

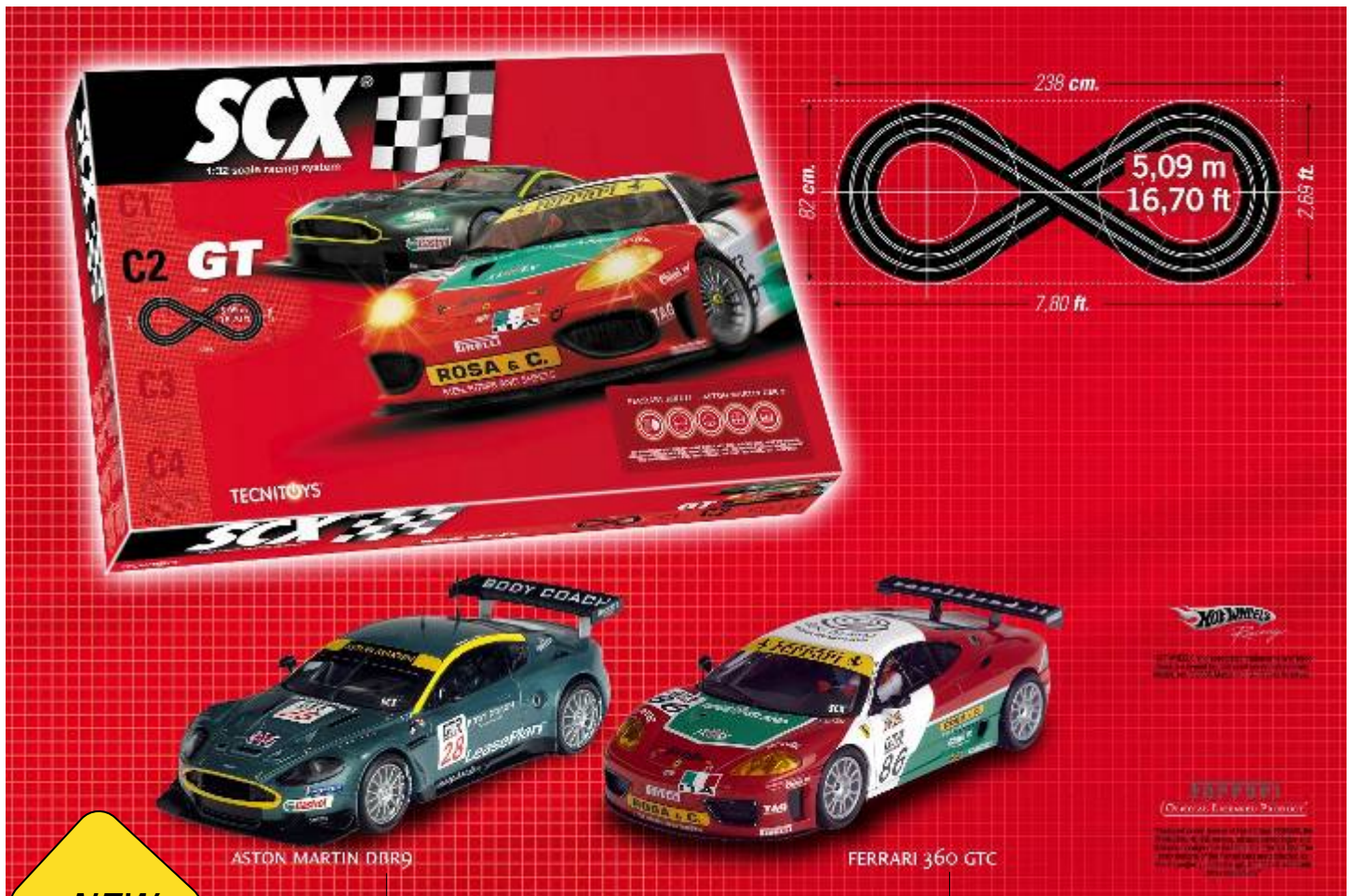


new releases
May

Ref. 80800

C2 GT

(1)



ASTON MARTIN DBR9

FERRARI 360 GTC



High-Intensity Headlamps Xenon Effect



Removable and Adjustable Magnet



Guide with Suspension



a.r.s. Guide



Tilting Chassis

SCX presents its first GT racing set of the year, including its two latest new car releases, the Aston Martin DBR9 (ref. 62060) and the Ferrari 360 GTC (ref. 62020).

Both cars are "a first" for SCX, the DBR9 also being the first Aston Martin released by SCX ever. Please see following pages for specific information on the cars.

	10 Standard Curves		1 Transformer
	2 Straights 175 mm		2 Standard Hand-Throttles
	6 Standard Straights 350 mm		2 Bridge Supports
	1 Terminal Track		8 Barriers

This layout is an SCX C2, a figure-of-eight, that can be easily enlarged to a C3, next one up, with the addition of just a few track sections.



Ref. 62020

Ferrari 360 GTC

new releases
May

(1)



The Competition

The FIA GT Championship series started back in 1997 at the request of the *Fédération Internationale de l'Automobile* (FIA). Held mostly on European soil, it has occasionally visited Asia of late. It currently assembles participation of leading motorsports manufacturers like Ferrari, Porsche, Aston Martin and Maserati, among others.

The GT Championship is an endurance race, with a full race distance of either a minimum of 500 km or a maximum of three hours, with the exception of the Spa 24 Hours.

Originally defined in two categories -GT1 (Grand Touring Cars) and GT2 (Series Grand Touring Cars)-, 2006 has seen the opening of a new category, GT3. Each category produces annual manufacturer, team and driver champions.

GT1 and GT2 are both based on production models, with a minimum production of 25 units in order to qualify and modifications allowed: larger brakes, wider tyres, better aerodynamics, larger engine admission restrictors and the use of exotic materials for GT1 vehicles. GT3 vehicles, however, sport only basic competition adjustments.

FIA requires that GT vehicles conform to certain specifications: have no more than one door per side, no less than two seats placed on each side of the longitudinal centre line of the car and crossed by the same transversal plane, be able to be legally driven on public roads and be adapted for racing on racetracks or closed courses.



new releases
May

Ref. 62020

Ferrari 360 GTC

(2)

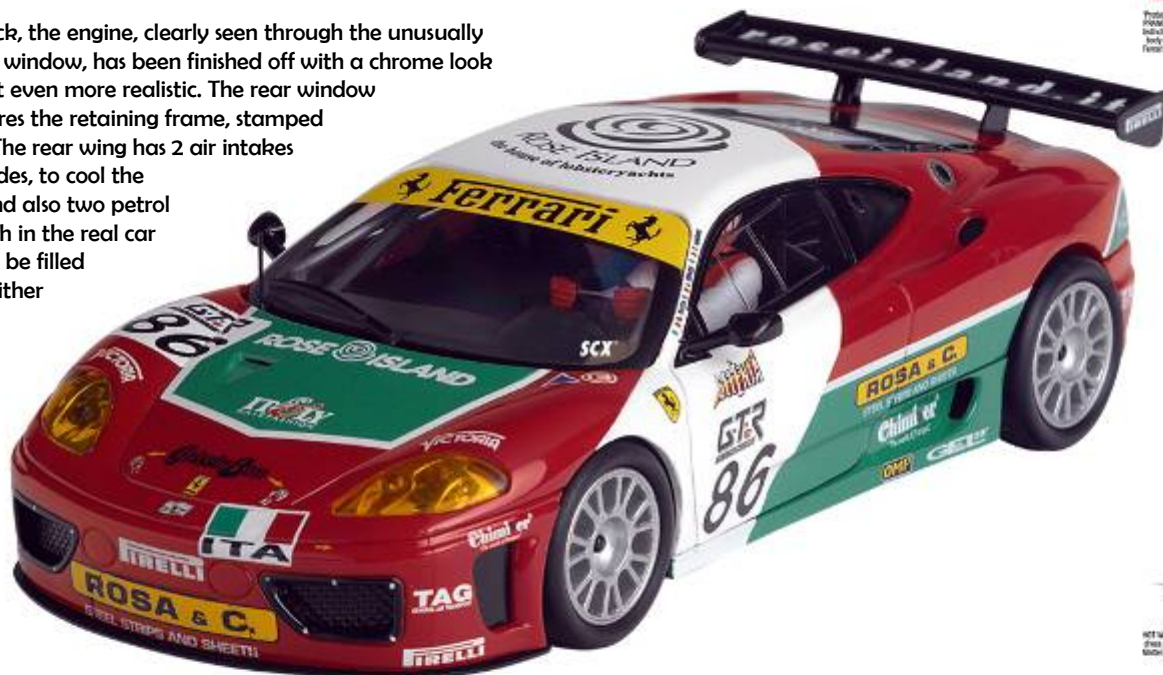
SCX Model

SCX continues to expand its Ferrari family, this time with the Ferrari 360 GTC, an Italian thoroughbred, as its striking colours seem to proclaim, reproducing the red, white and green of the Italian flag, the latter present on the vehicle's front bumper.

At the top of the windscreen the car is clearly identified by a large Ferrari logo, flanked on both sides by a reproduction of the famous "*cavallino rampante*", the unmistakable symbol of Ferrari.

The front part of the car has few air intakes, as the motor is mounted at the back, just two located on the front and one on the bonnet.

At the back, the engine, clearly seen through the unusually large rear window, has been finished off with a chrome look to make it even more realistic. The rear window also features the retaining frame, stamped in black. The rear wing has 2 air intakes on both sides, to cool the engine, and also two petrol caps, which in the real car allow it to be filled up from either side.



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Inside the cabin now, apart from the motor, there is also a reproduction of the driver, which **SCX** has, once again, set out to portray in greater detail, decorating suit and helmet. To finish off the interior, the front and rear reinforcing bars are included.

Overall, a wealth of small details to make this model another great **SCX** piece.

The Real Car

The Ferrari 360 GTC was developed by the Corse Clienti Dpt. in Maranello, Italy. Body designed by Pininfarina, it was introduced in 2004 but launched in the 2003 edition of the Bologna Motorshow.

Intended to compete in the N-GT class, it incorporates technical advances road-tested on the Ferrari 360 GT version, from which it significantly differs aerodynamically since it has been homologated by FIA for competition. However, it has retained basic elements like front bumper, engine cover and double rear end.

This racing version has a centrally-mounted 90-degree 3.6-litre 8V engine turning in 430HP at 8,500rpm. Weighing in at 1,091kg, with a six-speed F-1-type gearbox and rear-wheel drive, this sports machine is a fearsome opponent on the track.

The Ferrari 360 GTC model was driven in the 2005 edition of the FIA GT Championship by an all-Italian team -Gabrio Rosa, Luca Drudi and Fabio Babini- racing for G.P.C. Sport, and finished in fifth place.



new releases
May

Ref. 62020

Ferrari 360 GTC

(3)



High-Intensity Headlamps Xenon Effect



Removable and Adjustable Magnet



Guide with Suspension



a.r.s. Guide



Tilting Chassis

Testing Bench

A spectacular Grand Touring Car which lives up to what one may expect from any Ferrari real car.

The car's design, scaled down to 1/32, is practically ideal for competing on the track.

Wide at the back, with a generous chassis length (distance) and no rear overhang – i.e. the vehicle finishes at the rear axle assembly – the whole car is pure functionality.



The weight of the vehicle is the factor which makes reckless driving inadvisable: the reliability of a high cornering torque will be lost if driven too impetuously.

Driving with the car centred on the lane, and controlling the behaviour of the rear, is the way to get the best lap times out of a GT which responds to the need for high speed combined with safe racing.

A balanced model which is pleasant to drive.



NOTE

the test was conducted without the magnet

SPORT MEASURES TABLE

Wheel base	82,5 mm	Transmission type	Direct rear
Distance	101 mm	Transmission ratio	9/27 =3
Wheel track	62 mm	Type of Guide	Pivotant ARS
Wheel diameter	21 mm	Screws	5 (2+2+1)
Car weight	93,3 gr	Other	Tilting Chassis
Bodywork weight	28,3 gr		

MEASURES TABLE

Motor	RX-42
Traction	rear
Front	Ø 20,9 x 9,5 mm
Rear	Ø 20,9 x 11,5 mm



new releases
May

Ref. 62060

Aston Martin DBR9

(1)



The Competition

The FIA GT Championship series started back in 1997 at the request of the *Fédération Internationale de l'Automobile* (FIA). Held mostly on European soil, it has occasionally visited Asia of late. It currently assembles participation of leading motorsports manufacturers like Ferrari, Porsche, Aston Martin and Maserati, among others.

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Ref. 62060

Aston Martin DBR9

new releases
May

(2)

SCX Model

SCX has chosen to reproduce a car from one of the most representative and exclusive British motorsports manufacturers, *Aston Martin*, a car infused with undeniable elegance and symbolism.

To start with, the actual colour is a classic – a green very similar to the ever-popular “racing green”, with some yellow touches on front bumper, windscreen and side windows, providing unsuspected visibility. This official decoration is in itself very “clean”, allowing the size and aerodynamics of the model to show through. The flag clearly reveals its British origins.

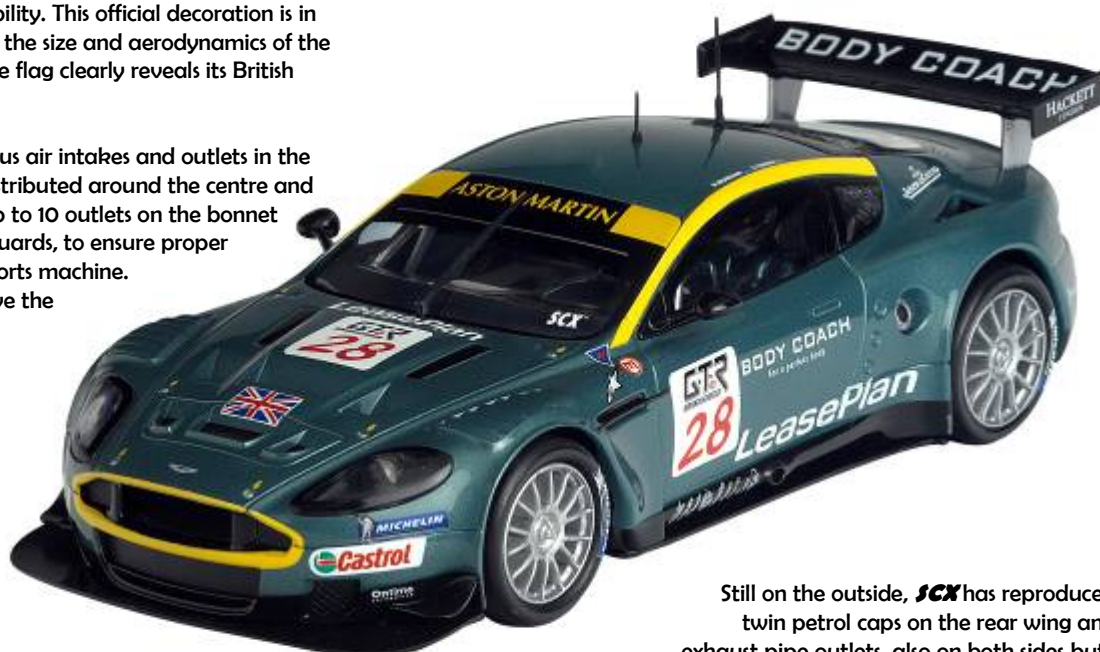
The bodywork has numerous air intakes and outlets in the front section – 3 intakes distributed around the centre and sides of the bumper and up to 10 outlets on the bonnet and 2 over the front mudguards, to ensure proper cooling of this incredible sports machine.

On the rear wing, just above the wheels, there are a further two air intakes cooling the tyres.

Other interesting details included are a pair of aeriols on the car roof, the chrome-look wheels and the rear-view mirrors projected outwards further than usual. The vertical, centrally-located windscreen wiper adds symmetry to the car’s overall appearance.

Its length is visually accentuated by the elongated headlights set flush with the mudguard. Its exceptional width at some points of the rear, its low centre of gravity and the prominent rear spoiler intimate exceptional stability and road-holding.

On the other hand, a narrower “mid-section” gives it a somewhat sinuous appearance.



Still on the outside, **SCX** has reproduced the twin petrol caps on the rear wing and the exhaust pipe outlets, also on both sides but very discreetly placed at the center of the side skirts.

Worth noting inside the car is the driver, with decorated suit and helmet, and the reinforcing bars at the front and back.

The Real Car

The Aston Martin DBR9 is the GT version of the British manufacturer’s new car, first built in 2005, based on the Aston Martin DB9 road car, from which it has kept the chassis and the cylinder block and heads of its V12 engine. The weigh of the car has been reduced drastically by using carbon fibre panels –roof excepted-.

It has a 60⁰ V12 engine rated at 600HP and it features an Xtrac sequential 6-speed gearbox and rear-wheel drive. This model has carbon-ventilated discs fitted on its four Michelin tyres.

There are plans to build 12 individually numbered DBR9 cars that should be raced by three racing teams in the GT series; also a very limited number destined to private individuals to race or collect will be manufactured.

This is a car which has performed highly competitively on the track, both at the 12 hours of Sebring and the 24 hours of Le Mans, where it was the winner.

The Australian driver David Brabham and the British Darren Turner drove this vehicle at Silverstone, England, in the 2005 FIA GT Championship, coming in second place.



High-Intensity Headlamps Xenon Effect



Removable and Adjustable Magnet



Guide with Suspension



a.r.s. Guide



Tilting Chassis

Testing Bench

A generously-proportioned model which lives up to its potential when it is unleashed on the track, obviously after a session to run in and tune the mechanical parts.

It handles elegantly, with long, comfortable skids which make it possible to guess at the balance of the car.



Fortunately, the pivoting bed works in a highly predictable way, breaking up the rigidity of the chassis and enabling the car to adapt to changes in inertia.

Overall, despite the long rear which makes it move heavily in some situations, this is a model which reacts with satisfying adaptability to a steady driving style.



NOTE

the test was conducted without the magnet

SPORT MEASURES TABLE

Wheel base	86 mm	Transmission type	Direct rear
Distance	103,5 mm	Transmission ratio	9/27 =3
Wheel track	62 mm	Type of Guide	Pivotant ARS
Wheel diameter	22 mm	Screws	5 (2+2+1)
Car weight	89,6 gr	Other	Tilting Chassis
Bodywork weight	28,5 gr		

MEASURES TABLE

Motor	RX-42
Traction	rear
Front	Ø 20,9 x 9,5 mm
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