



A new colour scheme for the Citroën C2 JWRC
hits the SCX circuit

SCX® PRESENTS THE CITROËN C2 JWRC

The results from 2007 show that this is a car with
a great future in Rally championships



SCX® presents the **Citroën C2 JWRC** driven by **Dani Balasch** and his partner, co-driver **Manel Muñoz**.

The first thing you notice is the small size of the model. At the front of the **SCX® Citroën C2 JWRC** there is a small radiator grille with the manufacturer's logo over it. The number plate is underneath this, in the centre. Under the headlights are the Belson and Michelin logos.

The bonnet of this **SCX®** model is decorated with the logos of the team's main sponsors, Total and RACC, next to that of the Cantabria Rally. There are some striking details on the windscreen, including the pair of black wipers at the bottom and the Citroën Sport C2 team logos at the top.



On the roof, which is practically free from decoration, the attention is grabbed by a large Citroën logo. There is also a discreet RACC logo on the front edge, and a small air intake. A telecommunications aerial in black breaks up the smooth surface.



On the side, the **Citroën C2 JWRC** from **SCX**[®] has various red marks on the otherwise yellow background, adding movement to the car's design. On the driver's and passenger door the number 44 stands out, along with the rally sponsors. The driver and co-driver's names can be seen on the rear side windows, together with the typical small flags denoting their nationality. Another feature worth pointing out is the white wheels with a large number of spokes and the Michelin name on the tyres.

Particular care has been taken over the interior of the cabin, with detailed finishes on the occupants' gear, including helmets, gloves, seatbelts and a notebook. The spare wheel and the white anti-roll bars are especially noticeable.

At the back, the centre exhaust pipe catches the eye, while there are more red marks on the back door. The whole is topped off by the rear spoiler, which once more displays the main sponsors' logos.



Track Trials



A real car of this size is highly manoeuvrable on zig-zags. On **SCX®** tracks, however, this is not the case; on the contrary, the smaller the chassis the lower the performance of a scale car with a pick-up guide in a slot in comparison with a longer or wider model. The guide itself is the fifth point of contact with the ground for a **SCX®** car, and what makes it physically different from a real one.

The lighter weight and shorter distance between the guide and the rear axle, along with the car's smaller width, sometimes result in cars which are more radical in their movements. Just like the real car, the **Citroën C2 JWRC** from **SCX®** is a real school car, a small machine equipped with the engine and transmission of a standard vehicle, highlighting the virtues of a well-balanced chassis.



Driving at a relatively gentle rate you will see that neither the guide nor the tail end misbehave, but as you speed up you will have to start taking care with sudden accelerations.

Accelerating with the car straight, once you are out of the bend, is the way to gain speed without skidding. Position the car properly and take curves better by braking early and not rushing into bends.

Like any machine it needs a little time to adapt and run in. In fact, the original tyres will improve their grip as they do more laps, and the gearing will loosen up so that it runs increasingly smoothly. A short time in the workshop and thought about improvements will give you a perfect car to improve your driving technique, as with the **Citroën C2 JWRC** it's you, not the car, that's in control.

* Tests carried out without extra magnet.

Sport Table of Measurements

Wheelbase	74mm	Transmission type	4x2 rear
Distance	84mm	Transmission ratio	9/27 = 3
Wheeltrack	54mm	Screws	5 (2+2+1)
Wheel diameter	19mm		
Bodyshell weight	28.3g		

Motor	RX-41
Traction	Rear
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm

Product reference no.: **62840**



The Real Citroën C2 JWRC

In competition, despite its relatively short life in comparison with other models, the **Citroën C2 JWRC** reproduced by **SCX**[®] has reached the top of its class extremely quickly.

This vehicle, which made its debut in 2004, managed in 2005 to win the Junior championship with Dani Sordo at the wheel. Its speed and reliability, on both tarmac and earth, are the keys to this resounding success.

In May 2005 the **Citroën C2** driven by **Dani Balasch** earned third place in the Cantabria rally. This achievement by **Dani Balasch** placed the driver from the **RACC Motor Sport** team among the leaders in the two junior cups in the Spanish rally championship.

In the end **Dani Balasch** and his co-driver **Manel Muñoz** finished sixth among the Citroën C2s, which left them just four points short of the title. However, this did not stop the Catalan from triumphing in the junior trophy. The overall result of the season is very good for the **RACC Motor Sport** driver, as staying in the running with highly experienced drivers right up to the last race in the championship is a great success.