



A classic SEAT model returns to the SCX® track

SCX® PRESENTS THE SEAT 131 ABARTH

With its distinctive blue and yellow colour scheme, the car driven by Antonio Zanini achieved some great results



SCX® brings you a great classic from SEAT, one which will be instantly recognisable to a whole generation: the **SEAT 131 Abarth**. The distinctive navy blue and yellow colour scheme and the variety of air intakes are certainly the most significant features of this car.

The first air intake is on the vehicle's front spoiler, with a pair of eye-catching headlights on either side of it. The radiator grille is just above it in between twin pairs of headlights, and there is another very prominent air intake on the bonnet, on which are printed the RAC crest, the SEAT logo and that of the Costa Brava Rally, the sponsor of the race.

The side view of the **SEAT 131 Abarth** includes mudguards which are rather wider in this racing version. Various brand names and logos are to be seen in this view, including SEAT, Cibie, Michelin, Ferodo and CS).



This two-door **SCX®** model portrays the car driven by Zanini and Petisco, which is why their names appear on the door, along with their nationality and race number (number one and the Spanish flag in this case). There is another prominent air intake on the side, behind the door. Also striking in this view are the silver cross-shaped wheels.



The interior of the **SEAT 131 Abarth** has beautifully-detailed figures of the driver and co-driver with their helmets and gloves painted in the appropriate colours. The co-driver is holding a route map in his hands. Also in the interior, the occupants are protected by the anti-roll bars to provide the drivers and the car with the necessary safety.

The top of the car is also navy blue, only interrupted by the black radio aerial. On the other hand, the back view of this **SCX®** model features a wealth of details, including the two rear spoilers, one at the back of the roof and the other at the end of the boot. Another detail is the fuel cap, also on the boot, a different place from usual and typical of classic cars like this one. Worth noticing too are the two exhaust pipes at the bottom on the right, and the square Barcelona number plate centred between the tail lights, perhaps the most romantic period feature of this epoch-making car.



Track Trials



Hitting the track after a quick tune-up consisting of running in the transmission and ensuring the pick-up braids are of equal length, lubricating the bearings and checking that all the mechanical parts move freely, the **SEAT 131 Abarth** is one of the top performers among the **SCX®** classic car range.

It is a car with a chunky bodyshell, and it is worth noting how this obliges you to drive. The inertias are certainly there, but the freely tipping motor bed helps to absorb them. It gives the impression that the whole car is tipping when in fact all it is doing is adapting to the track.



There are no tricky moments in driving it. This **SEAT 131 Abarth** takes the bends like any rear-wheel drive vehicle, going into them at a safe medium speed, rounding them at a brisk rate and coming nimbly out of the curve, so that if you give it plenty of gas you can allow some spectacular wobbling in the knowledge that the powerful traction on the rear wheels will set you comfortably back on course.

We were impressed with the excellent features of the tyres supplied as standard with this **SCX®** model. In a standard diameter but an unusual width, they give plenty of grip and make the car easier to handle, backing up the traction and absorbing dust from the track well thanks to their multiple grooves and ultra-fine tread.

The chassis design enables you to adapt material from the **SCX® Pro** range for use with it. Simply by changing the wheel assemblies for more balanced items, 16mm wheels, a 27-tooth aluminium crown gear, spherical bearings, low-profile front tyres and high-profile ones on the back, you can really dress up the **SEAT 131 Abarth** for a day at the races.

* Tests conducted without supplementary magnet.

Sport Table of measurements

Wheelbase	78mm	Transmission type	4x2 direct rear
Distance	88mm	Transmission ratio	9/27 = 3
Wheeltrack	57mm	Guide type	ARS 2007
Wheel diameter	18mm	Screws	5 (2+2+1)
Car weight	83.5g	Other	4-point pivoting cradle
Bodyshell weight	30.5g		

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

Product reference no.: **62970**



The Real SEAT 131 Abarth

The **Seat 131 Abarth** is a model of Italian origin but built in Spain under license from Fiat in the 1970's and 80's. It was a resounding success in terms of sales, and numerous versions came out. Its three-part bodywork was highly classic and its success was largely due to this, as it was very popular with the public.

It was one of the first rally cars to make use of light materials: aluminium for the roof and doors and glass fibre for the wings, bonnet, boot and bumpers. Another novelty was the use of quick-to-remove pressed mechanical parts, essential in the type of races where it competed and which brought it a rich harvest of trophies.

Antonio Zanini is the driver portrayed in this **SCX®** model. His career went back to the 1970's when he won the 2000 Viratges rally and became the number 3 driver in the SEAT team. He subsequently competed in the European Championship, coming second in 1976 and 1979. He also took the Spanish championship in 1978.

SEAT won five victories in the European championship. The best result for the **Seat 131 Abarth** at this time was the manufacturers' title at the 1977 Monte Carlo Rally, where Antonio Zanini finished in third place.

The Monte Carlo Rally is part of the World Rally Championship and is organised every year by the Automobile Club de Monaco. The race takes place along the coastline in the principality of Monaco and south-eastern France. Since its inception by Prince Albert II in 1911 this event, raced under difficult conditions, has played an important part in testing out the latest improvements and innovations in cars, and the winner always gains in terms of reputation and publicity.