

---

## 1973 Ford Escort Mexico

---

Lot sold	<b>USD 37 494 - 46 867</b> GBP 28 000 - 35 000 (listed)	Drive	RHD
Year of manufacture	1973	Condition	Used
Gearbox	Manual	Location	
Chassis number	BFATNR00126	Fuel type	Petrol
Number of seats	2	Exterior colour	Other
Drivetrain	2wd	Car type	Other
Lot number	221	Engine number	NR00126
		Exterior brand colour	Daytona Yellow
		Interior brand colour	Rally Spec

### Description

---

Guide price: £28000 - £35000. <p> </p><ul><li>Supplied new on 1/8/1973 by Newport Ford, this is a genuine Ford Escort Mexico. Original AVO bodyshell.</li><li>Professionally converted in 1982 into a proper forest stage rally car for the Phillips brothers</li><li>Significant success in both the BTRDA Forest/ MSA Tarmac series. Two overall championship victories </li><li>Checked and verified by the AVO Owners Club as an original Mexico still with its original shell</li><li>Recently recommissioned. Fully roadworthy and a current MOT. Massive spec. See below </li></ul><div><br /></div><p> </p><p>Supplied new on 1/8/1973 by Newport Ford in Wales, this is a genuine Ford Escort Mexico still with its original AVO bodyshell. Used as a road car up until 1982 it was then professionally converted into a proper forest stage rally car for use by brothers Robert and Stephen Phillips. It went on to contest over 100 stage rallies between 1982 and 1996 with significant success in both the BTRDA Forest series and the MSA tarmac series, taking two overall championship victories and numerous class wins and outright single venue victories. There are results on file in the cars comprehensive history file and the car is also listed on the WRC website.</p><p>In 1998 the car was loaned to the Pembrokeshire Motor Museum where it was to remain until 2013, preserved in an ideal indoor heated and dehumidified climate. It was finally sold by Robert Phillips in 2016 and has

since had a sympathetic recommissioning and is now fully roadworthy and with a current MOT. Checked and verified by the AVO Owners Club as an original Mexico still with its original shell, it currently drives well and still has the following period specification:

711M engine block bored to 1760cc

Ported head with big double valve springs and alloy rocker cover

Twin 40DCOE Webers

Kent rally cam

4 branch exhaust manifold with single box exhaust

Piper fixed distributor

Lumenition ignition and Lucas gold coil

High-pressure oil pump and oil cooler

World Cup Crossmember with solid engine mounts

Twin fuel pumps

High-Torque starter motor etc, etc.

Straight cut gearbox with alloy bell housing, strengthened English back axle with Panhard rod anti-tramp

Group 4 struts with Bilstein dampers all round

Vented front discs with 4 pot callipers and rear solid disks, braided pipes and hydraulic handbrake/adjustable bias brakes

Quick ratio rack

Alloy sump guard

Welded in MSA roll cage

Rally seats and harnesses

Alloy fuel tank

Brantz trip computer

4 Hella Rallye Spotlights

Plumbed in fire system etc etc etc.

In short a proper period rally car with a complete history file (containing over 130 pictures) and a great spec that can be used in historic rallying today, or in myriad single venue stage rallies or hill climbs etc. As such it offers an exceptional value for money entry into rallying that will keep its value if properly maintained.

## Silverstone Auctions Ltd

**Title** Mr

**First name** Guy

**Last name** Lees-Milne

Silverstone House

Kineton Road

Gaydon

Warwickshire

CV35 0EP

United Kingdom

**Phone** +44-01926691141

<http://www.silverstoneauctions.com>

---

<https://www.classicdriver.com/en/car/ford/escort/1973/542585>

© Classic Driver. All rights reserved.