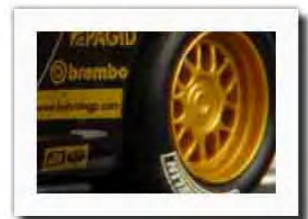
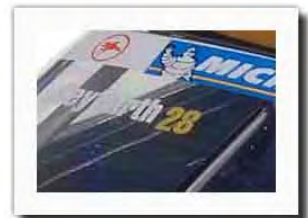
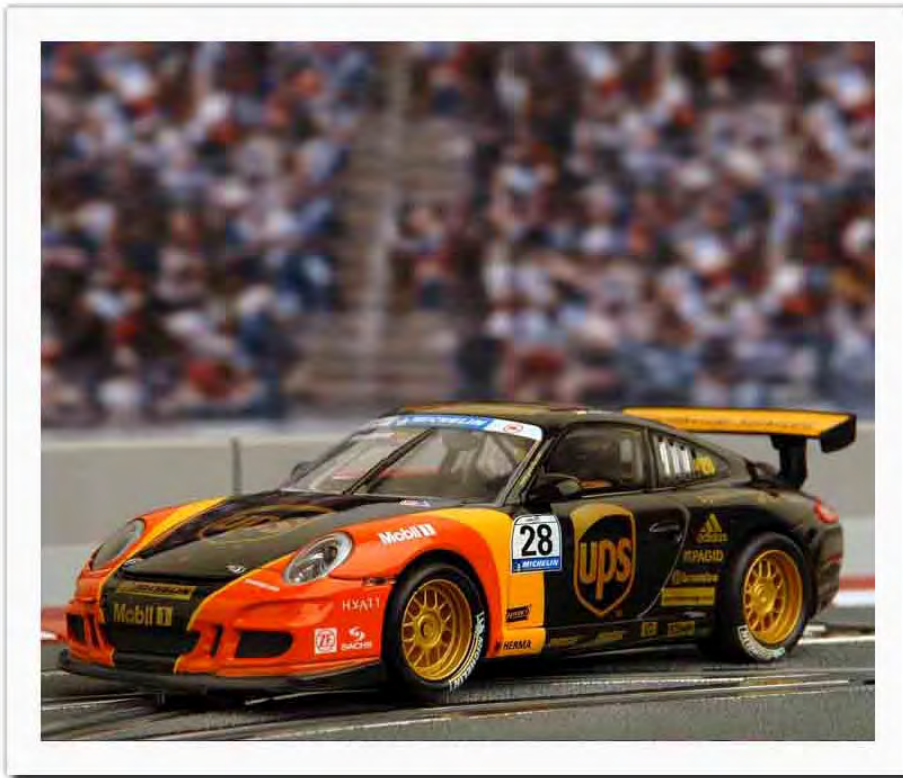




A true competition car for your most memorable Scalextric® the digital system races

SCX® PRESENTS THE PORSCHE 911 GT3 CUP

A model featuring highly striking decoration which you will only see on the racetrack



SCX® digital system brings you this eye-catching **Porsche 911 GT3 Cup**, a 100% aerodynamic model reserved exclusively for the racetrack, presented on this occasion in a colour scheme which is rather unusual for a competition car.

The predominant brown colour scheme together with the orange, the yellow and the gold of the wheels mean that this model grabs the attention straight away. Its three-colour front end is covered in different logos, with the gold UPS one standing out on the bonnet. Above the air intake on the front spoiler, also in gold, there is a Michelin logo, and another belonging to Mobil 1.

The aerodynamic lines of this **Porsche 911 GT3 Cup** feature the German manufacturer's usual signature round headlights. On the windscreen there is a single wiper in the centre, along with the driver's name and race number (J. Seyffarth, 28), while at the top is the traditional Michelin logo on a blue background.

The side of this **SCX® digital system** car is fully decorated. The sponsors' logos are located around the doors and on the side skirt, all monochrome in white, black and gold, except those of Michelin and UPS. The rear view mirrors are black, with the driver's official race number underneath them. The wheels stand out particularly, with Michelin tyres and gold hubs.

The Porsche website address is shown at the front edge of the side window and right at the top is the name of the driver behind the wheel of this **Porsche 911 GT3 Cup**, together with his country's flag. The race number is printed once more – this time in gold – on the rear side windows, which feature openings for ventilation.

The decoration on the back of this **SCX® digital system** model is more restrained than the rest of the car. There are just three logos in the centre, the Michelin one in white along with the Mobil 1 logo (this in the place where the number plate normally goes), and the UPS logo in gold in the form of a plaque. The rear end is mostly brown, including the spectacular Worldwide Series spoiler, though the latter is orange on the top.



The coloured part of the rear end of this **Porsche 911 GT3 Cup** is the middle, featuring orange with yellow borders. Under this are the twin exhaust pipe and a hook for being towed. The whole of the roof is taken up by a large UPS logo, this being the main sponsor of this car, and the anti-roll bars are of course there, too.

As in the real vehicle, this **SCX®** car has no co-driver's seat. There is only the driver inside a model which is sure to be a favourite, with its spectacular colour scheme, carefully-designed lines and outstanding power.

Track Trials



Driving on the track at racing (or sports) speeds, it displays a very similar performance to the other Touring-type cars in the **SCX® the digital system** range. In terms of size, weight and mechanics the **Porsche 911 GT3 Cup** is very much in line with what you will be used to in the cars which have already raced on your digital circuit.

Its strong point is probably its trim lines. Not too wide at the rear, slender at the front and not too heavy, this is a car which changes lanes smoothly, nips neatly into the box and is manoeuvrable in the constant search for the right line to follow. Overtaking is no problem, and it slips comfortably through heavy traffic.



What we do recommend is that if you use the extra magnet (as we did in this test) you should set it very low down, between 1mm and 1.5mm from the track surface, in order to take maximum advantage of the ground effect. You can adjust it with the two screws that come with the magnet. The trick is to set it so low that you practically ground on the track. Trying it out over a couple of laps is the way to find out just how low you can go.

The **SCX® digital system Porsche 911 GT3 Cup** is suited to several types of competition. It can be lined up with other Touring Cars, WTCC GT models – in terms of both measurements and performance it fits right into the pack. But you can also perfectly well start a new category with it, none other than the Porsche Cup. The car's excellent responses on the track are the perfect excuse to take several of them and set up heats with identical technology. The only thing you have to watch out for is identifying them in different ways – you don't want to end up with a competitor's car in your Pit Box!

* Test conducted with a supplementary magnet and after a small tune-up.

Sport Table of Measurements

Wheel base	74mm	Transmission type	4x2 rear
Distance	95mm	Transmission ratio	9/27 = 3
Wheel track	57mm	Screws	5 (2+2+1)
Wheel diameter	19.5mm	Other	Front semi-axles
Car weight	87g		
Bodyshell weight	25.5g		

Motor	RX-42 2007 version
Traction	Rear
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm

Product reference no: **13760**

The Real Porsche 911 GT3 Cup

The car brought to you this time by **SCX® digital system** is an authentic racing machine, so don't expect to see one driving round your neighbourhood any time soon. This model by the prestigious German manufacturer has a pumped-up power rating of 420 horsepower and uses the current styling of the Porsche 911 GT3, in an attempt to update its lines and make it much more dynamic.

The real model portrayed here by **SCX®** has a six-speed sequential gearbox which allows the driver to change up without using the clutch or taking his foot off the accelerator, as it uses a similar system to that found on MotoGP bikes.

The GT3 is the ultimate sports model in the 911 range and the first attraction of this vehicle is its powerful sound, which changes with the different phases of the variable intake system.

The finish on the **Porsche 911 GT3 Cup** is carefully done, using top-quality materials. The driving position is perfect to enjoy the performance features and design features offered by the car to the full – something only the fortunate few will be able to experience, unfortunately.

In this case the model reproduced is the one sponsored by UPS, driven by the German Jan Seyffarth of the Honrad Motorsport team. It took part in the 2006 Porsche Carrera Cup Deutschland, finishing in tenth place. Now it's time for you to enjoy seeing it racing round your **SCX® digital system** tracks.