
1966 Ford Lotus Cortina

Lot sold	USD 75 195 - 88 867 GBP 55 000 - 65 000 (listed)	Drive	RHD
Year of manufacture	1966	Condition	Used
Number of seats	2	Location	
Drivetrain	2wd	Fuel type	Petrol
Lot number	224	Exterior colour	Other
		Car type	Other

Description

Originally built by David Sutton Motorsport to FIA Appendix K regulations. The brief was to source the best period shell available for Roger Clark and Tony Mason. This left-hand drive car was sourced in California (Autumn 1990) and prepared for the 1991 Autoglass RAC Rally. Featured in Autosport/Top gear (1992) when Colin McRae and Roger Clark swapped cars. Multiple rally wins and class wins during the nineties. Last rallied in 2004. Purchased in 2010 and occasionally used for corporate demonstrations/Goodwood Festival of Speed etc. The car's original preparer (ex-DS Motorsport) still looks after its regular maintenance. Current V5c and rally-ready (apart from some out of date safety items). Offered here is an historic rally car built by world-renowned experts David Sutton Motorsport to FIA Appendix K regulations. The brief was to source the best period shell available for Roger Clark and Tony Mason to compete in various high profile events and a left-hand drive Lotus Cortina was imported from California in the autumn of 1990 and prepared for the 1991 Autoglass RAC Rally where Roger Clark and Tony Mason finished 7th overall. Roger also finished third overall on the Charringtons RAC Rally in 1992 with David Nicholson co-driving. Later in that year Colin McRae and Roger Clark swapped cars for Top Gear and Autosport magazine feature where they each drove the Lotus Cortina and Colin's Rothmans Subaru Legacy. The magazine is on file and the film features on YouTube https://www.youtube.com/watch?v=blt_npqFNdQ. The Cortina also competed in other historic events such as the Classic Marathon, Circuit of Ireland, Killarney Rally of the Lakes, Welsh and Scottish rallies with many class wins and overall victories in the nineties. The car's final outing was in 2004 and remained in storage until being purchased in 2010 by one of the country's leading historic

rally preparation teams for corporate demonstrations and outings at the Goodwood Festival of Speed around their rally stage. Preparation and maintenance have been entrusted to an ex-David Sutton senior technician who helped prepare the car in the nineties so it remains basically rally ready but obviously, as it's not being used competitively, some of the safety equipment will be out of date. The full specification includes; Fully prepared body shell with Safety Devices bolt-in roll cage, Nick Stagg engine on twin Weber carburettors and twin cable throttle linkage, Close-ratio straight-cut gearbox, limited-slip differential, Bilstein suspension, Bias pedal box, Alloy fuel tank foam-filled, Twin Facet fuel pumps, Fully aero-quipped, Recaro seats on alloy brackets, Safety Devices seat belts and a 'Motorsport' wiring loom. Supplied with the Cortina are its current V5c (Historic Vehicle), its original California registration history, original HVIF from 1991 and then again from 1995, and its original RAC logbook. This very well built and maintained historic rally Lotus Cortina represents a great opportunity to get involved in the historic rally scene with the added cachet that it has been driven by two of Britain's greatest rally legends.

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

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