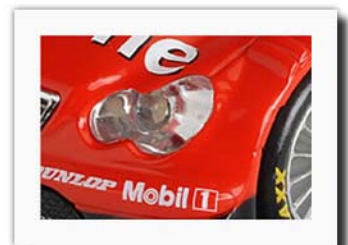




A car which combines this German firm's imposing design with the excitement of the world's most technological competition after Formula 1

SCX® PRESENTS ITS MERCEDES AMG C-KLASSE DTM (Ref: 62610)

Who said sportiness and elegance couldn't go together?



The **Mercedes AMG C-Klasse** presented by **SCX®** is the car driven by the German **Bernd Schneider** when he won the **German Touring Car Championship (DTM)** for the fifth time in 2006. Just like in the real car, the most instantly-recognisable feature of the **SCX®** model is its imposing front, with a high radiator grille topped by the three-pointed Mercedes star and the original double ellipse headlights.

The air intakes and vents on the front and rear wheel arches, specially designed to cool the brakes, give this vehicle an aggressive look which is heightened by the red paintwork all over it. **SCX®** completes the design of its model with large round white Vodafone logos on the bonnet and roof.



The pair of phosphorescent yellow rear wing mirrors catch the eye amid so much red, as does the bottom of the bodywork, painted entirely black.

Particularly striking on the **Mercedes AMG C-Klasse DTM** by **SCX®** are the spectacular air vents under the doors, which shape the car's side spoilers. It even has aerodynamic features behind the back wheels and the elegant black rear spoiler which helps the real car's roadholding.



The detailing even stretches to the inside of the vehicle, with the driver's helmet and overalls decorated. Not forgetting the fuel cap in the co-driver's rear window.

Every detail, from the nose to the back view, imposes respect. The **Mercedes AMG C-Klasse DTM** by **SCX®** exudes the elegance and distinction that characterise this manufacturer's cars, without forgoing the speed and aggressiveness of a champion.



Track Trials



The Audi A4's opponent in the **DTM** needs to be a car in the same class to ensure real rivalry between the makes. The **Mercedes AMG C-Klasse** is well up to this task. We have here a **SCX®** model which is easy to understand in driving terms, and will enable you to get into some close-fought battles on the track.

The **Mercedes AMG C-Klasse** by **SCX®** is a car with smooth reactions. The movable motor bed helps greatly in this, aided too by a long guide distance and docile transmission. While it tends to skid when you put your foot down in the middle of a bend, if you wait until the car is straight and increase the power gradually you can race out looking for the next bend without any worries about losing the long tail end.



The motor in this **SCX®** model delivers power very smoothly and accelerates well. Comfortable at low speeds, it does not take too much trigger to get the car up and running at a steady pace.

The **Mercedes AMG C-Klasse** by **SCX®** is a pleasant car to drive and up to the standard of its theoretical rivals. It is a new option for circuit races, and certainly one in the best possible taste.

* Trials conducted without a supplementary magnet.

Table of Sport Measurements

Wheelbase	83mm	Transmission type	Directa trasera
Distance	100mm	Transmission ratio	9/27 = 3 neutral
Wheeltrack	58.5mm	Guide type	Pivoting ARS
Wheel diameter	20.5mm	Screws	5 (2+2+1)
Car weight	91g	Other	Moving motor bed
Bodyshell weight	29g		

Motor	RX-42 B
Traction	Rear
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm



The Real Mercedes AMG C-Klasse

The real **Mercedes AMG C-Klasse** is fitted with the same engine as that used in the previous model, the CLK, since the 2000 championship. The Mercedes engineers improved the performance of the four-litre V8 engine taking into account the new regulations for the competition. Also, the suspension was adapted to suit the measurements of the four-door saloon.

If the C-Klasse is compared to the previous model, the CLK, it can be seen that it is 75 millimetres longer, and the distance between axles increases by 95mm. Modifications were also needed in the position of the rear spoiler, the new one being smaller, to conform to the rule standardising wheels and tyres for all competitors.

Currently behind the wheel of the **Mercedes AMG C-Klasse** is the veteran (at 42) German driver **Bernd Schneider**. His name has its origin in his father's admiration for the legendary driver Bernd Rosemeyer. It is no surprise, then, that he started out in the world of karting at a very early age, and developed a great talent for driving. After winning the German, European and even African karting championships, Schneider competed in several Formula Ford Series, moving from there to Formula 3 and finally ended up in Formula 1, thanks to Erich Zakowski, who signed him for his Zakspeed team. He drove in the 1988 and 1989 championships, in which the small team made no impression on the circuits.

After a brief period with Arrows and the Porsche team, Schneider finally made his mark in 1992 in the **DTM**, driving for **Mercedes AMG** and winning five championships up to now, the most recent last year.

The **DTM** is one of the most spectacular championships in the world of touring cars. It is the top racing series nationally and includes manufacturers like Mercedes-Benz, Audi and Opel. The **DTM** features stars like Mika Hakkinen and Jean Alesi.

The **DTM** started out in 1984, exclusively for private teams and following FIA rules. It was so successful in Germany that it attracted the attention of the country's leading car manufacturers, and quickly became the most technological category for touring cars. The technology used and the budgets of the teams taking part are second only to those in Formula 1.

The **DTM** is currently going through new "glory days" with top-flight drivers such as Jean Alesi, Heinz-Harald Frentzen, Mika Hakkinen and Alan McNish, all of them ex-Formula 1. It also has a calendar which features visits to the best circuits in Europe, including Brands Hatch in England, the Circuit de Catalunya in Spain, Le Mans in France and Zandvoort in Holland.