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FAST & FURIOUS™

Collect the most iconic cars from the legendary movie series

FORD ESCORT MK.I RS1600 (1970 – 1974)



SCALE 1/43

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STUNT PERFORMERS

The best action and adventure movies are successful thanks to the work of highly trained men and women who are prepared to take enormous risks to create spectacular scenes. And, as you might expect, in the *Fast & Furious* franchise these professionals play an outstanding role. It's time to take a closer look at the incredible work of the stunt performers.

Right at the start of *The Fast and the Furious*, the director Rob Cohen surprises us with a thrilling sequence in which a group of sports cars surround a heavy truck. One of the people in the car at the front of the unusual convoy shoots a kind of harpoon at the truck's windshield and jumps inside the cab as all the vehicles speed down the highway. The images of this robbery on wheels tell us that we are about to enter a hugely exciting world.

Shooting this kind of scene requires the participation of people highly qualified to take such considerable risks. The star of a film may be fit and drive very well, but no director would ever allow them to shoot a scene as risky as the one just described, as an accident could endanger the lives of the crew and cause delays in the shooting schedule, and even its cancellation.

JUMPING FROM A MOVING VEHICLE

For this reason, to make *The Fast and the Furious*, the director wanted to surround himself with some of the best stunt performers in Hollywood action movies. For team coordinator and second unit manager (the one that usually shoots the action sequences), he hired Mic Rodgers, a legend in this profession, who was then already well known for having taken part in a whole host of movies. A long list of professionals joined his team. More than 50 men and women worked as stunt performers during the filming. Thanks to their skill and enormous courage, the results of the action scenes were simply spectacular.

There can be no doubt that the car races in the streets became one of the central themes of the franchise. Of course, the trickiest moments in these races were performed by stuntmen and

Jumping from a moving vehicle or racing along the edges of vertigo-inducing precipices: the stunt performers of *Fast & Furious* never cease to surprise us due to their infinite recklessness.



The female characters in the franchise are no slouches when it comes to performing very dangerous action scenes. In the picture, Gal Gadot hangs from the outside of an SUV.

women, capable of doing turns and very risky maneuvers at top speed. Their presence was also essential for that incredible moment when Dom and Brian – in their respective cars, the legendary Dodge Charger R/T and the Toyota Supra – try to catch up with Johnny Tran's motorcycle riders who have shot Jesse. Some of the steepest hills in Los Angeles allowed the cars to literally fly.

Despite the fact that both the races and the chases in *The Fast and the Furious* leave you breathless, there is a sequence in the film to make even the most courageous person's hair stand on end. It is the last truck heist carried out by Toretto's gang. As usual, the burly Vince is given the job of jumping from Dom's car into the cab of the truck that has been targeted. But this time, it turns out that the truck driver is armed with a shotgun and he begins to attack. To protect himself, Vince tries to hide behind one of the doors of the cab, but the harpoon wire leaves him attached by the wrist to the wing mirror. The situation could not be more thrilling: as the cars hurtle down highway 86, the truck driver shoots again and again at Vince, who has literally been left hanging.

THE RESCUE OPERATION

Dominic Toretto brings his car alongside the truck to enable Vince to jump, but as he is trapped by the wire he can't escape. Letty tries to do something at the wheel of her own vehicle, but she crashes off the road spectacularly. When Toretto's vehicle is also knocked out, Brian, who was trying to stop the heist, eventually comes to the rescue accompanied by Mia.

After placing his car next to the truck door where Vince is hanging, and removing the roof, Brian asks Mia to take the wheel. In this way, he gets out of the car and jumps riskily on to the truck. Dodging the bullets from the driver's shotgun, Brian manages to free Vince.

THE MIC RIG

When the sequence ends, the audience is electrified. The tension could not be greater because it is obvious that the images were filmed for real, without using digital trickery of any kind. But how? The death defying stunts that the franchise has become known for are thanks in part to the skill of the team of stunt performers, led by Mike Justus and Chris Tuck. A large part was also due to the inventiveness of the stunt coordinator Mic Rodgers, who even made an interesting contribution to the film industry in order to make it possible to film this entire sequence in the safest possible way: a ground-breaking device designed by him and nicknamed the Mic Rig. This ingenious invention allowed the actors themselves to do many of the action scenes without running any risks. They really loved the idea of being able to get personally involved in these sequences and they followed the instructions given by the team of stunt coordinators to the letter at all times.

In the movies, action scenes involving moving cars were traditionally filmed using vehicles that had a crane attached with a mounting for the camera, and which offered very limited maneuvering capability. On the other hand, the Mic Rig was designed so that the main car could compete with a fast car in both speed and maneuverability. "The Mic Rig is a great advance for film directors," says Rodgers. "It's basically a long truck with a platform on which the car that appears in the shot is mounted. This platform is placed much lower down than that of the vehicles that were used traditionally, which means that the car being filmed really does seem to have its wheels on the ground."

PRIZE-WINNING RISK

When *The Fast and the Furious* was released, everybody agreed immediately about the movie's outstanding action scenes. For this reason, no one was surprised when Rob Cohen's film became the big winner on the night at the second edition of the World Stunt Awards, a prestigious awards ceremony aimed at highlighting the work of the stunt performers. It won a total of four awards: the best work with a vehicle, the best driving, the best action scene performed by a stuntman, and the best action scene performed by a stuntwoman.

The bar was placed very high and paved the way for the following movies in the franchise, which always tried to surprise the audience again with something "even more difficult". However, back then not even the boldest fan could have imagined the extraordinary acrobatics that we would be seeing in the *Fast & Furious* franchise ◆

Explosions, extreme chases, incredible acrobatics ... Despite the fact that the actors perform many action scenes themselves, the franchise demands the presence of qualified stunt performers.



Debbie Evans

She is virtually a permanent presence in the *Fast & Furious* franchise and she has shown that a woman can go as far as a man in a tough job like being a stunt performer. Born in Lakewood, California, Debbie Evans learned to ride motorbikes aged just six and it was not long before she was being mentioned as one of the best riders in the US. After a long career as a professional racer, she entered the world of the movies and TV, taking part in legendary series such as *Charlie's Angels* and *Knight Rider*. Rob Cohen hired her to act as Letty's double in *The Fast & and the Furious*, where she stood out more than anything for the very dangerous maneuver in which she passes underneath a moving truck in a sports car. After that, she became a key part of the franchise, working in six of the eight feature-length movies released to date. Despite her proven skill with motor vehicles, Debbie never tires of warning us of the risks involved with cars: "The most important thing is to be aware that you are driving and to be ready to make a split-second decision."

Along with his buddies, Ludacris, in his role as Tej Parker, took part in an amazing car chase over the snow and ice of Iceland.





1970-74 FORD ESCORT RS1600 MK.I

The small Escort excelled in several rallies with its twin-cam engine, displaying great versatility and endurance. The next stage of development was the Escort RS1600, an ideal car for racing in Group 2 of the World Rally Championship that was given several high-performance parts. As a more affordable alternative, Ford also offered the less powerful Escort Mexico.

The sportiest Ford Escort was advertized with the slogan, "The powerful mixture". The first units were equipped with BDA engines and were manufactured exclusively in white.

In 1970, Ford's recently unified European division had already been selling the Escort for a couple of years. The basic model was manufactured and commercialized on both sides of the English Channel, with sedan, family, and two-door coupe bodywork. It was not a particularly novel car in engineering terms, as it had kept the traditional arrangement of front-mounted engine and rear-wheel drive with rigid axle, drum brakes, and semi-elliptic leaf springs. But it was the first Ford with rack-and-pinion steering, and it had McPherson front suspension and a dual-circuit brake system.

DEVELOPING A SPORTS VERSION

The Escort's look was designed to please a large sector of the market. It was, in fact, sold in many countries despite being classed as a rather mundane model. It could be easily identified by its characteristic "dogbone" front grille – adopted in 1969 by the Ford Capri – and its "Coke bottle" waistline to disguise its small size. However, the Escort was particularly popular with one small segment of the population: rally drivers. They appreciated the Escort's agility and endurance on dirt tracks and snow-covered roads.

The Ford Escort GT was the most powerful version of the initial range, although it only delivered 75 hp. Then came the Escort with the Lotus Twin Cam engine – with 16 valves and 1.6 liters – and a Weber carburetor, perfect for a racing car. It delivered 117 hp, more than enough for a very lightweight model that presented several improvements and performed like a nimble sports car. It was on sale from 1969 to 1971, with 883 units produced. This model's racing record was excellent. In 1968, it came third in the Rallye Sanremo and it won the Irish, Tulip, Austrian, Acropolis, and 1,000 Lakes rallies. In 1969, it won the Tulip, Austrian, Ypres, Czechoslovakian, and 1,000 Lakes rallies. And in 1970, it again won the last two rallies. The possibilities for development had leveled off and it was necessary to change the engine, but the Ford Escort had demonstrated its rallying potential.

THE FASTEST ESCORT

Ford presented the Escort RS1600 at the 1970 Geneva Motor Show, and the first units were available in the spring. The initials RS, standing for Rally Sport, had already been used by the Ford Taunus 15M RS, 17M RS, and 20M RS in the 1960s. The Ford Escort RS1600 was the first model with the initials RS to have a four-in-line engine. It had been developed by Ford's Advanced Vehicle Operations (AVO) department, where the legendary GT40 was created.

The RS1600 was the fastest Escort of its generation. One of its main "weapons" was the Cosworth BDA engine. It was based on the 1,558 cc Ford Kent engine, which, once it had been retouched, reached 1,601 cc and delivered 122 hp thanks to its high compression and its aluminum cylinder head with twin camshaft, which worked 16 valves. In the factory, it accelerated from 0 to 60 mph (96 km/h) in 9.2 seconds and hit a top speed of 112 mph (181 km/h).

Its aggressive air intake meant that the engine breathed very well, and this made it possible to reach 7,000 rpm. It was connected to a precise, rapid four-speed synchronized gearbox, the last of them direct. The differential's final drive could be 3.7:1 or 4.44:1, depending on whether a higher top speed or faster acceleration was desired. The standard performance was achieved with the ratio of 3.7:1. Consumption was quite reasonable for the period, just over 11.6 qt/60 miles (11 l/100 km).

The RS1600 incorporated as standard several improvements with respect to other versions of the Escort, such as front disc brakes and larger-diameter rear drum brakes, a more rigid chassis, alternator, bucket seats, and a greater number of instruments – two main dials (speedometer and rev counter) and four smaller ones. In 1971, the optional Clubman package was launched, with racing seats, a light for map reading, reinforced suspension, off-road tires, an oil radiator, and additional headlights. Aesthetically, it was distinguished by a colored stripe running along the sides of the car and wrapping around the hood.

FORD ESCORT RS1600 GR.2

Those who wanted an even better sports car had to go to a Ford dealership and order parts from a large catalog of high-performance components. The version authorized for Group 2 of the World Rally Championship presented a few differences with respect to the factory Escort RS1600, such as the five-speed synchronized gearbox, the rear

A Ford Escort RS1600 AVO Clubman. RS1600s could be tuned to race in rallies using special parts purchased in both Ford dealerships and straight from the factory.





Technical sheet

1970-1974 Ford Escort RS1600

Type:	two-door coupe
Dimensions (length, width, and height):	13 ft (3,978 mm) x 5.27 ft (1,608 mm) x 4.3 ft (1,320 mm)
Wheelbase:	8 ft (2,430 mm)
Engine:	1.6 L4 Cosworth BDA
Configuration:	front longitudinal engine and rear-wheel drive
Fuel:	gasoline
Power:	122 hp at 6,500 rpm
Maximum torque:	152 Nm at 4,000 rpm
Weight:	1,918 lb (870 kg)
Transmission:	four-speed manual ZF
Acceleration:	0–60 mph (96 km/h) in 9.2 s
Top speed:	112 mph (181 km/h)
Performance:	0–100 mph (161 km/h) in 29.9 s
Suspension:	independent McPherson (front); rigid axle with leaf springs (rear)
Brakes:	discs (front); drums (rear)
Tires:	165 SR13



The few units to have survived the rallies of the 1970s usually fetch very high prices.

disc brakes kit, reinforced engine mounts, wings widened 0.2 in (5 mm) on either side, and reinforced rear axle and bearings. To lighten the car a little more, you could choose aluminum and steel doors, plastic windows, and a fiberglass hood and trunk lid.

The racing RS1600's engine was reinforced in the crankshaft, connecting rods and casings (all steel), a reinforced-inertia steering wheel, a two- or three-disc clutch, and the possibility of mounting a dry-sump lubrication kit. Inside, the instruments changed slightly, with two main dials at the sides and two small ones in the center, the bottom one double-needle. The engine block's material was changed in 1972, from iron to aluminum, but the rest of the car remained virtually the same during its production. The Ford Escort RS1600 also had a notable racing record, after making its debut in the 1970 Rali International TAP. In 1972, it won the Rallye Safari; in 1973, the New Zealand, 1000 Lakes, and RAC rallies; and in 1974, it triumphed in the Welsh, 1000 Lakes, and RAC rallies. Ford Escort RS1600s can still be seen today taking part in classic rallies, in which the howling of their exhausts is unmistakable.

Production of the Ford Escort RS1600 ended in 1974, when 1,137 units were manufactured. It was replaced by the Escort RS1800, which featured a few changes to the bodywork and had 15 percent more cylinder capacity. FIA authorization was the same, although slightly updated. After 50 years – and due to the historic nature of the model and its sporting pedigree – it is no surprise to learn that the Ford Escort RS1600 is now highly sought after ♦

Ford Escort Mexico

Offered as an intermediate version between the Escort 1300 GT and the RS1600, the Ford Escort Mexico began to be commercialized in November of 1970, the year when the Soccer World Cup was held in Mexico. It took its name from the London to Mexico World Cup Rally (15,969 miles/25,700 km), won by the driver Hannu Mikola in a heavily modified Ford Escort Twin Cam, with co-driver Gunnar Palm. Five of the first ten cars to finish were Escort Twin Cams.

The Escort Mexico could be immediately identified by its lateral livery with the word "Mexico" on the doors, and due to it being 1.2 in (30 mm) higher than the Escort RS1600. Its engine, inherited from the Ford Cortina 1600 GT and with an eight-valve cylinder head, was more modest than the RS1600's. It delivered 86 hp at 5,500 rpm, which made it possible to accelerate from 0 to 60 mph (96 km/h) in 10.8 seconds and reach a top speed of 102 mph (165 km/h).

Despite not being especially powerful, the Ford Escort Mexico was fun to drive thanks to its light weight. In sports driving it could easily oversteer due to its rear-wheel drive, but this could easily be overcome thanks to the precision transmitted by the steering wheel. Production of the Escort Mexico also ended in 1974.



HENRY FORD AND THE MODEL T

The Ford Motor Company broke an unwritten rule of the earliest automobile manufacturers: selling cars to the middle class and not reserving them for the wealthiest customers. With that in mind, the visionary Henry Ford designed the first mass-produced car, the universal Ford Model T, an unprecedented commercial success that motorized millions of people all around the world.

Henry Ford was born in 1863 in Dearborn, Michigan. He began working with machinery at age 16, as he had demonstrated a real passion for mechanical devices since he was a young boy. He built his first automobile, the Quadricycle, in 1896 after building a homemade internal combustion engine in his kitchen.

THE EARLY YEARS

On June 16, 1903, Henry Ford founded the Ford Motor Company, along with 11 other partners. He was then 39. It took him a few months to sell his first car, as at that time there was not much interest in automobiles. His first customer was Doctor Ernst Pfennig, who bought the eighth Model A to have been manufactured for $850.

Henry Ford founded the Ford Motor Company after he had embarked upon two previous business ventures: the Detroit Automobile Company and the Henry Ford Company.



The plant on Piquette Avenue, the cradle of the Ford Model T. Built in 1904, it was the second Ford factory. In 2001, it was turned into a museum.

Commercial success was not long in coming: in nine months the Ford Motor Company sold more than 650 cars.

From its first year, Ford was committed to exportation. In fact, the sixth Model A automobile it manufactured was sent to Canada, the country where the first Ford factory outside the United States was opened, in 1904. It was more profitable to manufacture locally than to export complete cars. In time, Ford factories would be opened all over the world.

In those early years, Ford had to deal with a claim made by George Selden for the industrial property of the internal combustion engine. It was the start of a legal torment that lasted from 1903 to 1911, when Ford was exonerated from paying for this patent.

Until 1908, about 20,000 units of the first Ford automobiles were manufactured, from the Model A to the Model S. Henry Ford's next objective was to make a car that could be purchased and maintained by anyone earning an average salary.

THE LEGENDARY MODEL T

To achieve this goal, it was necessary to reduce the costs of manufacturing the new automobile, simplify its design, and do away with all unnecessary luxury. Production began – before the assembly line system had been perfected – at the new Ford plant on Piquette Avenue, Detroit. In October 1908, the Ford Model T was born, an essential milestone in the history of the automobile. Production of the rest of the range ceased in 1909.



To mark the 100th anniversary of Ford in 2003, some replicas of the legendary Ford Model T were produced in the style of the 1914 range.



The moving assembly line, introduced by Ford in 1913, optimized the workers' time to such an extent that a car could be built in just 90 minutes.

It was the smallest car in the United States and also the cheapest: $825 when launched. Different types of bodywork could be mounted – runabout, roadster, tourer, coupe, town car, sedan, TT – and it was designed for easy maintenance with basic tools.

In the first year, more than 10,000 units left the factory, a volume that smashed all previous industry records. There was room for improvement, since Ford was still taking more than 12 hours to make a car. The production process was gradually perfected, culminating in the moving assembly line. With this, the workers' movements were minimized. By the middle of 1913, Ford was producing a car in under six hours. By the following year, the time had been reduced to just over an hour and a half.

In the first year, more than 10,000 units left the factory.

In 1914, Ford set a minimum wage of $5 a day for its workers, more than double what was usual at the time, and a three-shift, eight-hour working day. At that time, the rate of production was so fast that the Model T was only offered painted black, as it was the fastest color to dry.

HENRY FORD AND THE MODEL T



Henry Ford's talent was also reflected in the brand's slogans, some of which were brought back several decades later. These included "Watch The Fords Go By", which appears in this advertisement for the 1912 Model T.

The pace only slackened in the years when the United States was involved in World War I (1917–18).

RECORD FIGURES

Production needs led Ford to create various auxiliary industries around its premises, to guarantee the availability of steel, rubber, wood, and other materials and component parts. As production increased, the price fell. By 1925, the price of a Ford Model T had dropped to just $259, less than a third of what it had cost in 1908. The Model T was barely updated until 1920. By the time the figure of ten million Model Ts manufactured was reached, 90 percent of the cars in the world were Fords. In time, the Model T ceased to be competitive and became obsolete. Production of it ceased in May of 1927, with 15 million units manufactured – a figure that would not be reached again until 1972, with the Volkswagen Beetle.

During the company's early period, Ford also produced tractors – under the Fordson brand – and the first American airplane made completely of metal: the Ford Trimotor, which revolutionized commercial and postal aviation in the 1920s and 1930s ◆



A 1908 Ford Model T Touring. The accelerator was on the steering wheel and it had three pedals: low or high gear, reverse, and brake. The Model T was simple to drive and maintain.

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