



The ultimate version of the classic FIAT 600 comes to SCX® tracks

SCX® PRESENTS THE FIAT ABARTH 1000

An up to the minute design for a true rally classic



SCX® presents the **FIAT Abarth 1000**, considered to be the ultimate version of a whole series of transformations of the basic FIAT 600. With an original red and white colour scheme and highly distinctive lines, this is a car which it is a pleasure to see driving on the track.

On the bonnet, which is red with a white border, is the number 38 with which the Dutch driver Rob Dijkstra raced in 1969. The front bumper on this model brought to you by **SCX®** is particularly prominent in black, featuring an air vent with a white stripe over it. At each side there is a Valvoline logo. Over the bumper, a little lower than the pair of round headlights, the attractive Abarth logo can be seen.

To one side of the Abarth logo is the number plate with its black background. Other unusual features of this **FIAT Abarth 1000** include the silver windscreen wipers which are joined together, and in particular the roof with its design of red and white squares as if it were a chessboard.



Most of the logos are to be found on the sides of this **SCX**[®] model. Over the front wheel is the name of the car model ("FIAT ABARTH"), while over the back wheel is that of the team ("SONY Racing Team") and a little lower down the logo of this Japanese brand. On the door is the driver's name (Rob Dijkstra) along with the number 38 in white on a black circle.



The silver-coloured wheels on this **FIAT Abarth 1000** are an original design, but the most surprising feature of this car is certainly the engine in the boot, with the lid held open by metal supports and the exhaust pipe leading out down to the bottom right. The number plate, with white lettering on a black background, is on the open lid of the boot.

Inside you can see the driver, Rob Dijkstra, shown with his hands on the steering wheel and a helmet in the same colour of red as the car bodywork. Behind the driver are the anti-roll bars. This is a classic car, to add an air of nostalgia to your **SCX**[®] races.



Track Trials



Part of the **SCX®** Classics range for quite a few seasons now, the **FIAT Abarth 1000** was the first of the great little cars which surprised everybody with their impressive performance despite their miniscule size.

To judge from the short wheelbase and guide distance and the narrow rear wheeltrain, along with a relatively high bodywork, the result should be a car which is hard to drive. However, in fact it is just the opposite. You'll find that the **FIAT Abarth 1000** is surprisingly safe and reliable to drive.



Even though it is a small car, the **FIAT Abarth 1000** stays snugly in its lane and does not skid easily. The tyres have an enviable grip thanks to effective grooves and adherent rubber. The rx41 motor proves adequate, delivering respectable speeds on the straight and reliable acceleration.

The front axle assembly is stable and the guide sits snugly in the slot. Having the motor as low as possible helps to keep the centre of gravity close to the road, which in turn helps to increase the stability of a **SCX®** model whose good behaviour represents a small revolution.

* Tests conducted without an extra magnet and following a slight tune-up.

Sport Table of Measurements

Wheelbase	62mm	Front bearing	No
Guide distance	71mm	Front crown gear	No
Virtual chassis width	27.5mm	Rear wheeltrack	45.5mm
Chassis clearance	1mm	Rear wheel diam.	16.5mm
Motor clearance	1mm	Rear wheels	Plastic 14.5x8mm
Pivoting arm	No	Rear tyres	Type 044. 16.5x8mm grooved
Adjustments	No	Rear bearing	Double-wall metal
Front wheeltrack	45.5mm	Rear crown gear	Scalextric grey plastic
Front wheel diam.	16.5mm	Car weight	73g
Front wheels	Plastic 14.5x8mm	Bodyshell weight	25g
Front tyres	Type 044 16.5x8mm, grooved	Lights	Yes

Digital chip	Not possible
Motor	Rx41
Motor type	Open compact
Motor mounting	Fixed to chassis
Transmission type	4x2 Direct rear
Transm. ratio	9/27=3 Rear
Guide type	Pivoting ARS vertical blades
Braids	Double, copper
Screws	1 (0 +0+1)
Ground effect magnet	Yes, adjustable

Product reference no.: **63850**



The Real FIAT Abarth 1000

The **FIAT Abarth 1000** is the final version of a whole series of transformations on the basis of the FIAT 600 dating back to 1960, when the racing Abarth 850 came out, and continuing in 1961 with the appearance of the first Abarth 1000.

The first version of the real car reproduced here by **SCX**[®] featured a rear-mounted 68-horsepower, 962cc engine with rear-wheel drive which delivered a top speed of 150km/h (just under 100mph). Right from the start the **FIAT Abarth 1000** became the great rival of the Mini Cooper, especially in mountain races.

The **FIAT Abarth 1000** series II appeared in 1964. The cooling system had to be improved, so the size of the radiator at the front was increased. To improve cooling, bars were fitted to hold the boot lid over the engine completely open. With 76 horsepower at 7,000rpm it reached speeds of 190km/h (nearly 120mph). The boot was held open to cool the engine better, but this also meant the lid acted as a spoiler, helping the car to hold the road better – an aerodynamic aid which was a revelation.

1965 saw the appearance of the third generation of this car brought to you by **SCX**[®], which differed from its predecessors in having a much bigger front bumper housing two extra radiators, one with water and the other with oil. The idea of the open boot was kept, and with 80 horsepower at 7,400rpm it got up to 192km/h. The series III only lasted a short time, as the series IV came onto the scene, delivering 85 horsepower at 7,600rpm and clocking up 195km/h (just over 120mph).

The final versions of the **FIAT Abarth 1000** were the Radials, first with twin Weber 40DCOE carburettors which took their performance up to 106 horsepower and five gears giving a top speed of 208km/h and then, with improvements to the same carburettors, 112 horsepower at 8,200rpm and an incredible figure of 215km/h (over 130mph). Obviously, from the first series onwards, the suspension and brakes were modified, fitting discs at the front and drums at the back.

In this case **SCX**[®] presents the **FIAT Abarth 1000** of the Sony Racing Team with which the Dutch driver Rob Dijkstra won the ETTC event at Zandvoort on 31st August 1969. A champion car with an absolutely ground-breaking design, which enthusiasts can now enjoy right from the moment they put it on the track.