

## 2011 Ford Focus RS

- Lot sold  
USD 37 285 - 43 499  
GBP 30 000 - 35 000 (listed)
- **Baujahr** 2011
- **Getriebe** Schaltgetriebe
- **Chassisnummer** WFOGXXGCDGAT54403
- **Zahl der Sitze** 2
- **Antrieb** Zweirad
- **Losnummer** 560
- **Lenkung** Rechts
- **Innenfarbe** Grau
- **Zustand** Gebraucht
- **Standort** 
- **Kraftstoff** Benzin
- **Außenfarbe** Sonstige
- **Automobiltyp** Sonstige
- **Motornummer** AT54403
- **Markenfarbe außen** FROZEN  
WHITE
- **Markenfarbe innen** Grey
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## Beschreibung

Guide price: £30000 - £35000. 

- One of the last registered MKII Focus RS kept in pristine condition by very proud solitary keeper
- Poised on H&R Springs this Focus has covered less than 1,200 miles from brand new
- Completely standard apart from a Milltek Ultimate System Stainless Steel Exhaust and Autotech/JWR Handheld Portal
- Original parts come with the car so can be returned to original status.

 Described as pristine, our vendor has proudly never taken it out in wet weather from the day of delivery

The second generation Focus RS is the Focus that Ford originally claimed they would never build - a limited run 300bhp, 'super-hatch'. But we're delighted they did, and make no apology for being enthusiastic about this remarkable little car with its huge twin-blade spoiler at the back, aggressive body kit, and ballistic performance (0-60 in 4.7secs /163mph) from the turbocharged 2.5-litre, 5-cylinder engine.

The most controversial aspect of the car was its drivetrain, which remained front, not four-wheel drive. Ford's engineers developed and patented a system called the "Revo-Knuckle" which was designed to eliminate torque-steer by keeping the kingpin offset angle consistent even under heavy load, and with 301bhp and a massive 324lbs ft available, that was most of the time. The chassis was stiffened by about 30% and bigger drive shafts, a wider track, lower ride height, and a faster steering rack translated into remarkably civilised road manners.

In the raw, the RS looks a bit of a 'beastie'. With its gaping grille, 19-inch wheels, flared arches, deep diffuser, and a wing that would embarrass a Porsche Turbo, the RS leaves you in no doubt about its intentions. However, it's still a Ford Focus and is good to drive, easy to park, has plenty of boot space, and is reasonably quiet at a constant speed.

Being one of the last RS MkIIs registered our vendor went out of his way to source a Frozen White car, and whilst living north of the border saw no issue in acquiring this one from Thrapston Garage in Northampton. He ordered the car with a few small modifications to be carried out prior to delivery, including the fitting of the Front Splitter, Mudflaps, as well as a Milltech Stainless Steel Exhaust which is the only part of the original car for which he is unable to supply the original part. Put simply, he did not want it shipped up in the car when transported to him in case of the car suffering damage on it's way to Scotland. The car has subsequently been fitted with a few other modifications for driveability and appearance including lower springs, a Moutune manifold, and the Autotech Handheld Portal, however our vendor stresses that the car has never been out in the rain, never tracked nor rallied, and can be returned to standard if required without major issues. Our vendor has always maintained a collection of cars of a similar standard from his years involved with the motor trade and this is the one of which he is rightfully most proud. Waxoyled upon receipt, it will come with all original parts as well as a Moutune Quad Entry Airbox, and upgraded intercooler of the type fitted to many RS Focus by enthusiasts.

There will almost certainly never be offered a Focus of this calibre, one owner, under 1,200 miles in seven years with a comprehensive history, and freshly serviced prior to sale. What's not to love?

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