

## MATT DOWNER'S SBD DURATEC



### FORD ESCORT MK2 TARMAC RALLY CAR

#### History

Matt bought the car as a bare RS2000 flat fronted shell in January 1995, it began its life with him as his every day road car, getting a speed fix from a few track days over the next few years. The car was in constant evolution during this period, and eventually Matt moved on to sprinting and hillclimbing. During this time the car was powered by a naturally aspirated Ford Cosworth YB engine, which sported some special profile cams courtesy of Steve Broughton, SBD throttle bodies and MBE management. Matt was very successful with the car in this form, regularly winning his class, but after a while this just wasn't enough, and he needed a new challenge, tarmac rallying!

Despite being very successful with the YB engine in Modified Production class in sprints and hillclimbs, the engine was underpowered for his venture on to the stages if he wanted to be competitive, so there was only one choice for Matt, the awesome SBD 2.0L Duratec. With this very capable power plant as the heart of the car, Matt has continued his excellent success in rallying with regular class wins, and overall finishes, even managing a podium or two along the way! Matt will continue to compete in tarmac rallying as and when budget allows, so look out for him on the stages somewhere!!

## CAR SPECIFICATION

### Shell:

6 Linked rear using Watts linkage, Rollcentre cage, large transmission tunnel for Tractive and cooling mods fitted by Retro Motorsport. Gartrac Boreham spec arches fitted by and all paintwork SP Racing Paint and Prep. Matt Downer Electronic PAS

### Suspension:

Front: Tension struts with remote antiroll bar, Adjustable TCA's, Ohlins 3 way front legs with remote canisters

Rear: 4 Link trailing arms, Ohlins 3 way Coilover dampers with progressive rate springs, Watts linkage.

### Transmission:

Tractive RD906 6 speed Sequential gearbox with Flatshift, Launch and Traction control supplied by the MBE 9A4 ECU

Superclutch Rally spec clutch with nested plates

Fostek Fully floating Twin Taper Atlas axle, 4.6:1 final drive.

### Brakes:

Front: Alcon 4 pot callipers with 304x25mm discs, Pagid RS15 pads

Rear: AP 258mm vented discs with AP single pot sliding calliper, Pagid RS4-2 pads

### Safety:

Lifeline Zero360 Novec 2.25L Electric plumbed in fire extinguisher by CAM Auto.

Seats: Motordrive Composite FIA spec seats

Schroth 6 Points harnesses

Peltor Intercom