

| NO | Scale | Maker | Material | Description and Decals |
|------|-------|------------------|----------|--|
| 121. | 1/43 | Graphylend | Resin | Red white phillips NACT no 25 Bosquet/ Ragnotti |
| 122. | 1/43 | JPS KK003 | Resin | Turbo 1 Road car blue |
| 123. | 1/43 | JPS KK003 | Resin | Turbo 1 Road car red |
| 124. | 1/43 | JPS KK003 | Resin | Turbo 2 Road car blue |
| 125. | 1/43 | JPS KK003 | Resin | Turbo 2 Road car Red |
| 126. | 1/43 | JPS KP088 | Resin | D Aurjol |
| 127. | 1/43 | JPS KP091 | Resin | Turbo 1x2 colours |
| 128. | 1/43 | JPS KP110 | Resin | Saby Monte 82 |
| 129. | 1/43 | JPS KP147 | Resin | Gip B 1983 Ragnotti |
| 130. | 1/43 | JPS KP148 | Resin | Gip B 1983 Snobek |
| 131. | 1/43 | JPS KP156 | Resin | TDC 1986 Manzagol |
| 132. | 1/43 | Racing 43 100026 | WMIK | Gitanes TDC 80 |
| 133. | 1/43 | Racing 43 100027 | WMIK | Maxi 5 33 Export TDC |
| 134. | 1/43 | Racing 43 RK226 | WMIK | Monte 81 |
| 135. | 1/43 | Racing 43 RK227 | WMIK | Phillips TDC83 |
| 136. | 1/43 | Racing 43 RK228 | WMIK | DIAC TDC 84 |
| 137. | 1/43 | Racing 43 RK229 | WMIK | Phillips TDC85 |
| 138. | 1/43 | Racing 43 RK30 | WMIK | DIAC TDC 86 |
| 139. | 1/48 | Majorette | Die cast | Clockwork white red 5 |
| 140. | 1/48 | Majorette | Die cast | Clockwork orange white 2 |
| 141. | 1/48 | Majorette | Die cast | Clockwork Pink white 14 |
| 142. | 1/48 | Majorette | Die cast | Clockwork Green white 19 |
| 143. | 1/48 | Majorette | Die cast | Clockwork Lime white 11 |
| 144. | 1/48 | Majorette | Die cast | Clockwork Red yellow 1 |
| 145. | 1/48 | Majorette | Die cast | Clockwork no colour 710 |
| 146. | 1/55 | Corgi | Die cast | Light blue white silis |
| 147. | 1/55 | Corgi | Die cast | Light blue white silis Turbo |
| 148. | 1/55 | Corgi | Die cast | Light blue white BP no 6 |
| 149. | 1/55 | Corgi | Die cast | Light blue red silis |
| 150. | 1/55 | Corgi | Die cast | Light blue red silis Turbo |
| 151. | 1/55 | Corgi | Die cast | Red white silis |
| 152. | 1/55 | Corgi | Die cast | Dark blue white silis Elf 18 |
| 153. | 1/55 | Corgi | Die cast | Yellow black Calberson 9 red mirrors |
| 154. | 1/55 | Corgi | Die cast | Yellow black Calberson 9 silver mirrors |
| 155. | 1/55 | Corgi | Die cast | Light Yellow black Calberson 9 silver mirrors |
| 156. | 1/55 | Corgi | Die cast | Plain yellow red silis |
| 157. | 1/55 | Corgi | Die cast | Plain yellow white silis |
| 158. | 1/55 | Corgi | Die cast | Green white silis Turbo |
| 159. | 1/55 | Corgi | Die cast | Dark blue red silis |
| 160. | 1/55 | Corgi | Die cast | Plain brown red silis |
| 161. | 1/55 | Majorette | Die cast | Red yellow silis Turbo 1 |
| 162. | 1/55 | Majorette | Die cast | Red orange silis Turbo 1 |
| 163. | 1/55 | Scala | Die cast | Yellow white |
| 164. | 1/58 | Tomica | Die cast | Dark Yellow Calberson no 22 |
| 165. | 1/58 | Tomica | Die cast | Light Yellow elf no 22 |
| 166. | 1/58 | Tomica | Die cast | Luminous green no 5 China |
| 167. | 1/58 | Tomica | Die cast | Red |
| 168. | 1/58 | TCR Scalextric | Die cast | Yellow black (Japanese) |
| 169. | 1/72 | Galioob | Die cast | Monte carto miniature 1986 |

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June 1999

Insight into camshaft specs. People are always deliberating what is the best camshaft to buy. The numbers given by manufacturers only give you a clue, as to what performance you can expect from a camshaft. So much depends on what you do with the rest of the engine, and the exhaust in particular. As an example a 300 degree camshaft could peak at 6,400 rpm in an engine but when the exhaust is swapped from 4-2-1 to a 4-1 design, peak power shifts up towards the 8,000rpm mark. But this is not the general rule, the lengths and design of the 4-1 system are critical. If you get the lengths right you do not need to lose out on bottom end and mid - range power either, get it wrong and you will lose a lot of low down torque. The 4-2-1 system is easier to get right than the 4-1 design and will ultimately give better results on a competition engine. Looking around the country at rolling road tests the best engines use 4-1 manifolds rather than 4-2-1 but this is not always the case. From experience the exhaust has a major influence on how well the camshaft works - or doesn't work. On a VW Golf a 300 degree cam was fitted and it gained 2bhp on peak but lost power everywhere else. But then the stock cam was re-fitted and Magnex developed an exhaust system and manifold and the same engine produced 12bhp on the stock cam. When the 300 degree camshaft was fitted 14bhp was gained on peak and the mid range

power improved. To give another example with the Renault 5 Turbo engine, when a cam and 4-1 manifold is fitted, a lot of the low and mid range torque is lost. The power comes in at higher revs, when you are on cam and as a result a higher top speed is attainable but lower speed grunt is sacrificed. As with almost all engine mods, you will have to look at the overall picture before you make up general rules to apply to all engines.

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