



Feel the speed and thrills with the new BMW team

SCX® PRESENTS THE BMW 320 i WTCC

Bring on the British champion to show off his
number 1 on your SCX® tracks



This **BMW 320i WTCC** brought to you by **SCX®** is an imposing model with a striking red, white and blue colour scheme. The car stands out for its sporty personality, while retaining all the seriousness and rigidity of this great German make, following the classic lines of BMW models.

A pair of very elongated headlights, together with the radiator grille in the centre, make the front of this car its most aggressive part by far. Also at the front are various logos belonging to different sponsors (Castrol, Michelin, Luk and KW, among others), but the most eye-catching part is the name of the team on the bonnet, "BMW Team UK".

The colours of the flag of the United Kingdom are prominent on this **SCX®** model, running all over the bodywork; this alone makes this **BMW 320i WTCC** an eye-catching car.

The name of the driver, A. Priaulx, appears on the windscreen, along with that of the sponsor, LG, as well as on the rear side window, where it features alongside the traditional small flag of the country he represents, which is of course the U.K. In fact, the British flag is even to be found on the wing mirrors.

The most outstanding feature in the side view of the **BMW 320i WTCC** is the letters UK standing for the team name, stretching from the front door of the car right across the rear one



and running to the back end. The red, white and blue colour scheme is striking towards the back, following the car's lines over the rear spoiler.



The number 1 appears on the door, denoting the previous year's WTCC champion. Other details to notice on this **SCX®** car include the sponsors' logos over the wheel arches (Castrol, Brightwater, Sparco and 2D) and the Michelin logo on the tyres, which have a large number of grooves.

The rear view is particularly colourful. The predominant white is dotted with numerous logos in different sizes and colours. The large lights, the lack of a number plate and the exhaust pipe at the bottom left are other features in the back view of this **BMW 320i WTCC**.

Finally, it should be pointed out that the champion's number 1 can also be seen on the roof of this **SCX®** model, along with the letters 'UK' denoting the name of the team. Inside the driver's helmet and overalls are reproduced, as are the anti-roll bars to protect the occupants. A 100% British car which fully deserves the number 1 it displays.



Track Trials

The **BMW 320i WTCC** is a car which hugs the slot well, reliable until it reaches its limit; by keeping an eye on the tail end while driving you can chalk up some good laps. The effect of the tilting at the rear end of this **SCX®** model is noticeable at all times, giving the impression that the car is losing its grip on the road when in fact you have the bodywork tilting but all four wheels on the track. It is this effect that gives it its greatest advantage: a more than acceptable traction, enabling you to come out of slow bends more quickly.



The front axle assembly supports the **BMW 320i WTCC** properly, giving the ARS pick-up guide the support it needs to stay in the slot. The car's front end is very dependable, and even though it is a high model with a rather narrow wheeltrack you won't find yourself coming off the track unexpectedly. In summary, a **SCX®** touring car which performs as just that, a touring car.

* Tests conducted without supplementary magnet.

Sport Table of Measurements

Wheelbase	86mm	Transmission type	Direct rear
Distance	95mm	Transmission ratio	9/27 = 3 neutral
Wheeltrack	58mm	Guide type	Pivoting ARS
Wheel diameter	19.5mm	Others	Tipping cradle
Car weight	84.5g		
Bodyshell weight	30.8g		

Product reference no.: **63120**



The Real BMW 320i WTCC

The **BMW 320i WTCC** is the version which replaces the BMW 320i E46, the car which capped a successful career by sweeping the **WTCC** world titles for both drivers and manufacturers in 2005. To date BMW have won a host of national and international championships, and their competition cars are very similar to those to be found at any dealer.

During the 80's and up to 1992, BMW Motorsport had won over 1,500 victories in races and more than 50 championships with the BMW M3 and its variants, including the only World Touring Car Championship to be held up to then, in 1987.

The introduction of a category closer to the production cars to be seen on our streets, initially called Class 2 and subsequently STC (Super Touring Class), then led the BMW designers to create the BMW 320i.

In 2001, after an absence of 13 years, the European Touring Car Championship (ETCC) returned to hold its 21st edition, and BMW won the title. After BMW winning 2 manufacturers' championships and a further drivers' title in 2004 with **Andy Priaulx**, the success of the ETCC led to it being promoted to the status of FIA World Touring Car Championship (WTCC) in 2005.

The dominance of the BMW 320i E46 in the WTCC 2005 was crushing. It led the drivers' and manufacturers' classification right from the first race. Even so, there was excitement and competition right up to the last race in Macao, where **Andy Priaulx** of BMW Team UK won the world title, ahead of Dirk Müller of BMW Team Deutschland.

SCX[®] has reproduced the car driven by **Andrew Priaulx**, the **WTCC** driver who made his touring car début in the BTCC (British Touring Car Championship) in 2001 with the Egg Vauxhall team, gaining several pole positions but no wins. In 2003 he signed for BMW UK in the ETCC (now the **WTCC**), in which he finished third, but in the following year he proved to all what a great driver he is by winning the ETCC. That was the start of his reign. With this European title under his belt he dived into the **WTCC**, winning it to become the first champion of what was then the newest modern motor racing event.