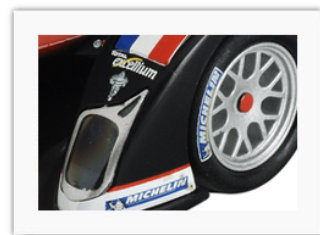
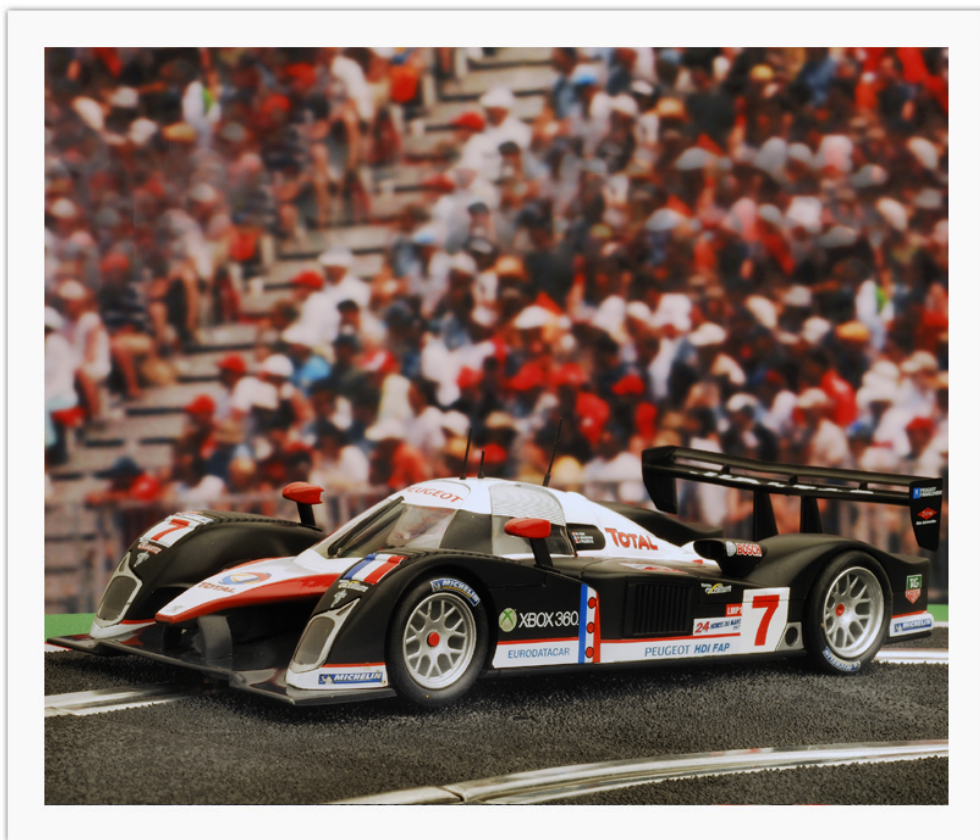




The French manufacturer's bid to topple the Audi R10 which has won the last three editions of Le Mans comes to SCX® circuits

SCX® PRESENTS THE PEUGEOT 908 HDi FAP

Peugeot technology and reliability are combined in a car with an imposing appearance



The new **Peugeot 908 HDi FAP** from **SCX®** is here to challenge its rival, the all-powerful Audi R10, on the track.

This is a car designed to deliver a high top speed, with strikingly aerodynamic lines. Its front end is divided into three parts, with the headlights at the sides and the driver's cockpit in the middle. Between these sections are two enormous air intakes which, in the real car, serve to cool the diesel engine. The sponsor's logo stands out right at the front, with the French manufacturer's grey lion silhouette underneath.

Although it is a racing car, the **Peugeot 908 HDi FAP** from **SCX®** is equipped with headlights to enable it to race all night in endurance events. The **SCX®** model, just like the real car, has indicators. The decoration of this front section includes the French flag on one side and the car's race number on the other.



The size and shape of the windscreen give the driver a wide field of vision, only interrupted by the team logo at the top. A chunky windscreen wiper is mounted vertically in case it is needed.

The **SCX®** model features air intakes above the wheels on both sides, with the wing mirrors just behind them.

The **Peugeot 908 HDi FAP** from **SCX®** also includes the wheels with a red or blue – depending on which side the car is seen from – centre bolt, emulating the colours of the French flag. The wheels also carry the distinctive Michelin logo, which has now disappeared from Formula 1.



The side of the car is decorated with the logos of all the sponsors of the Peugeot Sport team, along with the car's race number. Large air intakes can be seen on both sides. Also visible on the driver's side window are the names and nationalities of the car's drivers, among them the Ferrari test driver, Marc Gené.

From the top view, the decoration on this **SCX®** car is impressive. Its black sides highlight the white centre, outlined by two thin red lines. Three telecommunications aerials fixed on the roof keep the real car in touch with the team in the pits.

Two air intakes, just behind the driver's cockpit, supply the necessary air to the back end of the vehicle. It is crowned by a large rear spoiler, decorated on the sides with the sponsors' graphics and on the top with the initials which make up the name of the car.



Track Trials



In terms of size, height and weight, the Le Mans GT cars are at the top of the **SCX® the original** range. The **Peugeot 908 HDi FAP** is the toughest opponent the other cars in the line can come up against. It features a series of the latest advances in a superb job of work on both the bodysell and the chassis, finished off with an appearance to match its performance.

On the track, the **Peugeot 908** gets ahead comfortably, hugging fast bends fairly well and holding on well to the inertia gained on the straight. It accelerates and brakes well, and its overall length means the rear end comes out well during skids, in a wide radius which diminishes the drag involved in any skid.



It needs to be driven in a fairly intuitive way, without rushing at the end of straights or putting your foot down too early when coming out of bends, so that the car can run “in the rail”, i.e. centred on it, trying not to lose time in needless skids.

Attention needs to be paid to the detail of the front semi-axes. The wheels are not fixed to a single axle as they usually are, but use two separate supports, enabling the wheels to turn independently to take bends better. The new **SCX® ARS** pick-up guide, also featured in the **Peugeot 908**'s natural rival, the Audi R10, keeps the runner system in contact but smooths out the bends. It still features the self-centring spring, so that when it comes off the track it always returns to the centre position.

Overall, a car whose measurements, shape, weight and performance are comparable with the Audi R10, bringing the starting grid of Le Mans-type races bang up to date.

* Tests conducted without extra magnet.

Table of Sport Measurements

Wheelbase	92mm	Transmission type	4x4 double pinion
Distance	103mm	Transmission ratio	9/27 = 3
Wheeltrack	64mm	Guide type	ARS new 2007 version
Wheel diameter	20mm	Screws	5 (2+2+1)
Car weight	79g		
Bodysell weight	20g		

Motor	Rx42b, 2007 version
Traction	4x2 direct rear

Product reference no.: **62510**



The Real Peugeot 908 HDi FAP

The **Peugeot 908 HDi FAP** is the successor to the Peugeot 905, winner of the 24 Hours of Le Mans in 1992 and 1993, and the Peugeot 907. It is the car with which the French manufacturer hopes to topple Audi, which has dominated all the circuits in the Le Mans Endurance Series over the early years of the 21st century. In the 2007 edition of the race, the Peugeot came second, just behind its main rival.

Just like the German vehicle, the **Peugeot 908** has a 5.5-litre 100° V12 diesel engine, equipped with twin variable-geometry turbocompressors. It puts down a maximum power of 700 horsepower and an engine torque of 1,200Nm, exceeding the figures for the Audi R10 TDi in absolute terms. This is the first time the French maker has raced on this circuit with a diesel power plant.

Created from scratch in early 1996, the Peugeot aerodynamics department has developed a car which delivers in terms of both efficiency and power, as well as providing the radiators and cooling vents it needs to run properly.

The **Peugeot 908** has a carbon monocoque structure. Unlike the 905, it is a truly sealed shape. This type of construction provides solid natural rigidity and allows the weight of the chassis to be optimised.

The French team also leveraged its extensive experience in electronics in the WRC, in particular its experience with electronically-controlled mechanisms. Development work on the **Peugeot 908**'s electronics also benefited from Bosch's contribution to the design of the onboard system.

2007 was the year of the team's big comeback. With a new image and a completely refurbished prototype, the least it could do was to change its driving team completely. For its return to competition the Peugeot team, led by Serge Saulnier, recruited the Spanish driver **Marc Gené**, the Canadian **Jacques Villeneuve** and the Frenchman **Nicolas Minassian**.

Marc Gené brought to the team his extensive experience in Formula 1 as an official driver and a test driver for BMW-Williams and Ferrari. **Villeneuve** had made the leap from GP to Formula 1 with BAR-Honda and Sauber-Petronas before coming to Le Mans. And **Nicolas Minassian** has had a long career at Le Mans, starting in 2003 with Pescarolo Sport.

The **24 hours of Le Mans** is an unusual endurance race, outside any world championship in this category. It is held once a year, in June, at the circuit of La Sarthe, near Le Mans in France. Organised by the Automobile Club de L'Ouest (A.C.O), it is the most famous endurance event in the world.

The competition is held on a semi-permanent circuit which, in its current form, is 13,650 metres in length, most of it on sections of road which are open to the public the rest of the year. Normally, around 50 vehicles compete simultaneously in different classes and categories, from specially-designed prototypes to production models. The winner is the vehicle which covers the greatest distance in 24 hours of continuous racing. In recent years, each car has been driven by a team of three drivers.