



The legendary blue and gold car from the World Rally Championship
brought to you by SCX®

SCX® PRESENTS THE NEW SUBARU IMPREZA WRC (Ref 62230)

This model features the new SCX® RX-81B motor,
more decisive than any of its predecessors



SCX® launches the **Subaru Impreza WRC**, a **World Rally Championship (WRC)** classic, with which the Norwegian Petter Solberg hopes to win the 2007 championship and repeat his last victory in 2003.

The unmistakable blue of this **SCX®** model provides a magnificent contrast with the gold design printed on the sides, with the manufacturer's characteristic stars and curved lines. The front features an eye-catching nose with three top air intakes and one oversize bottom one, along with a bonnet with four openings to vent the heat from its powerful engine and a compartmented air intake, giving the **SCX®** model a highly competitive look.



The intense gold-painted wheels have come to symbolise the colour scheme sported by **Subaru** cars in the **WRC** and are obviously included on this **SCX®** model, which also features the wing mirrors built into the bodywork. Also of note are the details of the chassis, with dirt and mud on the bottom.

With most of the decorative details in yellow, the white on the roof catches the attention, with Solberg's number five in the centre. No less eye-catching are the five aerials, all of them in standing out in black, and the silver-painted television camera just above the driver.



Moving to the back, there is a small spoiler at the top of the window to redirect the air coming off the roof, and all eyes will certainly turn to the maker's now classic spoiler, high and futuristic-looking, in which the four panels can be seen, separating and distributing the air evenly and ensuring better roadholding for the car.

As is now the custom with **SCX® Rally** models, the inside is fully decorated, including the figure of the co-driver, in this case Philip Mills, concentrating on the route map.

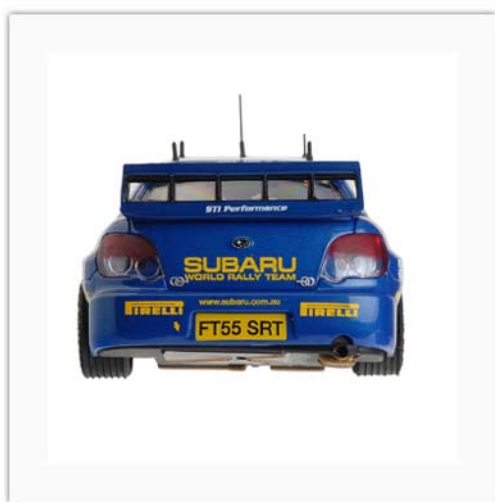


Track Trials



All the competitive personality of **WRC** cars is reflected in this model, which retains the classic **SCX® Rally** car format.

The **Subaru Impreza WRC** features a flat, one-piece chassis with an ARS pivoting pick-up guide and 4x4 double pinion transmission. Power is guaranteed, so all we need to do is make sure that all the power of the new RX-81B motor, more decisive than ever, is transferred to the road surface.



In other respects the **Subaru Impreza WRC** behaves in a generally similar way to the other **Scalextric® Rally** cars. All of them are 4x4's and have the same chassis layout. The differences between them come from the different bodyshells. The **Subaru Impreza WRC** in particular is a big model and this accentuates certain aspects of its performance. A little slow in its responses and with an inevitable tendency to skid, it is on the other hand a car which sits well on the track, which with properly controlled driving can help to gain distance all the time.

The **Subaru Impreza WRC** by **SCX®** is ideal for sports driving and for getting ahead on the flat, with a slight tendency to skid which is corrected perfectly by the front wheel drive. The nose does not get away from you, nor does it tend to roll. It does not oversteer excessively, so that whether lined up with the track or with the tail drifting to one side, it is a car which does not stop going forward. The 4x4 double pinion traction gains a lot with the new RX-81B motor.

* Trials conducted without a supplementary magnet.

Table of Sport Measurements

Wheelbase	79mm	Transmission type	direct 4x4
Distance	96mm	Transmission ratio	9/27 = 3 neutral
Wheeltrack	58mm	Guide type	Pivoting ARS
Wheel diameter	19mm	Screws	5 (2+2+1)
Car weight	91g		
Bodyshell weight	33g		

Motor	RX-81 B double pinion
Traction	4x4
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm



The Real Subaru Impreza WRC

The **Subaru Impreza WRC** is a car in the C segment produced by the Japanese manufacturer Subaru since 1993. The third generation of this car is to be launched this year. The sports version features an engine with a specific power output of up to 150HP/L in the production model. This car has been used in the **WRC** since 1994 and has won the championship with Colin McRae, Richard Burns and Petter Solberg at the wheel, in 1995, 2001 and 2003 respectively.

Petter Solberg is the current driver of the **Subaru Impreza WRC**. This 32 year-old Norwegian began his racing career with radio-controlled cars, winning the championship. He was a disco dancer and took part in rally-cross before entering the **WRC**. His debut was at the 1998 Swedish rally, where he finished in 16th place at the wheel of a Toyota Celica GT4 Turbo. In his second rally, in Wales, he was not so lucky and wrote off his car.

In 1999 he got a place in the team at the insistence of the head of Ford, Malcolm Wilson, in the shadow of McRae, vying with the other Ford “subs” Thomas Radstrom and Jean Joseph Simony for a car in each rally. After the Finnish rally, in which he had a spectacular accident, he signed for **Subaru** for what remained of the championship.

In 2001 **Solberg** was made the second driver for **Subaru**, after Richard Burns. That same year he surprised everybody by finishing second in Greece, behind McRae. Richard Burns moved from **Subaru** to Peugeot, but the Japanese manufacturer signed the five-times champion Tommi Makinen, and **Solberg** stayed as second driver. Nevertheless, the Norwegian finished the season as runner-up.

In 2003 **Solberg** won his first championship, beating Loeb by a single point.

This year the new **Subaru Impreza WRC** enjoyed an almost perfect debut, with **Solberg** winning three specials and taking the lead as the car proved that it could win victories for him. However, it is still early days for the vehicle and an engine oil leak forced him to retire. For the moment, though, the Norwegian driver is still in the running, aiming at a final victory.

The World Rally Championship (WRC) was first held in 1973. By 1976 a total of 10 rallies were held in different countries, largely European but also including some in Africa. In its early days the **WRC** was open to teams of any kind. This meant that it attracted just a handful of professionals and large numbers of amateur competitors. Today it is entirely professional, and only 10 teams and about 20 vehicles take part.

The calendar runs almost all year round, starting off in January and ending in November. Just how popular the championship has become is shown by the number of countries holding rallies, 16 in all: Monaco, Sweden, Mexico, Spain, France, Argentina, Italy, Greece, Germany, Finland, Japan, Cyprus, Turkey, Australia, New Zealand and Great Britain.