

TO A NEW MODEL CAR WORLDS IN 2019? (1)

No doubt, high tech model car racing is booming. Best example is the success of LMP racing. Unfortunately that kind of model car racing is restricted to the West-European countries. Since IMCA international racing was stopped by end of 2011 we see no more racers coming from overseas at model car races: Americans, Aussies, Canadians, Brazilians, New Zealanders, etc., are no longer seen around the model car tracks. But also such famous Eurosport racers such as Vladimir Horky, Josef Korec, Piero Castricone, Matti Fyhr, Antonin Vojtik, Michael Landrud and others – all former winners of earlier model car races – are no longer seen in model car racing.

It's time to give worldwide model car racing a serious boost. That can probably be done by organizing again a yearly world championship with **historic cars**, being famous for anybody (what is not the case for actual Le Mans cars as most of them are hardly known outside Europe).



There exist already several GFK bodies of 1/24 classic cars such as the Ferrari 250 GTO, the Cobra 289 Roadster, the Jaguar E type Lightweight S and the Lotus Elan 26R, all being 73 mm wide. A GFK version of the Porsche 904 GTS already exists (a *Fola Slotwork* one) but is unfortunately too small. So, if we want a fair competition among classic cars, we will be enforced to release 73 mm GFK bodies of such cars as the Cobra Daytona Coupe, the Aston Martin DP214, the Ferrari 250 GT SWB Drogo, the Porsche 904 GTS and the Abarth-Simca 2000 GT. In order to convince such producers of GFK bodies to release the missing classic car bodies, I propose to offer each of the builders a personal 80 x 100 cm painting of them together with their favorite car (such paintings are actually between 2000 and 5000 USD worth). On the wall of your office, they are THE perfect eyecatcher.

Former entrants at the Model Car Worlds, most of them being non-Europeans, insist since 2012 to retrieve the disappeared Worlds. It's, perhaps time to do so. So let's forget all former disputes, and let's we do it all together.

JPVR



Racing 1/24 copies of old cars doesn't imply that we should be blind for technical progress in model car racing. Contrarily to what is expected we can introduce the rule that all raced cars should use high tech ultra light GFK bodies. That can help non-European racers to discover the new technic in building low drag model cars and to excite them - in a later stage – to enter one or more rounds of the LMP Pro Series.

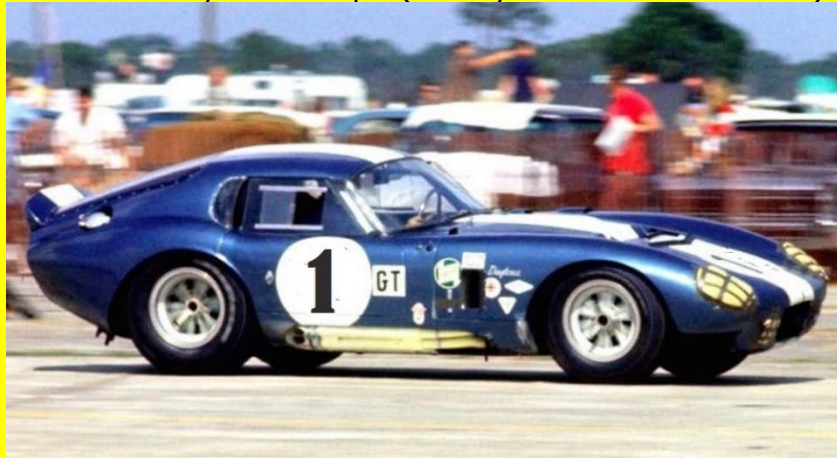


PIC ABOVE: JPVR as painter.

MID: Main final of the 2010 Worlds with f.i.t.r. Josef Korec, Nicolas 'Piki' Van Rossem, Fred Hood, Michael Niemas, Des Dekker, Vladimir Horky and Chris Radisich.

UNDER: JPVR painting of Pierre Noblet's GTO.

4.7 Cobra Daytona Coupe (Shelby Cobra American Inc)



3.0 Ferrari 250 GT SWB Drogo (Chr Kerrison)



3.7 Aston Martin DB214 (Dawnay Racing)



2.0 Porsche 904 GTS (Racing Team Holland)



2.0 Abarth-Simca 2000 GT (Abarth Corse)



A 850.000.000 USD START GRID

But look what a happy surprise: on May 17 at the 1964 Spa 500 km those 38 cars were good for the 26 best places on the grid But there is more. Of those 38 cars no less than 36 still exist today. Only 2 disappeared. The #28 Ferrari 250 GT SWB of the Ecurie Francor-champ having been destroyed at the same race and being never rebuilt. More dramatic was what happened 2 weeks later with Brian Hetreed's #7 Aston DP 214. That car, having finished 3rd at the 1963 Monza 300 km, was on May 31 completely destroyed when its driver was killed in a terrible crash at the 1000 km of the Nürburgring.

By restricting the entry to the 5 already existing GFK body types (Ferrari 250 GTO-64, Ferrari 250 GTO, Jaguar E type Lightweight Low Drag Coupe, Cobra 289 Roadster and Lotus Elan 26R) and by adding the 5 new GFK bodies to the list (Cobra Daytona Coupe, Aston Martin DP214, Ferrari 250 GT SWB Drogo, Porsche 904 GTS and Abarth-Simca 2000 GT), all between 73 and 74 mm wide, one can create an entry field with **38 cars** seen in races for the 1964 Grand Touring World Championship. It concerns 4 Fords (1 Daytona Coupe and 3 Cobras 289), 13 Ferraris (4 GTO-64, 7 GTO, 2 SWB GT Drogo), 11 Porsches 904 GTS, 2 Astons , 2 Jaguars, 3 Abarths and 3 Lotuses.

But guess what's the actual value of the 36 other cars. It's up to **850.000.000 USD!** I could not find any other race in the world with such an actual value of capital at the start. **It is undoubtedly a world record of in making profit out if risk capital.** That, perhaps, was the main reason why I opted for the use of 1964 Spa 500 km cars to be used at the yearly **Classic Model Car World Championship.**

