

One Mighty Mk2



There are plenty of Mark 2 Escorts in the world of Irish rallying. It is probably the most popular rally car on the Emerald Isle for competitors and spectators alike. Rear wheel drive makes for some entertaining slides, and when you see the flamboyant drivers in action, it is no wonder that the masses cheer them on from the ditches.



SPEC SHEET

Engine

2.0L, belt driven, all steel Jondell Duratec running on throttle bodies with Omex 7000 series ECU, producing 282 BHP/185 lb/ft torque. 6 speed Tractive sequential gearbox, running with full throttle gear change, 2-piece Selholm propshaft and fully floating Atlas axle.

Body

T45 roll cage, unique widened, lengthened and raised shell in order to improve centre of gravity, by changing ride height and mounting position of vehicle components etc. Weight (ready to rally) 920kg.

Suspension

3 way adjustable heavy duty Proflex, Gartac billet steel front stub axles, bespoke billet aluminium TCAs and compression struts.

Brakes

Brembo calipers all round with 2-piece discs and floating bells, 280mm front, 260mm rear. Floor mounted pedal box.

Electrics

Omex ECU, stack dash and sensors, ACS Motorsport loom and multi function steering wheel.



It was in December, 1974, that the Mark 2 Escort first rolled off the production line, before going on sale in 1975. It superseded the Mark 1, which had already achieved much success in the rally scene.

The Mark 2 was set to continue that success, but who could ever have imagined that 35 years later, the Escort would still be conquering on the stages?

Okay, it is not a World Rally Car beater, but anyone would be hard pushed to drive a modern two-wheel-

drive mount and still beat a well-driven, well-sorted Mark 2 Escort.

Granted, the only similarities that many of the modern, modified Mark 2 Escorts have with their original counterparts are in their aesthetics. Under the bonnet - in fact, under the entire shell - there have been many modifications to improve the speed and handling of these 30 year old cars.

Johnny Crozier, of Crozier Motorsport, is the latest →



used the Mark 2 on a number of events. Unfortunately, his Circuit of Ireland Rally ended in spectacular fashion, but Crozier has the car in pristine condition once again.
 "A bit of sideways fun is hard to beat!" Maguire laughed. "We wanted to build the best Escort that we could, and this is it. I just

have to get used to it now!"
 There are countless Escorts around the country, but if you see this one in the 'flesh', make sure you take a closer look. In the meantime, these photographs will have to satisfy your appetite...



preparation expert to build a Mark 2, and the Armagh man has built something a little bit special for Castleblayney's Jack Maguire.
 "About two years ago, Jack approached me to build the car," Crozier explained. "I've run his car for a few years, back when he had the G3 Escort. He used to rally the Willie Singleton Escort Cosworth, and he has also used an ex-Eamonn Boland Escort WRC."
 "When building the car, I wanted to hold the original concept of using Mark 2 bits,"

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 -Jack Maguire

Crozier continued, "but I wanted to modernise the whole thing. An Escort is a good package to start off with, but Jack's car is more of a Super 1600 or Super 2000 type of specification."
 "The weight is lower down, so there is more weight on the driven wheels and less weight higher up. It is a lot safer too, as the driver is sitting within the cage. The steering column and paddles are adjustable, and the steering wheel is in the midriff area. Most others come out at an angle. It allows a

bigger driver to fit in the car."
 Crozier took the car to the Jim Clark Rally, and event winner Gwyndaf Evans was so intrigued, he wanted to sit in it.
 "Gwyndaf was amazed," Crozier said. "He said he wanted to use it on the event!"
 "I've tried to make everything about the car easier to work with, for the driver and mechanics - right down to the sump guard, which can be removed in about five seconds."
 Driver Jack Maguire has already



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