



# SLOT CAR REPORT

Jeremy Dunning

## POLICAR FORMULA-ONE RACERS

**S**calextric has released a new digital version of its great Arc system. All of the retail hobby shop owners I have spoken with recently rave about the original ARC control system. Now Scalextric has really upped its game with a digital ARC PRO system that can be used in digital and analog format without having to change the track. I will be reviewing the ARC PRO in detail next month, but I wanted to make sure you were made

aware of this groundbreaking development. As you probably know the original system combined the best of video game format with state of the art slot car racing. A while back, when I reviewed the first ARC system power base I said that it was the development of the year. Well, I lied—the ARC PRO appears to be the development of the year.

**Policar**, which is distributed by Scalextric, has been developing and adding some pretty nice 1960s and 1970s Formula-One racers to its lineup. They are all very detailed, well built, and most important for a slot car, very quick. To add to my collection I recently purchased a Brook Bond OXO Lotus 72 which was driven in its full-scale form by Graham Hill for the Rob Walker team.

Graham Hill was a British driver and two-time Grand Prix champion, first with BRM in 1962 and again with Lotus in 1968. In addition Graham was part of the so called “British Invasion” of the Indianapolis 500 during the mid-60s and won that race in 1966 driving a McLaren. In the 1969 US Grand Prix at Watkins Glen, he had a vicious crash after a pit stop in which he undid his safety harness. He was violently eject-



*The Policar Lotus 72 as driven by Graham Hill in his return to Formula-One racing is about as good as it gets. Highly detailed, yet fairly priced, the color and tampo are spot on. The car is competitive, not only accelerating well but it can handle tight turns out of the box. Pushed to the absolute limit, the car has proven to be very durable, which means few customer complaints and even less returns.*

ed from the car during the crash, shattering both of his legs. This Lotus is a replica of the car that he drove when he returned to Formula-One racing in 1970.

The paint and tampo on this car is as good as it gets, and the car is very detailed. The suspension, engine, and interior detail are as good as you see on high-end die cast models. To show how accurate this car is it even has the modified cover over the

intake pipes that only appeared on Rob Walker's car—that is doing your homework. The performance is also outstanding. I test all cars in my reviews on my hill climb track because it is very demanding and exposes any handling and performance flaws within a few laps. The Policar Lotus 72 passed with flying colors. It handles well in tight corners, accelerates out of corners really well, and has good top speed. To top it off it is also very robust, so you don't have to worry about customers returning the cars for a refund.

HO has had lots to offer this year, and the **AutoWorld** modular display cases solve a problem that the HO collector has long had, that being an attractive and inexpensive way to display his collection of cars. These neat little cases can be connected in vertical or horizontal directions, fit six cars each, and they also provide the end user with his choice of chrome or plain backgrounds.

These will fly off your shelves simply because there are no other inexpensive display cases specifically designed for HO cars that are available for consumers at a reasonable cost.

**AFX** is setting a new standard in HO performance with its new Mega G chassis, which are coupled with some

***A welcome addition  
to the inventory***



AFX is setting a new standard in HO performance with its Mega G chassis, which is coupled to some of the nicest bodies you can get including modern designs such as the Audi and Peugeot prototypes and the older, but even more delicious Daytona Cobra and Ford GT. And AutoWorld is solving a problem by offering a modular display case that can be stocked and will hold six cars each.



Back in the mid 60s Revell offered a stable of plastic Rat Fink kits designed by the legendary Ed "Big Daddy" Roth along with a line of successful slot cars. At some point it was suggested the two should be joined together into one product resulting in the above crazy like a fox idea, the Ed Roth Mr. Gasser. If you can find one of these cars grab it as they have become highly collectable.

of the nicest bodies you can get. A person can't help but like the modern cars like the Peugeot and Audi prototypes and the delicious classic Ford GT and Cobra Daytona coupes.

AFX is a really good option for the informal club racing that is fast becoming the backbone of slot car sales. Besides its cars, it offers a huge selection and wide variety of track, allowing up to eight lane courses that can include large radius or hairpin turns and chicane track sections.

It's that time again for **Slot Car Skeletons in the Closet**. Sometimes a crazy idea turns out to be crazy like a fox. Back in the mid 60s Revell had a very popular stable of 1/24-scale plastic model kits designed by Ed "Big Daddy" Roth, and in a different department a huge selection of slot cars including BRM and Lotus

open wheel Grand Prix racers and Ferrari GTO and Corvette Grand Touring racers. Everything, the plastic kits along with the slot cars, all sold very well. Then someone in Revell decided to combine the serious Grand Prix cars with the hot rod icon Dig Daddy Roth's plastic kits. In place of the typical interior and driver they provided large Rat Fink and Gasser Roth cartoon characters. What may well have begun as an adult beverage fueled BS session resulted in one of the most beloved slot cars of all time, the famous, or infamous—depending upon your point of view—Revell Ed Roth Mr. Gasser. Sometimes a nutty idea turns out to be a great one and if you stumble across one of these gems grab it. They are highly collectable. **HM**

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