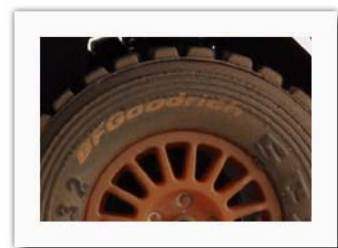


The top prize-winning car and the driver with the most victories in the Dakar are here to stamp a new image on SCX® Off Road

## SCX® LAUNCHES STÉPHAN PETERHANSEL'S MUD EFFECT MITSUBISHI MONTERO

SCX® gives you the chance to conquer the desert sands  
in the comfort of your own living room



SCX® presents the **mud effect Mitsubishi Montero** driven by the driver with the most victories in the Dakar rally, the Frenchman Stéphane Peterhansel. It was at the wheel of this car that Peterhansel won the rally this year, just as he had done in 2004 and 2005.

The most outstanding feature of the **SCX®** model is its tough, compact and hard-wearing bodyshell, reflecting the gruelling African competition faced by the real vehicle. Over its colour scheme – red, orange and silver – this colourful **SCX®** model features the **mud effect**, especially on the lower part of the bodywork, which gives the car a highly realistic feel. The model is certainly a big car, especially in terms of height. In the side view, the wide curves of the suspension grab the attention, along with the big tyres with their chunky treads, and the orange wire wheels. **SCX®** has not forgotten the characteristic mud flaps behind the wheels, which on the real car are necessary for protection from punishment by flying stones.

On the track, the new **mud effect Mitsubishi Montero** from **SCX® Off Road** is a vehicle which exploits its lightness. Easy to start up, it shoots off towards the next bend. It takes jumps and changes of level in the track with no fear of losing the guide, overcoming them

with a minimum of effort. To get the most out of this model, designed for punishment, try it on SCX® Off Road circuits, with their stony surface, big differences in level and sudden changes of pace. With the decoration of the famous Lisbon-Dakar desert race, it has two different names: Montero used in Spanish-speaking countries and Pajero in the other western countries.

The **SCX®** is certainly a big car, especially in terms of height. On the top is an eye-catching aerial, used on the real car for drivers to keep in touch by radio and other positioning systems.



In the side view, the wide curves of the suspension grab the attention, along with the big tyres with their chunky treads, and the orange wire wheels. **SCX®** has not forgotten the characteristic mud flaps behind the wheels, which on the real car are necessary for protection from punishment by flying stones.

A striking feature at the back is the set of red lights, because of their size and their tough appearance. Other details include the British number plate and the rear spoiler in the manufacturer's colours, as well as the locks on the boot.

In the interior, as is now usual with **SCX®**, great attention has been paid to detail, especially in the case of the drivers. The figure of the co-driver in the *mud effect Mitsubishi Montero*, in this case Jean-Paul Cottret, features the route map he holds in his hands.

## Track Test



On the track, the new **mud effect Mitsubishi Montero** from **SCX® Off Road** is a vehicle which exploits its lightness. Easy to start up, it shoots off towards the next bend. It takes jumps and changes of level in the track with no fear of losing the guide, overcoming them with a minimum of effort.

High-speed jumps, with the trigger fully down, only to find that the car stays on the track when it comes down is something you really have to experience for yourself. Obviously there are laws of physics which, when you step out of line, are unavoidable. You can only find out just how far you can go by the ancient method of trial and error. On wide bends which are taken fast, or on reverse banking, the **mud effect Mitsubishi Montero** from **SCX®** needs careful driving because of the model's height and the separate tipping of its wheels, sub-chassis and pick-up guide. Reckless driving on these sections could take us off the track completely. This also makes negotiating interlocking stretches a delicate affair.

**SCX® Off Road** cars can be driven on standard **SCX®** tracks. With a careful touch on the controller, any driver can overcome the problems posed by the greater grip on the road and the higher speed cars can reach on it. In any case, it is on the hard terrain of **SCX® Off Road** tracks with their stony surface and sudden changes of pace that you will get the most out of this technology, designed for punishment .

\* Tests conducted without supplementary magnet.



## Sport Table of Measurements

Wheelbase	87mm	Transmission type	4x4 with secondary rear transmission
Distance	98mm	Transmission ratio	10/14 plus 9/27 = 4.2
Wheeltrack	60mm	Guide type	Pivoting Off Road
Wheel diameter	24.5mm	Screws	5 (2+2+1)
Car weight	106.7g	Others	Separate engine sub-chassis. Suspension on 4 wheels. Self-centring bearings..
Bodyshell weight	30.1g		

Motor	RX-10.3
Traction	Rear
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm

Product reference no.: **62650**



## The Real Mitsubishi Montero

The Japanese model driven to victory by **Stéphane Peterhansel** in the 2004, 2005 and 2007 Dakar rallies is characterised mainly by boasting a very tough bodywork. This is an extremely high car, with a large gap between the wheels and the bodywork to allow tipping.

**Stéphane Peterhansel** has won the African event more times than any other driver, nine in all: six times in the motorcycle category and three times in that for cars. Born in France in August 1965, he now lives with his partner in Switzerland with his partner, the rally driver and ex enduro rider Andrea Mayer.

**Peterhansel**, aged 41, made his motorcycling début in 1980, winning the first of his six victories in the Dakar on a Yamaha in 1991. He repeated the feat in 1992, 1993, 1995, 1997 and 1998, before making a spectacular change to the four-wheel category in 1999, when he finished seventh at the wheel of a Mitsubishi.

The following year he finished in second place on a Mega Special with a Mitsubishi engine, and came out top in the T1 category in 2001. **Peterhansel** finished the 2002 Tunisia rally in first place and gave the Mitsubishi Montero Evolution a victorious début in the 2002 UAE Desert Challenge. He repeated this feat in 2003, though he finished third in the Dakar after seeing almost certain victory slip away in the penultimate stage in Egypt.

The **Dakar** adventure began in 1977 when Thierry Sabine competed in the Libyan desert on a motorbike during the Abidjan-Nice rally. After getting lost, in extremis, in the dunes, he returned to France fascinated by the magical landscapes and set to work to bring his experience to as many people as possible, with a single goal: to take motor racing into the vast desert under the slogan, "A challenge for those who set out, a dream for the rest."

On 26<sup>th</sup> December 1978 the first Paris-Dakar started from the Place du Trocadéro in Paris. Since then more than a quarter of a century has passed. In their eagerness to innovate, the organisers of the event subsequently decided to set out from different European cities.

Today the **Dakar** is considered by experts to be the toughest and at the same time the most fascinating of all motor racing events. A true challenge for competitors, from which, unfortunately, not all return.