



The car that has dominated all the Le Mans races throughout this century comes to
SCX® circuits

SCX® PRESENTS THE AUDI R10 TDi



With this car Audi has managed to combine a classic design with a retro air and the very latest technology

SCX® presents its **Audi R10 TDi**, the car that has dominated the circuit at La Sarthe since the turn of the century. With its powerful diesel engine, this model combines the Audi R8's glorious pedigree with the latest in innovation and technology.

The front end of this scale model from **SCX®** is divided into three parts: the centre section, which leads into the driver's cockpit, and two side ones which house large headlights. Specially designed to compete in endurance races, these lights enable the driver to race all night and in poor visibility conditions.

Between these three parts, the **Audi R10 TDi** has two enormous air intakes to keep the powerful diesel engine cool, as it reaches higher temperatures than petrol engines. This combination of shapes gives the vehicle an unusual appearance which, together with the driver's completely open cockpit, has a certain retro air to it.



From the front, the **SCX**[®] model has the team logo in the centre, followed by the main sponsors' logos, the car's number, a first telecommunications aerial and finally the German flag. On each side are large air intakes to diffuse the heat given off by the tyres when they are worked hard.

Like the original **Audi R10 TDi**, this **SCX**[®] car has various aerodynamic features and ventilation grilles on the sides.

Eye-catching graphics on the sides of the **SCX**[®] car include the name of the new TDi diesel engine, the German flag of the team and the logo of Shell, supplier of the fuel used and sponsor. The wheels, like those of its arch-enemy on the track, the Peugeot 908, carry the blue and white Michelin logo.



The decoration on this **Audi R10 TDi** is meticulous down to the last detail, with logos on the rear-view mirrors, the driver's overalls and helmet in colour and the safety bars showing the names and nationalities of the drivers at the sides.

Finally, the rear end of the model is dominated by a large spoiler with a design to match the combination of hard flat surfaces and soft curves which characterise the rest of the bodywork. Once again, the name of the new engine stands out: Audi TDi Power.

In the back view of the **SCX**[®] **Audi R10 TDi** two imposing exhaust pipes stand out, framed between discreet brake lights.

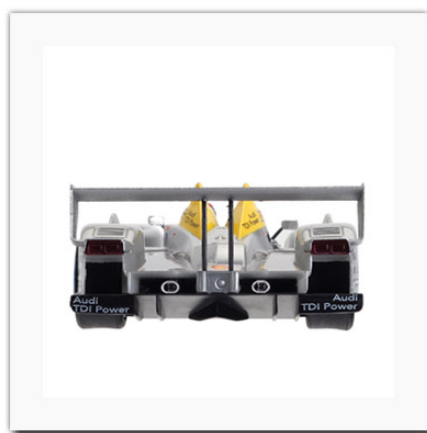


Track Trials



This is a spectacular scale model with exceptional proportions to make it a fast, comfortable drive. The bodywork is long, wide and very low, giving it a layout on the chassis which is sure to work on the track.

And it certainly does work! The **Audi R10 TDi** from **SCX®** turns flat, like an enormous low mass which gets ahead safely on the straight, accelerates evenly and begs to take curves at medium speed, taking wider curves fast. A lively motor shifts the car firmly and the separate motor bed holds the track better than if it were fixed.



This model also features a new version of the **SCX®** ARS pick-up guide. It keeps the system of contact runners but gives smoother turns. It is lower in the chassis so that the car sits flatter on the track.

The real diesel engine cannot be reproduced to scale. The mechanical similarity with the other **SCX®** GT models means there are no dramatic differences between them. Nevertheless, we have a lot in our favour with the new **Audi R10 TDi**... and don't tell anyone, but such a wide car is very, very hard to overtake.

* Tests conducted without extra magnet

Table of Sport Measurements

| | | | |
|------------------|-------|--------------------|----------------------|
| Wheelbase | 93mm | Transmission type | 4x2 direct rear |
| Distance | 103mm | Transmission ratio | 9/27 = 3 |
| Wheeltrack | 62mm | Guide type | ARS new 2007 version |
| Wheel diameter | 21mm | Screws | 5 (2+2+1) |
| Car weight | 83.5g | | |
| Bodyshell weight | 19.8g | | |

| | |
|----------|---------|
| Motor | RX-42 B |
| Traction | Rear |

Product reference no.: **62750**



The Real Audi R10

At first sight the **Audi R10 TDi** is very similar to its predecessor, the Audi R8. But it features an innovation which marked a turning point in endurance races: the new V12 turbo diesel engine.

This engine has an aluminium block with a cylinder bank angle of 90 degrees, providing the car with 650 horsepower. The cubic capacity is 5.5 litres, the maximum permitted by the regulations for this type of car and race. Fuel induction is by a high-pressure direct injection system. Two turbocompressors are responsible for giving the system over 2,000 bars of injection pressure, much higher than in production cars. The greatest advantage of this engine is its fuel consumption, which is lower than that of the Audi R8's supercharged direct fuel injection petrol power plant. Basically, with a 90-litre tank the **Audi R10 TDi** can go 27.3 kilometres further than its predecessor.

The result of leading-edge engineering, the engine is environment-friendly, featuring two particle filters as well as generating a low level of noise emissions. This is why the car no longer releases the classic flames which can still be seen in petrol-driven cars due to traces of fuel not burnt up by the engine.

However, the innovations in this German manufacturer's new two-seater go far beyond the new power plant.

The new chassis/bodywork unit features a light bodyshell which is fully integrated with a one-piece chassis – similar to Formula 1 cars. The **Audi R10 TDi** has a sharper nose and a slimmed-down body, and the spoilers are centrally-fitted. These changes are to improve the aerodynamics, partly compensating for the weight of the new diesel engine, which is heavier than the 3.8 V8 it has replaced.

Because the diesel engine generates much more heat than its predecessor, the air intakes have been redesigned to improve cooling.

In comparison with the previous model, the **Audi R10 TDi** makes greater use of on-board computers to control its main systems. This simplifies the cockpit design, there being less switches for specific functions.

The **24 hours of Le Mans** is an unusual endurance race, outside any world championship in this category. It is held once a year, in June, at the circuit of La Sarthe, near Le Mans in France. Organised by the Automobile Club de L'Ouest (A.C.O), it is the most famous endurance competition in the world.

The competition is held on a semi-permanent circuit which, in its current form, is 13,650 metres in length, most of it on sections of road which are open to the public the rest of the year. Normally, around 50 vehicles compete simultaneously in different classes and categories, from specially-designed prototypes to production models. The winner is the vehicle which covers the greatest distance in 24 hours of continuous racing. In recent years, each car has been driven by a team of three drivers.