

**NEW**

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## **The Competition**

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The FIA GT Championship is one of the premier touring car competitions in the world motor racing calendar.

This year sees the tenth edition of a category characterised by the spectacular looks of the vehicles involved, as these are modified production cars from the most prestigious, legendary manufacturers in the car world.

The series which make up the GT are divided into two groups, known as GT and N-GT, depending on the manufacturers' strength and investment.

The competition calendar features ten races, and ten brands currently compete in the FIA GT Championship: Aston Martin, Chevrolet, Ferrari, Gillet, Lamborghini, Maserati, Nissan, Paños, Porsche and Saleen.

The points in each race go to the first 8 in the order 10-8-6-5-4-3-2-1 except in the Spa 24-hour event, where half the points are also guaranteed for drivers who lead for 12 hours.

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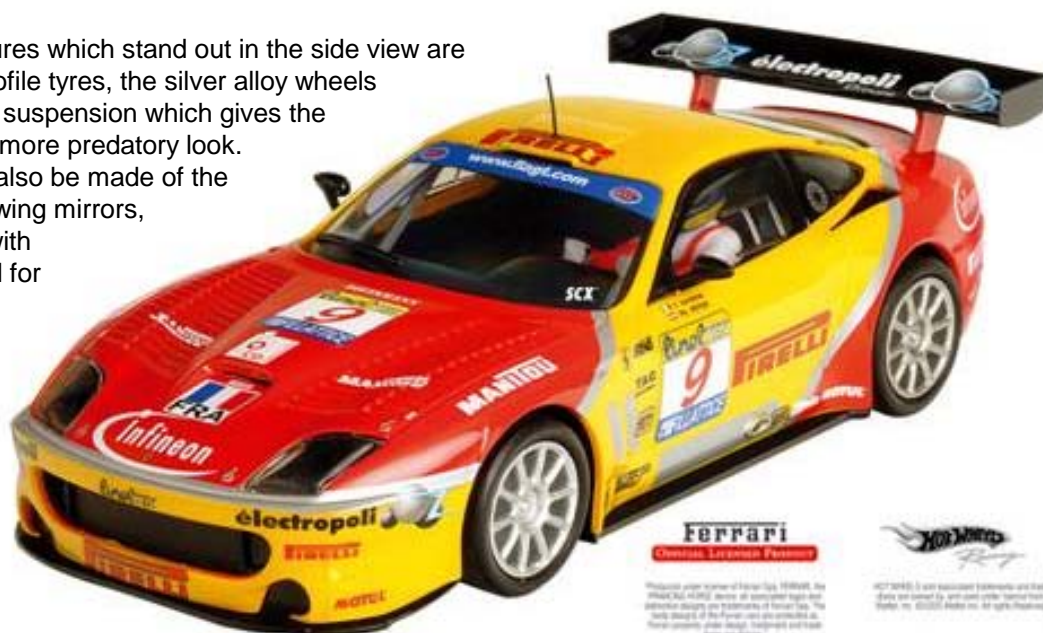
### The SCX Model

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**SCX** presents the Ferrari 550 GT Maranello driven by the Italian Fabio Babini and his co-driver, the Austrian Philipp Petter, in the 2003 FIA GT Championship. This model by the firm with the prancing horse emblem features a truly spectacular design, in line with this Italian manufacturer's philosophy. The generously-proportioned front of the vehicle has striking lines and a straight finish which gives it a highly sporty look.

The car basically uses two colours: red, which predominates on the bonnet and the rear, and yellow, which is used for the bumpers, sides and roof of the car. These colours are the same ones used by Ferrari to distinguish its corporate identity throughout its successful history.

Among the features which stand out in the side view are the wide, low-profile tyres, the silver alloy wheels and the lowered suspension which gives the vehicle an even more predatory look. Mention should also be made of the attractive black wing mirrors, which contrast with the colours used for the rest of the bodywork.



The petrol cap is another of the eye-catching details on the side. Inside the vehicle the reinforcing bars and the driver's clothing are worth pointing out. In general, this is a car with a wealth of air intakes, as well as a long, very wide body which adds to the feeling of sportiness and passion which characterises the vehicles of the "scuderia". From behind, the enormous black spoiler which sticks out beyond the sides of the car is the most striking feature.

Other distinctive features at the rear include the use of the colour red, the set of rounded red lights (two at each side) and the decal with the legendary Ferrari symbol.

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### The Real Car

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The founder of Ferrari, Enzo Ferrari, never thought of making road cars when he set up the Scuderia Ferrari in 1929 to sponsor the amateur drivers of Modena. Ferrari trained various drivers and competed successfully with Alfa Romeo cars until 1938, when he was officially hired by Alfa to head its racing department.

In 1940, after finding out about the company's plans to take over his beloved Scuderia and assume control of its activities in competition, he left Alfa. In 1943 the Ferrari factory moved to Maranello, where it has remained ever since. It was bombed in 1944 and rebuilt in 1946 to produce road cars. Since then the Italian firm has not stopped creating some of the most attractive cars in history.

The real car driven by Babini and Petter came fourth in the general table in the 2003 FIA GT Championship. The car was owned by the French team JMB Racing, a relatively new organisation set up in 1995. The Ferrari 550 GT Maranello is the model adapted by the manufacturer to compete in the FIA GT Championship.

The Ferrari 550 Maranello entered production in 1996. It has a front-mounted 5.5-litre V12 engine giving 485 horsepower. It was the first vehicle in the world to feature ASR (automatic slip regulation) as standard. Inside it is a 2+2 seater (not a true 4-seater), with 2 ordinary front seats and 2 small rear ones. It has a lateral aerodynamic coefficient of 0.33 and an almost unbeatable frontal coefficient.

# Ferrari 550 GT Maranello



Xenon-effect high-intensity headlights



Adjustable removable magnet



Guide with suspension



a.r.s. guide



Pivoting chassis

## 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 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

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

### TABLE OF MEASUREMENTS

Motor	RX-42
Traction	Rear
Front wheels	Ø 18.3 x 9.8 mm
Rear wheels	Ø 18.3 x 9.8 mm