



Enjoy the car with which Citroën hopes to regain the championship for Sébastien Loeb

SCX® PRESENTS THE CITROËN C4 WRC

Measure up against rivals like the Subaru Impreza or the C4's own predecessor, the Citroën Xsara, with a vehicle that provides exceptional excitement.



SCX® brings us the **Citroën C4 WRC**, the successor to the Citroën Xsara with which Sébastien Loeb broke so many records, and with which the French driver made his victorious début at the Monte-Carlo Grand Prix. It also took his team-mate Dani Sordo to second place on the podium, providing the kind of start to the 2007 season that Citroën had dreamed of.

The **Citroën C4 WRC** is a sporty car with flatter lines than usual. Its shape is designed to seek the best possible air flow, making it more aerodynamic. Thus, the windscreen is more steeply sloping than usual and the line of the roof finishes at the top of the boot, giving the whole car a very modern look.



SCX® has given us a nose with a lot of logos and the highly striking Citroën chevrons on the radiator grille. The aggressive front end is accentuated with special headlights which fit in perfectly with the modern lines of this vehicle. The bonnet has two locks and two air intakes, while the windscreen has the two wipers that are essential in any rally. The roof is mostly white, with a single air intake decorated with the French flag, the Citroën logo, two small aerials and the driver's number 1.

The wheels on the **Citroën C4 WRC** are white, like the roof, and go perfectly with the red of the rest of the car. The tyres carry the logo of their manufacturer, BF Goodrich. The bodywork gets wider at the wheels, so giving the car better balance. **SCX®** has not forgotten details like the driver's name on the windows and, inside, both the driver and co-driver – who we see checking his notes – are wearing helmets and overalls in the appropriate colour scheme. The interior also includes the roll bar.



At the rear of this latest Citroën rally model, the striking double spoiler stands out, under which there is a smaller horizontal window than usual and the boot, also with locks, and the projecting exhaust pipe. The red of the whole car contrasts with the yellow of the number plate and increases, if possible, the C4's aggressiveness.



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.



The RX-81B motor, delivering 19,000 revs, is fitted in all this year's new cars. Faster and with greater acceleration, it 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 this 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, when you want. 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	92.5mm		

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.: **62560**



The Real Citroën C4 WRC

This year, 2007, the **Citroën C4 WRC** came onto the scene as a replacement for the successful Xsara with which **Sébastien Loeb** and his co-driver **Daniel Elena** won the championship in 2004, 2005 and 2006. Citroën's new car is a little longer and wider, which may give it greater stability. In accordance with World Rally Championship rules, the engine is still a 2-litre 4-cylinder turbo, but limited by the size of the inlet flange. In this form it delivers 315 horsepower at 5,500rpm and a torque of 580Nm at just 2,750rpm. This gives the impression of enormous potential, which is also combined with a wide range of use. Thanks to its 4-wheel drive and weight of 1,230 kilos (the minimum authorised by the regulations), the **Citroën C4 WRC** can go from 0 to 100km/h in about 3 seconds. Top speed depends on the developments used in each race, but does not normally go above 220km/h.

It measures 4.27 metres in length by 1.80 metres wide, while the wheelbase is 2,608mm and the wheel track is 1,598mm. Transmission is to all four wheels, and the vehicle has a semi-automatic six-speed sequential gearbox together with a carbon three-disc clutch. It makes use of rear brakes ventilated with four-pot callipers, while the front brakes have six-pot callipers when used on asphalt. Braking force is distributed between the front and rear axle using a control inside the vehicle which can set it when the driver wishes. Finally, the tyres fitted are made by BF Goodrich, using 225/40 R18 on asphalt and 215/65 R15 on earth.

The **Citroën C4 WRC** made its début this year at the Monte-Carlo Grand Prix, where it took **Sébastien Loeb** and **Dani Sordo** to first and second place on the podium, which augurs well for the potential of a car which had never raced in the World Championship before.

The **World Rally Championship (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 order: Monaco, Sweden, Portugal, Kenya, Greece, Morocco, Finland, Italy, Corsica and England.

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 10 teams and about 20 vehicles take part. 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 and Argentina.