



The Competition



NEW

The origins of the World Rally Championship go back to 1973. During the competition a total of 10 events were held in various countries, mostly in Europe but also some in Africa. In their order on the calendar: Monaco, Sweden, Portugal, Kenya, Greece, Morocco, Finland, Italy, Corsica and Britain. The car SCX presents on this occasion raced in the Lombard Rally of 1981. This event was replaced some years later by one on French soil, specifically in Corsica.

The Audi Quattro won the first rally it competed in, held in Austria in 1980. Over the following season the model continued its spectacular progress, winning several victories in the 1981 World Championship, including the San Remo rally where history was made when a woman won an international rally for the first time. Michèle Mouton drove to victory at the wheel of an Audi Quattro.

The maker with the four rings logo won the manufacturers' world championship in 1982. In the following year Mikkola and Hertz, with four wins and three second places, became world rally champions. In 1984 Audi achieved the double, winning both the driver's (with Stig Blomqvist) and manufacturer's World Rally Championship.

Audi Quattro Coupé



The SCX car

SCX presents the Audi Quattro Coupé with which the Finn Hannu Mikkola and his co-driver, the German Arne Hertz, competed in the 1981 World Rally Championship. This model by the German manufacturer is characterised mainly by highly sporty lines, especially when compared with other designs at the time. The nose is simply spectacular, with an attractive pair of lights complemented by two round headlights which, in the actual competition, served to enhance the driver's vision.

From the side view look out for the special decoration on the doors for the 1981 Lombard Rally, the low sports suspension and the wide low-profile tyres finished off with the manufacturer's markings. Also worthy of note are the white alloy wheels. This is a long car with very straight lines, like many sports cars of the time.



The car used four colour tones: white, which predominates and contrasts with the red, grey and black. These last three tones are also used for the stripes decorating the car on the top from the nose to the rear. These colours were the ones used at the time in Audi's corporate image. Also, the typefaces used on the different stickers follow the Audi style in the 80's.

Moving inside, SCX painstaking attention to detail can be seen, in particular the driver's clothes and accessories, including gloves, one-piece helmet (a typical model of the time) and overalls. The vehicle's cabin, like the rest of the car, is full of vintage style: straight lines along with the typefaces and logos typical of the early 80's. From the back, the large white spoiler is particularly eye-catching, improving the car's aerodynamics and making it even more spectacular. The black ventilation grilles are finished off with a red stripe which appears to prolong the brake lights. Finally, the twin exhaust pipe fits into the lines of the bumper, itself finished off with two red lights, one at each end.

The real car

The Audi Quattro's debut in the World Rally Championship was a veritable revelation, as this was the first time a manufacturer had entered a car with four-wheel drive.

The German firm proved that other makers who thought such a system was too complex and heavy for sports cars were wrong, with results, victories and titles. Most of the manufacturers realised that the era of two-wheel drive had come to an end.

Even more important than the wins was the success of the innovative Quattro technology in production vehicles. From the official launch of the Audi Quattro in 1980 onwards, the maker from Ingolstadt fitted many of its vehicles with this system and it has been widely used by most car manufacturers, in both production and competition vehicles.

The Quattro concept, which is now 25 years old, involves not only the drive system but also safety and more dynamic performance..

