

**New**

The function of the Safety Car has, as its name indicates, is to attend to and maintain track safety during competition weekends. The car is driven by an expert driver, accompanied by a FIA observer in permanent radio contact with race control.

The Safety Car is called out to slow down the vehicles when there has been an accident or other incident, which is not serious enough for the race to be called off but is too serious to be left to the yellow flags. When the Safety Car comes out onto the track, with its flashing amber lights, all drivers must form an orderly line behind it and overtaking is prohibited. All laps completed behind the safety car count as race laps.

When the Safety Car is ready to leave the track its amber lights are turned off, indicating to the drivers that it will be going into the pits at the end of that lap. The drivers must still stay in formation until they reach the finish line at the end of that lap, where the green lights will indicate that they can once more start to race.

**SCX car**

On this occasion **SCX the digital system** have reproduced the Safety Car used in the Seat Leon 2006 Supercup, and also for a number of the Spanish rounds of the FIA World Touring Car Championship (WTCC). This model, by the Spanish make SEAT, is mainly characterised by its very sporty profile, although this is somewhat “disguised” by its sober decoration (free of publicity screen printing and colourful lettering), a characteristic of the vehicles used to perform the Safety Car function. The car’s attractive nose configuration confers an even more aggressive and sharp look, complemented by a low-level spoiler, attached to the bottom of the front bumper, and two air intakes. The most striking elements inside the SEAT Leon Safety Car are the roll-bars, fitted throughout the interior, and the driver’s apparel, white overalls and a red and white crash helmet.



A side view reveals the car’s wide low-profile wheels with their attractive silver-coloured alloy rims.

Although at first sight it may look like a small car, from this angle you can see that it has bodywork of large dimensions, a sensation that is reinforced by the large amber lights mounted on the roof, making up the vehicle’s most significant element.

The rear of the model features twin exhaust pipes, an extensive rear spoiler and large, black Safety Car lettering. “Safety Car” is also written in capital letters across the hood at the front and along both sides, the black lettering contrasting with the sober overall silver colour of the bodywork.



Safety Car 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



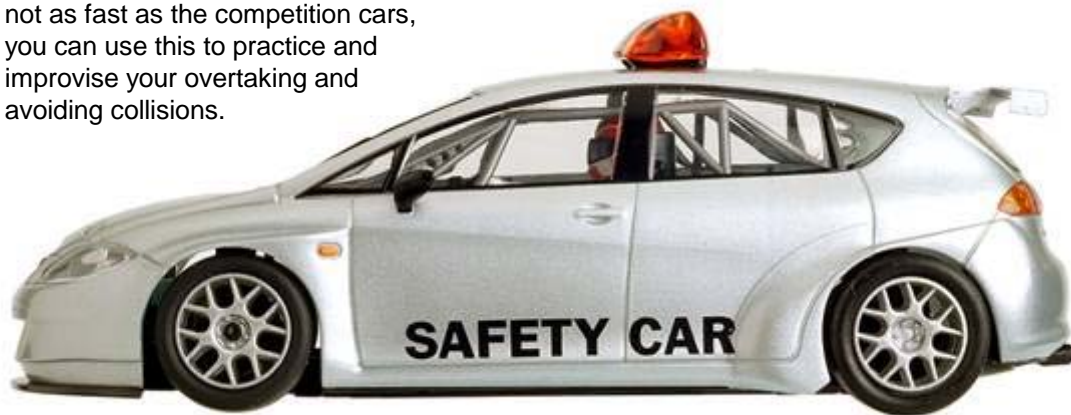
Frenos

Test Bench

Programmed as a standard car the Safety Car is a car that is easy to drive, corners well and is very agile with the capacity to change lanes at any time. However, this car's most interesting aspect is the special programming that has been designed for it. The Safety Car also functions as a Blocking Car, and you have to try this out. Programmed without a control unit, you just let the car do laps on its own, which means that when you start to circulate with your car, programmed controlled by your control unit, the Safety Car keeps on circulating, randomly changing lanes and, given that it is not as fast as the competition cars, you can use this to practice and improvise your overtaking and avoiding collisions.



This use of the e Safety car will undoubtedly sharpen up your skills as a driver. Because the car operates on its own and you do not have to drive it, it will help you improve when driving your own car and improvise your braking and overtaking. You can now race on the track on your own and still have "company". If you have a five-car race, and you also include the Safety Car, this will provide a maximum level of difficulty and you will need to change lanes much more often. The specific quality of digital competition takes on its true nature with the Safety car on the track. The other cars will have to be driven as always, but a new variable will have come into play and will have to be studied. Of course it is not going to make things easy for you.



SPORT MEASURES CHART

Wheel base	82 mm	Transmission type	Direct rear
Distance	96 mm	Trasmision ratio	9/27 = 3
Wheel track	58 mm	Type of guide	ARS the digital system
Wheel Diameter	19.5 mm	Screws	5 (2+2+1)
Car Weight	92 gr	Other	Blocking car function and Safety Car lights
Bodywork weight	29.7gr		

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