



NEW

The Competition

The World Rally Championship (WRC) was first held in 1973. Around 1976 a total of 10 rallies were held in different countries, largely European but also including some in Africa. In chronological order: Monaco, Sweden, Portugal, Kenya, Greece, Morocco, Finland, Italy, Corsica and Britain. Competitors reached the starting point of the WRC, the Monte-Carlo Rally, after a preliminary concentration run in which the teams competing – over 300 – converged on Monte-Carlo from different official starting points around Europe: Almeria, Frankfurt, Copenhagen, Paris, Rome and Warsaw.

In its early days the WRC was open to teams of any kind, and attracted just a handful of professionals and large numbers of amateur competitors.

Just how popular the championship has become is shown by the number of countries holding rallies, 16 in all: Germany, Argentina, Spain, Finland, France, Greece, Ireland, Italy, Japan, Norway, Mexico, Monaco, Great Britain, New Zealand, Portugal and Sweden.

Over the years the World Rally Championship has become one of the most exclusive competitions, as the enormous budget required means that this season only 6 teams and 13 drivers will be taking part in the WRC.

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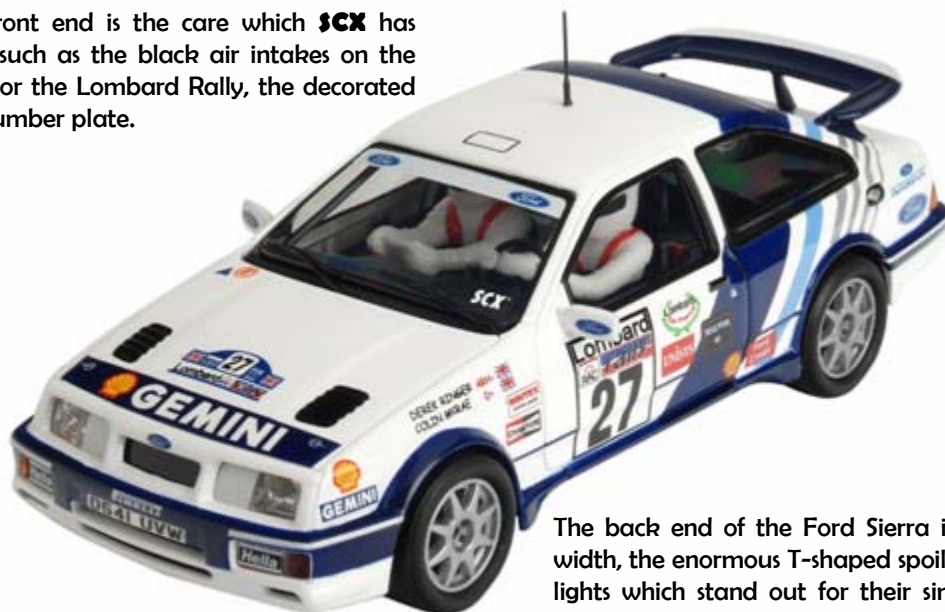
Ford Sierra RS Cosworth

The SCX Model

SCX releases the Ford Sierra with which the Scotsmen Colin McRae and Derek Ringer competed in the 1989 Lombard Rally. This model, with its compact look, stands out for with the straight lines of its bodywork and for its sheer size, in terms of both width and length. The sober decoration used is largely based on two colours: white, the dominant colour over most of the bodywork, and blue, reserved for the car's bumpers, sides and the rear spoiler.

The side of the vehicle features the names of the driver and co-driver, the rear-view mirrors with the oval Ford logo, the petrol cap, the locks, the vertical blue and grey lines and the number 27 sported by the Sierra in this rally. Also striking are the silver-coloured alloy wheels and the wheel arches and bottom of the vehicle in blue.

A feature of the front end is the care which **SCX** has lavished on details such as the black air intakes on the bonnet, the decals for the Lombard Rally, the decorated fog lights and the number plate.



The back end of the Ford Sierra is distinguished by its width, the enormous T-shaped spoiler and the set of rear lights which stand out for their simplicity. White is the dominant colour in this view, though there is also some blue on the bumpers and the spoiler.

The Real Car

The **SCX** Ford Sierra is one of the most widely-recognised and successful cars in the World Rally Championship. The Sierra range was launched in Europe at the 1982 Frankfurt Fair and released through the dealer networks in the United Kingdom and Germany in October of the same year. In February 1993, after eleven years on the market, production of the Ford Sierra ceased in Europe, being replaced by the Mondeo, which was rapidly awarded "Car of the Year 1994".

The driver chosen to take the wheel of this Ford Sierra RS Cosworth was the Scotsman Colin McRae, one of the WRC's most charismatic characters.

World champion in 1995, runner-up in 1996, 1997 and 2001 and third in 1998, McRae has one of the most glittering records in the history of motor racing. A real globetrotter in the rally world, he has driven for teams such as Subaru, Citroën and Ford, winning 25 victories and 42 podium positions in the 146 races in which he has competed.

The car, one of the first driven by the legendary McRae in the World Rally Championship, is the one he drove in the 1989 Lombard Rally. Some years later this rally was replaced by another route on the Corsican coast.

Ford Sierra RS Cosworth



Xenon-like high-intensity headlights



Removable, adjustable magnet



Pick-up guide with suspension



a.r.s. pick-up guide



Detailed chassis

Test Bench

The Ford Sierra looks set to become one of the greats in the Classic series. It is a model which performs quite well on 1/32 tracks, due to both its mechanical design and its dimensions. Several factors help in this: a generous length which allows a highly effective guide distance; the movable motor cradle, which is usual in racing cars and also featured in this rally model; a very smooth-working motor, and good grip with the rubber.

The car is extremely nippy despite its size, accelerating easily and keeping up a very brisk rate of knots. You do not notice any inertias dictating how you drive, probably because of its balanced weight distribution, although there is a certain concentration of weight at the rear end, meaning that you need to take care not to come away when going into bends, which is probably its Achilles heel.

The existence of the separate motor cradle, something never included in rally models up to now, gives the car the same features as those seen in racetrack cars: breaking up the rigidity and so making it easier to absorb minor irregularities in the road surface. Fortunately, the standard tyres hold the road very well to control a drift which tends to lead to eye-catching wobbles on bends.



Skids are very well-balanced, rather like in real Sierras, and thanks to this you can keep it under control without sacrificing much speed at all.

The Sierra has a driving style which is easy to grasp, highly linear in its movements and with feelings which are hard to find in the smaller cars with which it rubs shoulders in the Classics range.

Its size and design may make it one of the killer models among cars over 15 years old.

NOTE

The test was conducted without the extra magnet

SPORT TABLE OF MEASUREMENTS

Wheelbase	81 mm	Transmission type	Direct rear
Distance	95 mm	Transmission ratio	9/27 = 3
Wheel track	54 mm	Guide type	Pivoting ARS
Wheel diameter	20 mm	Screws	5 (2+2+1)
Car weight	84 g	Others	Motor: Rx42b, pivoting motor cradle
Bodywork weight	30 g		