

SCX[®] PRO

1:32 SCALE RACING SYSTEM

HIGH PERFORMANCE

Enjoy a new SCX[®] PRO model, with elegant Audi lines and a colour scheme up to the same standard

SCX[®] PRESENTS THE AUDI R8 PRO

Driven by a Japanese and a Dane for a Belgian team, this Audi oozes originality



SCX[®] brings you a new **Audi R8 PRO**, with an elegantly original yellow and white colour scheme all over the car. This model in the **PRO** range from **SCX[®]** represents one of the vehicles belonging to the Belgian Audi Club team, and therefore it is a large version of this country's flag which appears on the side.

The front of this model finishes in a nose in three parts. The middle one is the widest and covers the whole of the driver's area, while the narrower side ones have the pair of headlights low down on the front, below which Elf logos can be seen. Here at the front it is finished off in yellow, in contrast to the white which covers most of the car and is dotted with different logos, including those of Konami, Takara, Michelin and the Belgian Audi Club. The picture of the Procoeur figure is especially prominent in the centre, just in front of the driver, along with the unmistakable Audi rings.

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Just behind the headlights of the **Audi R8 PRO** the large wheel arches with their air vents can be seen. On one side of the car the air vent carries the car's race number and on the other the Belgian flag indicating the team's nationality. Behind the driver, on the side of the car, the Japanese and Danish flags are also to be seen, showing the nationalities of the two drivers (S. Ara and T. Kristensen, respectively) behind the wheel of the full-size version of this car.



The driver's cockpit is open on this **SCX[®]** model. You can therefore clearly see all the detailing on the driver, with helmet and overalls in the appropriate colours. To either side of the driver, above the air intakes, are the wing mirrors, each of them decorated with the Elf logo. The anti-roll safety bar rises up behind the driver.

There is an air vent on the side of the **Audi R8 PRO**, next to a large Belgian flag, together with the car's race number, 25. Once again there are the same logos as appear on the front, and the grey spoked wheels with Michelin tyres – featuring the manufacturer's logo – are particularly eye-catching.

The large white spoiler stretching across the width of the car with its yellow ends is the most striking feature of the rear end of this **SCX[®]** model. From behind the slogan "Audi Team GOH for Belgium" can be seen. Below it are the rear lights, which are no less original in their design than the headlights: each side has two circular lights, one larger than the other. The twin exhaust pipes are separated in the middle of the car. This **Audi R8 PRO** simply oozes elegance from all four sides, but on the track it is more than just a pretty face, as you will find out.

With the **Audi R8** the **SCX[®] PRO** series takes you into the world of Rallyslot competition. A world where the models are not just imitations of the actual cars, but authentic scale machines designed to deliver performance and results on the track. Many of the most advanced technologies and ideas in today's competition are featured in a PRO car, which brings together the very best of old and new ideas. Someone once said that everything in a racing car serves a purpose, and if not it is not there. These cars come to you having been designed and developed on the same tracks as they are to race on.

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The chassis of the **Audi R8 PRO** is a great idea put into practice. The motor and the rear axle assembly are supported on a sub-chassis, exclusive to **SCX[®] Pro** models, which flows separately from the rest of the car. It represents the principle of breaking up rigidity taken to its logical conclusion. Having rear wheels moving separately from the rest of the vehicle makes all the car's movements at high speed smoother.



The model takes bends better and also enjoys better traction, both of which are improved by means of the multiple settings on the chassis. The movable mountings for the motor are adjustable, and can even be blocked, and the height of the front axle assembly can be set.

The **Audi R8 PRO** follows the slot like a train on rails. A car with an exceptional guide distance and generous in width which, thanks to the motor bed and the independent rear axle, adapts well to variations in the road surface.

It leaps forward with an enormous pull from the motor, which has been overhauled for this 2008 version. It never stops clocking up faster and faster laps. The car enters bends firmly, with enormous power and clean braking which allows it to take the bends fast. It holds the line of the slot easily and can go into the next straight with added inertia and a notable ability to keep straight as it drives. The Audi takes one bend after another fast, with easy skids if the driver wishes, or if not with the rear end under control it is a model which is very pleasant to drive.

The standard transmission chosen for this model is 10/26, which is a lot – in order to make high speeds on the straight achievable. The body of the crown wheel is bronze for greater toughness. You can experiment with the different gearings which are possible with these **SCX[®] PRO** models.





Aluminium hubs and balanced axles. New crown wheels, new pinions and multiple setting points.

Innovative movable motor bed, so that the motor and rear axle assembly can move in all directions (inertia, lengthwise and dynamic side pivoting movement). Adjustable and blockable. First car on the market with dynamic internal gripper braking, plus the option of removing this feature.

The overhauled pick-up guide works better in the slot, even on fast sections of chicane, where the tail end moves freely, a safety feature which is highly prized while racing.

The movement of the motor bed was exploited to create a gripper brake (white rubber) which touches the crown wheel when the car slows down, increasing its already considerable potential braking force, so that braking can be harder than ever. With the brake in use (it is removable), the car behaves as it would without it during acceleration and on the straight, but not when it goes into a bend.

A long-case Mabuchi-type motor bed different from the standard one used for other manufacturers' motors was created, with the same exterior measurements as the car's original bed. The **Audi R8 PRO** can take any motor without losing either the character or the behaviour provided by the geometry of its chassis.

SCX® PRO cars are the only ones on the market to come with a maintenance and driving manual featuring several pages of professional instructions to help you work with and improve the car.

* Tests conducted with out-of-the-box specifications and a slight tune-up

Sport Table of Measurements

Wheelbase	84-86mm	Rear wheel track	63mm
Guide distance	101-103mm	Rear wheel diameter	20mm
Virtual chassis width	38mm	Rear tyre	19x10 type 057, PRO slick
Motor bed	Movable, adjustable mobility	Rear wheel	17mm balanced aluminium
Swivel arm	No	Bearing	No
Settings	Front wheel track, motor bed, brake	Crown wheel	Bronze/plastic PRO
Front wheel track	63mm.	Car weight	78g
Front wheel diameter	17.5mm	Bodyshell weight	22g
Front tyre	17.5x10 type 056. PRO slick	Lights	No
Wheel	16mm balanced aluminium	Digital chip	Not possible
Bearing	No	Motor	Rx4h (ProSpeed 2008 version)

Motor type	Open compact
Motor mounting	Separate bed. Exclusive PRO system
Transmission type	4x2 direct rear
Transmission ratio	10/26 = 2.6
Guide type	2008 Moving PRO
Braids	Single. PRO
Screws	2 (1+0+1)
Ground effect magnet	No
Others	Motor Offset -0,5mm.

Product reference no.: **50610**