

Tabela com peso mínimo (g) e bitolas (mm) com dados fornecidos nos catálogos dos fabricantes:

Peso mínimo (g) e Bitola (mm)		
Marca / Modelo - GT	Peso (g)	Bitola (mm)
Alfa Romeo 156 WTCC	86,4	56,5
Aston Martin DBR9	89,6	62,0
Audi R 8 Le Mans	87,0	63,5
Audi R8	87,0	63,5
BMW 380 WTCC	86,9	58,0
Corvette C6R	89,8	63,0
Ferrari 360 Modena	93,3	62,0
Ferrari 550 Maranello	91,5	63,0
Honda Accord WTCC	87,0	63,0
Seat Cupra GT	93,0	66,0
Seat Leon WTCC	83,3	58,0

Peso mínimo (g) e Bitola (mm)		
Marca / Modelo - DTM	Peso (g)	Bitola (mm)
Audi A4 DTM	91,0	58,0
Audi TTR DTM	86,4	58,0
BMW 380 wtcc	86,9	58,0
Mercedes Benz DTM	89,2	59,0
Opel Astra V8 DTM	86,8	58,0
Opel Vectra DTM	89,2	59,0

Peso mínimo (g) e Bitola (mm)		
Marca / Modelo - TUNNIG	Peso (g)	Bitola (mm)
Astra Tunnig Car 2	86,4	56,5

Peso mínimo (g) e Bitola (mm)		
Marca / Modelo - RALLY	Peso (g)	Bitola (mm)
Suzuki Swift	76,3	57,5

Peso mínimo (g) e Bitola (mm)			
Marca / Modelo - NASCAR		Peso (g)	Bitola (mm)
Dodge Charger #9 "Kasey kahne"	63360	90,0	59,5
Chevrolet Monte Carlo #3 "Dale E. Sr"	63350	88,0	59,5
Chevrolet Monte Carlo #3 "Dale E."	62720us	90,0	61,4

Test Bench

A model with highly acceptable bodywork measurements in 1/32, fairly light and with a low centre of gravity, sitting on a completely flat chassis with just the right lines for competition. Altogether it augurs high-performance reactions with the tried and tested classic SCX mechanical configuration. The tilting cradle should "break up" the rigidity of a chassis with a surprising amount of flexibility.



A little bit of running in to tune the gearing and bearings, fitting the braids flat and of equal length and lubricating all the moving parts will leave it ready to hit the track, at low torque to begin with, gradually building up to a racing rhythm. First impressions are confirmed when you get it on the track.

The Corvette overtakes with precision thanks to its length, to a cut-off rear end with no overhang and to a wheel track which provides acceptable support on wide bends. It takes parabolic bends on a racing circuit very comfortably, and negotiates inside bends without too much trouble. It is focused in its performance on straights and the ease with which it brakes hard rounds off a performance which should provide some fun afternoons.

The model's main trump cards are its stable, comfortable running, making it a car to drive and tune up to become one of the stars of the SCX Paddock.



NOTE

The test was conducted without the extra magnet

SPORT TABLE OF MEASUREMENTS

Wheel base	84,5 mm	Transmission type	4x2 direct rear
Distance	101,5 mm	Transmission ratio	9/27 = 3
Wheel track	63 mm	Guide type	tilting AR5
Wheel diameter	21,5mm	Screws	5 (3+2+1)
Car weight	89,8gr	Other	Motor RX 42b
Bodywork weight	27,9 gr		

Test Bench

The predatory look of the rear spoiler is the first thing to catch the eye as the car moves, completely flat, along the track. Its classic sports car shape gives the Maranello spectacular lines. It loses almost no stability either going into or coming out of curves, so all inertia forces end up in a long, smooth skid which can be exploited by working the trigger to achieve attractive moves with the rear end.

A relatively moderate wheel base, short in comparison with other cars in its class, together with the generous guide distance, create a front triangle which enables it to take bends comfortably.



The rear wheel track will make it easy to negotiate tight bends, making it a pleasant car to drive. On the negative side its high weight slows down acceleration and prolongs braking distance; while this is not a cause for major concern, it needs to be borne in mind when racing the car.

It is a very similar car to others in its class, which allows more models on the starting grid without involving too many differences in performance.



NOTE

The test is conducted without the extra magnet

SPORT TECHNICAL DETAILS

<i>Wheel base</i>	79 mm	<i>Transmission type</i>	4x2 Rear
<i>Distance</i>	99 mm	<i>Transmission ratio</i>	9/27 = 3
<i>Wheel track</i>	63 mm	<i>Guide type</i>	Pivoting ARS
<i>Wheel diameter</i>	21 mm	<i>Screws</i>	5 (2+2+1)
<i>Car weight</i>	91.5 g	<i>Other</i>	Pivoting cradle
<i>Bodyshell weight</i>	29.9 g		

TABLE OF MEASUREMENTS

<i>Motor</i>	RX-42
<i>Traction</i>	Rear
<i>Front wheels</i>	Ø 18.3 x 9.8 mm
<i>Rear wheels</i>	Ø 18.3 x 9.8 mm

The **Ferrari 360 GTC** is a spectacular *gran turismo* which fully meets the expectations which are always aroused by cars from this Italian manufacturer. A wide rear end, a generous chassis length and no rear overhang (i.e. the car ends at the axle assembly) make every part of this car useful in performance terms.



The overall weight is the factor which makes some control necessary in driving; taking bends at high speed may be risky if you are over-eager.

Driving with the car centred in the lane and keeping an eye on how the rear end behaves are the keys to clocking up the best times with a GT which certainly meets requirements in terms of pace and a safe drive. A well-balanced model which is enjoyable to drive.

* Tests conducted without supplementary magnet.

Sport Table of Measurements

Wheelbase	82.5mm	Transmission type	direct rear
Distance	101mm	Transmission ratio	9/27 = 3
Wheeltrack	62mm	Guide type	Pivoting ARS
Wheel diameter	21mm	Screws	5 (2+2+1)
Car weight	93.3g	Others	Tilting cradle
Bodyshell weight	28.3g		

Motor	RX-42 B
Traction	Rear
Front	Ø 20.9 x 9.5mm
Rear	Ø 20.9 x 11.5mm

Product reference no.: **62480**

The **Honda Accord WTCC** comes along in impressive measurements to eat up the track. It hugs the ground, and has low bodywork and wide axles, with a competitive guide distance and a restrained rear overhang.



And in fact we can put this to the test by seeing how smoothly and easily it takes bends of all kinds. A brisk, comfortable pace which enables you to keep up a very high average speed. Coming to the end of straights, road-holding is acceptable, ensuring secure braking. The power delivered by the motor with which it is fitted is perfect, gradual and steady, so accelerations are smooth but effective, with a very good top speed in the middle of the straight.

All this, of course, is added to the highly efficient two-level effect of the tilting cradle which, as is now usual in **SCX®** racing cars, tames its behaviour.

On a different note, we would draw attention to how the smooth lines of the bodywork give it an attractive appearance, which believe it or not brings greater confidence.

While it is a dark-coloured car, which is something to be borne in mind by those whose eyesight is not what it was, the size of the model makes it easy to spot on the track.

* The test was conducted without the extra magnet and following a small tune-up.

Sport Table of Measurements

Wheelbase	84mm	Transmission type	4x2 direct rear
Distance	100.5mm	Guide type	Classic pivoting ARS
Rear wheeltrack	63mm	Screws	5 (2+2+1)
Rear wheel diameter	20mm	Others	4-point tilting cradle
Car weight	87g		
Bodyshell weight	30g		
Motor	Rx42b , 2007 version		
Transmission ratio	9/27 = 3		

Product reference no.: **63110**

PRESS RELEASE
JUNE 2008



ALSO AVAILABLE FOR
SCX THE DIGITAL SYSTEM

Ref. 63360 **#9 Dodge Charger "Kasey Kahne"**



The SCX Kasey Kahne Dodge Charger Mopar decoration is a subtly decorated with a white and blue racing livery that was used during his 2007 season at the Bank of America 500 late in that season.

The Mopar driven by the up-and-coming Nascar star will surely compliment any field of Nascars but it will not be an "also ran". This slot car is ready for action with the RX-42B and aggressive gearing giving you the power you need to take your Charger to the front of the pack.

The guide system features the automatic return system which makes it very easy to put the car back on the track if you should happen to deslot. So even if you have gone off the track on the curve, when you put the car back on the track it's easily done because the guide will automatically center itself so you just need to center the car over the slot and you're ready to race again.

Whether it's a high banked speedway or a road course, the adjustable magnet will give you the confidence to pass.

The power delivery system is designed without the use of wires which assures a good connection between the motor and the track's power supply. So whether the car is for a grown up kid or a younger driver you can have the confidence that your SCX Kasey Kahne Charger will be ready for action around your slot car track.

Kahne is a native of Washington state who came up from the world of open wheel sprint car racing and made the jump to stock cars in the 2002 season racing in the Nationwide series. In 2004 Kahne started racing his first full season in the premier series of Nascar and won the Rookie of the Year award.

Since his rookie season Kahne has had a strong career as he rises through the ranks of the Sprint Cup. During the 2007 season he finished in the top 20 in points with eight top 10 finishes.



Wheel base	87 mm	Transmission type	4x2 rear
Distance	106 mm	Transmission ratio	9/27=3
Wheel track	59.5 mm	Type of Guide	Pivotal ARS
Wheel diameter	21 mm	Front/Rear	Ø 21 x 10 mm
Car weight	90 gr	Motor	1900rpm

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PRESS RELEASE

JUNE 2008



ALSO AVAILABLE FOR
SCX THE DIGITAL SYSTEM

Ref. 63350 **#3 Chevrolet® Monte Carlo™ "Dale Earnhardt Sr"**



The Wrangler #3 Dale Earnhardt car is a tribute to the Nascar legend. The Intimidator himself would have appreciated the power of the RX-42B motor which gives this car ample power to be driven aggressively around the corners and fly down the straight away past the competition. Any bumps in the "asphalt" are easily handled by the tilting motor pod which keeps the back of the car firmly on the track.

Details like the window netting and rear wing adjustments are represented here to be admired on the slot car as they are on the original.

The wide stance of the Nascar body gives the slot car a stable ride around the track and especially in the corners.

The SCX slot car of the Wrangler decoration is a striking blue and yellow paint job which is faithfully representative of the original which is on display at Richard Childress Racing in North Carolina.

The blue and yellow decoration is a representation of a car raced by "Sr." in the Winston Select race Earnhardt on May 22, 1999 at Lowe's Motor Speedway in Charlotte, North Carolina. "The Man in Black" didn't race his normal paint scheme that night when he started 5th on the grid. After the 70 lap event was finished he crossed the line in 4th place. Earnhardt drove the blue and yellow throwback car to the front of the field at one point but due to handling issues he was unable to win the all star race that evening.

The paint scheme was a favorite of Earnhardt's because it represented one of the major sponsors he had during his career. In the 1997 Busch Series Earnhardt's son, Dale Earnhardt Jr., drove a similarly decorated car with the number 31.

Dale Earnhardt Sr. made a name for himself driving the Wrangler car during his early racing career and now you can too on the slot car track with this latest release.



<i>Wheel base</i>	87 mm	<i>Transmission type</i>	4 x2 rear
<i>Distance</i>	160 mm	<i>Transmission ratio</i>	9/27=3
<i>Wheel track</i>	59.5 mm	<i>Type of Guide</i>	Pivotant ARS
<i>Wheel diameter</i>	21 mm	<i>Front/Rear</i>	Ø 21 x 10 mm
<i>Car weight</i>	88 gr	<i>Motor</i>	19000rpm

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PRESS RELEASE

JUNE 2007



ALSO AVAILABLE FOR
SCX THE DIGITAL SYSTEM

Ref. **62720US** **#3 Chevrolet® Monte Carlo™ "Dale Earnhardt"**

Ralph Dale Earnhardt (North Carolina 1951-2001) was one of the most famous NASCAR car drivers with his seventy-six races and seven championships wins; he was named second among NASCAR's 50 Greatest Drivers in 1998 (ranked behind David Pearson). His highly aggressive driving style made him a fan favorite and earned him the nicknames "Ironhead" and **"The Intimidator."**



Dale Earnhardt Sr. drove the **#3** car for most of his career, spanning the early 1980s until his untimely death in 2001. Although he had other sponsors during his career, his #3 is associated in fan's minds with his last sponsor, GM Goodwrench, and his last color scheme—a predominantly black car with bold red and silver trim. The black and red #3 continues to be one of the most famous logos in racing.

Dale Earnhardt Sr. died in a last-lap crash during the 2001 Daytona 500. Due in large part to overwhelming fan outcry, NASCAR began an intensive focus on safety that has seen the organization mandate the use of head-and-neck restraints, oversee the installation of SAFER barriers at all oval tracks, set rigorous new rules for seat-belt and seat inspection, develop a roof-hatch escape system, and develop a next-generation race car built with extra driver safety in mind.

After his accident, Earnhardt's #3 car was immediately retired by team owner Richard Childress, who made a public pledge that the number would never again adorn the side of a black car sponsored by GM Goodwrench - the color scheme and sponsor Dale Earnhardt Sr. had driven since 1988. Earnhardt's team was re-christened as the #29 team, with the same sponsor but with a new look (a reversed color scheme with white with black numerals and a black stripe on the bottom). Later versions of the car bore greater resemblance to the machine that Dale Earnhardt Sr. piloted with a contemporary flair, featuring black, silver, and red stripes reflecting GM Goodwrench's original racing colors.



Wheel base	87,2 mm	Transmission type	rear
Distance	161,7 mm	Transmission ratio	9/27=3
Wheel track	61,4 mm	Type of Guide	Pivotant ARS
Wheel diameter	20,6 mm	Front/Rear	Ø 20,6 x 9,8 mm
Car weight	90 gr	Motor	19000rpm

SCX Slot Cars by Tecnitoys of Spain - www.scx.es/us - email: usa-service@tecnitoys.com