



The Ferrari horse and the Red Bull beast
team up on the Italian “azzurro” blue background

SCX[®] PRESENTS THE FERRARI 360 GTC

Experience the lightness of the Ferrari from the 24-hour Daytona race on your SCX[®] tracks



This time **SCX** [®] the digital system brings us the **Ferrari 360 GTC**, a racing car which is absolutely up-to-the-minute in both lines and decoration, with a largely metallic blue “azzurro” background and the striking Red Bull beasts featuring even more prominently than the Italian manufacturer's very own prancing horse.

There are four air intakes to be found at the business end of this Ferrari from **SCX** [®], two large ones at the front and two rather smaller ones at the sides. Between the two front air intakes is the “Be Racing” logo together with the race number 73, and above them a small Dunlop logo. The two bulls head to head in the Red Bull logo loom large on the bonnet, with the car's race number appearing once more at the side. The orange headlights grab the attention immediately.

At the top of the windscreen of this **Ferrari 360 GTC** is a dark blue strip with ACXIOM on it in white letters, and below this is the single windscreen wiper. Almost all of the roof is taken up by a large number 73 in red, except for a strip advertising CASTILLO in yellow just in front of the rear window.

The Red Bull once again dominates the side view of this **SCX** [®] model, in this case facing the number 73, both motifs in red on the drinks brand's yellow background along with other smaller



logos. On the side, underneath the bull, is a large air intake and the Ferrari crest appears just in front of the door.



The wheel feature the Dunlop logo and grey spokes. The names of the four drivers in the team are shown in a discreet size over the side window, together with the flags of each of their nationalities.

The rear end of this **Ferrari 360 GTC** is also highly attractive. In addition to the powerful spoiler with the words '...gives you wings' there are four round lights, and between them a large number 73 in yellow, with the prancing horse in the centre.

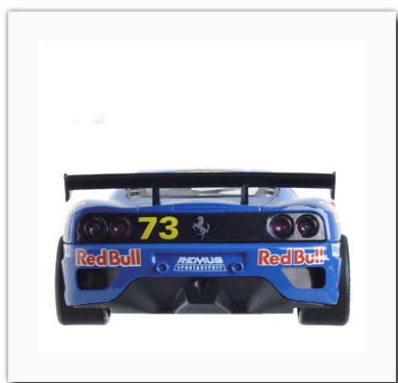
At the bottom of the bumper are two Red Bull logos at the sides and a Remus one in the space for the number plate. A look through the rear window of this **SCX® the digital system** car reveals the engine, and in the cabin itself the driver is featured, together with the anti-roll bars protecting him. Overall, this is a Ferrari packed with detail, one to enjoy before you even put it on the track. It looks as good as it performs.



Track Trials

The **Ferrari 360 GTC** hugs the track thanks to its low bodywork and wide rear wheeltrack. At first sight this gives confidence and helps dispel any fear about driving it. Even if you are forced to take the outside lane because a competitor is blocking you off from the inside lane, you can try to overtake on the outside, looking to hit the next bend comfortably on the inside.

Using the barriers for stability is easy thanks to the length of the car, though you will achieve the highest average speed by staying in lane. **SCX® the digital system** cars can be taken closer to the limit while driving as they are equipped with brakes, slowing down later and keeping you foot down more on intermediate stretches.



Changing lanes is smooth with the **Ferrari 360 GTC** and you will hardly notice the guide rubbing when you change course. The chip reacts immediately when you give it the order and you can change lanes repeatedly in a very short time. If you drive on a circuit fitted with a Digital System Pit Box you will notice that braking takes longer when you have a full tank.

As you use up your fuel the car goes faster and headaches about braking stop being a problem. Once you reach the last two marks you are on reserve. It is better not to chance it, to head straight into the boxes to refuel and get back onto the track as quickly as possible. If you decide not to stop straight away and risk it and the race goes on for more than a few laps, you will see how the car first begins to move in fits and starts, and then stops for good. Far from the Box, a mistake like this can put you out of the race.

* Tests conducted without supplementary magnet.

Sport Table of Measurements

Wheelbase	82.5mm	Transmission type	direct rear
Distance	101mm	Transmission ratio	9/27 = 3
Wheeltrack	62mm	Guide type	Pivoting ARS
Wheel diameter	21mm	Screws	5 (2+2+1)
Car weight	93.3g	Others	Tilting cradle
Bodyshell weight	28.3g		

Motor	RX-42
Traction	Rear
Front	Ø 20.9 x 9.5mm
Rear	Ø 20.9 x 11.5mm

Product reference no.: **13560**

The Real Ferrari 360 GTC



The **Ferrari 360 GTC** is approved by the Fédération Internationale de l'Automobile (FIA) to race in the GT Championship. It weighs 1100kg, the minimum allowed. This lightness is achieved by using different composite materials to cut down the weight of the original parts without sacrificing strength.

The **Ferrari 360 GTC** has a centrally-mounted 3.6-litre 90-degree V8 engine delivering 445 horsepower at 8,750rpm. The six-speed sequential-type gearbox and rear-wheel drive make this sports car a fearsome opponent on the racetrack.

The model reproduced here by **SCX ® the digital system** belongs to the 'Be Racing' team, which finished sixth at the **24 hours of Daytona** in 2004 and was driven by the Austrians Philipp Peter, Dieter Quester and Klaus Engelhorn and the Italian Andrea Montermini.

The **24 hours of Daytona** is a GT endurance race held on a mixed route at the Daytona International Speedway in the United States. The race has been held since 1966, in late January or early February.

The 24-hour format has been used ever since 1966, except in 1972 when the length was cut to six hours due to the oil crisis. The 24 hours of Daytona has formed part of the World Sportscar Championship and the IMSA GT Championship, and is currently part of the Rolex Sports Car Series.

Ferrari, Ford and Lexus have been the most successful manufacturers in this race, with five, four and three wins respectively. The driver who has won the most times is Hurley Haywood, who came first in the race in 1973, 1975, 1977, 1979 and 1991.