

Ref. 62500

Aston Martin

**NEW**

The Competition

The Le Mans Series represents one of the competitive contests in the motor racing world. Proof of this is the 51 cars (26 prototypes and 25 GT's) taking part this season. The appearance of the Peugeot team will if anything make this year's edition even more competitive. Even so, it should not be forgotten that the Pescarolo Sport team will be defending its record of two consecutive titles, as well as other teams aiming for a starring role.

The Le Mans Series, heir to the 24 Hours of Le Mans, has in its short history managed to focus motor racing fans' attention on a motor sport concept: which combines the professionalism demanded by top-class competition with sportsmanship, not forgetting the co-operation inherent in this sport.

The races making up the Le Mans Series are designed for cars with the same engineering specifications as the famous 24 Hours of Le Mans, with races over 1,000 kilometres making them gruelling endurance tests.

The series visits classic European circuits such as Monza, Nürburgring, Spa and Silverstone, and finish the season on the Brazilian Interlagos circuit.

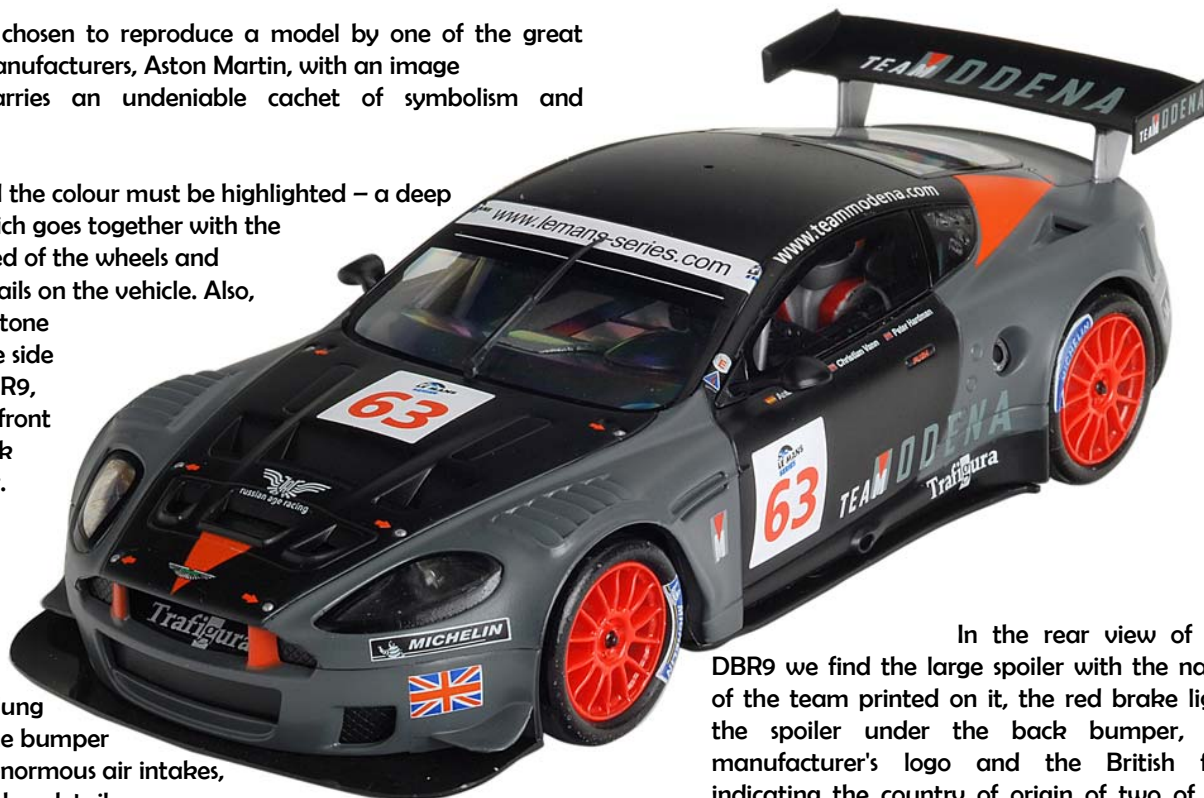
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The SCX Model

SCX has chosen to reproduce a model by one of the great British manufacturers, Aston Martin, with an image which carries an undeniable cachet of symbolism and elegance.

First of all the colour must be highlighted – a deep black which goes together with the passion red of the wheels and other details on the vehicle. Also, a greyish tone covers the side of the DBR9, from the front to the back of the car. Striking at the front is its sharp shape, the low-slung spoiler, the bumper and the enormous air intakes, among other details.



In the rear view of the DBR9 we find the large spoiler with the name of the team printed on it, the red brake light, the spoiler under the back bumper, the manufacturer's logo and the British flag indicating the country of origin of two of the three drivers and of Aston Martin itself.

In the side view mention must be made of the reproduction of the number, along with the logo for the race, the spoked wheels in bright red, the printed tyres, the drivers' names and the petrol cap.

The real car

SCX brings us the Team Modena Aston Martin in which the Spanish driver Antonio García and the British drivers Christian Vann and Peter Hardman competed in the Le Mans Series last season.

The Aston Martin DBR9 has an excellent starting point in its production model, the DB9, which features a powerful 6.0-litre V12 engine. The DBR9, which uses the DB9's aluminium chassis and its V12 cylinder block, was developed to take part in top-class competitions. The model has a highly rigid frame, featuring light-weight materials to give it an ideal structure and weight distribution. The car is a highly exclusive piece, as only a strictly limited number of units have been put on sale, aimed mainly at wealthy owners and private collectors.

The work Aston Martin has put into creating the DBR9, the name of which comes from the DBR1 which won the 1959 24 Hours, has resulted in a GT with exceptional performance plus the style and attractiveness that characterise Aston Martin.

The car's aerodynamics were designed using computational fluid dynamics (CFD), with the aim of keeping the same lines as the production DB9. This helped to define the overall body shape. All the panels in the car are specially hand-made using carbon fibre (except for the roof).

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Aston Martin



High-intensity Xenon effect headlights



Removable, adjustable magnet



Pick-up guide with suspension



a.r.s. pick-up guide



Tilting chassis

Test Bench

A generously-proportioned model which lives up to its potential once on the track, following a running in and tuning up session for the mechanical parts, of course.

It performs elegantly, with long, comfortable skids which enable you to get the hang of the balance of the car.



In conclusion, a model which, despite its long rear end, which causes it to move sluggishly at certain times, reacts with adequate adaptability to smooth driving.

Fortunately, the tilting cradle performs in a highly predictable way, breaking up the rigidity of the chassis and allowing the car to cope with changes in inertia.



NOTE

The test was conducted without the extra magnet

SPORT TABLE OF MEASUREMENTS

Wheel base	86 mm	Transmission type	4x2 direct rear
Distance	103,5 mm	Transmission ratio	9/27 = 3
Wheel track	62 mm	Guide type	tilting ARS
Wheel diameter	22mm	Screws	5 (3+2+1)
Car weight	89,6gr	Other	Motor RX 42b
Bodywork weight	28,5 gr		