



New

The Competition

The FIA GT Championship came into being in 1997 at the instances of the *Fédération Internationale de l'Automobile* (FIA). Events are mainly held in Europe, although recent championships have also visited a number of Asian countries. At the present time the championship counts on the participation of the most important sports car constructors, such as Ferrari, Porsche, Aston Martin or Maserati, among others. FIA GT Championship events are endurance type races, lasting a minimum of 500 km, or a maximum of 3 hours, that is with the exception of the Spa 24 Hours.

Although the FIA originally established two classes GT1 (Grand Touring Cars) and GT2 (Series Grand Touring Cars), 2006 saw the establishment of a third class GT3. Every year, and for each class, the title is decided for the constructor, team and pilot.

Vehicles in the GT1 and GT2 classes are both based on production road car designs of which a minimum of 25 units must be produced in order to qualify, although some modifications are allowed: such as improved brakes, wider tires, better aerodynamics, more power or the use of exotic materials, in the case of GT1 cars. GT3 cars, however, are no more than basic racetrack conversions of production models.

The FIA demands that GT cars be adapted to certain specifications: a maximum of one door on each side; no less than two seats, one on each side of the longitudinal centre line of the car and crossed by the same transversal plane; able to be used perfectly legally on the open road and adapted for racing on racetracks or closed courses.



Ferrari 360 GTC the digital system

(2)



SCX Car

SCX the digital system continues to expand its Ferrari family, on this occasion 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, actually reproduced on the front bumper. The car is clearly identified across the top of the windscreen with a large Ferrari logo, flanked on either side by reproductions of the famous “*cavallino rampante*”, the unmistakable symbol of Ferrari. There are few air intakes at the front of the car, as this model has a rear-mounted engine, just two on the front bumper and one on the bonnet. At the back, the engine, which can be seen through the unusually large rear window, has been finished with a chrome look making it even more realistic. The rear window also features the retaining frame, stamped in black.

The rear wings, on both sides, have two air intakes -to cool the engine- and also two petrol caps, which in the real car allow it to be filled at either side. **SCX the digital system** has also reproduced the openings in the rear side windows, providing interior ventilation



Also on the rear wings, oriented towards the inside of the vehicle, there are air intakes that serve to cool the tires. The vehicle's excellent visibility is evident when seen from above, due to the large windows and windscreen, with the driver's field of vision being completed by the two wing mirrors that project out from the sides. This has resulted in the inevitable reduction in the roof's dimensions. The car's extremely aerodynamic lines and an incredibly low centre of gravity give the impression that it is firmly stuck to the ground.

Inside the vehicle, apart from the engine, there is also a reproduction of the driver, which **SCX the digital system** has, once again, set out to portray in great detail, with full suit and crash helmet decoration. To finish off the interior the front and rear roll-bars have been reproduced. Overall, a wealth of small details make this model another fine representative of the make.

The Real car

The Ferrari 360 GTC was driven in the 2005 season of the FIA GT Championship by the Italians Gabrio Rosa, Luca Drudi and Fabio Babini, for the team G.P.C. Sport, finishing in fifth position. The GT racing version has a centrally mounted 90° 3.6 litre 8V engine with an output of 430 hp at 8,500 rpm. Weighing in at 1,091 kilos, with a six-speed F1 type gearbox and rear-wheel drive, make this sports machine a fearsome opponent on the track.



Ref. 13150

Ferrari 360 GTC the digital system

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Luces Alta Intensidad Efecto Xenón



Imán Extraíble y Regulable



Guía con Suspensión



Guía a.r.s.



Chasis Basculante



Frenos

Test Bench

The Ferrari 360 GT circulates very low on the track, thanks to its low-lying body and rear axle position. The look of the car instils confidence and removes any fear of driving it. Even when driving on an exterior track, if you have a rival who will not let you onto the inside lane you can overtake on the outside in order to seek the advantage of the interior curves at the next cross-over. Support on the barriers is easy due to the car's length, although the highest average speeds are achieved by circulating in lane. Current digital system cars are fitted with brakes, allowing them to be driven closer to the limit, delaying braking until the last second and having to ease off less on the gas less in intermediate areas. For the Ferrari 360 GTC lane changes are smooth and you will hardly note the scraping of the guide when crossing over.



The chip reacts immediately when you give the instruction and you can link various lane changes in the same second. When driving on a circuit with a **digital system Pit Box**, you will notice that a full tank lengthens braking distances, while the more fuel you use the faster the car will go and the more control you will have over braking. When you are down to the last two marks the car is on the reserve tank. In this situation it is best not to delay and to enter the pits, refuel and get back out on the track as quickly as you can. If, on the other hand, you decide not to stop and risk running out of fuel, if the race does not end in the next few laps the car will first start to jerk and will then inevitably come to a halt, outside the pits. If you let that happen it is the end of the race for you.

SPORT MEASURES CHART

Wheel base	81.5 mm	Transmission type	Direct Rear
Distance	101 mm	Trasmision ratio	9/27 = 3
Wheel track	62.5 mm	Type of guide	ARS the digital system
Wheel Diameter	22 mm	Screws	5 (2+2+1)
Car Weight	100.6 gr	Other	Tilting chassis
Bodywork weight	34 gr		

MEASURES TABLE

Motor	RX-42
Traction	Rear
Front tyres	Ø 18,3 x 9,8 mm
Rear Tyrs	Ø 18,3 x 9,8 mm