



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.

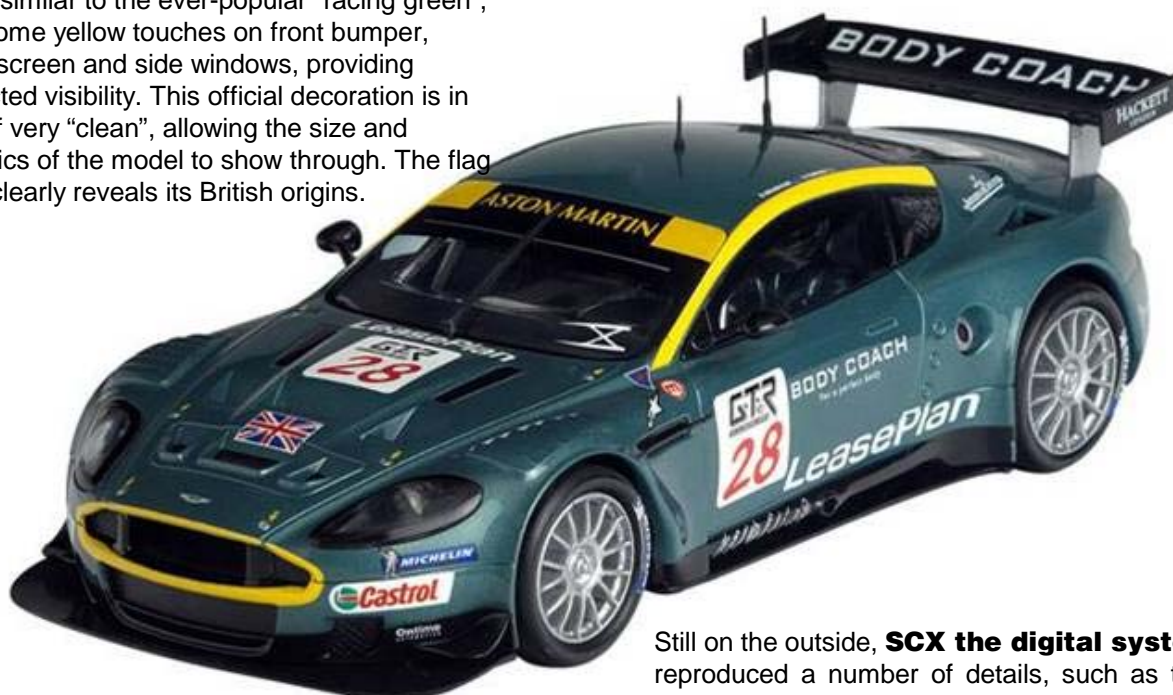
The FIA demands that GT cars be adapted to certain specifications: a maximum of one door on each side; no less than two seats, one on each side of the longitudinal centre line of the car and crossed by the same transversal plane; able to be used perfectly legally on the open road and adapted for racing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

**SCX car**

**SCX the digital system** has chosen to

reproduce a car from one of the most representative and exclusive British motorsports constructors, 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.



Still on the outside, **SCX the digital system** has reproduced a number of details, such as the twin petrol caps on the rear wing and the exhaust pipe outlets, also on both sides but very discreetly placed at the centre of the side skirts. Other interesting details included are a pair of aerials on the car roof, the chrome-look wheels and the rear-view mirrors, projecting outwards further than is usually the case. The vertical, centrally-located windscreen wiper adds symmetry to the car's overall appearance. Worthy of note, inside the car, is the driver, with his decorated suit and crash helmet, plus the roll-bars at the front and back.

**The Real car**

The Australian driver David Brabham and the Englishman Darren Turner drove this model in the Silverstone race in England during the 2005 FIA GT Championship, finishing in second position.

It is a car that has proved highly competitive on the circuits, particularly in the 12 Hours of Sebring and the Le Mans 24 Hours where it also won.

The Aston Martin DBR 9 is the GT version of the British make's new grand tourer, destined solely for competition and exclusive customers. The car is equipped with a 60° V12 engine that can put out up to 600 hp.

It has an Xtrac six-speed sequential transmission and is fitted with rear-wheel drive. This model has ventilated carbon disk-brakes fitted to all four Michelin shod wheels.



## Aston Martin DBR 9

(3)



High-intensity Xenon effect headlamps



Removable and adjustable magnet



Guide with suspension



a.r.s. Guide



Tilting Chassis



Brakes

### Test Bench

The Aston Martin DBR 9 is an exceptionally long GT, and this, combined with its long rear end, affects every aspect of performance. Capable of reaching high speeds due to its guide distance the merit for all drivers will be to make the most of the braking capacity before the curves, thus avoiding losing the rear end when starting into the turn



The possibility of adjusting the series magnet should also be taken very much into account. By bringing it closer to the track you can improve road holding, although overall speed will also decrease. Fuel consumption parameters are standard for **the digital system** range and this model's ease in changing lanes is excellent.



### NOTE

The test was run using the factory set up.

### SPORT MEASURES CHART

Wheel base	86 mm	Transmission type	Direct Rear
Distance	103,5 mm	Trasmision ratio	9/27 = 3
Wheel track	62 mm	Type of guide	ARS the digital system
Wheel Diameter	22 mm	Screws	5 (2+2+1)
Car Weight	97,8 gr	Other	Tilting chassis
Bodywork weight	31 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