



Ref. 63940 #88 Chevrolet® Impala SS™ “Dale Earnhardt Jr”



Dale Earnhardt Jr.'s Impala takes the pole position in NASCAR's Car of Today field.

SCX is proud to present the Impala SS driven by the most exciting driver in the 2009 Sprint Cup Series, Dale Earnhardt Jr. The National Guard Impala SS slot car is the second to be released by SCX for the son of the legendary driver.

The patriotic National Guard camouflaged decoration makes Jr.'s car stand out in the field of C.O.T. bodies. Striking white lettering on the hood of the #88 National Guard car grabs your attention as it circles the track.

Earnhardt Jr., who was voted the most popular driver in Nascar in 2007 for the fifth consecutive year, joined with Hendrick Motorsports in 2008. After a top 30 finish in the 2009 Daytona 500 Jr will be motivated to take his Impala SS back to the top 10.

The RX-42 powers Jr.'s car around the high banks of the Superspeedway's and a tilting-type motor pod assures a steady ride even while bump drafting the competition.

The common body is checked against body templates before each race to make sure it conforms to the standards for aerodynamic contours that Nascar has mandated. A standard body for the teams was put in place to help keep the costs of racing down and to try close the gap between the top 10 teams and teams that struggle to compete.

Modifications teams are allowed to do are more restricted than in the past. Suspension modifications and engine modifications are areas that the teams are having to use creativity to find speed especially since there are only minor adjustments to the front splitter and rear wing allowed.

The new body used the in Sprint Cup Series also provides a more secure environment for the driver. The drivers safety was a major concern when Nascar designed the body. The driver sits slightly closer to the center of the car and there is more head room which gives more of a buffer around the driver during a crash.

All of the changes have meant that racing is closer as all of the teams have been starting from the same place to try and learn what to do to the cars to gain speed and stay within the new, tighter rules.



Wheel base	87,2 mm	Transmission type	rear
Distance	161.7 mm	Transmission ratio	9/27=3
Wheel track	61.4 mm	Type of Guide	Pivotant ARS
Wheel diameter	20.6 mm	Front/Rear	Ø 20.6 x 9.8 mm
Car weight	90 gr	Motor	19000rpm