



The maker with the prancing horse crest
dresses up in the colours of the Scottish flag

SCX® LAUNCHES THE FERRARI 360 GTC

Experience SCX® competition
at the controls of a car that races right down at ground level



SCX® adds to its Ferrari collection the **Ferrari 360 GTC** with which the Scotsmen of **Scuderia Ecosse** made their debut at the **24 Hours of Le Mans** in 2005. It says a lot about this car that the team managed to earn a place on the podium in the following year, and are strong contenders for the top spot in 2007.

The Scotsman Stewart Roden's passion for Ferraris led him to captain a team in which the star is the classic Italian car boasting a striking colour scheme, contrasting the blue and white of the Scottish flag with Ferrari red. Just like the real car, the **SCX®** model displays the flag both on the bonnet and on the sides, together with the unmistakable Le Mans 2005 logo which shows it is a competitor in this top racing event.



At the top of the windscreen, the **Ferrari 360 GTC** from **SCX**[®] is clearly identified by the prancing horse, the unmistakable symbol of Ferrari, flanking the team logo on both sides. The front of the car has few air intakes – as the engine is at the back – with just two, one at the front and another on the bonnet.

At the back, the engine is clearly visible through the unusually large back window. The engine features a chrome look to add realism. The window of the **SCX**[®] model also features detail of the retaining frame from the real car, stamped in black.



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At the back, each side of the car has two air intakes, and there are two fuel caps, which allow the real car to be filled from either side. Also visible are the inward-facing air intakes, the function of which is to cool the tyres. Nor has **SCX**[®] forgotten the openings in the rear side windows which serve to ventilate the inside of the car.

Looking at the **SCX**[®] **Ferrari 360 GTC** from above reveals the high degree of visibility for the driver thanks to the large windows and windscreen. His field of vision is enhanced by the two projecting wing mirrors and by the small roof.

This is a model with highly aerodynamic lines and an unusually low centre of gravity, two features which seem to make the car “stick” to the road.

In the interior the engine stands out, highly attractive and visible together with its protective bars through the rear window. Also inside the car is the driver, which **SCX**[®] has once more tried to reproduce in great detail, decorating both the body and the helmet. The interior is finished off with the front and rear reinforcing bars.



Track Test



The **Ferrari 360 GTC** is a spectacular *gran turismo* which fully meets the expectations which are always aroused by cars from this Italian manufacturer. A wide rear end, a generous chassis length and no rear overhang (i.e. the car ends at the axle assembly) make every part of this car useful in performance terms.



The overall weight is the factor which makes some control necessary in driving; taking bends at high speed may be risky if you are over-eager.

Driving with the car centred in the lane and keeping an eye on how the rear end behaves are the keys to clocking up the best times with a GT which certainly meets requirements in terms of pace and a safe drive. A well-balanced model which is enjoyable to drive.

* 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 B
Traction	Rear
Front	Ø 20.9 x 9.5mm
Rear	Ø 20.9 x 11.5mm

Product reference no.: **62480**



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 **Scuderia Ecosse** began its career in the GT Championship in 2003 in the 1,000 kilometres of Le Mans. The drivers Marino Franchitti, Tim Mullen and Chris Niarchos finished the six-hour race in fourth place.

Led now by the Scot Stewart Roden, the team entered the 2004 British GT Championship. The team was made up of **Andrew Kirkaldy** and **Nathan Kinch** at the wheel of a **Ferrari 360 GTC**, and Tim Mullen and Chris Niarchos at the wheel of a second Ferrari. The result was seven pole positions, seven wins and 13 podium positions, which made them runners-up.

2005 saw its début in the **24 Hours of Le Mans**, where even though it failed to finish it made a very good impression, showing off the combination of the Scottish flag with Ferrari red for the first time. However, **Kinch** and **Kirkaldy** won the British GT Championship, taking the top two places on the podium at the end.

The **FIA GT Championship** started out in 1997 on the initiative of the Fédération Internationale de l'Automobile. It is largely held on European soil, but in recent years some stages have also been held in Asia. It currently brings together the top sports car manufacturers, including Ferrari, Porsche, Aston Martin and Maserati, among others. The **FIA GT Championship** is an endurance race which lasts at least 500km or a maximum of three hours, with the exception of the Spa 24 Hours.

The FIA requires that GT vehicles meet certain specifications: they must have a maximum of one door on each side, and a minimum of two seats, located on either side of the vehicle's centreline and on the same transversal plane. They must be legally drivable as ordinary road cars or as adapted for racing on circuits and closed routes.