



The car whose lines revolutionised the racing world is here

SCX® PRESENTS THE FORD ESCORT RS COSWORTH

Enjoy the cheerful colour scheme of the winning car in the 1994 British Rally



SCX® presents the **Ford Escort RS Cosworth** in which the British driver Malcolm Wilson, accompanied by his co-driver Bryan Thomas, triumphed in the British Rally Championship of 1994.

The **Ford Escort RS Cosworth** is the result of an alliance between two giants of the rally world, Ford and Cosworth. This is a car with attractive lines, a 3-door coupé which combines aggression with style. Just like the real car, the colour scheme of the **SCX®** model adds to its competitive feel with a highly sporty combination of two colours, blue and yellow.

The front of this **Ford Escort RS Cosworth**, all in yellow, features a spectacular "Pilot" logo on the bonnet between a pair of oval air intakes and race number 1 with the Michelin logo underneath it. The front bumper is also yellow, with the four small round headlights above it. The number plate is in the centre, with small air intakes on either side. There is another air vent underneath the number plate and a further one under the Ford badge.

One of the rear view mirrors on this **SCX®** model is blue and the other yellow. Between them the windscreen is strikingly large. Naturally this includes the pair of wipers and the 'Pilot TEAM FORD' sticker at the top.

The roof of the **Ford Escort RS Cosworth** is particularly striking, with a large Michelin man taking up nearly all the space available. The side of the car is mostly blue, not yellow, and features a host of different sponsors' stickers in a non-symmetrical layout, as well as the names of the driver and co-driver.

The Pilot logo once more stands out as the largest decorative feature on the side of the new **SCX®** Ford. Also striking is the car's official number in the championship, 1. The Michelin logo appears in yellow letters underneath the rear side window.



The back is decorated in an unusual way. It is all blue, with a large Michelin man in the centre, with the yellow number plate in the centre and the large rear lights at each side. Underneath the lights are Mobil 1 logos, also large, and a spectacular spoiler once more bearing the Michelin logo sticks out over the back window. In addition, the rear end of this **Ford Escort RS Cosworth** features the Ford badge and the car model name.

SCX® has not forgotten the spare wheel in the back, or the anti-roll bars. Of course there is the usual detail on the driver and co-driver, the latter with a route map and both of them with helmet, gloves and safety belts.

Track Trials



The other Ford “great” missing from the **SCX®** paddock was a 90's **Escort**. The authentic rival of Lancia, Subaru and Toyota, this is a car which meets the specifications for all 4x4 rally cars. The **Ford Escort RS Cosworth** features a double pinion motor on a chassis which offers stability in its measurements and consistency in its behaviour.



It includes a new-generation motor. The RX-81 B, with a different internal design, makes the car nippier than ever before. After minimal running in of the double gearing of the motor against the crown gears, it moves off and adapts quickly, making the car a smoother drive. This is when we see just how easy it is to drive this **SCX®** model in “sport” style, without any surprises and with a drive which helps to gain yards reliably.

The effectiveness of the **SCX® Ford Escort RS Cosworth's** four-wheel drive is noticeable on the bends. Highly linear in its behaviour, it helps you get out of half skids simply by giving it a little gas. The model has excellent tyres fitted both front and back, a factor which helps both to hold the rear end in place and to accelerate without losing traction.

The car's system of lights deserves a special mention. It is simply spectacular to see a legendary model getting ahead comfortably on the track while showing off all the aggression of the headlights.

* Tests conducted without supplementary magnet.

Sport Table of Measurements

Wheelbase	79.5mm	Transmission type	4x4 double pinion
Distance	93mm	Transmission ratio	9/27 = 3
Wheeltrack	54mm	Guide type	Pivoting ARS
Wheel diameter	19.5mm	Screws	3 (0+2+1)
Car weight	86g		
Bodyshell weight	29.2g		

Motor	RX-81 B double pinion
Traction	4x4
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm

Product reference no.: **63760**

The Real Ford Escort RS Cosworth

The Ford cars prepared by Cosworth had already shone in 1972, a year before the world rally championship was set up, but it was not until 1994 that they earned their first victory with Mäkinen in the 1000 Lakes Rally. However, the culminating moment for this car came at the RAC Rally in the same season, when the **Ford Escort RS Cosworth** conquered the top three positions on the podium. This victory in the British event was repeated over seven seasons, giving Ford a reputation as a specialist in this terrain.

Malcolm Wilson drove this **Ford Escort RS Cosworth** to victory in the 1994 British Rally Championship. In addition to his triumph as a driver in the British rally, Wilson can be proud to have led – no longer behind the wheel – the team which brought Ford its first manufacturer's title in 25 years in the World Rally Championship. He won it with the team in 2006 and then repeated the feat in 2007.

The MSA British Rally Championship is an annual rally held in six heats around the British Isles. The first British Rally Championship took place in 1958, and it has been licensed by the MSA (Motor Sports Association) since 1999. 2008 saw the celebration of the 50th anniversary of this historic event.

The **Ford Escort RS Cosworth** was a car which proved to be highly effective on the road, though its first victory came on dirt tracks, in Portugal 93 with François Delecour at the wheel. But before making its début as an approved vehicle, the car went through the national competitions. In 1992 Mia Bardolet was runner up in the national championship on dirt roads.

In the world championship the **Ford Escort RS Cosworth** notched up five victories (Portugal, Corsica, Acropolis, Italy and Catalonia), which earned second place for Ford. In 1994 it won at Monte Carlo and 1000 Lakes. But by then nobody could match Lancia, Toyota, Subaru and above all Mitsubishi, so in 1996 Carlos Sainz was signed. The driver from Madrid came to the Ford team with the Escort Cosworth at the end of its useful life and thinking about the Escort WRC. Sainz led development of this model, earning its only two wins.

The World Rally Championship in which the **Ford Escort RS Cosworth** competed was first held in 1973. By 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.

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. Today it is 100% professional and only 10 teams with about 20 vehicles take part. Just how popular the championship has become is shown by the number of countries holding rallies, 16 in all, including Monaco, Sweden, Mexico, Spain, France and Argentina.