

1972 Ford Escort MKI

- Lot sold
USD 32 422 - 37 410
GBP 26 000 - 30 000 (listed)
- **Baujahr** 1972
- **Zahl der Sitze** 2
- **Antrieb** Zweirad
- **Losnummer** 210
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- **Lenkung** Rechts
- **Zustand** Gebraucht
- **Standort** 
- **Kraftstoff** Benzin
- **Außenfarbe** Sonstige
- **Automobiltyp** Sonstige
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Beschreibung

Guide price: £26000 - £30000.

- A great, cost-effective way into Historic Motorsport
- Two-litre, 16v Pinto engine with a Quaife Clubmans 5-speed, Type 9-gearbox
- Built in South Africa and converted to FIA spec by Colin Pendle
- Eligible for events such as 'Young Timers' - 'HSCC' - 'Motor Racing Legends'

The Ford Escort Mk I was introduced in 1967 and was a commercial success in many parts of Western Europe particularly in the UK where it was the nation's best-selling car in the late sixties. In June 1974, less than six years after the car's UK introduction, Ford announced the completion of the two millionth Ford Escort, a milestone unmatched by any Ford model outside the USA. The Escort used a brand new unitary construction body shell and came with a choice of 1098cc or 1298cc four-cylinder, overhead valve engines. It also featured contemporary styling cues in tune with its time: a subtle Detroit-inspired "Coke bottle" waistline and the "dogbone" shaped front grille arguably the car's most famous stylistic feature. Escorts became very successful in competition, especially in rallying and they eventually went on to become one of the most successful rally cars of all time. The Ford works team was practically unbeatable in the late 1960s / early 1970s and, arguably, the Escort's greatest victory was in the 1970 London to Mexico World Cup Rally being driven by Finnish legend Hannu Mikkola.

This, Escort MKI two-door could be a great entry into the exciting world of historic Motorsport. The engine is a Ford two-litre, 16v Pinto with Wosnner forged pistons, Kent cams and timing gears, ARP bolts and twin 48 side-draft Dellortos. The gearbox is a Quaife Clubmans five-speed, Type 9 unit with a balanced prop shaft leading to a Salisbury all steel LSD, Suspension consists of a five-link rear end, Bilstein front and coil over rears, new adjustable TCA, comp struts, and a remote anti-roll bar. Slowing down is aided by Wilwood four-pot callipers, drilled and grooved discs all round, and an adjustable bias pedal box. It is fully race-prepared with a full cage, strut brace, checker-plate floors, alloy fuel tank, and a battery box

The car was originally built

by Robbie Jaffa who is well known in Cape Town, converted to FIA spec by Colin Pendle, and raced at Donington Park and Spa Francorchamps. It is really well presented as an homage to the legendary Zakspeed cars and finished in the familiar Castrol colours made famous by Ludwig, Schneider and Niedzwiedz. The car is eligible for events such as 'Young Timers' - 'HSCC' - 'Motor Racing Legends' </p><p>Everyone in historic motorsport has a soft spot for the Mk 1 Escort and described by our vendor as 'ready to go' and offered at a sensible guide price, this is a very worthy proposition. </p></div>

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