



Dani Sordo's C4 WRC comes to the SCX® track

## SCX® PRESENTS THE CITROËN C4 WRC

Drive to victory with today's most promising Spanish driver



This new **Citroën C4 WRC** from **SCX®** stands out right from the start because of its aggressive front end, with a very prominent air intake carrying the Citroën name. This French manufacturer's logo can be seen on the radiator grille, and on the bonnet the Total logo appears together with the symbol of the Monte Carlo Rally.

The most striking things about this model are the flat lines that make up its shape and the colour scheme, a bright red combined with the bold white of the roof and many of the logos and stickers. It also features a pair of wipers on the windscreen and at the top of this the name of the car. Don't miss the elongated headlights or the outlets on both sides of the bonnet next to them.

The wheels on this **SCX®** model are white, as usual on rally cars, and with their numerous spokes combine with Pirelli tyres which add black to this great vehicle's colour scheme.

The **Citroën C4 WRC** is driven by Dani Sordo, from Cantabria in northern Spain, as shown by his name on the rear side window. His race number 2 can be seen in different places, including the driver's door, next to the symbol of the Monte Carlo Rally, and on the rear side window, where it is also accompanied by the Spanish flag.

The roof on this **SCX®** model is highly eye-catching. The white stands out strongly against the predominant red, as well as emphasising the Spanish flag decorating an air intake. Here too the race number and Citroën logo appear, with two aerials between them, one shorter than the other.



The Magnetti Marell, Sabelt and Le Coq Sportif logos appear at the back of the **Citroën C4 WRC**. This part of the car is highly aerodynamic, with a double spoiler standing out between the two window panels. The model has a single exhaust pipe in the middle, integrated into the lines of the car, and features two separate rear window panels, one of them more or less vertical and the other horizontal.

The rear lights, elongated in shape, are at each side of the vertical rear window. The most eye-catching feature, however, is the yellow number plate with the Pirelli logo underneath it and the Citroën logo above it.

The interior is once again meticulously detailed by **SCX**<sup>®</sup>, with high-quality finishes on the driver and co-driver's gear, the latter even holding a route map in his hands. Other details include the anti-roll bars and the spare wheel. A 100% rally car for a driver who may go far in the next few years.



## Track Trials

The **Citroën C4 WRC** is a car which is very much in the style of the great rally cars **SCX®** have produced historically. On equal terms with highly successful models on the tracks, it is a good choice for lining up against its natural rivals in the catalogue, including the Subaru Impreza, Citroën Xsara, SEAT Córdoba or Mitsubishi Lancer.

The classic mechanics of **SCX®** rally cars go together with perfect transmission of force to the ground thanks to a flat chassis, which along with well-sized wheeltrack and guide distance give it an enjoyable performance. This is heightened by the bodyshell not creating too much inertia thanks to its compact profile, reasonable height and absence of overhangs. The “slipper” shape – it has no projecting boot – gives this model a clean skid.



Faster and with greater acceleration, the RX81B motor makes any **SCX®** model nippier than ever. Add to this a smooth transmission and quality tyres fitted as standard, giving stability to the rear drive train and avoiding annoying long skids. The bodyshell comfortably allows the play you look for in sport driving, to loosen screws and eliminate parasitic inertia and vibrations, making it easier to tune up.

On the track the **Citroën C4 WRC** is a car which gets ahead on the flat, its guide secure in the slot thanks to the lowered front profile, which drifts just the right amount, just when you want it to. Highly trustworthy, it moves ahead firmly, and even without running in or tuning up it provides the kind of excitement you only get from other cars after hard work on the bench.

\* Tests conducted without supplementary magnet.

### Sport Table of Measurements

Wheelbase	80mm	Transmission type	4x4 double pinion
Distance	92.5mm	Transmission ratio	9/27 = 3
Rear wheeltrack	58mm	Guide type	Classic pivoting ARS
Rear wheel diameter	19.5mm	Screws	5 (2+2+1)
Front wheeltrack	57mm		
Front wheel diameter	19.5mm		
Car weight	87.8g		
Bodyshell weight	29.8g		

Motor	RX-81 B 19,000 rev.
Traction	Rear
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm

Product reference no.: **63040**



## The Real Citroen C4 WRC

The **Citroën C4 WRC** brought to you by **SCX**<sup>®</sup> is a vehicle with four-wheel drive and a 2-litre turbo engine coupled with a transversal 6-speed gearbox. It was one of the top attractions at the Paris car show in 2006 and became the official vehicle of the Citroën Sport team in the World Rally Championship (**WRC**) from 2007 onwards.

A particular feature of the **Citroën C4 WRC** are its measurements, over 4.20 metres long. Under the regulations this allows it to benefit from greater width, theoretically giving greater stability on bends. In accordance with the new rules, electronic driving aids have been reduced.

The driver from Cantabria in northern Spain, **Dani Sordo**, competed during the 2006 season in the top category of the World Rally Championship, in which he finished in a very respectable fifth place, achieving four podium positions, in the Catalan, Corsican, Italian and German events. In 2007 he gained seven podium positions, climbing to fourth place in the final world championship table.

His co-driver, the Catalan **Marc Martí**, has wide experience in the World Rally Championship. He made his début as far back as 1992 and since then has played his part in three victories in the championship, all of them in a Citroën Xsara WRC: the 2001 Rallye de France - Tour de Corse, the Turkish rally in 2003 and the Argentinian rally in 2004. This driver and co-driver team won the WRC Junior title in 2005.

The **WRC** was first held in 1973. By 1976 a total of 10 rallies were held in different countries, largely European but also including some in Africa. In its early days the **WRC** was open to teams of any kind. This meant that it attracted just a handful of professionals and large numbers of amateur competitors. Today it is entirely professional, and only ten teams and about twenty vehicles take part.

The calendar covers most of the year, kicking off in January and coming to an end in November. Just how popular the championship has become is shown by the number of countries holding rallies, 16 in all, including Monaco, Sweden, Mexico, Spain, France, Argentina, Italy, Greece, Germany, Finland, Japan, Cyprus, Turkey, Australia, New Zealand and Britain.