


Audi R8



Audi R8

#7 - 24h Le Mans 2000

M. Alboreto, R. Capello, C. Abt

Scale	CA33c		Release Date Nov 2018		
1:32					

Inline	Sidewinder	Inline Boxer	Anglewinder	4WD System

Motor mount	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/> [1]	<input checked="" type="radio"/>
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[1] box stock standard: offset 1 mm

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
Flat-6 20.5K	11/28	17.3x8.2 1152C1	17.3x8.2 1152C1

Setup	Nd Magnet	Race Magnet	Suspension	Lights

<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Digital	Chassis	Cockpit
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
Carrera D132	<input type="radio"/>	<input type="radio"/>

☒ Standard
☐ Compatibile
☒ Not Compatible



Audi R8



In year 2000 Audi launched the R8 LMP model, a car destined to be dominant on all endurance race tracks for several years. For its Le Mans debut, Joest Racing entered the works cars from Ingolstadt in the LMP P 900 class.

Competitors consisted mainly of works teams from Cadillac, Panoz Motorsports and Pescarolo Sport, as well as some other private LMP entries.

Jackie Ickx started the race waving the French flag, and as it was to be expected, the performance of the Audi R8 LMP could not be matched. However, at the end of the first hour and for eight laps the race was surprisingly lead by Panoz's front engined LMP-1 Roadster S. Eventually, the chequered flag was taken by car No.8 driven by Frank Biela, Tom Kristensen, Emanuele Pirro, followed by car No.9 (Aiello, McNish, Ortelli) and car No.7 (Alboreto, Abt, Capello) in second and respectively third place.

