

Ref. 62430

Tuning 2**NEW**

Tuning is the art of modifying a car, transforming it to express a unique, individual style.

It has gone from being a fashion which was seen as a passing fad to become a recognised, socially-accepted lifestyle.

Tuning is also an active way of life which draws on the need to stand out from the norm, and enthusiasts travel about and meet up throughout the year.

It is a world in itself, a demanding one where exclusiveness and added value are highly prized.

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Tuning 2***The SCX Model***

SCX adds to its Tuning series with the Tuning Car 2. The car itself is striking and urban, with attractive looks characterised by the neon lights in the interior and under the chassis. These neon-look lights under the bodyshell and inside are white, bringing out even more the colour of the bodywork by reflecting off the chrome.

Turquoise is the predominant colour, matching the design of the vehicle with a whole series of chrome trim features to give the car a real "tuning" look.



Chrome features are everywhere on the car, starting with the rear spoiler and decorating the sides, the back, the wheel arches and the front of the vehicle.

The interior of the vehicle has also been customised, boasting a series of highly eye-catching features which are typical of the world of "tuning," such as the upholstered seats, dashboard, music system or the bottle of nitro. Even the driver

adds to the look in distinctive "tuning" style, right down to the sunglasses.

A striking feature of the back view of the car is the rear window, with its thermal design, used in real life to stop the glass steaming up. The finishing touch at the back is a set of lights painted blue, the chrome exhaust and bumper and a brake light underneath the large rear spoiler.



Xenon-look high-intensity headlights



Removable, adjustable magnet



Pick-up guide with suspension



a.r.s. pick-up guide



Tilting chassis



Neon-look side lights

Test Bench

Fast and Furious races on an industrial estate – this is neither a race track or a rally, but there is enough space for the Opel to get round the bends and accelerate properly.

By getting rid of the extra magnet but without losing the lights (these days looks matter more than performance), and finding the right rear tyres, you can get excellent results.



When the bodysell allows guide distances in excess of 95mm cars behave better, as the power triangle formed by the guide and the two back wheels is longer, so increasing the car's practical length. More contact means higher speed, while greater grip by the back tyres means better cornering. A transmission ratio of 3 (neutral) is enough for a rear traction of 85g on a standard track. The slight tilting of the motor bed breaks up its rigidity, creating a car that drives smoothly.



NOTE

The test was conducted with the factory settings

TABLE OF SPORT MEASUREMENTS

<i>Wheel base</i>	84mm	<i>Bodywork weight</i>	30g
<i>Distance</i>	95mm	<i>Tranmission type</i>	direct rear
<i>Wheel track</i>	57mm	<i>Transmission ratio</i>	9/27 = 3
<i>Wheel diameter</i>	19mm	<i>Guide type</i>	pivoting ARS
<i>Car weight</i>	85.5g		