

**Pressemitteilung**

**Press Release**

## **A Fictional Race Report**

**Lego Racing enthusiasts behold! The first Lego Unimog race ever took place on Spa-Francorchamps F1 circuit on a beautiful January day in 2014.**

You will know already that the last official Lego Technic drivers retired in 2001 (the last ones actually drove bikes or some dreadful power pullers), which is why this race was completed in autonomous remote-controlled driving mode. The track was in very good condition and, lacking rain tyres, the vehicles ran on new sets of intermediates. The starting grid consisted of four contestants: no. 1 is a world-premiere plug-in hybrid, no. 2 a standard 4x4 Unimog, no. 3 a rear-wheel drive and no. 4 a limited-slip diff version. They evaded the famous Francorchamps rain that had stopped during the morning. Lined up side-by-side on the pole position, the race started at 11:39h. In the important first corner at La Source, the rear-drive Unimog took the lead – getting off the line fast enough really makes a difference. No. 3 kept the lead downhill towards L'Eau Rouge. Out of the leader's slip stream, and to everybody's surprise, the lightweight vehicle no. 4 took the lead, and made a run for the steep section of the circuit. The joy lasted only a mere second or so. Kers-bursting power did make a flabbergasting example of superiority when lots of performance is needed, as plug-in hybrid no. 1 zoomed ahead like lightning on the face of L'Eau Rouge. No real lightning, however, just a beam of sunlight greeted the climbing contenders.

The combination of Les Combes proved to be tricky, as some oversteer catapulted the rear wheel car into the rough. No worries though, it is after all a proper Unimog.

Switch on front-wheel drive and carry on. As a marginal note, the limited-slip vehicle with no. 4 almost had followed into the roadside picnic area as collateral victim while trying to overtake on the outside lane. Standings at Bruxelles corner after just half a lap of feisty racing: 4x4 on one, plug-in hybrid on two, limited-slip diff version on three and the rear-wheel drive on four. Next was a spectacular downhill run towards the circuit bottom at Campus, all without further off-road detours. Even the tailing vehicle was closing the gap. Unfortunately, it would not be rewarded.

A last sprint across the old country lane past Blanchimont back to the finish line could have been more daring, but the result proved to be a close call: The 4x4 and limited-slip-diff cars crossed first, closely followed by the plug-in hybrid and the rear wheel drive version just behind.

Well done nonetheless.

At the end of the day, everyone agreed that this day's event climaxed the drama of the 1998 F1 race, when crashes and pouring rain dominated the Belgian Grand Prix. Lap times of about 3:35h will admittedly make it difficult to attract as many spectators and sponsors as Formula One does. But to sell this series' broadcasting rights may be a lucrative business. There is enough time for TV advert breaks.

### **Acknowledgement**

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