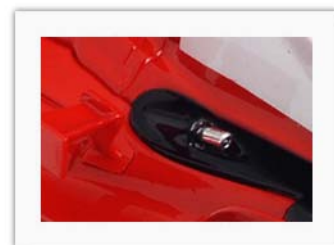




Relive Michael Schumacher's last world championship with Ferrari

SCX® PRESENTS THE FERRARI 248 F1

Enjoy the 2006 Ferrari for the first time in digital format



SCX® presents the **Ferrari 248 F1** with which Michael Schumacher, seven-times F1 champion, competed in 2006. This beautiful model boasts highly aggressive, sporty lines, catching the eye immediately with its bright red colour scheme. A striking feature of the nose is the twin front spoiler (one of the novelties of the 2006 model), the aerodynamic features, the painstakingly-reproduced sponsors' logos and the use of white together with the obligatory red.

In the side view of the car we can see the aerial, the different fins and spoilers intended to enhance its aerodynamics, the spectacular air intakes and the raised rear-view mirrors, the latter a new addition in relation to last season's model. Also worth a special mention are the beautifully-detailed wheels, with the lettering on the hubs and tyres.

Looking into the vehicle's cockpit, **SCX®** have faithfully reproduced details such as the driver's helmet, the safety belts and the steering wheel, decorated with the different buttons.



A look at the back end of the vehicle reveals the combination of red and white on the double rear spoiler and the detailed brake light. Other striking features of the **Ferrari 248 F1** in terms of its accurate reproduction of the real car are the length of the axles and the aerodynamic features at the back, used to evacuate the air from the rear wheels.

Meticulous attention to appearance and accurate detailing are just part of the great job **SCX®** have done on this fantastic car.

Track Trials



The feature which best defines **SCX®**'s Formula 1 models is the accurate proportions they have achieved. The biggest change is to the wheeltrack, resulting in a more stylish car which is closer in scale proportions to modern F1 machines. The low weight also makes its contribution in terms of dynamics, enhancing the changes which have been made to the motors.

The new chassis are not too different from one another. From the Ferrari to the McLaren, via the whole grid of new F1 cars, minor differences in measurements apart, this is a series of scale



model cars which are similar in terms of design, shape and weight, with the same tyres and pick-up and transmission systems.



These features result in very similar performances, just as in today's hard-fought Formula 1 races.

It is only on the track that you can really see the ratio of length to width in the **Ferrari 248 F1**, as well as noticing its low centre of gravity. These proportions make for a very demanding drive, with cars able to reach high top speeds but calling for skill and experience on the bends.

Good acceleration thanks to the low weight and smooth gearing launches the car into straights. Performance on less straight stretches of track is still good, thanks to the generous guide distance, unusually long for standard production cars. In terms of taking bends, it gives two very much opposed sensations. On tight bends there is a tendency to turn too wide, skidding on the way in, so early braking is called for to control this. On wider bends, if you go into them safety you can take them fairly wide, keeping up the acceleration in moderation, to hit the straight with enough momentum to take the car to the limit by pressing the trigger right down.

* The test was conducted without an extra magnet.

Sport Table of Measurements

Wheelbase	98mm	Transmission type	Direct rear
Distance	104mm	Transmission ratio	9/27 = 3
Wheeltrack	59mm	Guide type	Pivoting, plus steering
Wheel diameter	20mm	Screws	4 (1+1+2)
Car weight	67.5g	Others	RXF1 B Motor
Bodyshell weight	12g		

Motor	RX-42
Drive	Direct rear
Front	Ø 18.4 x 10.9mm
Rear	Ø 19.5 x 11.7mm

Product reference no.: **13370**



The Real Ferrari 248 F1

The **Ferrari 248 F1** brought to you by **SCX®** is the model driven by Michael Schumacher in the last Formula 1 season. The Italian team is the oldest in the championship, and the one which has won the most prizes, with no more or less than 14 world drivers' championships and 14 world manufacturers' championships.

The “*scuderia*”, as Ferrari's sports division is better-known, took part in the 1950 world Formula 1 championship in its first year of existence. The Argentinian José-Froilán González brought the team its first victory in the 1951 British Grand Prix, and the Italian Alberto Ascari gave the “*cavallino rampante*” team its first world championship a year later.

The perfect car-driver combination of Ferrari and Schumacher won five titles, to be added to the two already won by the “*kaiser*” with his previous team. However, the German driver's last season was somewhat bittersweet, as he was unable to win either the drivers' championship or the manufacturers' title. Even so, Schumacher has gone into history as the best driver of all time, the winner of seven championship titles and two second places, and considered a record-breaker in the category, having beaten countless targets.

Despite coming up against a tough rival in Fernando Alonso in his last two seasons, the German was always a contender and earned runner-up position in both the drivers' and manufacturers' championship in his last season. “*Schumi*”, as he is known in the world of Formula 1, has written his name large in the motoring world and has earned his place on the roll of great drivers who have raced for Ferrari, such as Juan Manuel Fangio, Alberto Ascari, Niki Lauda, Gilles Villeneuve or Alain Prost.