



SCX[®] presents the Skoda Fabia WRC Red Bull



THE REAL CAR

The Red Bull version is the one shown off by the semi-official Skoda team at the end of the 2006 season. The Czech manufacturer presented the Fabia WRC at the 2003 German Rally, and officially dropped out of the competition at the end of that year. Three private teams carried on developing the cars for three more seasons. The Czech Kopecky team was the most closely-linked to the manufacturer, while First Racing supported François Duval and Armin Schwarz's Red Bull Team fitted out Fabias for drivers like Panizzi and Ekstrom, as well as the driver of this model, Harry Rovanperä.

The Fabia met the requirements to take part in the WRC: a run of at least 25,000 units of the production model, no longer than 3,750mm, plus another 2,500 units from which the competition car was to be developed. With the basic model approved, the little Fabia was widened up to 1,770mm. The capacity of the fuel tanks was doubled to 90 litres and a 4-cylinder 2-litre engine was fitted, developed from the Czech manufacturer's classic 5-valve 1.8 turbo design. Four-wheel drive, with central and front differentials fitted in the same gearbox together with the rear differential, all electronically-controlled. Unlike the usual 6-speed gearbox, this one has 5 speeds.

Skoda is currently focused on the Fabia Super2000, entrusting its preparation to Kopecky.



TEST BENCH

Built with the usual mechanics for Scalextric WRC rally cars, the Skoda Fabia is a model which, although its small size puts it at an initial disadvantage compared to its direct competitors in the paddock, ends up performing like one of them, making up for its theoretical lack of size with some very nippy engineering.

Its motor is the double-pinion Rx91b, the same as in the Lancia Delta, with a shorter wheelbase but the same torque and potential as other double-pinion motors. The Fabia displays classic Scalextric 4x4 behaviour, moving smoothly thanks also to a fine standard transmission that once again deserves congratulating, as it ensures smoothness on the track.

There can be no doubt that both this model and its performance on the track serve to update the already crowded Scalextric rally paddock. A new car which fits into the usual performance bracket for its type, one with which to win on equal terms, which means a wider choice for your races.

Sport Table of Measurements

Wheelbase	77mm	Rear wheeltrack	56mm
Guide distance	95mm	Ø rear wheel	19.5 mm
Chassis height	2mm	Rear wheel	Plastic 17mm
Motor height	3mm	Rear tyre	18.3x9.8 type 016 ribbed
Swivel arm	No	Rear bearing	Twin-wall brass
Adjustable	No	Rear crown wheel	Scalextric grey plastic
Front wheeltrack	56mm	Car weight	85.5g
Ø front wheel	19.5mm	Bodyshell weight	29g
Front wheel	Plastic 17mm	Lights	Yes
Front tyre	18.3x9.8 type 016 ribbed	Digital chip	Possible
Front bearing	Twin-wall brass	Motor	Rx91b
Front crown wheel	Scalextric grey plastic		

* Tests conducted without supplementary magnet.