



New

The Competition

The Spanish GT Championship was originally set up by Jesus Pareja, the only Spanish driver that ever managed a top-three finish in the Le Mans 24 hours.

The cars that compete in this championship are either prototype GT vehicles, such as Mosler, Marcos and Ascari; or Grand Tourer makes such as Ferrari, Porsche, Maserati and SEAT. 19999 was the championship's inaugural year and at the present time competitors include ex Formula 1 drivers, along with professional drivers from many other classes, young hopefuls from Formula 3 plus those amateurs that are prepared to invest in this intense sporting experience.

The Spanish GT Championship consists of a total of 6 rounds, disputed in 12 point-scoring races -2 per round- held in all of Spain's most important circuits: Jarama, Estoril, Albacete, Valencia, Jerez and Montmeló.

In addition 2 GT Masters races are also held, the first at the urban circuit in Porto and the second in Valencia, coinciding with the World Touring Car Championship (WTCC).

**SCX Car**

SCX the digital system has chosen to reproduce this spectacular model because of its marvellous bearing and striking appearance. The intense red confers an evident aggressiveness, which is maintained intact by the exceedingly clean lines of its elegant and minimalist decoration. The large silhouette of the white puma on the side, about to pounce, brings added dynamism to this model, the realism of which is culminated in special finishes, such as the petrol cap, the hood locks and rear mounted engine, which can be seen through the rear window.

Other outstanding elements include two air intakes on both side of the front skirt, one on the hood and one along each side, as well as the car's imposing spoiler. A single, centre-mounted windscreen wiper reinforces the sensation of symmetry and balance. Driver visibility is assured by the large windscreen while the side windows have been reduced to their minimum expression and pushed in towards the inside of the car. Two small wing mirrors, mounted higher than usual, complete the driver's field of vision.

All of the above, along with the car's exceptionally low centre of gravity make this a vehicle with a compact aspect, which on the track looks more than anything like a robust and speedy space capsule.

**The Real car**

Driven by Juan Valero and Tomas Saldaña during the 2005 Spanish GT Championship round in Valencia, where they managed a respectable tenth in the first race and 8th in the second.

The SEAT Cupra GT was developed jointly by SEAT Sport and the new SEAT Design Centre.

Equipped with innovative technology and the dynamic potential of a true high performance GT, the Cupra has a V6 twin turbo engine, producing over 500 hp, this is a fast and extremely dynamic car.

This technological marvel can only be seen on the track, as SEAT designed it exclusively for high competition



Ref. 13310

SEAT Cupra GT the digital system

(3)



Luces Alta Intensidad Efecto Xenón



Imán Extraíble y Regulable



Guía con Suspensión



Guía a.r.s.



Chasis Basculante



Frenos

Test Bench

A great volume in movement, that is the simplest way of defining the main virtue of the SEAT Cupra. As with its original system namesake, this car has an impressively wide base (67 mm) and a far from insignificant length (100 mm), dimensions that bring stability and a very flat way of taking curves. The SEAT Cupra moves without wallowing, making it easy to handle for the driver. The other great virtue that we have discovered with **the digital system** is that the bigger the car the harder it is to overtake.



Without the need to actually go faster than its rivals this car's width leaves little room for overtaking. While racing if you can take it round the interior of the curves it will be difficult to get past on the outside as the other car will need much more speed and will, as a result, run a much greater risk of leaving the track. Fuel consumption and pit stops are slightly below **the digital system** average, while the slower pace of a big car means that it will need to refuel less often.



SPORT MEASURES CHART

Wheel base	84 mm	Transmission type	Direct rear
Distance	100 mm	Trasmision ratio	9/27 = 3
Wheel track	67 mm	Type of guide	ARS the digital system
Wheel Diameter	20 mm	Screws	3 (0+2+1)
Car Weight	96.4 gr	Other	Tilting Chassis Front semi-axels
Bodywork weight	29.7gr		

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