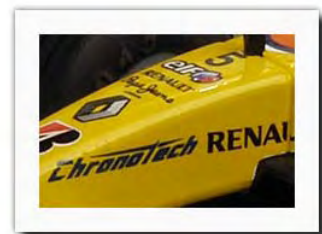
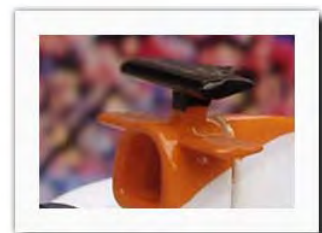




Complete your authentic Formula 1 World Championship starting grid with SCX®

## SCX® PRESENTS FERNANDO ALONSO'S RENAULT ING F-1

Drive the latest car in the team that made the Spanish driver a champion



The **Renault ING F-1** driven by the Spaniard **Fernando Alonso** in the 2008 Formula 1 World Championship is here. **SCX®** brings you this attractive single-seater so that you can recreate the most exciting moments of the championship on your own track.

At the first glance its predominant colours – white, yellow, orange and blue and combinations of some of these, like yellow and orange – make this a highly striking car. Spoilers are of great importance in Formula 1 and this car does not disappoint in this respect. The double front spoiler carrying the ING logo has a highly aerodynamic shape and features several blades at the bottom, giving it a distinctly aggressive look.



The nose of the **Renault ING F-1**, highly prominent in yellow, has the Renault logo in the centre along with an aerial, the car's race number 5 and the driver's name, plus different sponsors' logos. The front wheels are reproduced together with their brackets and fittings, Bridgestone POTENZA tyres and hubs with a bolt in the centre from which the spokes radiate out.



The side view of this **SCX**<sup>®</sup> model features a full range of the host of aerodynamic features fitted to cars in the Formula 1 World Championship to make them more competitive. Four spoiler fins are located on the sides of the car, the last of them towards the back, just in front of the rear wheels. The rear view mirrors project, looking like more spoiler fins, level with the driver, in the white colour scheme which predominates in the mid-section of the vehicle.



The ING logos are particularly prominent in the mid-section of the **Renault ING F-1**. ING's orange and white colour scheme and logos surround the driver, to the front and sides and also on the raised section behind him. This rear section, featuring the driver's name, has an air intake which provides safety in the event of the car rolling, with a camera fitted to the top.



At the back of this single-seater the double spoiler stands out, featuring horizontal and vertical fins. The horizontal fin carries the Renault logo and the vertical one once again has the logo of ING, the team's main sponsor. Twin exhaust pipes and the brake light finish off the rear end of a car of which many people expected more in its real version, but which will not disappoint anybody in its **SCX**<sup>®</sup> version.



## The Real Renault ING F-1

**Renault F1** is the Formula 1 team belonging to the car manufacturer of the same name, which has been competing since the late 70's and returned to motor racing's top competition in 2002 when it bought the Benetton team.

The chassis of the **Renault ING F-1** reproduced by **SCX**<sup>®</sup> is made from carbon fibre and aluminium in an aluminium honeycomb. Built by the Renault F1 team, it was designed to combine strength and rigidity with light weight. The front suspension consists of a carbon fibre double wishbone system. The rear suspension is also made from the same material.

The seven-speed gearbox is semi-automatic with a Quickshift system for fast gear changing. The car is fitted with a disc braking system with carbon shoes. The anatomically-formed carbon composite driver's seat is removable, with a six-point harness.

The driver of the **Renault ING F-1** model brought to us now by **SCX**<sup>®</sup> is the Spaniard **Fernando Alonso**, one of the few former world champion drivers currently competing. He won the world championship with the Renault team two years running, in 2005 and 2006, becoming the youngest winner of the driver's championship in the history of Formula 1. His impressive collection of trophies also includes 19 wins, 17 pole positions and 11 fastest laps.

The driver from Asturias has gone back to Renault this year, 2008, after a fraught season with the McLaren team, where internal problems and difficulties with his team-mate Lewis Hamilton and with the head of the team Ron Dennis led to his departure. Alonso's return to Renault has not brought back the successes of the past. Trailing far behind his opponents in the competition, Alonso and Renault are working hard to claw their way back into a competition they are a long way from leading.