



# ***Tyre Squeals***

*The Magazine of Yeovil Car Club*



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# CHAIRMAN'S CHAT

Hello and welcome to the October magazine,

The end of August and beginning of September was a busy time for the club, but unfortunately one or two events were cancelled. The Halstock Fete and Flower Show which Mike Kanter organises each year, the field event side of the show was cancelled because of a bad weather forecast.

The Honiton Hill Rally on the 30<sup>th</sup> and 31<sup>st</sup> August was very well attended as usual, but unfortunately not by the Yeovil Car Club. This is a huge show consisting of cars, tractors, motorbikes, commercial vehicles, steam, tractor pulling and also an auction, plus an array of eating establishments, tools and auto jumble. To put your car on stand is just £10 per car, an excellent show.

I understand the West Coker Fete that Di and Eric Howes organised, was well attended.

The John Haynes Classic on the 6<sup>th</sup> September had 24 Cars from Yeovil Car Club. It was really encouraging to see a lot of new members - we also won Best Club Stand!!

Pipers Car Meet on the 12<sup>th</sup> was again extremely well attended by members of the club. This really has become our Headquarters & we are always made very welcome by the Piper family.

So our thanks go out to all the people who have organised events over the last month.

We are very pleased to hear that Joan Jones is out of Hospital and is now home. We hope that she is making a good and full recovery and I guess Chris is now chief cook and bottle washer for a while.

The Club is off to Wales on the 21<sup>st</sup> September for a three-day tour and I have only heard excellent reports from those who have been before about the establishment.

I was very disappointed to hear that Paul and Carol had to cancel the Pie Night on the 25<sup>th</sup> September through lack of interest from club members. We try and provide something different but I guess it wasn't to be,

Please don't forget the Breakfast Meet at Henstridge Airfield on the 3<sup>rd</sup> October, names to me please.

The next Car Meet at Vantage Park is on the 10<sup>th</sup> October from 9.00am to 12.00pm and the Autumn Colours Run is on the 18<sup>th</sup> October. This is being organised by Rod and Evelyn Colman. There is great deal of work that goes into these runs and it's very disappointing when we have low numbers, so please consider this one, Rod has kept the prices low and I know it's going to go through some lovely countryside.

I follow with interest Mason Turner with his Kart Racing, he sends us regular updates from where he is and how he is progressing, well done Mason, keep up the good work.

Until next time, stay safe.

Merv Dawe.

## **VICE CHAIRMAN'S NEWS**

Hi All,

I just wanted to thank all of those club members who exhibited their cars at the Haynes Classic Car Show on Sunday 6th September. I'm sure everyone will agree that we had a great day. Not only was the weather very kind to us, but we also won an award for the Best Club Display. The cars were looking pristine and it was great to see the members wearing their blue club shirts.

I have been having a well needed sort out at home (so Carol tells me) and came across a Tyres Squeals from 1985 containing the following article about the Lombard RAC Rally which I wanted to share with you. It was during a period when I was annually supporting the event as one of the rally radio crews. On this occasion my brother Peter accompanied me. Although not taking part in the event, Peter was a navigator for Ron Davies and they competed in a number of national championships. Some of you may remember them.

*It was a cold and dark Sunday morning as I prepared myself for the hours ahead, the time was 5:15 am and the date was Sunday the 24th of November. The Lombard RAC rally was once again upon us and due to start in about 3.25 hours' time in Nottingham. I, along with my fellow Yeovil Car Club members, was due at Sutton Park in Birmingham by 9:30 am.*

*My brother Paul arrived and we loaded his Volkswagen Scirocco with piles of clothes and boxes of food in readiness for our two-day onslaught upon the world's premier rallying event. We were to act as part of the radio rally link for both Sutton Park and Hafren Forest (Sunday and Monday respectively) and to assist with the marshalling at Resolven Services in South Wales on Sunday night.*

*As the day dawned and our journey up the M5 progressed, the conversation in the car centred around one thing, who was going to win? Who would be the first retirement? and more importantly, how would the new breed of supercars like the Lancia Deltas*

*and the British Leyland Metros etc fare up against the formidable opposition such as the Peugeot's and Audis?*

*For the record, I felt Hannu Mikkola was the favourite to win in his Audi Sport S2, but like all true Brits, I hoped that either Tony Pond or Malcolm Wilson would do well in the Metros.*

*We eventually arrived at Sutton Park via an excellent breakfast courtesy of Frankley Services just before Birmingham and entered the park at Town Gate entrance. We proceeded into the stage en route to rendezvous with all the other lads and lasses from the club. Can you imagine the sight and sound as we met up together? (I'll leave it to your imagination!). Anyway, we were all given our control posts and Paul and I proceeded along the 4.5 mile stage to our post which was a hairpin left almost 2/3 into the stage. Fast left to fast right to hairpin left ..... sorry Paul getting carried away! (Ron would have liked this, I thought).*

*We set up our post and apart from the problem whereby Yeovil base could hear us but we couldn't hear them, we had an enjoyable few hours with no problems. I must say Cyril Angel was a great help as he relayed all messages for us, overcoming the previous difficulties.*

*The cars came and went as did the spectators who turned out in their thousands. For me Walter Rohrl seemed the quicker in the Audi Sport A2, but Paul felt that the Lancia's were as quick, especially Markku Alen. As we eventually left the park at around 5:30 pm, we met up with Colin and Andy Miles and we all decided to go to the Resolven Services Halt together.*

*I was voted (sorry I mean out voted) to do the map reading for a long journey to South Wales and off we went. On the motorway, no problems until Paul yelled 'look at this lot!', but it was too late, we were in a huge traffic jam. I radioed back to Andy, but we were all well & truly stuck. We stopped and crawled and stopped for over an hour until eventually the traffic jam ended and all the cars simply disappeared. 'Where did they all go?' I radioed back to Andy. 'Don't know' was the reply and off we all went 60 to 70 to 80 mph!*

*'Slow down' was the call over the radio.*

*Colin's Cortina was running out of breath as Paul began to get carried away. We all got to Resolven and grabbed some food from a local fish and chip shop before the first of the rally cars arrived for a short 8-minute service halt.*

*For Paul and I, we thoroughly enjoyed this point and found it was very interesting, especially seeing the cars being worked on at close quarters. We also bumped into Doug Cabell who was on his annual RAC pilgrimage.*

*This all went on until about 4:30 am (Monday morning) then Johnnie asked me to lead a convoy of cars up to our next point at Halfren Forest about 100 miles away due north from Resolven. Off we all went, a posse of cars complete with radios, with Andy Miles again bringing up the rear. (There's a joke there somewhere!).*

*We all arrived at Halfren Forest, no wrong slots thank goodness, and I made contact with the stage commander who was just having a wash and shave in his caravan.*

*'Good morning' I said. 'We've just come up from Resolven to help out with the radio link'. 'Can you wait outside? I'm just about to have my breakfast! No matter, I'll be with you in about half an hour'.*

*'Lucky you, some of us have been out all night with no sleep' I said.*

*From that point onwards, it's fair to say that the Stage Commander and I didn't see eye to eye - he was much shorter than me 😊.*

*We eventually got underway and Paul was enjoying his first drive through the forest stage in his Scirocco. It was at this point he bumped into Simon Slade, Julia Gardner and a few others from the club. In fact, Johnnie tells me that no fewer than 80 members from the Yeovil Car Club assisted in one way or another in the running of the RAC rally, quite an achievement. Our position was near the end of this nineteen-mile stage on an uphill hairpin left, which proved very enjoyable with no real problems. The stage opened at about 9:30 am on Monday morning and closed at about 1:00 pm. We were both very tired and ahead of us was a very long drive home. Paul and I enjoyed our involvement with the radios very much, and I'd like to thank both Cyril Angel and Colin Mansfield for all their help & advice.*

*Finally, the high point of the rally? Well, it wasn't the site of the Audis fire spitting their way through the stages or seeing Tony Pond hurling the Metro 6R4 through Halfren Forest. The high point came as Paul and I along with many others from the club were proceeding through Hafren to our designated radio point on the stage. Over the radio came Cyril.*

*'Hello Yeovil base, we're lost. Can you tell me how to find the stage entrance? We've just passed a house on the right – Over'.*

*'Can you please keep off this channel?' cried Colin Mansfield. 'I'm trying to run a stage on the RAC, try reading your map! - Over.'*

*At the time, after 36 hours with no sleep, it certainly caused a lot of laughter. Sorry Cyril & Johnnie, but it was funny at the time - Pete and Paul Vallis.*

*Until the next time, stay safe.*

*Paul Vallis*

## YCC EVENTS 2026 (Note! The green shaded lines show the ones planned for this month).

| Date      |       | Event                              | Contact                 |
|-----------|-------|------------------------------------|-------------------------|
| January   | 1     | New Year Meet at Pipers, 10am-2pm  | Jeremy Veale            |
| February  | 7     | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | 14    | Valentine's Breakfast Meet         | Merv & Liz Dawe         |
|           | 18    | Evening talk at P&R Hurt           | Chris & Joan Jones      |
| March     | 7     | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | 8     | Club Lunch                         | Chris & Joan Jones      |
|           | 18    | Film Night at P&R Hurt             | Chris & Joan Jones      |
| April     | 4     | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | 15    | AGM at Westlands Centre, 7.30pm    | Merv Dawe, Ian Wernham  |
|           | 26    | Drive It Day                       | Merv Dawe               |
| May       | 2-3   | Abbey Hill Steam Rally             | Alan & Sharon Miller    |
|           | 2     | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | 16    | Breakfast Meet                     | Jeremy Veale            |
|           | 25    | Sherborne Country Fayre            | Graham Dewar            |
|           | 30-31 | Andersea Classic & Vintage Show    | Merv & Liz Dawe         |
| June      | 6     | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | 7     | Bennetts Water Gardens             | Merv & Liz Dawe         |
|           | 21    | Salisbury Motor Show               | Jeremy Veale            |
| July      | 4     | Hardington Street Fayre            | Paul Vallis             |
|           | 11    | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | 11-12 | Powderham Castle Crash Box Classic | Chris & Joan Jones      |
| August    | 8     | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | 9     | Picnic at Gary Wragg's             | Merv Dawe               |
|           | 16    | Summer Run                         | Nigel Edwards, Liz Dawe |
|           | 29    | Halstock Fete & Flower Show        | Mike Kanter             |
|           | 30-31 | Honiton Hill Rally                 | Merv & Liz Dawe         |
|           | 31    | West Coker Fete                    | Diane Howes             |
| September | 6     | Haynes Car Show                    | Merv & Liz Dawe         |
|           | 12    | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | 18    | Fish & Chip or Pie Night           | Paul & Carol Vallis     |
| October   | 3     | Breakfast Meet Henstridge Airfield | Merv & Liz Dawe         |
|           | 10    | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | 18    | Autumn Colours Run                 | Rod & Evelyn Coleman    |
| November  | 14    | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | TBC   | Mid-Week Lunch                     | Chris & Joan Jones      |
| December  | 12    | Car Meet at Pipers, 9am-12pm       | Merv Dawe               |
|           | TBC   | Christmas Meal                     | Chris & Joan Jones      |

Contact numbers for the event organisers can be found inside the front cover of this magazine. Please note! Some events **not** organised by YCC are also advertised in this edition.

## **EDITORS NOTES**

Hi All,

Welcome to the October issue, it's been a busy few weeks for the club since the last Tyre Squeals was sent out, so there are a few things to catch up on.

As Merv has already explained, unfortunately the change in weather towards the end of August meant that the Halstock Fete & Flower Show had to be cancelled which was a great shame given the amount of preparation work that is involved beforehand, but as you will see later on, the West Coker Fete went ahead as planned

Fortunately, the weather for the second John Haynes Classic Show on the 6<sup>th</sup> Sept was much better than last year where it was very wet during the morning. This year conditions were almost perfect all day & the club stand boasted 24 vehicles that looked very impressive. So much so that the judges from the Practical Classics magazine awarded us with the 'Best Club Display' prize. During the award ceremony, the judges commented on how friendly & welcoming the club was as well as having a great display – high praise indeed!

Its not too late to get your entry in for the Autumn Colours Run which will take place on the 18th October. This is approximately a 65 mile trip through some Dorset countryside starting at The Virginia Ash in Henstridge. This promises to be a great day out so if you want to enter, the forms are shown on page 17. These should be completed, signed & returned to Rod Coleman by no later than the 11<sup>th</sup> October.

My fondness of the Ford Escort Mk2 RS2000 is well known & as Editor, I hope you won't mind a little self-indulgence as I simply couldn't allow its 50<sup>th</sup> birthday to pass without at least some recognition. A summary of its concept & history is detailed on page 22.

I'm sure you don't need reminding, but its now less than 100 days until Christmas, so with that in mind, please can you mark on your calendars that the club Christmas meal will be on Saturday 12<sup>th</sup> December in the Sidmouth Arms at Upottery. More details will follow next month, but it would be good to 'save the date' before you get too busy!

Finally, John House (whose magnificent Riley RM Saloon featured as the cover picture car back in July) contacted me after the Pipers monthly meet & said the following;

*'On Saturday I had to buy some petrol before I went to the car meet at Pipers and as my car is one of the older ones, I always use the 5% ethylene grade petrol. Today's price at Sherborne was £1.89 per litre. That means in the old fashioned way it is £8.59 per gallon, as my car does about 18 miles per gallon, just going to Sparkford and back cost*

*close to £10.00 in fuel alone. When I started work petrol was one shilling and eleven old pence per gallon!! To make matters worse the price of crude oil went up again last evening!'*

There's no doubt that increased fuel costs is making our hobby expensive, but hopefully this will only be in the short term 🙏.

That's all for now, thanks to all of this months contributors & to our advertisers for their continued support.

Take care

Rog

## THIS MONTH'S COVER CAR

### 2015 Fiat 500 Sport

I've owned this car for about a year and a half. Originally it was my daughter's car, but she needed to upgrade so I thought yes, time for another one (I already own one 500)! So, this one is a sport with a full Mopar package- uprated suspension, heavy duty springs which make the car sit slightly higher. Future plans for it include full Abarth upgrade on suspension, stainless steel exhaust system.

A thing with 500 owners is naming their car, my daughter had called it Fernando, but I've now renamed it Herbie, all in all a fun car to own and drive.

Mike Tilley

## CLUB INFORMATION

**WEBSITE:** [www.yeovilcarclub.com](http://www.yeovilcarclub.com)

**EMAIL:** [enquiries@yeovilcarclub.co.uk](mailto:enquiries@yeovilcarclub.co.uk)

**FACEBOOK:** Yeovil Car Club

Committee Meetings are held every month at our Vantage Park Headquarters. The deadline for items in Tyre Squeals is the 15<sup>th</sup> of the month. The views and opinions expressed in this magazine are not necessarily those of Yeovil Car Club Ltd.

Details for BACS payments:

**Account:** Yeovil Car Club Limited

**Sort Code:** 60 24 37

**Account number:** 70118809

## CLUB MERCHANDISE

Don't forget the club has a good range of shirts, polo shirts, fleeces, sweatshirts and hats plus many other items in club colours & with the club logo, all at reasonable prices.

Current stocks are;

1 Ladies V neck short sleeve T Shirt Size 2XL - £11.00

1 Ladies Poplin Short Sleeved Blouse Size bust 18 - £ 21.50



Also in stock now are club sweatshirts 1 XL, 1 L & 2 S - ideal for winter car meets.

Please contact Sharon & Alan Miller for further information & to place an order. Their contact details are shown inside the front cover of this issue.

## MOTORSPORT RADIO LINK NEWS

Anyone wishing to go out on the following events, contact me ASAP on 01460 61224 or at e-mail [enricostone8@gmail.com](mailto:enricostone8@gmail.com). I will do my best to contact the organisers and get you a place for the event.

*If you have found an event you are interested in, that's not on the list, please also let me know.*

If you would like to join us at a rally to see how it works or if you would like to learn the ropes, feel free to contact us.

### October 2026

|                      |                |                                |
|----------------------|----------------|--------------------------------|
| 11 <sup>th</sup> Oct | Harlech Stages | Llandedr Airfield, North Wales |
| 24 <sup>th</sup> Oct | Cambrian Rally | Wales                          |
| 24 <sup>th</sup> Oct | Exmoor Targa   | Minehead                       |

**Eric & Maggie Stone - Yeovil 7 Safety Radio Car**

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# CHETNOLE FLOWER SHOW

Every year at the beginning of August I run a small car show as part of the Chetnole Flower Show. It's a lovely venue and this year we were particularly lucky with the weather, dry but outside the mini heatwave so not too hot.

I welcome any interesting car. The Show is always well attended by Yeovil Car Club members and this year was no exception. And we managed among us members to present several splendid representatives of post-WW2 cars.

Here are a few examples.

Bob Owen



## SHERBORNE HISTORIC VEHICLE RALLY – 30<sup>th</sup> Aug

Club Secretary Ian Wernham entered this event in 'Stanley' his Standard Nine & managed to come away with 3<sup>rd</sup> place in the post vintage class – congratulations & well done Ian, nice job.



## WEST COKER FETE AUGUST 31<sup>st</sup>

Fortunately, the weather stayed fine for the West Coker Fete and Di & Eric Howes organised a great selection of vehicles for the Classic Car display. The photos below capture many of the vehicles present. Thanks to Di & Eric for putting on a very pleasant day.



# WISCOMBE HILL CLIMB MEETING 5-6 SEPTEMBER 2026

When a friend suggested going to Wiscombe for a Hillclimb meeting this month, I thought it would be a good opportunity to try out my new 'wheels'. With the Ford Pilot having emigrated north, a 60-mile round trip in the X-Type sounded like a good way to get to know the car.

We set off mid-morning, after collecting the Jag from Barge Motors in Yeovil, and made short work of the trip to Honiton. From there, the route to Wiscombe comprises of fairly narrow, twisty lanes through the east Devon countryside.

The start of the 1,000-yard track is at the bottom of the valley, with the first half running fairly flat and straight through open countryside. The second half then winds its way steeply uphill through dense woodland with two sharp hairpin bends.

The entry list for the event – the 50<sup>th</sup> anniversary of the first Five Clubs meeting – was diverse to say the least. Cars ranged from an Austin A35 and a Mini Moke to motorbike-engined Westfields and a five-litre V8 Pilbeam single-seater.

For fans of the blue oval, there were nine Escorts, both Mk1 and Mk2, and two Cortinas including a four-door Mk2 rally car. My take-home car of the day though was the late 1970s Porsche Carrera complete with duck-tail rear spoiler.



The weather was dry and sunny, so there was the prospect of drivers setting their personal best times and even of course records being broken. However, in the pursuit of glory more than one car came to grief in the woods although thankfully no-one was injured.

The cars have three attempts to post their fastest time, with most covering the course in under a minute. Inevitably the fastest cars are the single-seater racers which are the last to run and can cover the hill in under 40 seconds.

Overall, it was a thoroughly enjoyable day out and great value for money – entry for two plus a programme was under £25. What I would advise though is to take some good walking boots, and if you have a 4x4 park it at the bottom of the hill as it's a long climb back to the top of the paddock!

Ian Conway



## JOHN HAYNES CLASSIC MOTOR SHOW 6<sup>th</sup> SEPTEMBER

As mentioned in the editors notes, apart from this being a very well supported & very enjoyable day, the club also walked away with the 'Best Club Display' award – how good was that??!!!!

The photo's below show our President Colin Gosney proudly receiving the award from the event judges & the rosette that was included in the goodie bag.



# NOTES ON UPCOMING EVENTS

## Breakfast Meet, Henstridge Airfield

Calling on all of you who like a little run out in your car, whether it be the weekender or the everyday car and enjoy a lovely breakfast once there. We have booked the restaurant at Henstridge Airfield for 10am on the 3<sup>rd</sup> October which is a Saturday. No doubt there will be aircraft landing and taking off and for those of you who didn't attend in March, the restaurant is just across the runway from the Air Ambulance. We know this is not in Yeovil, but it is a very social morning without being rushed out of the restaurant. The food is good and sensibly priced, please arrive by 10.00am. If interested and we hope you are, please contact us as soon as you can.

Merv and Liz Dawe - 07860 262631

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\* Saturdays 8.00am – 1.00pm

\*(PLEASE NOTE: Subject to events we attend, calling before a visit on Saturdays is advisable)



# **THE AUTUMN COLOURS RUN**

**18th October 2026**

**A YEOVIL CAR CLUB EVENT**

**A scenic run of around 65 miles**

**Taking in Bullbarrow, Milton**

**Abbas, Bovington and Wareham.**

**Starting at**

**The Virginia Ash, Henstridge for tea/coffee.**

**10:00am for signing on.**

**Leave at 10:30am for a tour around Dorset with plenty of places on route to stop, explore and possibly have a picnic.**



## **SUPPLEMENTARY REGULATIONS**

### **ORGANISATION**

1.0 The Autumn Colours Run is a touring car assembly for cars. Modern sports cars and any other vehicles of special interest may be included at the organiser's discretion.

1.0 The event will take place on Sunday 18<sup>th</sup> October 2026

1.1 The event is organised by Yeovil Car Club

1.2 The route will be approximately 65 miles

1.3 The Start will be Virginia Ash, Henstridge,

1.4 Entrants will be issued with a route book

1.5 Food will be available at the finish at extra cost

### **2 ELIGIBILITY**

2.1 All vehicles must be taxed, insured and with current MOT if appropriate

2.2 Drivers must hold a valid driving licence

### **3 ENTRIES**

3.1 The closing date will be 11<sup>th</sup> October 2026. Late entries may be accepted at the discretion of the organiser

3.1 The entry fee, to include tea/coffee at the start, will be £20.00 per car **(Driver and Navigator)** for members (£22.00 per car for non-members)  
**Extra passengers £6.00 per head.**

3.2 Entries should be sent to Rod Coleman, 17 Bowden Road, Templecombe, Somerset. BA8 0LE.  
Entries can be e-mailed to [rod.coleman@totalise.co.uk](mailto:rod.coleman@totalise.co.uk)

3.3 Refund of entry fees will be at the organisers' discretion

### **4 START AND ROUTE**

4.1 Start will be at the Virginia Ash Henstridge.

Cars will leave the start from 10.30 am.

4.2 Cars should be at the start by 10.00 am at the latest for signing on.

### **5 CANCELLATION**

5.1 Should unforeseen circumstances force cancellation of the event the organisers will view the return of any part of the entry fees with due consideration.

## Entry Form For The YCC Autumn Colours Run 2026 - 18<sup>th</sup> October 2026

Entrant's Name .....

Address .....

.....

Postcode.....

E mail .....

Telephone Number: Home.....

Mobile:.....

Please tick if member of:

Yeovil Car Club ☐

Name of Driver(s) 1st .....

2<sup>nd</sup> .....

Make of Car ..... Year of Manufacture .....

Model..... Type of Body.....

Colour..... Registration Number.....

Please give details of any special history or points of interest that may be printed in the entry list

.....

.....

.....

**Please sign the Declaration of Indemnity overleaf and return form to:-**

Rod Coleman, 17 Bowden Road, Templecombe, Somerset. BA8 0LE.

### DECLARATION OF INDEMNITY

I have read the supplementary regulations issued for this event and agree to be bound by them and by the General Regulations of the Motor Sports Association Ltd. In consideration of the acceptance of this entry and of my being permitted to take part in this event, in respect of any parts of this event not held on a publicly adopted road, I agree to save harmless and keep indemnified the Motor Sports Association Ltd, such Person, Persons, or Body as may be authorised by the Motor Sports Association Ltd to promote or organise this event, and their respective Servants, Representatives and Agents from and against all actions, claims, costs, expenses and demands in respect of Death or Injury to or Damage to the property of Myself, my Driver(s), Passengers(s), Mechanic(s) or associated Personnel arising out of, or in connection with, this Entry or my taking part in this Event.

I enclose the entry fee

£20.00 per car **(Driver and Navigator)** for Yeovil Car Club members (£22.00 non members)

**Extra passengers £6.00 per head**

Total .....

Cheques payable to Yeovil Car Club Ltd

Signed ..... Date .....

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We collect your information when you fill in your membership application or renewal form, and event entry forms. The information you give us may include your contact details, name address and telephone number or email address and vehicle details.

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# HAPPY 50<sup>th</sup> BIRTHDAY TO THE

## FORD ESCORT Mk2 RS2000



The Ford Escort Mk2 RS2000 marks 50 years as one of Ford's most beloved fast-Fords — a car that blended attainable performance, rally-bred engineering, and unmistakable style. Its story spans innovation, motorsport heritage, and a lasting enthusiast culture that keeps the RS2000's legend alive today.

### **Origins: From Mk1 Success to Mk2 Evolution (1973–1975)**

The RS2000 story began with the Mk1 in 1973, created by Ford's Advanced Vehicle Operations (AVO) as a Group 1 homologation special. It used the 2.0-litre Pinto engine and quickly earned a reputation as a driver's car.

By March 1975, Ford introduced the Mk2 RS2000 — the version that would become iconic. It refined the formula with improved aerodynamics, a roomier cabin, and a bold new identity.

### **Engineering & Design: The “Droop Snoot” Era (1976–1980)**

Launched in January 1976, the Mk2 RS2000 was based on the two-door Escort Mk2 shell and powered by the 1993cc SOHC Pinto engine producing around **110 bhp**, good for **0–60 mph in 8.5 seconds** and a **108 mph** top speed.

## Key engineering features

- Longitudinally mounted 2.0 Pinto engine
- Weber 32/36 DGAV carburettor (with optional performance carb setups)
- MacPherson strut front suspension
- Leaf-spring rear suspension
- Solid front discs and rear drums
- Rear-wheel drive layout

## Iconic styling

The Mk2's most recognisable feature was its **polyurethane “droop snoot” nose**, giving the car a distinctive rally-inspired profile.

Ford offered a wide palette of colours, from Signal Yellow to Midnight Blue, and later introduced two trim levels:

- **Base model** – simpler interior, steel wheels, Mexico-style door cards
- **Custom model** – Recaro seats, full door cards, centre console, tinted glass, 6Jx13 alloys, and black rear panel detailing

These variations helped cement the RS2000 as both a performance car and a desirable lifestyle vehicle.

## 🏁 Motorsport & Cultural Impact

The Escort Mk2 platform was hugely successful in rallying, achieving **20 World Rally Championship round victories** during its era.

While the RS2000 wasn't the top-tier rally variant (that honour went to the RS1800), it became the **people's rally car** — a machine that everyday drivers could buy, modify, and enjoy. Its balance, rear-wheel-drive layout, and strong aftermarket support made it a favourite on forest stages and clubman events.

## 🌍 Global Reach

The Mk2 Escort sold strongly across Europe, South Africa, New Zealand, and Australia. Notably, the Australian market received **2,400 RS2000s**, including a unique **four-door version** not offered elsewhere.

This international footprint helped the RS2000 become a global classic, not just a British icon.

## 🔧 Evolution, Decline & Legacy (1980–Today)

Production of the Mk2 RS2000 ended in 1980 as Ford transitioned to newer platforms. Later Escorts would revive the RS2000 badge — most notably in 1991 — but none captured the purity of the Mk2's rear-wheel-drive character.

Today, surviving Mk2 RS2000s are **highly sought-after**, with values rising sharply due to rarity, nostalgia, and motorsport heritage. Many cars were lost to rust, hard use, or modification, making original or well-restored examples especially prized.

## 🎉 50 Years On: Why the Mk2 RS2000 Still Matters

Half a century after its debut, the Ford Escort Mk2 RS2000 remains celebrated for:

- **Accessible performance** — quick, but usable
- **Mechanical simplicity** — easy to maintain and modify
- **Rally pedigree** — a true fast-Ford with motorsport DNA
- **Iconic styling** — the droop snoot silhouette is instantly recognisable
- **Community passion** — clubs, events, and restorations keep the legend alive

It stands as a symbol of an era when performance cars were mechanical, engaging, and built for drivers — not computers.



## BREAKFAST MEET AT VANTAGE PARK



The following photo's were taken at September Breakfast meet at the club's Headquarters in Sparkford. Again, this was a well supported event with the good weather no doubt playing its part in bolstering attendance. If you've yet to make it along to one of these mornings, the next will be held on October 10<sup>th</sup>.



## @Masonturnerracing

Since last months edition of Tyre Squeals was issued, Mason has been very active competing in events at;

Llandow

Dunkeswell

Buckmore Park

Lydd

Brighton

A busy schedule indeed, particularly as he has to fit all this in whilst still studying at school!

The following report is from his last race at Lydd.

*Testing – I took this session to get used to the track in wet conditions as had never driven here in the wet.*

*Practice- A great session, improving massively from testing and improving my confidence in wet conditions -P2*

*Qualifying - Parts of the track were still damp and many people spun off so there were yellows for pretty much the whole session and a lot of traffic, I think I had a total of 1 clean lap and this put me P12 in group, so I had a tough day ahead and a lot of work to do.*

*Pre B final*

*I was starting really far back P21, but I got a good start and was very assertive taking position after position. The top pack had already pulled away by the time I had managed to clear a few drivers so it was tough to catch up with them, however I did manage to make up 12 positions and get myself up to P9!*

*B final*

*Unfortunately, at the start I got caught up tussling with the karts around me but I did manage to make my way up to P5. However, for the rest of the race, I just couldn't find my way past P4 so I ended up finishing in P5.*

*Not a good day for me, but you learn a lot more on days like this than you do on days that go well, so I keep my head up and move on to the next race!*

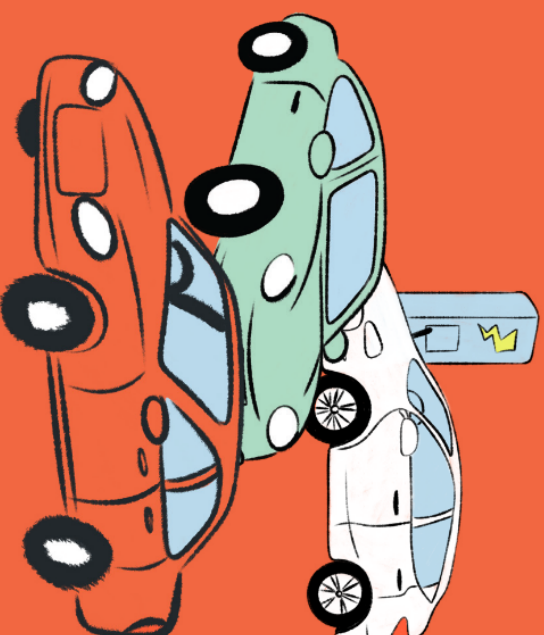
*A big thank you as always to my sponsors including Yeovil Car Club for their continued support.*

Yeovil Car Club are proud to sponsor Mason & have eagerly monitored his progress this season. We wish him continued success & look forward to reading his race reports for the remainder of the season!

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