



FORD ESCORT RS2000 MK II

Power unit: 1993cc overhead camshaft, in-line four cylinder, 110 bhp.

Produced: 1976-80.

0-60 mph: 8.5 sec.

Max. speed: 110 mph.

Typical fuel consumption: 25-30 mpg.

Variants: Two door, four seater saloon.

HISTORY: Announced in July 1975 (and available from January 1976), the Escort RS2000 Mark II was based around the two door Escort body shell, but featured a wedge-shaped, deformable nosecone made from polyurethane, and which incorporated quadruple Cibie halogen headlamps. Four spoke cast alloy road wheels, a deep front airdam and a boot lid mounted rear spoiler were also part of the equation. Under the

bonnet was Ford's two litre, overhead camshaft Pinto engine, similar to the motor used in the Mark I RS 2000, but with exhaust system modifications.

From September 1978 customers were offered a choice of two versions of the RS 2000. The basic model had Mexico

style interior trim, plus steel road wheels, while the Custom variant featured alloy wheels, a more upmarket interior (with high-backed Recaro front seats), and bronze tinted glass.

The advent of the front drive Escorts in 1980 spelt the end of the road for the much loved rear drive RS2000.

CHARACTER: The RS 2000 was a revelation for all who drove it in the mid 1970s, for its

performance was spectacular, yet it was just as practical to run and to live with as any of the Mark II Escorts. Handling and roadholding characteristics were impressive for the time, although the ride quality was very firm. Today, the cars still make a lot of sense as high performance classic saloons.

BODYWORK CHECKS: Check that identifying numbers match between vehicle and V5 Registration document. Rust can take its toll of front suspension strut top mounts/inner wings, splash panels, bulkheads and 'A' posts, sills, floors and wing edges, battery tray, rear wheel arch lips, bottom edges of doors, valance panels.

MECHANICAL CHECKS: Ensure correct engine is installed (complete with proper Weber twin choke carburettor and inlet manifold). Check for rattling valve gear (often due to worn camshaft and followers), excessive smoking from exhaust, worn synchromesh, noisy transmission, driveline vibrations.

PRICES: Bargain Basement, £1,000. Average, £2,000+. Top notch, £4,000.



Fiat X1/9

FIAT X1/9

Power unit:

1300: 1290cc overhead camshaft, in-line four cylinder, 75 bhp.

1500: 1498cc overhead camshaft, in-line four cylinder, 85 bhp.

Produced:

1300: 1972-78.

1500: 1978-89.

0-60 mph:

1300: 12.5 sec.

1500: 11 sec.

Max. speed:

1300: 100 mph.

1500: 105+ mph.

Typical fuel consumption: 30-40 mpg.

Variants: Two seater coupé; removable Targa top.

HISTORY: Fiat's neat, Bertone-styled, mid-engined two seater sports car was produced from 1972, although British buyers had to wait until 1977. Powered by a 1.3 litre, overhead camshaft engine, driving the rear wheels, and with disc brakes on all four wheels, the car was technically advanced and dynamically competent. It also featured retractable headlamps, aluminium alloy sports road wheels and tinted glass as standard fittings.

The 1.5 litre version arrived in January 1979, with more power and a five speed, all-synchromesh gearbox (the 1.3 litre models had

four speed transmissions), plus energy-absorbing bumpers.

The cars were built by Bertone from the spring of 1982, and sported 'Bertone' badging.

July 1983 saw the introduction in Britain of the VS 1500 version, with leather trim, two tone paintwork and electrically operated windows.

The 'Gran Finale' was the final, special edition model, marking the end of the production road for the X1/9.

CHARACTER: Often overlooked by buyers of sports cars, the X1/9s are fun to drive, with excellent handling and willing performance. Fuel economy is good, too. Quickly converted to open top motoring by taking out the Targa roof panel. Mid-mounted engine can be difficult to reach for maintenance/repair work. Some parts difficult/expensive to buy.

BODYWORK CHECKS: Rust can be severe; check front suspension turrets, inner and outer front wings, sills, floor pans, rear wing bottoms, doors and scuttle panel ahead of windscreen.

MECHANICAL CHECKS: Excessive smoking from engine, seized brakes, electrical ailments, damaged/worn interior trim.

PRICES: Bargain Basement, £1,000. Average, £2,000. Top notch, £3,000 to £4,000.

JAGUAR E TYPE

Power unit:

3.8: 3781cc, twin overhead camshaft, in-line six cylinder, 265 bhp.

4.2: 4235cc, twin overhead camshaft, in-line six cylinder, 265 bhp.

V12: 5343cc, overhead camshaft V12 cylinder, 272 bhp.

Produced:

3.8: 1961-64.

4.2: 1964-71.

V12: 1971-75.

0-60 mph:

3.8: 7 sec.

4.2: 7.4 sec.

V12: 6.4 sec.

Max. speed:

3.8: 150 mph.

4.2: 145+ mph.

V12: 150 mph.

Typical fuel consumption:

3.8/4.2: 15-20 mpg.

V12: 12-18 mpg.

Variants: Two door roadster or fixed head.

HISTORY: The XK Jaguars were hard acts to follow, but the Coventry based company