite a character. He made his money in North Sea oil and then went into Formula 1 in the late '70s, first with Williams, then independently. In the '80s he ran saloon cars for Ford Germany before turning his hand to developing a range of tuning products under the Wolf Concept banner, of which the WR300 is the latest example.

This blue car here is based on the Focus ST too, and also produces around 300bhp, but this time the figure is achieved by fitting a bigger turbo and wastegate in place of the standard items. This has