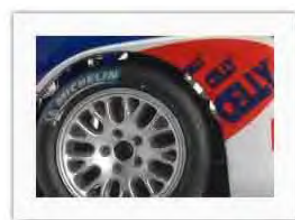




Race with the Italian Proteam Motorsport team at the wheel of a powerful BMW

SCX® PRESENTS THE BMW 320i WTCC

The car with which Giuseppe Cirò competed on the Spa-Francochamps circuit in 2005



SCX® presents the **BMW 320i WTCC** with which the Italian Proteam Motorsport team competed in the 2005 World Touring Car Championship (WTCC). Driven by Giuseppe Cirò, the model brought to you now raced on the Belgian Spa-Francochamps circuit, where it finished in 15th place.

The striking bodywork of this **BMW 320i WTCC** follows the classic lines of the German manufacturer, in this case with a highly striking colour scheme in red, white and blue, with the blue predominating all over the top of the car. The low-slung front has a prominent red spoiler and three air vents in the centre. The bodywork is plastered with logos, with the largest, that of Celly, on the bonnet in red letters on a blue background.

Under the windscreen there is an air vent with a black grille over it and at the top of the glass are the driver's name and more advertising, with the LG logos. Two wipers are fitted at the bottom, almost level with the pair of green wing mirrors.



The roof of this **SCX®** model, in dark blue, has no aerials but a range of decorative features including the Italian flag at two corners, the driver's race number 31 and another Celly logo in an eye-catching red.

White is the dominant colour on the side of this **BMW 320i WTCC**, with a wealth of logos over it in red as well as the race number on the door plus the driver's name (G. Cirò), together with the Italian flag on the rear side window. The official WTCC logo can be seen over the number. The large, very wide wheels feature silver spokes and the Michelin logo on the tyres.



This four-door **SCX®** model has a spectacularly large rear spoiler. The rear window, like the windscreen, features LG logos at the top and the driver's name together with the Italian flag in the centre. The Michelin and Castrol logos appear low down at each side of the rear end, with the team logo ('PROTEAM Motorsport') between them.

Blue is the main colour at the rear of the car, except between the lights, where a KWsuspensión.de logo appears on a white background in the place where the number plate would normally go. Some of the rear lights are also here, embedded in the boot lid.

All the BMW power can be clearly seen in the **BMW 320i WTCC**. All the details used by **SCX®** to decorate its cars are here on this model, including the figure of the driver at the wheel and the anti-roll bars inside the car. Overall, yet another reason to enjoy the thrill of speed in 1/32 scale.

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 faster.



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	Tilting cradle
Car weight	84.5g		
Bodyshell weight	30.8g		

Product reference no.: **63830**

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 competition cars have won a host of national and international championships, and their racing models 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.

SCX[®] has reproduced the car driven by the Italian **Giuseppe Cirò**, born on 28th November 1975 in Rossano, Italy. He began his career in 1990 in karting, winning various national championships. In 1995 he made his debut in the Renault Clio Cup, winning the championship in 1996, 2003 and 2004. Over these years he also took part in the Italian Renault Mégane Cup and the European Renault Clio Cup.

In 2005 **Cirò** joined the Proteam Motorsport, which made its debut in the FIA World Touring Car Championship (**WTCC**). He drove a BMW 320i, the same car as his team-mate and compatriot Stefano D'Aste in the Independent Trophy. **Cirò** won the last race, held in Macao. In 2006 the team replaced **Cirò** with Luca Rangoni, who took part in the Ferrari Challenge, finishing in third place. After competing in the 2007 Europe Mégane Trophy, he returned to the Ferrari Challenge in 2008. In the same year the Italian driver also took part in a race in the FIA European GT3 Championship, driving an Aston Martin DBRS9.

Proteam Motorsport team took part in the first edition of the **WTCC** in 2005 with two BMW 320i's. Two Italian drivers, Stefano D'Aste and Giuseppe Cirò, raced the whole season. They won the independent team trophy, with Cirò leading the independent championship and D'Aste in third place. They chalked up a fine result in the 12th race in the championship in Spa, where D'Aste made it to the podium, finishing in second place overall.