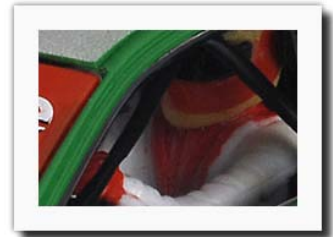




Design and power in this mouth-watering new model from the German manufacturer

SCX® PRESENTS THE AUDI A4 DTM

Unleash Audi's new colour scheme and turn your SCX® track into an authentic DTM circuit



SCX® brings you the new **Audi A4 DTM** driven by the German Pierre Kaffer, a car which is striking at first sight because of its largely green colour scheme with touches of grey on the bodywork. With this vehicle the German manufacturer has kept the familiar lines of the street model with its five doors.

The most striking part of the front view is the aggressive nose with an air intake in the centre. There are small side spoilers to the left and right, along with a pair of elongated headlights almost completely surrounded by different logos.

On the nearest part of the bonnet to the radiator grille this **SCX®** model has a large Castrol logo and above it the number 14 of its German driver, Pierre Kaffer. The windscreen is fitted with a single wiper and at the top is a stripe with the Vodafone logo.



The side view reveals very sporty lines, making the car highly aerodynamic. Above the front and rear tyres are air intakes and outlets which make this car a particularly striking model. It is worth taking the time to look carefully at these details on the mudguards, which cool the brakes without sacrificing looks. Also worth a look are the side exhaust outlets located under the doors, which determine the shape of the grey-painted side skirts.

The wheels are spectacular, in grey with lots of spokes, and the tyres feature the Dunlop logo stamped on them in yellow, giving them an aggressive air. The Castrol logo appears once more on the doors along with the car's race number.



Other logos to be found on this **Audi A4 DTM** include those of Ptc and H&R low down on the side. The rear window has the now habitual flag showing the driver's nationality, German in this case, together with his name.

The interior of this **SCX**[®] car also features eye-catching details including the driver with decorated helmet and overalls, as well as the anti-roll bars to protect the occupants in the event of an accident and the petrol cap in the rear side window.

The rear view reveals a spoiler with the Audi logo, together with three other logos belonging to the main sponsors' brands: Castrol, Dunlop and Blaupunkt. The rear window also has a logo on it, this one belonging to Bosch. On the all-grey roof are the distinctive four rings of Audi and the driver's name in large letters. The rear end is also largely grey, with aerodynamic features behind the wheels to help the spoiler in its struggle to keep the car's grip on the track. This attractive double spoiler gives the back end of this **Audi A4 DTM** an image which is as aggressive as that of its front end.



Track Trials



The **Audi A4 DTM** is a model which, despite its size and weight, offers top-class performance in comparison with its theoretical rivals on the track. The general lines of the chassis, wheel base and distance, among other features, together with the lack of overhangs in the bodywork at front or back, make the car more compact and easier to drive. It accelerates well, keeps its tail well in line on the straight and brakes safely. While it oversteers somewhat when taking bends, this can be compensated for with controlled skidding.



As usual on circuit cars, this **Audi A4 DTM** features the tilting motor cradle which has become a classic in **SCX® Original** cars. This model features smooth, easy tilting, with small but effective play, which fulfils its task of making the car more dynamic, with a smooth drive which will never let you down.

The **Audi A4 DTM** by **SCX®** is a car with entirely dependable performance which can be driven taking advantage of its high average speed and the ease with which it eats up the distance without always needing to think about how to negotiate the next difficulty on the track.

* Tests conducted without supplementary magnet.

Sport table of measurements

Wheel base	88mm	Transmission type	direct rear
Distance	99mm	Transmission ratio	9/27 = 3
Wheel track	58mm	Guide type	Pivoting ARS
Wheel diameter	20.5mm	Screws	5 (2+2+1)
Car weight	91g	Other	Moving bed
Bodyshell weight	31.5g		

Motor	RX-42 B
Traction	Rear
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm

Product reference no.: **62930**



The Real Audi A4 DTM

The Audi Sport engineers not only used information from the TT in developing the A4, but also took advantage of all the valuable experience garnered from the development of the successful R8 in order to enhance the performance of their new touring car.

This **Audi A4 DTM** is a model rated at 480 horsepower, delivered by its four-litre V8 engine. This model shows what an excellent job the Audi engineers have done, as it has cemented its position as the rival to beat and the main competitor to Mercedes.

The driver behind the wheel of the **Audi A4 DTM** is the German Pierre Kaffer. Born in Bad Neuenahr-Ahrweiler on 7th November 1976, he is currently based in Switzerland.

Kaffer competed in karting from 1990 to 1993, winning the WAKC championship, and in 1994 he moved up to German Formula Ford, in which he only raced for two years. After taking the German Formula Ford title in 1995, he took part in the German Formula Opel, where he won the title in 1996. His next step was into Formula 3, in which he raced from 1997 to 2001, taking third place in the final table in the 2000 edition. He also won third place in the Porsche Carrera Cup in 2002 and the Porsche Supercup in 2003.

In 2004 Kaffer chalked up further successes. The German driver finished second in the Le Mans endurance series and won the 12 Hours of Sebring at the wheel of an Audi R8, in his most outstanding victory to date. In 2005 and 2006 he raced as a driver with the Audi Sport Team Joest in the DTM series.

The **DTM** is one of the most spectacular championships in the touring car circuit. It is the leading series of races at national level and features manufacturers like Mercedes-Benz, Audi and Opel. It also boasts stars like Mika Hakkinen and Jean Alesi.

The **DTM** was set up in 1984 for private teams only, under FIA rules. It was so successful in Germany that it attracted the attention of the country's top manufacturers, rapidly becoming the most technical category for touring cars. The technology used and the team budgets are only exceeded by those currently used in Formula 1.

DTM is currently experiencing new "glory days" with top-class drivers like Jean Alesi, Heinz-Harald Frentzen, Mika Hakkinen, Alan McNish, all of them ex-Formula 1. It also features a calendar including visits to Europe's top circuits, including Brands Hatch in England, the Circuit de Catalunya in Spain, Le Mans in France and Zandvoort in Holland.