



**NEW**

### **Competition**

The SEAT León Supercup is preparing for what will be its fifth season, with a major novelty: the change of vehicle for the Spanish and German Supercups. The new SEAT León Supercup 2006 (185hp TFSI) replaces the old Seat León Supercup Cupra R1.8 20 VT, which stood out in previous years for its incredible performance.

SEAT Sport has a presence in the world of competition in two formulas: the Supercup, which is held in Spain, Germany, Turkey and Britain, and the European Masters in which the four best drivers of the four Supercups go head to head.

At the same time, SEAT Sport is raising its international profile by competing with six drivers in the 2006 FIA World Touring Car Championship.

Since it was set up, one of the identifying features of the Supercup has been that it is the fastest single-brand touring car competition in Europe. The performance level of the cars has enabled drivers to build up valuable experience, making this championship into the ultimate driving school, from which drivers can make the leap to the World Touring Car Championship.

## **The SCX Model**

**SCX** brings you the SEAT León used by Luis Carlos Maurel and his team, the **SCX Racing Team**, to compete in the 2006 SEAT León Supercup. This is a car which stands out for its aggressive design, with compact, sporty bodywork.

Among the wealth of details on the front of the car, mention must be made of those which help to shape the car's distinctive looks: the air intakes on the bonnet and two-part bumper, the striking headlights, and above all the set of colours used, which highlight the contours of the bonnet and the attractive nose of the SEAT León **SCX Racing Team**. The **SCX** company colours, which dress up the car in red, white and black, are especially striking at the front, thanks in particular to the brand's traditional chequered flag which sets off this model's distinctive looks.

The aerodynamics of the vehicle come mainly from a combination of different, distinctly sporty, features: the front spoiler, the rear choke tube, the rear spoiler and the side spoilers.



As well as the spoiler, the rear end of the SEAT León is distinguished by the twin exhaust pipe, the enormous rear bumper and the width of the tyres, which stick out from the bodywork.

The end of the vehicle exudes the essence of the whole: sportiness in its purest state.

## **The Real Car**

**SCX** presents the SEAT León of the **SCX Racing Team**. Team and car were created with a clear goal: to become the leading team in the SEAT León Supercup, in terms of both organisation and professionalism.

The new Seat León Supercup is the competition version of the most powerful León in the SEAT range, the 185hp TFSI, which SEAT Sport has worked hard on in order to put a car with features very similar to those competing in the WTCC onto the track.

The car, equipped with a turbocharged in-line 4-cylinder engine, gives power of up to 301hp with a capacity of 1984cc.

The mechanical excellence of the Monlau school, the potential of the driver Luis Carlos Maurel, the sports experience of Autoequip and **SCX's** positioning ensure that this solid professional project has great prospects for the future.

## SEAT León SCX Racing Team



High-intensity Xenon effect headlights



Removable, adjustable magnet



Pick-up guide with suspension



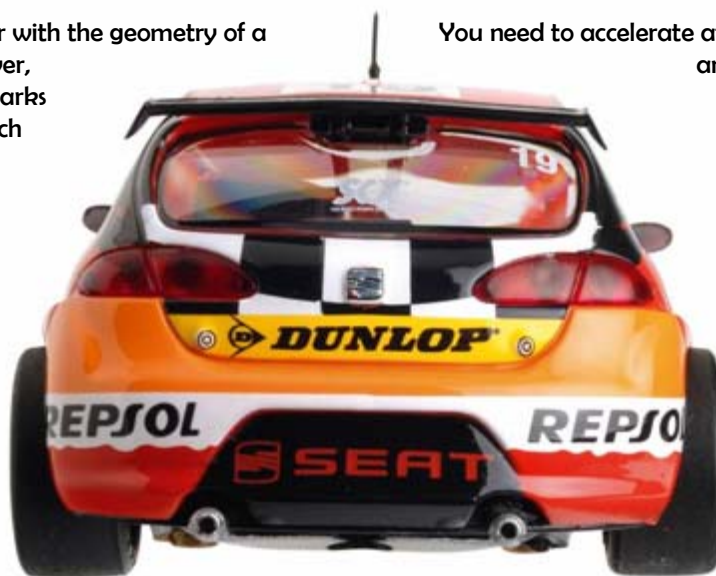
a.r.s. pick-up guide



Tilting chassis

### Test Bed

The 1/32 scale León is a track car with the geometry of a Rallyslot model. Shorter, narrower, higher and lighter than other sharks of the track. This is a model which responds like a thoroughbred, due to its small size, with great acceleration because of its lightness. The pivoting motor-rear axle assembly also works actively, avoiding coming off the track when other chassis designs would make it inevitable.



You need to accelerate at the right time, skids are short and impulsive, tending to follow the track pretty well. Once you get to know its behaviour and made the usual adjustments, you will have a great time with it, helped of course by its colourful decoration, which adds to the fun of driving it.



### NOTE

The test was conducted without the extra magnet

### SPORT TECHNICAL DETAILS

### TABLE OF MEASUREMENTS

Wheel base	82mm	Transmission type	Direct rear
Distance	96mm	Transmission ratio	9/27 = 3
Wheel track	58mm	Guide type	Pivoting ARS
Wheel diameter	19.5mm	Screws	5 (2+2+1)
Car weight	83.3g	Other	Pivoting cradle
Bodywork weight	29.5g		

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