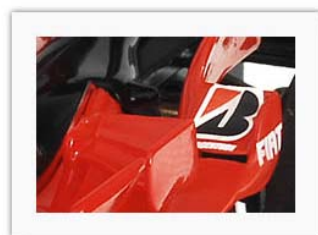




Take Felipe Massa to the top at the controls of your SCX®

## SCX® PRESENTS THE FERRARI F2007

Get the Ferrari which was the key to Kimi's victory in the 2007 World Championship



**SCX®** brings you the **Ferrari F2007** as driven by Felipe Massa, the perfect number two for Kimi Raikkonen as he won the Formula 1 World Championship; the job done by this Brazilian driver played a large part in Raikkonen's win, shutting out the McLarens that were aiming for the title in the last race in his country. This car features highly aggressive, sporty lines, keeping the passion red colour that characterises Ferrari. A striking feature at the nose is the aerodynamic double front spoiler, the different sponsors' logos and Felipe Massa's number 5.

In the side view of this **SCX®** model you can see the eye-catching air intakes and the different logos, among which those of Shell and Ferrari stand out for their size. Other highlights include the aerial, the different spoilers and fins which enhance the aerodynamics, as well as high wing mirrors, introduced as a novelty last season. Also worth a special mention is the system supporting the wheels, and the tyres and hubs marked with the appropriate logos.



At the back of the **Ferrari F2007** from **SCX**<sup>®</sup> are the brake light and a detailed reproduction of the double spoiler, with logos at both ends and twin exhaust pipes skilfully hidden with black paint. This Ferrari model features a largely red and black colour scheme in place of the white used extensively last season.



A highlight in the vehicle's interior is the figure of the driver, with his decorated overall and helmet. The blue, yellow and green of the Brazilian flag add colour to the helmet worn by the Brazilian driver, who finished fourth in the 2007 Formula 1 World Championship and turned out to be a key factor in the victory of his team-mate, Kimi Räikkönen.



## Track Trials



The similarity in mechanical and above all size terms between the Formula 1 models in the current **SCX®** range, with almost identical chassis, makes for terrific competitiveness on the track. The same technology is used here, and the budgets of the different teams hardly differ, which means that at the outset there are no advantages beyond what happens on the track.

While it is a car with a very narrow rear wheel track, its impressive guide distance compensates for its tendency to slide, making it a fast car on the bends. Driving therefore needs to be smooth, without sharp trigger movements. Let the car get ahead as if the trigger were a traction control, and watch it take one bend after another at a good intermediate pace.



The car's light weight stops the famous inertias appearing, making the Ferrari F2007 a single-seater which is easy to start up and brake. Its other performance features are on a par with its colleagues in the F-1 paddock. All of them are long, low cars which move in a way that further enhances the spectacular look of some fine scale models.

\* Tests carried out without extra magnet and following a small tune-up.

### Sport Table of Measurements

Wheelbase	97mm	Transmission type	4x2 rear
Distance	104mm	Transmission ratio	9/27 = 3
Rear wheel track	62mm	Guide type	Pivoting ARS w/steering
Rear wheel diameter	20mm	Screws	4 (1+1+2)
Front wheel track	55mm		
Front wheel diameter	20mm		
Car weight	66g		
Bodyshell weight	10g		

Motor	RX-F1
Drive	Rear
Front	Ø 18.4 x 10.9mm
Rear	Ø 19.5 x 11.7mm

Product reference no.: **6286**



## The Real Ferrari F2007

**SCX®** presents the car which finished fourth in the 2007 Formula 1 championship, and which **Felipe Massa** made into a real nightmare for Alonso and Hamilton's McLarens, taking vital points to stop them coming out on top. The Italian team is the oldest in the championship – and the one with the fullest trophy cupboard, with no less than 14 world driver's titles and 14 world manufacturer's championships.

The “*scuderia*”, the name by which the Ferrari sports division is more widely known, took part in the Formula One World Championship in the first year of its existence, in 1950. The Argentinian José-Froilán González brought the team's first victory in the 1951 British Grand Prix and the Italian Alberto Ascari gave the firm with the prancing horse crest its first world championship a year later.

Ferrari signed Felipe Massa in 2006 to replace Rubens Barrichello, also Brazilian, as Michael Schumacher's number two. Ferrari's new driver finished in the top three several times and won the Turkish and Brazilian Grand Prix in 2006 (in the process becoming the first Brazilian driver since Ayrton Senna to win in his own country), as well as earning pole positions in Turkey, Japan and Brazil.

Massa finished third in the 2006 F1 World Championship, and in the following season played a decisive role in the final victory of his team-mate, the Finn Kimi Räikkönen, winning back the title for the legendary Italian manufacturer. The Brazilian finished fourth, just behind the two McLarens, who saw the title slip through their fingers in the last race of the championship.