

JUT 518V

MK 2 Group 4 escort

History of the Car:

JUT 518V was first registered 7th March 1980, the V5 states, Rebuilt – Assembled from parts some or all of which are not new.

This means the car was made up from a shell and rebuilt and applied for the registration, the car was built by John Queenborough of Leicester. Now John was a particularly good friend of David Sutton of David Sutton Motorsport (1981 World rally driver champion with Ari Vatanen in the Rothmans Escort) John was the technical go to guy that David Sutton would use on many occasions, he is even mentioned in David Sutton's Autobiography. John brought a used MK2 Escort rolling shell from David Sutton. This was the base for the first built car, the actual origins of which shell the car previously belonged to is unknown, we spoke with David Sutton to confirm this and the fact that John brought the shell from him. He confirmed he brought a lot of ex works parts from him but couldn't remember the which car it would have been from, as these were very busy times indeed.

Sadly since we've been rebuilding the Escort John has passed away, his friend of many years Malcolm Clark was my point of contact with regards to John, as John had suffered numerous strokes that had robbed him of his speech. Malcolm remembers the car very well as well as many other cars he built at that time.

Peter Crane – 1980 - 1982

John Built the car for a customer. Peter Crane, he owned 4 toys shops in and around Leicester called Modern Toys, he had previously built him a MK1 escort that he drove in the 1975 Avon tour of Britain. Peter entered with fellow driver John Bright (Peter sponsored John Bright in Formula Ford 72/73)

I spoke with Peter Crane in 2016, and he kindly sent me some pictures of the Escort, he owned and race with this for about 12 months before selling it on to Peter Doughty. The Car was built with a Tony Drummond rebuilt BDA with the update on the Head and Cams, it was only a 1700cc on a standard block not the alloy one.

See the picture on the next page in yellow with the Modern Toys livery on it. The chassis number of the Escort is Q080534, which we assume was a numbering system used by John Queenborough with the Q and the year 80. The Engine number was WE2656 which I'm not sure if this refers to a factory number or special build from Cosworth.

JUT 518V Fresh out of build with Peter Crane

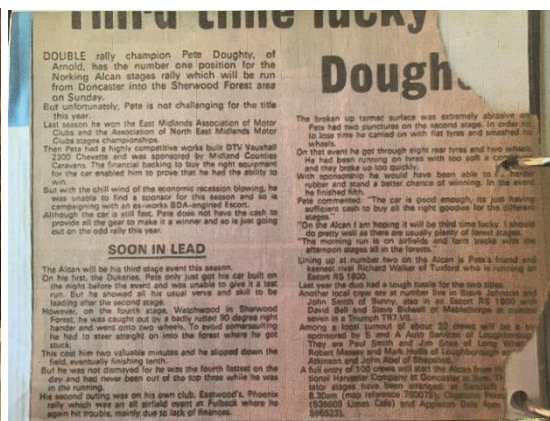
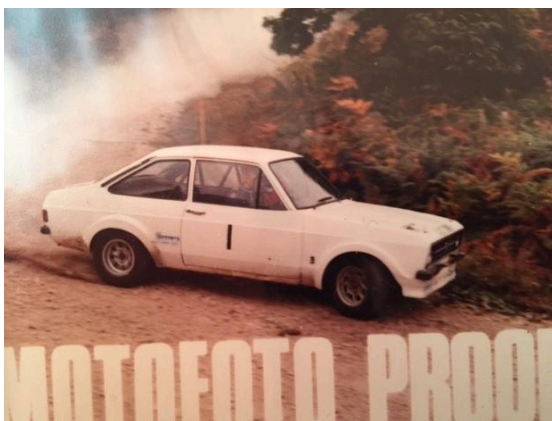


Peter Doughty – 1982-1983

Peter Doughty brought the Escort on the 10th January 1982, he brought Car and repainted it back to White and ran the Number 1 plate , as he was the Champion from the previous year with a DTV Vauxhall Chevette. But Peter ran out of funds and could not get on with the car. “it was no were near as fast as the 2300 Chevette”

Peter campaigned with it for the 1982 season he had varying results, but he did not retain the Championship for the 1892 Season, he didn’t race it the following season in 1983, the car was stored and then sold as a rolling shell. This is sadly when the BDA was removed from the car and the last time it ran a BDA.

JUT 518V in the hands of Midlands Champion Peter Doughty, plus extracts from the press.



Ash Powell – 1983-1989

Ash Powell brought the rolling shell in November 1983, and initially ran it in White with a Pinto Engine, he competed in the Dukeries rallies and East midlands events. The car proved to be very reliable and would require very little maintenance between rallies.

Ash was our first point of contact when we initially tried to trace the cars history, Ash provided me with loads of photographs and Peter Doughty's name as the previous owner. Without Ash's help it would have been very hard to able to trace most of the owners, this took over a twelve-months to trace all but 1 off its previous owners.

At some point Ash repainted JUT 518V to Blue colour which it ran for until the early 2000's, The old RC logbook that came with the car details some of the races Ash took part in the late 80's before selling it on.

JUT 518V been pedalled by Ash in white before being repainted.



And again in white, you can see the previous colour yellow from where a sticker has been removed on the bumper.



Later on after a respray and Livery added.



Getting some Air!



Been admired at a show.



RAC Logbook

DATE	DRIVER	COURSE	TIME
26-02-89	Convin	Dunrobin	1:02:54
17-04-89	Robinson	Donaghadee	1:02:54
4 JUN 1989	Convin	Donaghadee	1:02:54
3 JUL 1989	Convin	Donaghadee	1:02:54
11 SEP 1989	Convin	Donaghadee	1:02:54
8 OCT 1989	Convin	Donaghadee	1:02:54
15 JUL 1990	Convin	Donaghadee	1:02:54

RC MOTOR SPORTS ASSOCIATION RALLY SPECIAL STAGE VEHICLE LOG BOOK

DATE OF BIRTH: 20.11.52
PASSPORT NO: 867

11 MANUFACTURER: FORD
12 MAKE/MODEL: Escort RS 2000 MKII
13 CHASSIS NO: Q 080524
14 REGISTRATION: JUT 518V
15 COLOUR: Blue
16 DATE OF REGISTRATION: 22.03.80
17 RESPECTIVE VEHICLE NO: 1776

DRIVER'S SIGNATURE: J. Reynolds



Jeff Reynolds – 1989-1991

Jeff brought the Rolling shell from Ash in 1989, he also put a Pinto engine in. Jeff would use this as his daily driver and rally it at the weekends in true clubman fashion. He would also drive to the rallies so had to be cautious when competing or he would not have a means of getting home.

Jeff provided me with some great photos and video footage and came to view the car prior to the full restoration.

Jeff only had the car for a couple of years, but has many fond memories of the car.

JUT 518V on the Milestone stages rally November 1989



Later on at the “Sweet Lamb” July 1990



David John West – 1991-2003

David West brought the car complete from Jeff, and had the engine re-built by Burtons Power with a full race head fitted (all receipts provided) he then had the engine re-built again after what would appear to be a blown short engine. Very little is known about where it competed during this time as David West is the only registered owner I could track down. I did eventually get a phone number but when I rang, I was told he had passed away.

Judging by the build sheets from Burton Power it would seem to be it was race on a track, when we purchased the car the spec was as David had built it too, Pinto 2.1 full race head with a type 9, 5 speed box. Narrow Atlas axle with XR3i rear disks.

David was the last registered owner (with the DVLA) until we purchased the car, but it did change hands a couple of times during this period.

David must have sold the vehicle to a Stewart Waite in 2003, this we know from the DVLA records of notification of sale. It then stood covered up for a few years until a postman who had seen it everyday persuaded him to sell it to him. The postman then sold it to Neil Palser who painted it yellow again and got it running, his intentions was to have some fun with it until personal problems forced him to sell it in about 2014 to Callum Fleming.

TWH Motorsports – 2015-present

We went to look at the car in Sunny southern Scotland October 2015, after viewing an ad in Car and Classic. It was in a very remote part of the country.

We viewed the car and agreed a price with Callum delivering it for us, after taking delivery we set about what was to be a 7-year restoration project. During this time, I spent a vast amount of time researching the history of the car, with very little to go from. Everyone who I did manage to speak with was extremely helpful.

Car as we received it in Oct 2015



After we had it dipped! Most people would have scrapped it at this point, I think.



Restoration

The plan was to keep as much of the original car and steel as possible, this wasn't an easy task but we had to change the floor, with a new complete floor. We also had to fit new front wings, front panel, new heater cover, scuttle repair panels, new sills, rear tubs and rear panel. We fitted a large gearbox tunnel and rear tunnel to aid clearance.

All parts were sourced – from local MK2 specialist Race and Competitions Equipment R.A.C.E where the Squires Brothers helped me no end with advice and parts, they re-built the rear axle also.

The engine was re-built by local engine specialist Paul Simpson with ACL bearings sourced from Australia, the Crank was lightened knife wedged and balanced. The head was in near perfect condition so just new seals and valves re-ground.

The body work was done by Pete Green from G&C Auto's, Pete is used to working on classic Ferraris and other exotic classic cars, but after a lot of visits and badgering he agreed to finish the bodywork off and finish the painting. The quality of the work speaks for itself.

The Build interior has been done to the original standard as came with the car, all EX works wiring looms, Lucas relay module and switch panels.

The car is now presented in a livery from the Rally of Portugal in 2010 which the original car was driven by Juha kankkunen and Nicky Grist, is looks stunning.





Specifications

Engine and Drivetrain

- SOHC Ford Pinto engine 2.1L, first built 1991 by Burton Power, original receipts to show work that was completed.
- Original Burton Power built engine, fully reconditioned new bearings, pistons, and rings
- Original Burton Power full race head with BF63 cam, Piper vernier
- Twin 45 webbers, fully re-built, Ramair filters
- New large Alloy radiator with new electric fan and Stat.
- New full Ashley competition 2.5" exhaust system
- Exhaust manifold has been ceramic coated
- Electronic distributor, and Electronic Ignition
- New alloy catch tank
- Washer bottle fitted underneath inner wing
- Full re-built RS2000 (Rocket box) 4 speed gearbox. New quick shift gearstick
- AP Twin plate competition clutch
- Balanced drive shaft
- Fully re-built 5 link Atlas axle with new clutch plates, 4.6 ratio. New alloy brackets kit. Fully re-built by Squires of R.A.C.E

- New 4 link kit and New Panhard rod
- New alloy 12 Gallon fuel tank and Base.
- New x 2 Facet red top fuel pumps, and New Malpas filter
- New Stainless steel braided PTFE FIA Spec fuel hoses
- New Alloy Strut brace
- New M16 front callipers
- New XR3i rear callipers
- New braded brake lines throughout
- New world cup crossmember
- New quick rack steering rack, new track rod ends
- New lower arms
- Mk1 Lotus front anti roll bar
- Coil over Bilstein front suspension
- Bilstein rear dampers
- New poly bushed throughout
- New rubber roller bearing top mounts
- 8" front and 9" rear Minilite wheels, spare set of tyres

Exterior

- Ex ford Rally Shell, supplied by David Sutton.
- Full chemical dip to bare metal
- New full floor
- New Strengthened 3-piece bulkhead, plus new standard panel
- New Large Atlas Axle tunnel
- New Large gearbox tunnel
- New heater bowel
- New Front panels
- New Wings
- New sills
- New rear tubs
- New RS strut tops and Strengthening pieces
- New chassis Skid plate
- New Jacking kit, seat rails. Comes with Jacking stands
- New spring hanger skids, sill skids and seat mounting kit
- New Alloy body kit, Arches, Front spoiler
- New Bumpers
- New fibreglass Boot and Bonnet
- Full body prep and re-spray with painted coach lines
- Race livery and graphics
- New Front lights
- New rear lights
- Quick release spotlight brackets
- New PIAA Horns
- New rubber rear arch protectors
- New mud flaps
- New wing mirrors

Interior

- All original works wiring loom and works Lucas relay box
- Fully flocked dashboard
- Original RS Clocks with custom Tacko
- New plumbed in fire extinguisher in date until 2023
- New handheld fire extinguisher
- Sparco seats and 6-point harnesses
- Original Safety devices roll cage with 12-point mountings, with new welded in harness bar
- Original RS steering wheel
- New Group 4 pedal box and throttle pedal
- New polycarbonate windows
- Laminated front windscreen
- New window rubbers, door rubbers
- New polycarbonate door cards
- Original rear tool holder
- Pelator Coms box with practise headphones
- New hydraulic hand brake
- New steering column STALKS
- New Works starter key
- Electric master switch, with new pull wires
- New spare wheel pole and quick release straps
- New Odyssey PC950 sealed battery and tray
- New wheel brace
- New rear alloy bulkhead