



New

## The Competition

The World Touring Car Championship (WTCC) is the international GT championship organised by the *Fédération Internationale de l'Automobile* (FIA) to replace the European Touring Car Championship (ETCC), which began in 2001. The name was changed at the request of a number of the manufacturers in 2005.

Today the WTCC has become established as the third FIA championship in terms of importance, following Formula 1 and the World Rally Championship.

At the present time the WTCC is supported by a number of major manufacturers, such as BMW, Alfa Romeo and SEAT, among others, with racing taking place at the most prestigious circuits, a total of ten events fought out on three continents and in countries such as Italy, France, England, Germany, Brazil, Mexico, the Czech Republic, Turkey, Spain and China.

Only and exclusively actual FIA super 2000 cars can participate and two world titles are decided, one for the drivers and the other for the constructors.

Following the tendency established by recent FIA regulations technology is subordinated to costs. Engines are limited to 2,000 cc, and many of the technological advances included in series cars, such as traction control and ABS braking, among others, are not allowed.

**SCX car**

**SCX the digital system** have reproduced one of the main WTCC contenders, Jordi Gené's SEAT Leon WTCC, with its striking official decoration of lemon yellow and electric blue, a sure-fire guarantee that this model will get noticed on any track. The driver's name is printed on the windscreen and the rear-side and back windows.

Still on the exterior you will also find a single aerial and small wing mirrors, mounted much further back than is usually the case on the front doors. There are two air intakes on the front section of the vehicle, one along the length of the bumper and another, smaller one, just above it. At the back of the vehicle, **SCX the digital system** have also reproduced the ventilation openings of the small rear-side windows and the outline of the petrol cap.

The rear hatch is finished off on both sides with chrome locks. Finally the rear bumper is formed to house the twin exhaust pipes, decorated with a stainless steel effect



The car's aerodynamics and low centre of gravity have resulted in the rear spoiler being smaller, less noticeable than is usually the case in competition vehicles, and aligned with the vehicle's roof. The two oval "slanting" headlamps give the front section an elongated look. There are two windscreen wipers, lined up vertically at each side of the windscreen, which is another unusual touch for this type of vehicle. The wide wheels, with aluminium finish rims project out from the bodywork and provide the car with a compact and solid look.

Inside the car, **SCX the digital system** has continued to make every effort to introduce a greater level of detail. Here the complete roll-bar frame has been included along with the driver's crash helmet and body. There is also an aluminium effect gear stick and the reproduction of a small electronics box.

**The real car**

This car is driven by the Spanish driver Jordi Gené in the FIA World Touring Car Championship (WTCC) for SEAT Sport Team. At the Cheste Circuit, in Valencia, Gené started in pole position and finished first, ahead of Müller's BMW and his team mate Peter Terting. This was the first victory of the SEAT León WTCC and, specifically, the first victory ever achieved by a Spanish driver in a Spanish car in the FIA Championship.

With a 2000 cc engine -4 cylinders in line- it provides 270 hp at 8,500 rpm. The weight, including driver, is 1,140 kg. The car has a six-speed sequential gear box and front-wheel drive. The wheels have 16-inch rims and are shod with Michelin tires.



Ref. 13190

## SEAT León WTCC the digital system

(3)



High-intensity Xenon effect headlamps



Removable and adjustable magnet



Guide with suspension



a.r.s. Guide



Tilting Chassis



Brakes

### Test Bench

The SEAT Leon may seem small but on the circuit it is a veritable beast. With tremendous acceleration, this is a car that can be driven easily and corners exceptionally well. This model has excellent agility and a great capacity for changing lanes at any time.



When competing against larger models it feels quite small, so it is best to avoid direct confrontations and take an early lead when driving on the opposite side of the circuit. Evidently if you keep up those sorts of speeds you will need to stop in the pits more often. As a result you will need to decide on your strategy in order to gain advantage before the compulsory pit stops.



#### NOTE

*The test was run using the factory set up*

#### SPORT MEASURES CHART

Wheel base	86 mm	Transmission type	Direct Rear
Distance	103,5 mm	Trasmision ratio	9/27 = 3
Wheel track	62 mm	Type of guide	ARS the digital system
Wheel Diameter	22 mm	Screws	5 (2+2+1)
Car Weight	97,8 gr	Other	Tilting chassis
Bodywork weight	31 gr		

#### MEASURES TABLE

Motor	RX-42
Traction	Rear
Front tyres	Ø 18,3 x 9,8 mm
Rear Tyrs	Ø 18,3 x 9,8 mm