



Feel the passion for speed at the controls of the SEAT León of the Scalextric team

**SCX® PRESENTS THE SCX® RACING TEAM  
SEAT LEÓN SUPER CUP 2007**

Driven by Luis Carlos Maurel, this car featured in some fierce competition



**SCX®** presents the **SCX® Racing Team SEAT León Super Cup 2007** driven by Luis Carlos Maurel during the 2007 edition of the super cup.

This is a car in a new mould, with changes which are especially visible on the nose, featuring the logo of the manufacturer **SEAT** in the centre of the radiator grille. The small logos of the team's different sponsors appear on either side of this front section.

The first thing that catches the eye about this **SCX®** model is the large chequered flag, a symbol of the slot racing manufacturer. The team name appears in large letters on the bonnet, accompanied by the other partners in it, **Auto Equip** and **Monlau Competición**.

This windscreen of this **SCX® Racing Team SEAT León** displays its number just underneath a large yellow and black **GALFER** logo which covers the top of the glass.



In the top view, the roof features the logos of the **SCX® Racing Team's** main sponsors. These are **SCX®**, **Galfer**, **Monlau Competición**, and **Auto Equip**. In the centre there is a black telecommunications aerial.

The most eye-catching feature in the side view of this **SEAT** from **SCX®** is its striking silver wheels. The doors are decorated with the car's number, on one side of which the different sponsors' names appear, apart from the two main ones which are printed in large letters further back on the bodywork. As is now usual, the rear side window has the driver's name, L. Carlos Maurel, together with a flag showing his nationality.



Inside the cabin, the driver's suit and helmet are fully detailed. Other highlights are the inside anti-roll bars, painted in the same red as the majority of the decoration.

The tail end of this **SEAT León** from **SCX®** continues the decorative theme with a chequered flag. The logo of the manufacturer, SEAT, stands out in red on a black background, with two large Repsol logos at the sides and a Dunlop logo in the centre over the boot. An aerodynamic rear spoiler, fitted just over the back window, gives an even sportier air to the model's already aggressive lines. Finally, there are twin exhaust pipes at the bottom of the bodywork.



## Track Trials



The 1/32nd scale **SEAT León** is a road car with the geometry of a Rallyslot model. Shorter, narrower, higher and lighter than other sharks of the circuit, this is a model whose small size gives it sensitive reactions, while its low weight means it accelerates powerfully.



The tilting of the motor-rear axle assembly also works actively to stop you coming off the track in circumstances when it would be unavoidable with any other chassis. You need to accelerate at the right time; skids are short and impulsive, and the car tends to follow the slot pretty well.

Once you have got used to its behaviour and after the usual running-in and tune-up, this car will give you hours of enjoyment, helped of course by its bright colour scheme, which adds to the fun of driving it.

\* Tests conducted without extra magnet.

### Sport Table of Measurements

Wheelbase	82mm	Transmission type	Direct rear
Distance	96mm	Transmission ratio	9/27 = 3
Rear wheel track	58mm	Guide type	Pivoting ARS
Rear wheel diameter	19.5mm	Screws	5 (2+2+1)
Front wheel track	58mm		
Front wheel diameter	19.5mm		
Car weight	83.3g		
Bodyshell weight	29.5g		

Motor	RX-42 B.
Drive	Rear
Front	Ø 19.5 x 9.8mm
Rear	Ø 19.5 x 9.8mm

Product reference no.: **62830**



## The real SEAT León Super Cup 2007

The new **SEAT León Super Cup** is the competition version of the 185hp TFSI. The intention was to bring its performance closer to that of the SEAT León WTCC. Compared to the production model, the **SEAT León Super Cup** has a wider wheel train and specially-designed suspension with two-way adjustable shock absorbers, adjustable drop and convergence on both axles. The braking system features 360mm self-ventilating disc brakes with six pistons on the front axle and 256mm discs on the rear axle.

The power rating has been pumped up to 280hp, a hundred more than the production TFSI, thanks to work done on the turbo compressor and developments in electronic control in co-operation with Audi. This is the first **SEAT** to combine DSG with a petrol engine, in co-operation with Volkswagen. It also has the gear controls on the steering column.

In terms of aerodynamics, it has a low, flat bottom, a front spoiler, a rear diffuser, a 16-position adjustable spoiler (the same as on the WTCC version) and special fins.

In 2005, **SCX**<sup>®</sup>, together with **Monlau Competición** and **Auto Equip**, set up the **Scalextric**<sup>®</sup> **Racing Team**, which takes part in the **SEAT León Super Cup** with a car driven by **Luis Carlos Maurel**. This driver, who has already achieved some great results in previous years, is managed by Carlos Povedano, the general manager of **Auto Equip**.

The **SEAT León Super Cup** currently has 41 participants in its Spanish competition, which consists of six events in two rounds: May (Jarama), June (Estoril), September (Catalonia), October (Valencia), October (Jerez) and November (Catalonia). Also, one of the events coincides with the DTM in Barcelona and another with the WTCC in Valencia.