

Ref. 62520

## Chevrolet Corvette C6R



### *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.

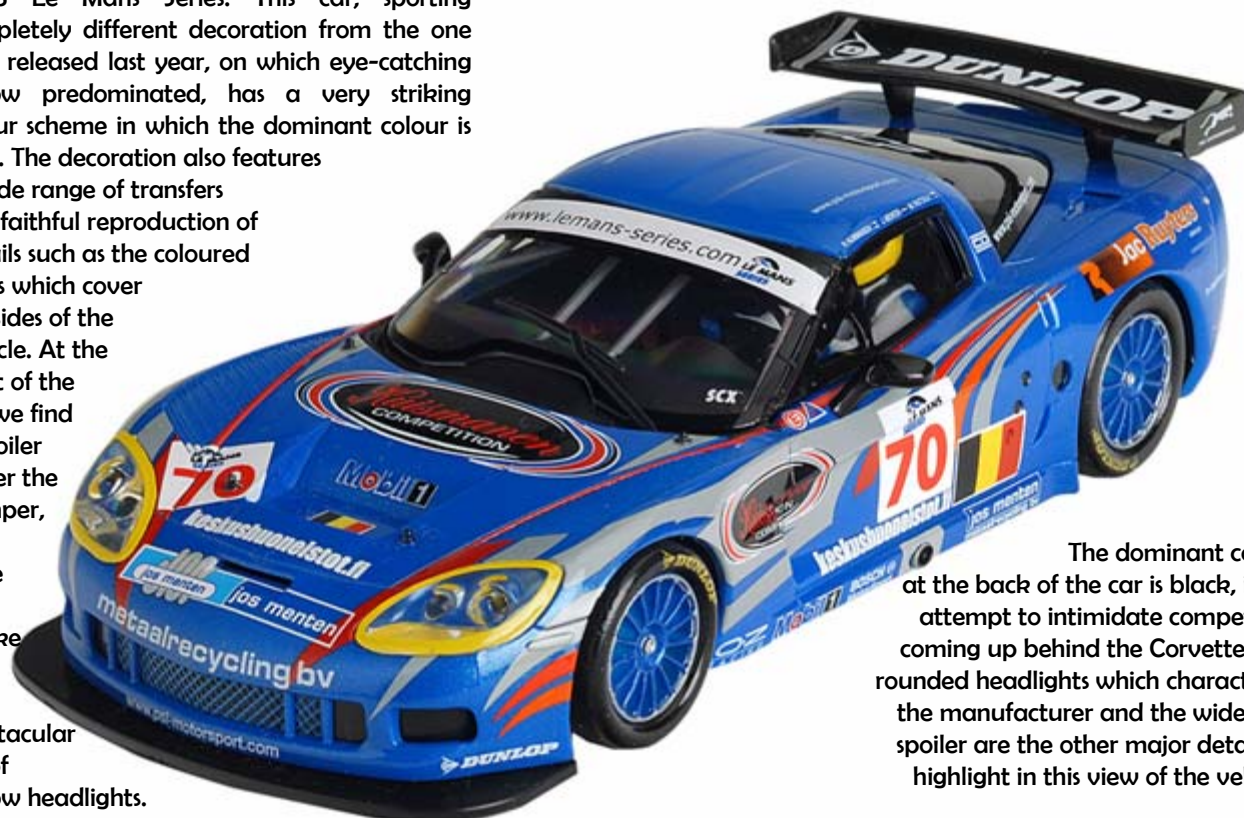
The series visits classic European circuits such as Monza, Nürburgring, Spa and Silverstone, and finish the season on the Brazilian Interlagos circuit.

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### **The SCX Model**

**SCX** brings us the Chevrolet Corvette from the 2005 Le Mans Series. This car, sporting completely different decoration from the one **SCX** released last year, on which eye-catching yellow predominated, has a very striking colour scheme in which the dominant colour is blue. The decoration also features a wide range of transfers and faithful reproduction of details such as the coloured strips which cover the sides of the vehicle. At the front of the car we find a spoiler under the bumper, a wide air intake and a spectacular set of yellow headlights.



The dominant colour at the back of the car is black, in an attempt to intimidate competitors coming up behind the Corvette. The rounded headlights which characterise the manufacturer and the wide rear spoiler are the other major details to highlight in this view of the vehicle.

Striking details on the side include the transfers specially for the Le Mans Series, the sport wing mirrors, the tyres with lettering, the blue wheels and the Belgian flag indicating the team's home base. Also eye-catching are the small windows in true racing style and the drivers' names at the back of the cabin.

### **The Real car**

**SCX** has reproduced the Chevrolet Corvette used by the Belgian team PSI – Motorsport to compete in the Le Mans Series in 2005. The car, driven by Pertti Kuismanen, Jos Menten and Markus Palttala, belongs to PSI – Motorsport, a team set up in 1994 by Christian Schumacher which is carving out a place among the top European teams in terms of preparing and developing racing cars.

In 1918, Chevrolet Motor Corp. became the Chevrolet Division of the GM Corporation with an output of 95,660 cars a year. In 1925 it achieved its target of a million units a year.

The Corvette is one of the great classics of the motor world in general, and among sports cars in particular. Launched at the New York Motorama fair in 1953, mass production began on 30<sup>th</sup> June at the plant in Flint, Michigan.

Chevrolet, the manufacturer that sold most cars in the world for nearly a century, bears the name of the man who was its creator but never its owner: having owned just a few shares, he had to sell them to live and went on to die in poverty-stricken obscurity. Louis Joseph Chevrolet created the first car to carry his name in 1911.

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High-intensity Xenon effect headlights



Removable, adjustable magnet



Pick-up guide with suspension



a.r.s. pick-up guide



Tilting chassis

### Test Bench

A model with highly acceptable bodywork measurements in 1/32, fairly light and with a low centre of gravity, sitting on a completely flat chassis with just the right lines for competition. Altogether it augurs high-performance reactions with the tried and tested classic SCX mechanical configuration. The tilting cradle should “break up” the rigidity of a chassis with a surprising amount of flexibility.



A little bit of running in to tune the gearing and bearings, fitting the braids flat and of equal length and lubricating all the moving parts will leave it ready to hit the track, at low torque to begin with, gradually building up to a racing rhythm. First impressions are confirmed when you get it on the track.

The Corvette overtakes with precision thanks to its length, to a cut-off rear end with no overhang and to a wheel track which provides acceptable support on wide bends. It takes parabolic bends on a racing circuit very comfortably, and negotiates inside bends without too much trouble. It is focused in its performance on straights and the ease with which it brakes hard rounds off a performance which should provide some fun afternoons.

The model's main trump cards are its stable, comfortable running, making it a car to drive and tune up to become one of the stars of the SCX Paddock.



### NOTE

*The test was conducted without the extra magnet*

### SPORT TABLE OF MEASUREMENTS

Wheel base	84.5 mm	Transmission type	4x2 direct rear
Distance	101,5 mm	Transmission ratio	9/27 = 3
Wheel track	63 mm	Guide type	tilting ARS
Wheel diameter	21,5mm	Screws	5 (3+2+1)
Car weight	89,8gr	Other	Motor RX 42b
Bodywork weight	27,9 gr		