



SCX® presents the Mitsubishi Lancer EVO VIII WRC

Driven by Josep Bassols



THE REAL CAR

The driver from Igualada, near Barcelona, Josep Bassols, raced the 2007 season with this Mitsubishi Lancer Evo IX, in both the Mitsubishi Evo Cup and the Group N Trophy in the Spanish rally championship. He was so successful that he won the championship on points before the last race was even held.

Sponsored by Cric Crac (an important SCX retailer) and the RACC, the Catalan driving association, the real car was a Lancer Evo IX to group N specifications. As it was based on the same mechanics as the other Mitsubishis the vehicle could also enter the single-make cup sponsored by the Japanese manufacturer, which had a large entry and a very high standard among both drivers and cars. The Scalextric model is a tribute to this promising young driver.

This Mitsubishi was on show in Igualada during the Spanish Scalextric and slot racing championships in November 2007, and Bassols had the honour of presenting many of the trophies to the winning Scalextric drivers.



TEST BENCH

The Evo VIII has the classic rally car performance, as it is equipped with the same chassis features as the others in the range, and drives in a highly familiar way. It is a fast, fairly safe car in which, like any rally car, the right choice of tyres is essential.

The four-wheel drive using a double-pinion motor delivers instant, assured power, though this provides such impetuous acceleration that you need to be able to control it. The slim front end and long boot certainly combine to make it a car which skids easily but predictably.

Apart from replacing the tyres when they are worn, the maintenance to be carried out is the usual, looking after the basic points of the car, which are the pins holding the bearings and the motor bracket, parts that can be secured with glue, and the pick-up guide with its braids which, providing it is in good condition, ensures that the motor receives the power it needs. Proper lubrication will prolong the life of the parts subject to wear and tear.

Sport Table of Measurements

* Tests conducted without supplementary magnet.

Wheelbase	96mm	Transmission type	4x4
Distance	94mm	Transmission ratio	9/27 = 3 neutral
Wheeltrack	56mm	Guide type	Pivoting ARS
Wheel diameter	19.5mm	Others	Tipping cradle
Car weight	82g		
Bodyshell weight	30gr		

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