



NEW

The Competition

Formula 1 is the world's highest class of motor racing competition. Its origins go back to 1950, a year in which legendary teams like Ferrari, Alfa Romeo and Maserati took part. Today, newer teams have elbowed some of these great classics aside, names such as McLaren or Williams, which have won the world manufacturers' championship on several occasions.

This year 17 races are being run in different countries, eight of them in Europe. In chronological order, they are held in: Australia, Malaysia, Bahrain, Spain, Monaco, Canada, the United States, France, the United Kingdom, Germany, Hungary, Turkey, Italy, Belgium, Japan, China and Brazil.

Just 10 teams and 20 drivers compete for the coveted title every year. This, together with the astronomical amounts of money needed to run a viable project, make F1 the most exclusive competition in the world.

One of the main novelties this season springs from the FIA's decision to impose a single tyre manufacturer in the world championship. Thus, following the withdrawal of Michelin, Bridgestone has become the sole supplier of tyres. Logically, this decision will even out the vehicles' performance and lead to an even more fiercely-contested championship.

Ref. 62440 **Ferrari 248 F1**

The SCX Model

SCX presents the Ferrari raced in 2006 by seven-times F1 champion Michael Schumacher. This attractive model sports highly aggressive, sporty lines and an eye-catching passion-red colour scheme. At the front, mention must be made of the front spoiler with its twin arms (one of the novelties in the 2006 model), the aerodynamic features, the care taken over the sponsors' decals and the use of white along with the essential red.

In the side view can be seen the aerial, the different ailerons and fins which seek to enhance the aerodynamics, the spectacular air intakes and the raised rear-view mirrors which are new in this year's model. Also worth a special mention are the highly attractive wheels, with decals on the hubs and tyres.



Moving to the vehicle's cockpit, **SCX** has faithfully reproduced details such as the driver's helmet, the safety belts and the steering wheel, decorated with its different buttons.

At the back of the vehicle the red and white colour scheme of the rear spoiler and the detail on the brake lights are particularly impressive. Other striking features of this model's faithful reproduction of the real Ferrari car include the length of the axles and the aerodynamic features at the rear, used to take the air out from the back wheels.

The painstaking attention to its appearance and wealth of detail are proof of the hard work **SCX** has put into this fantastic car.

The Real Car

SCX presents the Ferrari 248 raced by Michael Schumacher in the last Formula One season. This Italian team is the oldest in the championship, and the one with the fullest trophy cupboard, with no less than 14 drivers' world championships and 14 constructors' titles.

The "Scuderia," the name by which Ferrari's sporting division is widely-known, took part in the first Formula One world championship in 1950. The Argentinian José-Froilán González brought the team its first victory in the 1951 British Grand Prix, and the Italian Alberto Ascari gave the firm with the prancing horse emblem its first world championship a year later.

The perfect car-driver combination of Ferrari and Schumacher conquered five championships, which the "Kaiser" added to the two he had won with his previous team.

Nevertheless, the German driver's last championship was rather bittersweet, as he was unable to win either the constructors' or the drivers' championship. Even so, Schumacher goes down in history as the greatest driver of all time, able to become champion seven times, runner-up twice and the recognised leader in the category, breaking record after record.

Despite meeting a great rival in his last two championships in the form of Fernando Alonso, the German driver never lost his edge and earned second place in both the drivers' and constructors' championships in his last season. "Schumi" as he is known in F1, wrote his name large in the world of motor racing and joined the list of great drivers who have raced for Ferrari in the past, including Juan Manuel Fangio, Alberto Ascari, Niki Lauda, Gilles Villeneuve and Alain Prost.



With steering (F-1)



Removable, adjustable magnet



Pick-up guide with suspension

Test Bench

In terms of appearance, the defining feature of the new Formula One models from Scalextric is the precision achieved in their measurements. The most important change is in the wheeltrack, resulting in a more stylised car, closer to the exact scale proportions of modern F1 cars. The low weight also makes its contribution in terms of dynamism, enhancing the effect of the changes also made to the motors.

The new chassis do not differ greatly from one another. From the Ferrari to the McLaren, through a whole starting grid of new F1 cars, apart from minor differences in size we have a series of cars on a similar scale in terms of design, shape and weight, with the same tyres, electrical system and transmission. These features lead to very similar performance, just as in the ferociously competitive real Formula 1 races.



It is on the track that the relationship between the model's length and width can be put to the test. Its low centre of gravity also makes a difference. The new measurements have resulted in a car which is highly demanding to drive, able to achieve spectacular peaks of speed but calling for large doses of care on the bends.

The low weight ensures good acceleration and the smoothness of the gearing launches the car into the straights. Its performance on intermediate stretches is top-class, thanks to the generous guide distance, unusual in standard production cars. When it comes to cornering, two very different feelings can be experienced. If the curve has a tight radius you tend to undershoot the bend, skidding as you come into it, so you need to brake early to avoid this. As the radius of the curve increases, once you have made sure of entering the bend properly, you can take the bend fairly wide, with the accelerator down within reason, coming into the straight with the inertia necessary to get the most out of the car by pressing the trigger fully down.



The test was conducted without the extra magnet

SPORT TABLE OF MEASUREMENTS

Wheel base	98 mm	Transmission type	Direct rear
Distance	104 mm	Transmission ratio	9/27 = 3
Rear wheel track	59 mm	Guide type	Pivoting, with steering
Wheel diameter	20 mm	Screws	4 (1+1+2)
Car weight	67.5 g	Others	RX 44 B Motor
Bodywork weight	12 g		