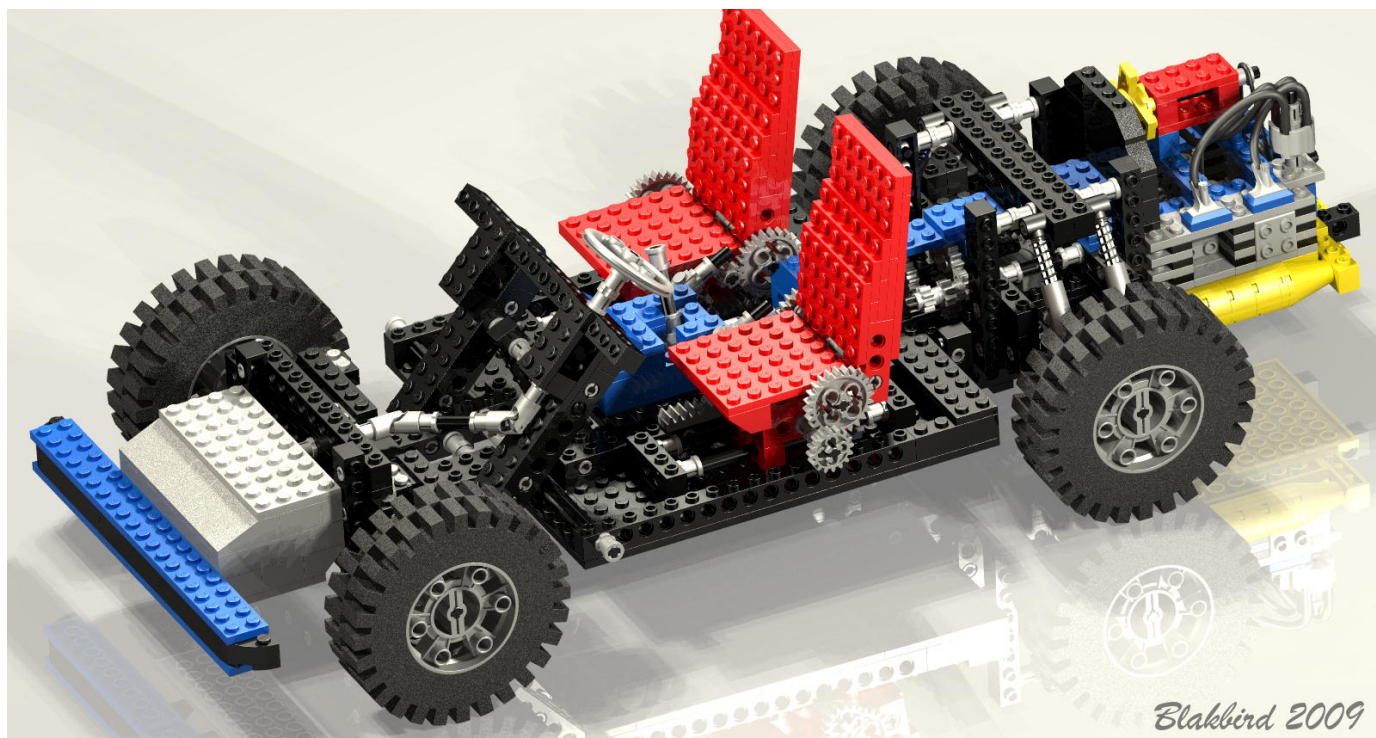


SuperCar 8860

The Auto Chassis 8860, was released in 1980 to replace the 853

Text by Manticore

Images from Blackbird's Technicopedia



I spent a year dreaming of this car until finally, one night in January it "appeared" in my living room. Since then I have lost count of how many times I have built that set. I could describe all the mechanisms with my eyes closed. Opening that box was quite an experience for a Spanish kid back in the eighties. The mythical 24x43 wheels placed in the centre, the huge amount of TECHNIC bricks, plates, gears, axles, pins...

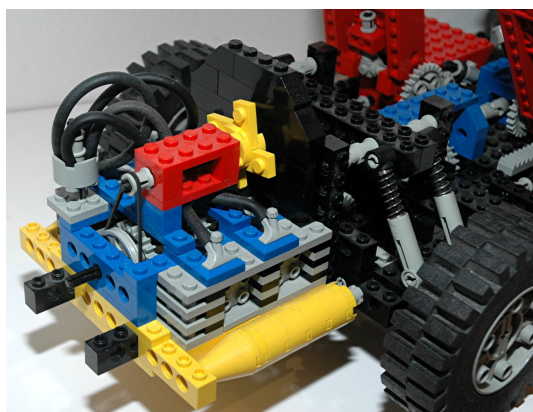
Technically, the highlights of this model were the incorporation of the suspension for the rear wheels and the rear axle differential.

The engine went to the rear of the chassis and the four cylinders were positioned horizontally, and it includes aesthetic

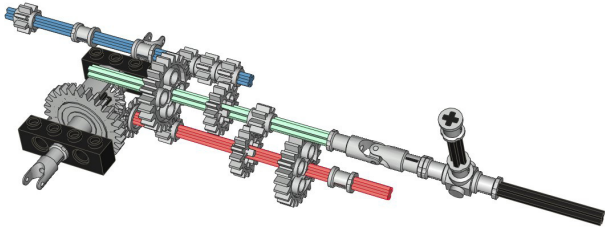
elements such as air cooling, a pair of exhaust pipes and a screen in front of the engine, which acts as a firewall to protect passengers.

Before my dark ages, I added two more cylinders to the engine, thus increasing the length four studs and the result was spectacular.

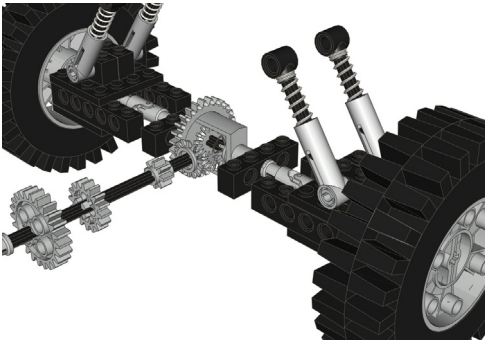
As for the front axle, it of course has steering, which makes the set very playable. The times that I have wiped out my LEGOLAND city with the car as if it were Godzilla (misdeeds of a difficult childhood... HispaLUG did not exist yet).



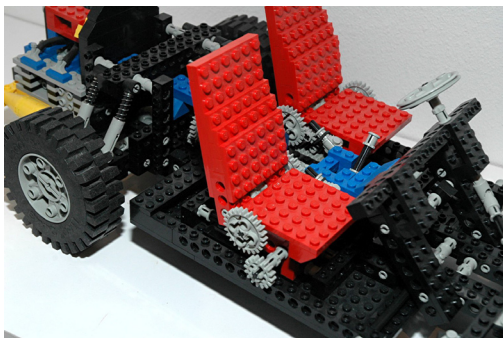
The rear axle incorporated a 3 speed gearbox. Since it was not synchronized it was difficult to fit the transmission shaft as it was almost never correctly aligned. One of the positions of the gearbox acted as a curious handbrake that immobilized the vehicle. I used to leave it on a tilted surface until the pitiful sound of the plastic of a TECHNIC gear or axle aroused my spirit of solidarity.



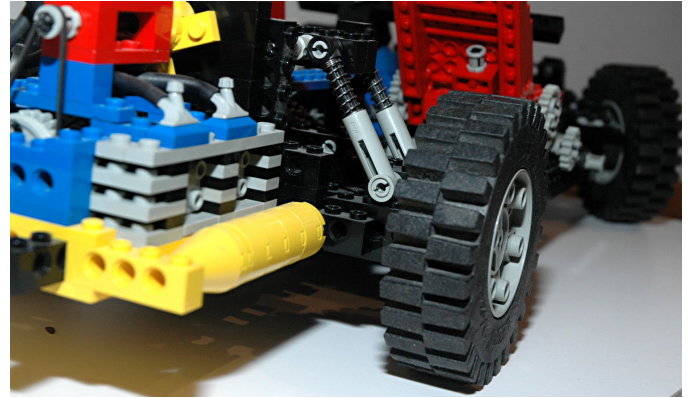
Another innovation was the addition of the rear axle differential, which allows each wheel to rotate at different speed according to the direction in which they take a bend. This improvement allowed the supercar to make smoother turns than its predecessor.



The position and inclination of the two seats could be regulated with a simple mechanism controlled by two TECHNIC gears with 16 and 24 teeth:



Curiously, in the suspension of the rear wheels, in the preliminary model, the TECHNIC Shock Absorber 6.5L did not appear. Instead there were simple springs around axles that act as shock absorbers (you can still see them in the photo that appears in the instructions):



There's no accounting for tastes, but the aesthetics was greatly improved with regard to the previous model. You only have to take a look at the engine, the front bumper and seat design. Without being as "empty" as its predecessor, the set presented an image of a more compact structure, but never stopped being a chassis.

The colour palette is, in my opinion, perfect. I can not imagine this car in a different colour than black and red with blue accents. The aesthetic part of the motor is unsurpassed, and although using very basic parts, the playability and the mechanisms are superb.

I could be talking for hours and hours about this set: what it meant to my hobby and what I learned from its construction. While all the kids of my age were going crazy with España'82 (Football World Cup) and Naranjito (the Spanish Football World Cup mascot), I spent that summer clinging to my box, my 8860, my precioussss...

The only fault I find with this set is that with it I reached the roof of my technological demands. After it, there hasn't been a single set that has fascinated me like this one. And when it appeared, I was already a bit old for playing with toy cars ... or maybe not

This model remained in the market for eight years, until the year 1988 when the 8865 was released, another collector's item.

PD: Thanks to Eric Albrecht for the pictures

