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## 1978 Ford Escort MkII Mexico

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Lot sold	<b>USD 54 696 - 68 370</b> GBP 40 000 - 50 000 (listed)	Drive	RHD
Year of manufacture	1978	Condition	Used
Chassis number	GCATTD01966	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	316	Car type	Other
		Engine number	TDO1966

### Description

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Guide price: £40000 - £50000.

- All the attributes and charisma of its legendary predecessor
- Only 2,500 MkII Mexicos were built making them very scarce
- 3-year restoration using genuine Ford parts. Original matching numbers 1600 cc Pinto professionally rebuilt

- Superbly finished in Diamond White. Interior entrusted to marque-specialists, Aldridge Trim

- We never use the expression "As new", but if we did, it would certainly apply here

It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968, when the Twin Cam model was the works' frontline rally car, right through to 1981 when Ari Vatanen became World Rally Champion driving an Escort RS. In 1970 the Ford Twin Cam engine was replaced by a Cosworth BDA 16-valve unit to create the definitive Escort rally car - the RS1600 - though the engine was, in fact, homologated at 1,601cc to enable future enlargement up to the 2-litre class capacity limit. The first full 2.0-litre engines were homologated in 1972 and in works trim produced 235-240bhp. In this form, the Escort RS1600 proved good enough to win the RAC Rally three times on the trot between 1972 and 1974, as well as a host of other World Championship events. There was also a closely related 'spin-off' variant: the overhead-valve Kent-engined Mexico, which was intended to cater for those that wanted the RS1600's style but had no need for its stupendous performance. When the Escort was re-launched as the MkII in 1975, Ford

were keen not to lose any momentum on the sportier versions of the standard saloon and almost immediately made a 'Mexico' version available. Produced in Saarlouis, West Germany, the Escort MKII Mexico was produced between 1975 - 1978 replacing its MkI namesake. Only around 2,500 were manufactured and the specification was similar to the earlier car with a 1600cc engine, this time utilising the overhead-cam Pinto unit. It featured an aluminium sump, engine mounts, alternator bracket, and a cast iron manifold. The gearbox was the 4-speed Type-B unit mated to the 'English' type rear axle. Suspension was the ubiquitous McPherson strut set up with Sachs Dampers and rear leaf springs. MkII Mexicos' were fitted with either 5.5 x 13-inch steel wheels or alloy four spoke 6J x 13-inch. Standard OE fit tyres were Pirelli CN36s. The car's performance was excellent and, together with great handling, made the Escort the car to beat in the World Rally Championship and the flat front Escort the most recognisable rally car of the era. Offered here is an authentically restored MkII Mexico in Ford's traditional motorsport colour of Diamond White with a black interior (the only option) still sporting its Birmingham registration and probably supplied by Bristol Street Motors, the RS Dealer during that period. When the car was discovered, it was in very good original condition, ideal for restoration and the process began about three years ago. Genuine Ford parts were used throughout the comprehensive rebuild of the shell. The original matching numbers 1600 cc Pinto was rebuilt making use of the well-established skills of the Coventry Boring and Metallurgy company, and the interior was again entrusted to marque-specialists, Aldridge Trim. Very much in the spirit of its predecessor, the second-generation Mexico proved popular on the road and amongst club rally drivers, however with so few produced, they are now becoming scarce. This well-restored example is a must for an enthusiast or collector alike,

## 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>

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