



Dare to take the controls of Lilian Brynner's vehicle

SCX® PRESENTS THE FERRARI 550 MARANELLO

A unique specimen with a new look but not forgetting
the classic lines of this Italian team



The feature that makes this **Ferrari 550 Maranello** designed by **SCX®** stand out is its unusual colour scheme. White and shades of green have been added to the manufacturer's classic red. Its spectacular sports lines are the perfect match with its powerful, dynamic racing performance.

The bonnet features two spectacular air intakes, one ending in with the race number 12 and the other with the French flag. A white Total logo stands out in the centre. This part of the vehicle combines the colours red, white and green with the Omerin, INNO Gallery and Club de Cologne logos. The Michelin trademark also appears on the front bumper, which features another imposing air intake.

The small rear view mirrors on this **SCX®** car break with the usual Ferrari red, and are black in colour. Another distinctive feature is the windscreen, with a blue strip at the top displaying the Proximus logo. There is a single wiper, right in the middle.



The side view stands out with its wealth of logos and mixture of colours. Its lines are marked by the air intakes located in front of the doors and over the back wheels. In the middle of the sponsors' logos is the race number 12, as on the top of this **Ferrari 550 Maranello**.



The drivers also form part of the vehicle's image, their names – Lilian Brynner, Enzo Calderari, Steve Zacchia and Frédéric Bouvy – appearing over the side windows.

A spectacular black spoiler tops off the rear of this Ferrari from **SCX®**. This end is also in three colours – red, white and black – and once again features the Total logo in the centre and that of the INNO Gallery in green. The bumper makes it even more aerodynamic and the four rear lights give it an unmistakable personal touch.

No details are missing from this model, which also includes anti-roll bars and an aerial on the roof. Driving is made safer by the Michelin tyres on which Ferrari always rely for their competition vehicles. The **Ferrari 550 Maranello** has reached leading positions in major competitions – now you can try to do even better on the **SCX®** track.



Track Trials



The predatory look of the rear spoiler is the first thing to catch the eye as the **Ferrari 550 GT Maranello** moves, completely flat, along the track. Its classic sports car shape gives this **SCX®** model spectacular lines. It loses almost no stability either going into or coming out of curves, so all inertia forces end up in a long, smooth skid which can be exploited by working the trigger to achieve attractive moves with the rear end.



A relatively moderate wheel base, short in comparison with other cars in its class, together with the generous guide distance, create a front triangle which enables it to take bends comfortably. The rear wheel track will make it easy to negotiate tight bends, making it a pleasant car to drive. The negative side of this **SCX®** model is its high weight, which slows down acceleration and prolongs braking distance; while this is not a cause for major concern, it needs to be borne in mind when racing the car.

The **Ferrari 550 GT Maranello** is a very similar car to others in its class, which puts a wider range of models on the starting grid without involving too many differences in performance.

* Tests conducted without supplementary magnet

Sport Table of Measurements

Wheelbase	79mm	Transmission type	4x2 direct rear
Distance	99mm	Transmission ratio	9/27 = 3
Wheel track	63mm	Guide type	Classic pivoting ARS
Wheel diameter	21mm	Screws	5 (2+2+1)
Car weight	91g		
Bodyshell weight	29.9g		

Motor	Rx42b 2007 version
Traction	Rear
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm

Product reference no.: **63740**



The Real Ferrari 550 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 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.

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.

Lilian Brynner, backed up by the drivers Enzo Calderari, Luca Cappellari and Fabrizio Gollin, took part in the race at Spa-Francorchamps in the 2004 FIA GT championship. Brynner's teammates are real warhorses of motor racing. Calderari has 11 podium positions and one win under his belt and Capellari 16 podiums and 5 wins, while Gollin has stepped up to the podium 24 times, with a total of 8 wins.

In that same year, 2005, a manufacturers' cup was staged alongside the competition. In the GT1 category there was a hard fight for the title, which finally went to the Swiss driver Gabriele Gardel, with a **Ferrari 550 Maranello**.