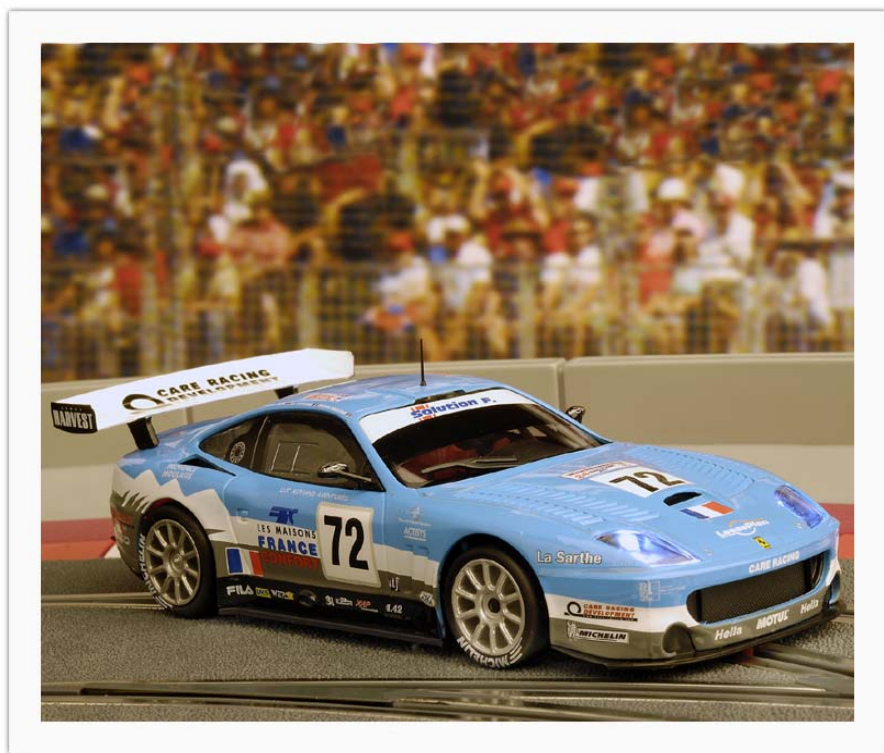




The adventurer Luc Alphand gets behind the wheel of your SCX®

SCX® PRESENTS THE FERRARI 550 MARANELLO

Now you can enjoy taking the wheel of one of today's most original Ferraris



This **Ferrari 550 GT Maranello** from the firm with the prancing horse logo, brought to you by **SCX®**, boasts a truly spectacular design, in line with the Italian manufacturer's philosophy. The front of the vehicle has a strikingly large air intake with several logos underneath it.

The car uses three colours: blue, the main colour in the scheme, white, which is used for the top part of the spoilers running around the vehicle and finally another band of grey underneath which, like the white, runs all around the vehicle. This colour scheme brings out even more the originality of this Ferrari.

Eye-catching in the side view of this **SCX®** model are the wide, low-profile Michelin tyres. The silver-coloured alloy wheels are a detail to spot and behind the wheels are some striking air intakes. The aggressive looks of the car are at least partly due to its low suspension, a typical feature of Ferrari models.

Other distinctive features of this **Ferrari 550 GT Maranello** include the stickers on the bodywork, starting with the large driver's race number, 72, next to the logo of 'Les Maisons

France' and the French flag on the car doors. The drivers' names are to be found over the doors: Frederic Dor, Luc Alphand and Jerome Policand.



Also worth a mention are the attractive headlights, between which the inevitable Ferrari logo stands out. Features to spot inside the vehicle include reinforcing bars and the driver's clothing. At the back, the strikingly enormous rear spoiler carries the name of the sponsor Care Racing Development.

Overall, the **Ferrari 550 GT Maranello** is a car with a long, very wide body and multiple air intakes, one with which **SCX®** has managed to pass on all the sensations of sportiness and passion that Ferrari builds into its vehicles.



Track Trials



The main feature distinguishing the **Ferrari 550 GT Maranello** from its possible rivals (GT's and sports cars in general) is its size. It is important to take this into account in Digital competition, as good use of the car's width can give you an edge in blocking the way for competitors wanting to overtake.

Nevertheless, the car's size in practical terms is not so large. With a short wheelbase and a more than ample guide distance, the Ferrari is nippy, easy to get the hang of and therefore highly intuitive to drive on a **SCX®** circuit.



The car is very stable on bends; as long as you learn to manage the inertias you can take them quite fast, keeping up with competitors who may have a better burst of speed on the straight but are not as stable. Its only weak point is the delay in accelerating caused by its weight.

By adjusting the supplementary magnet using the two screws which allow you to lower it to less than 1mm from the track, you can squeeze top performance out of **SCX®** cars with magnetic assistance. Driving on a circuit with traffic is not to be taken lightly, but thanks to the adjustable magnet holder you can take bends better than your competitors and avoid wobble while overtaking and changing lanes. Remember: you can lower the magnet by turning the screws anti-clockwise.

Fuel consumption and entry into boxes are within the normal range. The **Ferrari 550 GT Maranello** had no difficulty in changing lanes, performing in a similar way to other models in this respect.

* Test conducted with the model out of the box and with a little running in.

Sport Table of Measurements

Wheelbase	79mm	Car weight	96g
Distance	99mm	Bodyshell weight	30g
Rear wheeltrack	63mm	Other	Cradle pivoting on 2 points, front semi-axles
Rear wheel diameter	21mm	Motor	Rx42b 2007 version
Front wheeltrack	63mm		
Front wheel diameter	20mm		

Guide type	ARS Red Digital
Screws	5 (2+2+1)
Transmission type	4x2 direct rear
Transmission ratio	9/27 = 3

Product reference no.: **13570**



The Real Ferrari 550 GT Maranello

The **Ferrari 550 Maranello** is a *gran turismo* which has been produced by Ferrari since 1996. It has a 2-door coupé bodywork. It has rear wheel drive and a front-mounted 5.5-litre V12 engine delivering up to 485 horsepower. It was the first vehicle in the world to have traction control and ASR (anti-slide) systems fitted as standard. Inside it has 2+2 seats (rather than a true 4-seater) – 2 normal front seats and 2 small back ones. It has a lateral aerodynamic coefficient of 0.33 and an almost unbeatable frontal coefficient. It delivers 485 horsepower.

In 1943 the Ferrari factory moved to Maranello, where it has remained ever since. It was bombed in 1944 and rebuilt in 1946 to produce road vehicles. The firm's founder, Enzo Ferrari, never thought of making road cars when he set up the *Scuderia* in 1929 to sponsor the amateur drivers of Modena, but the Italian firm has never stopped creating some of the most attractive cars in history, both for competition and for private owners.

The French driver Luc Alphand is behind the wheel of this **Ferrari 550 Maranello**, brought to you by **SCX®**. Born on 6th August 1965 in Briançon (France) and was an alpine skier before becoming a rally driver. He started out in the Alpine Skiing World Cup in 1984, finally winning it in 1997.

After that he retired from skiing and began his career as a racing driver, competing in different events including the FIA GT Championship, the Nissan Micra Stars Cup and the European Le Mans Series.

The 24 Hours of Le Mans (24 Heures du Mans) in which Luc Alphand's **Ferrari 550 Maranello** - as brought to you now by **SCX®** - competed in 2007 is an unusual endurance race, not part of any world championship in this category. It is run once a year, in June, at the circuit of La Sarthe, near Le Mans, France. Organised by the Automobile Club de L'Ouest (A.C.O), it is the most famous endurance competition in the world.