



Take on the rally driver Carlos Sainz's winning car

SCX® PRESENTS THE SKODA FABIA WRC

The exact model which took part in last year's
World Rally Championship



This time **SCX®** brings you the **Skoda Fabia WRC**, a car built to race in any rally in true Carlos Sainz style. The colour scheme on this gem is a combination of green and white, but includes other colours such as grey and red on some features.

In the front view the most eye-catching feature is the block of four lights mounted in the centre. On each side of these are the car's regulation headlights. Another striking detail of the **Skoda Fabia WRC** is the front bumper in red, with the radiator grille in the centre, above the vehicle's number plate.

What stands out most on the bonnet is the Skoda logo on a white background and the rally plaque. **SCX®** has also added some cooling devices for the engine to this important part of the car. The windscreen has the regulation pair of wipers as well as a web address: www.motorsport-kopeccky.cz.

The side of the **Skoda Fabia WRC** is perhaps the view with the greatest impact, making the car extremely eye-catching. The different colours are combined in an explosive way, with red and grey plus green at the back to give the car a strikingly original look.



The wheels add a distinctive touch; with white wheels and the name on the tyres standing out in a flash of colour. On the door is the race number 1, together with a multitude of logos belonging to the car's sponsors. In addition, between the number and the wheel arches are the names of the driver and co-driver (C. Sainz and L. Moya). The driver's name also appears on the rear side door window, along with the Spanish flag. The rear part of the side of this **SCX**[®] model is entirely taken up by the name of the car manufacturer in its corporate colours, green and white.



The rear spoiler is one of the most striking aerodynamic features on this model. Here too are to be found the rear lights at each side, and the make of the car over the number plate. And of course there is also a powerful exhaust pipe.

The roof stands out with the Skoda logo on a white background. Also noticeable here are four aerials to keep the drivers, who are shown inside this **SCX**[®] with all their gear, in touch with the outside world.

The usual detailing includes the co-driver holding his notebook in his hands. And, for the sake of safety, the inside of the cabin is also fitted with anti-roll bars and a spare wheel. The **Skoda Fabia WRC** is a highly aerodynamic, purposeful car which has what it takes to be a winner on any road surface.

Track Trials



Built with the usual mechanics for **SCX®** WRC rally cars, the **Skoda Fabia** is a model which, although its small size puts it at an initial disadvantage compared to its competitors, ends up performing like one of them, making up for its theoretical lack of size with some very nippy engineering.



Its motor is the double-pinion Rx91b, the same as in the Lancia Delta, with a shorter wheelbase but the same torque and potential as other double-pinion motors. As one of the new generation it has that edge of power delivered by all current **SCX®** motors. The Fabia displays classic 4x4 behaviour, moving smoothly thanks also to a standard transmission that once again deserves congratulating, as it ensures smoothness on the track.

With the right choice of tyres (we suggest Scalextric Pro with high profiles at the back and low ones at the front) and the consequent good grip of the ARS guide in the slot, the **Skoda Fabia** proves itself to be a simple model to drive, quick off the mark and fast in recovery. It does not take bends as fast as larger cars, but it is good at accelerating and fast bends, where its lower weight works in its favour.

There can be no doubt that both this model and its performance on the track serve to update the already crowded **SCX®** rally paddock. A new car with which to win on equal terms, which means a wider choice for your races.

* Tests conducted without a supplementary magnet and following a small tune-up.

Sport Table of Measurements

Wheelbase	77mm	Rear wheeltrack	56mm
Guide distance	95mm	Ø rear wheel	19.5 mm
Chassis height	2mm	Rear wheel	Plastic 17mm
Motor height	3mm	Rear tyre	18.3x9.8 type 016 ribbed
Swivel arm	No	Rear bearing	Twin-wall brass
Adjustable	No	Rear crown wheel	Scalextric grey plastic
Front wheeltrack	56mm	Car weight	85.5g
Ø front wheel	19.5mm	Bodyshell weight	29g
Front wheel	Plastic 17mm	Lights	Yes
Front tyre	18.3x9.8 type 016 ribbed	Digital chip	Possible
Front bearing	Twin-wall brass	Motor	Rx91b
Front crown wheel	Scalextric grey plastic		

Motor type	Open compact
Motor mounting	Fixed on chassis
Transmission type	4x4 direct
Transm. ratio	9/27=3 front-back
Guide type	ARS 2007 flat blades
Braids	Double copper
Screws	5 (2+2+1)
Ground effect magnet	Yes, adjustable
Others	Covered motor

Product reference no: **63280**

The Real Skoda Fabia WRC



The **Skoda Fabia WRC** is a unit equipped with the latest Skoda Motorsport-approved features. It is the model which competed in last year's World Rally Championship with Jan Kopecky at the wheel. It features a five-speed gearbox, liquid-cooled brakes and differentials and all the developments approved up to January 2007. The vehicle is equipped with McPherson independent suspension on all wheels, on both front and rear axles. It also uses Reiger adjustable shock absorbers.

This model reproduced by **SCX®** is a competition vehicle built on the basis of the five-door **Skoda Fabia** model with a 20-horsepower 1.8-litre engine. The car was approved to compete in the World Rally Championship for the first time in June 2003. Subsequently, in March 2005, the manufacturer introduced a new approval for the Mexico Rally. These modifications largely affected the vehicle's aerodynamics, improving driving and weight distribution.

The Spanish driver Carlos Sainz won last year's Shalymar Rally at the wheel of the **Skoda Fabia**. He dominated all 12 of the specialities making up the event, which also saw him back together with Luis Moya, his co-driver for 15 years. The driver's job was to promote this Madrid rally, so that it could be part of the National Rally Championship on tarmac this year. The Skoda, successfully used in some World Championship events, was provided by the Czech Jan Kopecky.