

Le Mans 1970 Rebirth I

Now that I have participated in the Le Mans 1970 Rebirth II-V races I thought you might like to read about the first Le Mans 1970 Rebirth race too. I found an old article in Danish about the race by Erik Mathiesen at Kofs.dk which I have tried to translate into English.

The people around Holger Thor Nielsen's circuit in Taps had an idea, a revival of the 24 Hours of Le Mans 1970, but only as a 6 hours race and only with models of the cars which participated in the real race.

Luckily FLY have made a lot of those cars!

18 drivers in 9 teams was ready to race in this vintage-race saturday the 17th of October 2002.

The start-up line was:

Nr. 4 Lola T 70 MK III B, RC & Mugge from Randers

Nr. 5 Ferrari 512 S Coda Lunga, Ironside & Formanden, Kolding

Nr.12 Ferrari 512 S Coda Lunga, Mureren & DM-Rene, Kolding

Nr.15 Ferrari 512 S Coda Lunga, Gebrüder & Kriller, Kolding

Nr.17 Lola T 70 MK III B, SH & Torben PC, Randers

Nr.21 Porsche 917 K, NECKCHEESE ,Fyn & DMRU-Jan, Ikast

Nr.23 Porsche 917 K, Erik-Odder & HUGOHOO, Odder

Nr.27 Porsche 908/2 Flunder LH, Tobak & Peter Web, Kolding

Nr.29 Porsche 9062 Flunder, Panik & Holger Thor, Taps



After the breakfast it was now time to test the cars on the very detailed circuit that Holger has build in a former garage, now a hobby room with circuit, bar and so on. Holger welcomed all to "a totally un-serious arrangement" in Holgers on word, but with the manuals for each team including the times for each race and which lane to drive in. Each driver should drive 20 mins in each lane, track marshalls was those who should drive the next heat, so you were ready and near the circuit. All through the day it was possible to get something to eat in Holgers's private home, served by his wife Hanne. Only drivers and track marshalls were to be found around the circuit, but due to bar in the same room, it was allowed for the rest of the drivers to visit the bar, and they did! The rest of the time was spent in a spare room Holger had made and here the discussions fell on the race series in the 1:1 world! In the first heat Mureren quickly went into the lead and finished the heat there, RC took 2nd place, Formanden took 3rd place and Kriller-Kolding was last. In second heat Jan took the lead and won, Peter Web came 2nd, 3rd was SH and Erik-Odder finished last even though the team raced in the car that won the race in 1970. In third heat Panik lead the field thanks to the home track advantage, but even so it is not often the former Blue Tel driver is being seen so fast. Panik won the race in front of Ironside, Danmarkssemesteren was 3rd and Mugge was 4th. Fourth heat was won by Torben, PC was 2nd, Gebrüder was 3rd and Hugo finished last. The teams could now see a preliminary result. The best team so far was no. 3 from the Danish Championship driven just a week ago - Tobak Hans and his co-driver Peter Web who was very fast on the track, so every thing

looked good for the Kolding team. But Mureren & René was breathing down their necks, together with Panik & Holger and Jan Juul & NEC. There was only a couple of laps between the Top-4 teams, so every thing could happen. Fifth heat was won by Tobak with Holger on 2nd place. 3rd was Formanden and last was RC. Sixth heat was won by Mureren followed closely by Jan, SH and Kriller. So it went on hour by hour with lots of fierce duels, Gebrüder and Kriller got car troubles and Mugge made the days most spectacular stunt, first over one car and then upside down under another car. All three teams lost time on this accident, but it was a good race. *"It is always nice to meet the different style of drivers, some driving for the victory and some just for the fun of it!"* René told the world press, when he was interviewed on TV for the Danish Championship. Other drivers just race with the knowledge that they won't get near the victory. Lots of coffee, but no Danish pastry in the small town Taps, when the grocery had closed, but it was a marvelous day with a lot of prizes to win, even to those who didn't do it so well in the race, which Hugo Hue was pleased with. He won a car for the slowest lap time of the day! But at the end of the day all got a nice diploma to remember the day by and prizes were giving for:

Most laps - Tobak Hans, 402 laps

Fastest lap - Peter Web, 10,17 sec

Slowest lap - Hugo Hue, 17,85 sec

Best stunt - Mugge

Best sponsor - Blue Tel

The final result:

1st place - Tobak Hans & Peter Web, 800,5 laps for 6hrs

2nd place - SH & Torben PC, 788,9 laps

3rd place - Panik & Holger, 756,4 laps

4th place - Mureren & Rene Danmarksmeester, 749,6 laps

5th place - NEC & Jan Juul, 720,3 laps

6th place - Ironside & Formanden, 704,6 laps

7th place - RC & Mugge, 664,7 laps

8th place - Erik-Odder & HUGOHOE, 662,1 laps

9th place - Gebrüder & Kriller, 607,7 laps



Thanks to Holger and Panik and we hope there will be more of these raced in the near future, maybe a Le Mans 1971 Rebirth even though there is not that many FLY-models so far.

Le Mans 1970 Rebirth II

After I saw Holger's poster about another rebirth race with the beautiful FLY cars from Le Mans 1970, Le Mans Club Denmark decided to ship four members from Copenhagen to Taps and participate with two teams. Michael and René in Team 1 in a Porsche 908 Flunder no. 29 and Danny and Klaus in Team 2 in a Ferrari 512S Coda Lunga no. 8.

Take off very early saturday morning from the "Devils Island" as Jutlanders like to call Zeeland and we landed at Holger's place 8:45, so we had time to see Holger's track Circuit Taps and say hello to the other teams before practice. Circuit Taps is a piece of art - it is unbelievable what Holger has manage to queue down on the table - tracks, buildings and figures! And not two curves are alike and every thinkable Scalextric Classic track is represented on the track! Beside the track Holger has his own DC Bar, just to show that Holger must be Denmarks greatest David Coulthard fan and he has collected every thinkable item with DC and McLaren West. Well, back to practice were the place soon would be crowded. All the different curves made it very difficult to push the cars too fast. It was now time for Holger's speech - the nine teams was called and the rules were run through and who should race when and where. Each driver should race 15 min. in each lane and that would give 2 hours in total time for each team.



René, Michael, Klaus and Danny, Le Mans Club Denmark

STARTINGLIST:

1. Lola T70 MK IIIB no. 4 – RC and Gebrüderen
2. Ferrari 512S Coda Lunga no. 5 – Mureren and Danmarksmesteren
3. Ferrari 512S Coda Lunga no. 8 – Klaus and Danny (LMCD)
4. Ferrari 512S Coda Lunga no. 11 – Ironside and Finn
5. Ferrari 512S Coda Lunga no. 12 – KOF and Jes
6. Porsche 917K no. 20 – Panikken and Holger
7. Porsche 917K no. 21 – Web and VaCool
8. Porsche 908 Flunder LH no. 27 – Tobak and Formanden
9. Porsche 908 Flunder no. 29 – René and Michael (LMCD)

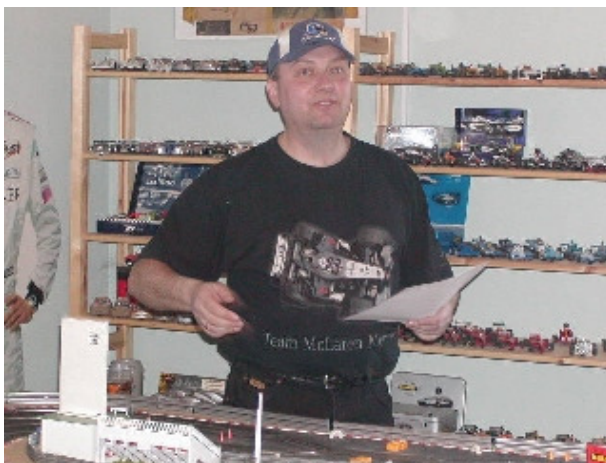


Line up - a beautiful pack

First time Holger did his Le Mans 1970 Rebirth race Web and Tobak won, but this year they decided to split up and therefore stay unbeaten! The teams prepared the cars to the last moment and twice it happened that a car was not ready for start and therefore lost important laps. Some were unhappy with the chassis and borrowed a new chassis, while another team hadn't received the car from the shop but it was fixed with a new set of starting numbers on a similar car. Even though the teams were fighting for great prizes everybody was helping each other. 10:00 the first heat was started - with the characteristic Le Mans start - with a red Lola against three red Ferrari's, which didn't make it easy for the guys who should put the cars back on the track! Klaus was the first member from LMCD to drive and he drove the Ferrari no. 8 to a 3rd place, only 1,7 lap behind no. 2, so it was acceptable. But after the first 15 min. Mureren had done 62,1 laps and with it the first stone was laid down for the victory and the second stone was laid down by Danmarks mesteren in 2nd heat when he drove 66,4 laps. Danny from LMCD drove 62 laps in 2nd heat. The fastest lap times was between 12,65 secs. and 16,45 secs., so Klaus's best laptime at 14,19 secs. and Danny's best laptime at 13,57 secs. were not bad at all, when you think about that almost all the other drivers have raced here before.



In 3rd heat it was time for René to drive the Porsche no. 29 and he did 61,7 laps (13,08 secs.), which was enough for 2nd place in the heat and Michael took 1st place in 4th heat with 63.9 laps (12,23 secs.), so maybe there was hope for a Top-3. Heat after heat was raced, and those drivers who didn't race or put the cars back on the track visited Panik in the DC Bar, where he served draught beer, soda or coffee. But it was mostly the draught beer Panik served! 12:00 lunch was served in the kitchen, where Holger's wife had made some nice food for the drivers who was not driving at the time. Panik did not only serve beers in the DC Bar, he also formed team with Holger and he managed to tear down the Dunlop bridge - not once, but twice! After three hours of racing the fastest laps dropped to around 12 secs. and Mureren made the fastest laptime in the last heat when he clocked 10,40 secs. While we were racing, the four lads from LMCD talked to the more famous guys in Danish slotrace - Danmarksmesteren, Web, KOF, VaCool and many more - and we got some great tips and ideas and even had a personal invitation to Kolding. But it all ended up with Mureren og Danmarksmesteren, Ferrari 512S CL no. 5 being winners of Le Mans 1970 Rebirth II with 35,8 laps down to 2nd place Web and VaCool.



FINISH:

1. Ferrari 512S Coda Lunga no. 5 568,3 laps – Mureren and Danmarksmesteren
2. Porsche 917K no. 23 532,7 laps – Web and VaCool
3. Porsche 908 Flunder LH no. 27 530,4 laps – Tobak and Formanden
4. Ferrari 512S Coda Lunga no. 12 526,6 laps – KOF and Jes
5. Porsche 908 Flunder no. 29 520,5 laps – René and Michael (LMCD)
6. Lola T70 MK IIIB no. 4 510,2 laps – RC and Gebrüderen
7. Porsche 917K no. 20 508,4 laps – Panikken and Holger
8. Ferrari 512S Coda Lunga no. 8 482,2 laps – Klaus and Danny (LMCD)
9. Ferrari 512S Coda Lunga no. 11 466,7 laps – Ironside and Finn

INDIVIDUAL RESULT:

1. Danmarksmesteren 288,5 laps
2. Mureren 280,0 laps
3. Web 278,6 laps
4. KOF 270,6 laps
5. Tobak 270,3 laps
6. Holger 268,1 laps
7. Gebrüderen 262,0 laps
8. René (LMCD) 260,8 laps
9. Formanden 260,1 laps
10. Michael (LMCD) 259,7 laps
11. Jes 256,0 laps
12. VaCool 254,1 laps

13. Danny (LMCD) 254,0 laps
14. RC 248,2 laps
15. Panikken 240,3 laps
16. Ironside 238,5 laps
17. Klaus (LMCD) 228,2 laps
18. Finn 228,2 laps

The guys from Le Mans Club Denmark would like to thank Holger for letting us come and race and thanks to everybody for receiving us so nicely. We absolutely felt that it was a successful trip and it won't be the last time we travel to Circuit Taps!

Le Mans 1970 Rebirth III

Holger invited to Le Mans 1970 Rebirth III saturday the 10th of September 2005 and Le Mans Club Denmark sent three drivers - Dannyboy, Vialli and Lars which after only 30 secs. at the Circuit Taps was rename "High Tower" by Panik - west in search for fame and to try to win some trophies!

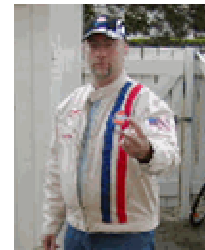


Line up by starting number.

The Jutlanders were Holger, Gebrüder, Panik and Tobak - the rest of the usual drivers from Jutland had "chickened out", just to use an expression used in another Jutland race. We started off with a qualifying round, where each driver should do three laps and the fastest lap would count and perhaps give a little sign about how the race would go.

QUALIFYING:

1. Holger, Porsche 908 LH no. 27
2. Panik, Lola T70 MK III no. 4
3. Dannyboy, Gulf Porsche 917K no. 21
4. Gebrüderen, Ferrari 512S no. 11
5. Tobak, Ferrari 512S no. 12
6. High Tower, Sandeman Porsche 917K no. 18
7. Vialli, Gulf Porsche 917K no. 20



Each heat was set to 35 min. and before the start each driver had to make a pitstop strategy of 2 x 2 min. or 1 x 5 min. In 1st heat it didn't go to well for High Tower and Vialli since they were smashed by Gebrüderen and Tobak which each drove 108 and 120 laps, while Vialli struggled to get heat in his tires and High Tower had big problems just to keep his tires on the car.

In 2nd heat High Tower and Vialli had some reparation, when they drove 115 and 112 laps, but it was still Holger who won the heat with 123 laps in his flying Porsche 908 LH, while Panik was last with only 103

laps.

In 3rd heat Holger was attacked by Dannyboy, but was able to win the heat by four laps, meanwhile Panik and Vialli fought hard for 3rd place with only one laps between them.

In 4th heat Holger once again took 1st place with 136 laps, but Dannyboy was close with 131 laps and then there were a gap to Gebrüderen with 109 laps and Panik with 91 laps.

In 5th heat Holger would suffer his first defeat in this rebirth race, when Tobak drove 132 laps, while Holger only got 129 laps.

Vialli took 3rd place with 119 laps and left High Tower to 4th palce with 103 laps.

6th heat would be the most exciting heat. Panik and Dannyboy was side-by-side for almost the entire heat and both drivers was giving 132 laps each, while Tobak had 130 laps and Gebrûderen had 129 laps.



Before the 7th heat it was now clear that the winner should be found between Holger, Dannyboy and Tobak. Holger had already done his four heats and done 516 laps. Dannyboy had done three heats and 386 laps, while Tobak ahd done 383 laps in his three heats. That meant that Dannyboy had to drive at least 131 laps and Tobak had to do 134 laps to pass Holger - a tuff, but not impossible task!

Both drivers did what was expected of them - Dannyboy drove amazing 144 laps and Tobak was not far behind doing 137 laps. Gebrüderen came in on 3rd place in the heat with 129 laps and High Tower did 103 laps.

The result:

1. Dannyboy (with a hang-over), Gulf Porsche 917K no. 21, 531,2 laps
2. Tobak, Ferrari 512S no 12, 520,8 laps
3. Holger, Porsche 908 LH no 27, 516,2 laps
4. Gebrüderen, Ferrari 512S no. 11, 472,2 laps
5. Panik, Lola T70 MK III no 4, 445,1 laps
6. Vialli, Gulf Porsche 917K no 20, 442,8 laps
7. High Tower, Sandeman Porsche 917K no 18, 390,3 laps



Once again Le Mans Club Denmark took 1st place at a Rebirth race at Circuit Taps - first time was when Michael and Klaus won the Le Mans 1971 Rebirth.

Too bad other drivers chose to let this race down, when there is always a guarantee for nice trophies, cold beers, food and some close racing on a technical difficult track, but it only adds to the experience which is fun, challenging and damn frustrating!



Dannyboy with his 1st prize - a new track with trucks!

On behalf of the guys from LMCD a big thanks to the four Jutlanders and we hope to see you soon for a rematch at Havdrup Park later this year!

You can get the results here: <http://www.slotrace.dk/LM70RIII.xls>

Le Mans 1970 Rebirth IV

For the 4th time Holger invited to Le Mans 1970 Rebirth IV saturday 2nd of September 2006 and it would be a pure Porsche-Ferrari fight!



The race pack - three Ferrari 512S CLs and three different Porsches

Vialli and High Tower made the trip from Zeeland to Jutland representing Slotrace.dk, but it was going to be a hopeless fight for the two!

The rules for the Rebirth race was as usual FLY Classic cars from Le Mans 1970 out-of-box but without magnets, maximum 10 gr. extra weight and of course regular visits in the DC Bar. Even before the race had started Holger realised that he would be without his co-driver Peter Panik and High Tower made the best remark during practice trying to find the best set-up: *"This car is extremely good in the corners. Let's use this car!"* Unfortunately I - Vialli - had to tell High Tower that the car was so new that I hadn't had time to take out the magnet! But Hightower won a prize in shape of a book about Jackie Stewart!



*Team Afterburner: Formand & Allan
Ferrari 512S CL no. 5*



*Team Gulf Slotrace.dk: Vialli & Hightower
Porsche 917K no. 20 (what else!)*



*Team ?: Jan & Mureren
Ferrari 512 CL no. 11*



*Team HOP: Polle & Hans
Porsche 917 LH no. 25*



*Team Dream Killer: DM & Tobak
Ferrari 512S CL no. 12*



*Team Beerdrinker(s): Holger looking for his co-driver
Porsche 908 Flunder LH no. 27*

Around 10:15 the first heat was started - every car had to race twice in each lane and must do at least one pitstop in each heat, one pitstop in five minutes or two pitstops in two minutes each and no service on the car was allowed unless it was in the pit - and Holger's track Circuit Taps is a beautiful Scalextric Classic track with bumps and chicanes and lots of rare buildings blocking you sight at crucial places just to make it more exciting to drive here.



Every heat started with a real Le Mans start



Ferrari 512S CL no. 5 going into the chicane

After the first six heats with car failure and car changing for Team HOP and Team Beerdrinker(s) and electrical problems for Team Gulf Slotrace.dk the result was pleasing the three Ferrari teams:

1. Team Dream Killers, Ferrari 512S CL no. 12 - 310,5 laps
2. Team Afterburner, Ferrari 512S CL no. 5 - 306,9 laps
3. Team ?, Ferrari 512S CL no. 11 - 297,0 laps
4. Team Gulf Slotrace.dk, Porsche 917K no. 20 - 291,5 laps
5. Team Beerdrinker(s), Porsche 908 Flunder LH no. 27 - 275,5 laps
6. Team HOP, Porsche 917 LH no. 25 - 266,6 laps

Fastest lap was made by Team Afterburner in the red track. Time: 10,88 secs.

Polle was phoned in the middle of the sixth heat and told that he had become a granddad, so his teammate Hans just had to ring the bell in the DC Bar - Irish coffee or beer to everyone! The Porsche teams had a lot of catching up to do after lunch so a few beers to the Ferrari drivers wouldn't hurt a bit!



Drivers line-up left-to-right: Granddad Polle, Holger, High Tower and DM. Mureren is timekeeper.



Close racing action in the wrong end of the pack

Second leg of the racing gave the Ferrari's quite a scare when the track got faster and Holger drove his reserve car Porsche 917K no. 23 like he never has driven before - he was out-standing! The result of the last six heats were:

1. Team Beerdrinker(s), Porsche 917K no. 23 - 410,9 laps
2. Team Dream Killer, Ferrari 512S CL no. 12 - 366,9 laps
3. Team ?, Ferrari 512S CL no. 11 - 346,4 laps
4. Team Afterburner, Ferrari 512S CL no. 5 - 332,0 laps
5. Team Gulf Slotrace.dk, Porsche 917K no. 20 - 309,2 laps
6. Team HOP, Porsche 908 Flunder LH no. 27 - 237,7 laps

Fastest lap was made by Team Beerdrinker(s) in the red track. Time: 10,47 secs.



The lovely girls in DC Bar: Maria and Marianne



Time for the prices - and a hug!

The official result of the Le Mans 1970 Rebirth IV:

1. Team Dream Killers, Ferrari 512S CL no.12 - 677,4 laps
2. Team ?, Ferrari 512S CL no. 11 - 643,4 laps
3. Team Afterburner, Ferrari 512S CL no. 5 - 638,9 laps
4. Team Gulf Slotrace.dk, Porsche 917K no. 20 - 600,7 laps
5. Team HOP, Porsche 917 LH no. 25/Porsche 908 Flunder LH no. 27 - 504,3 laps

Did not classify:

Team Beerdrinker(s), Porsche 908 Flunder LH no. 27/Porsche 917K no.23 - 686,4 laps
Holger declared his own team *Not Classified* since he was driving alone.

Beside Holger's driving in the last six heats, the winning team Dream Killers was driving as we all know them - the very best and their victory was deserved. Team ? - you guys got to come up with a team name - made a surprisingly second place with newcomer Jan on the team, but he was well guide by Mureren. Team Afterburner was on second place after the first leg, but threw it away in the second leg and most be disappointed. Team Gulf Slotrace.dk had too many pit stops to do anything against the Ferrari domination of the race. Team HOP were both newcomers but was struck by car failure in the first part which cost them a lot of laps and perhaps had too many visits in the DC Bar in the second?

But once again it was a great race, a fun day with a lot of funny remarks, lots of great prices for everyone and great catering from Marianne and Maria.

See you next year!

Le Mans 1970 Rebirth V - Final Edition

For the 5th and last time Holger invited to Le Mans 1970 Rebirth V saturday 28th of April 2007 and again it would be a pure Porsche-Ferrari fight!

Vialli and High Tower once more made the trip from Zeeland to Jutland representing Slotrace.dk, but this time it would be a very exciting race for the two!



The race pack - two Ferrari 512S CLs and three Porsche 917Ks and one Porsche 908 LH

The rules for the Rebirth race was as usual FLY Classic cars from Le Mans 1970 out-of-box but without magnets, maximum 10 gr. extra weight and of course regular visits in the DC Bar. In each heat each team had to have two pit stops of two minutes each or one pit stop of five minutes and both drivers had to race in each heat! We - Vialli and High Tower - arrived late Friday night to be ready for the start Saturday morning 10:00. Vialli went to bed 01:00 and Holger and High Tower talked to the early morning and only got a couple of hours sleep. Marianne served breakfast at 8:30 and training on the Ring Taps started 9:30.



Training session for High Tower, Holger and John C



A real Le Mans 1970 start in the first heat

The teams that would race this year was:

- #11 Ferrari 512 S Cuda Lunga - Jan and Gebrüder
- #12 Ferrari 512 S Cuda Lunga - Tobak and John C
- #20 Porsche 917 K - Vialli and High Tower
- #21 Porsche 917 K - JJ and Smeden
- #24 Porsche 917 K - Cousin Søren and Holger
- #27 Porsche 908 Flunder LH - Grandpa and Hans H

The first heat started 10:00 with cars #24, #11, #12 and #20 and despite #20 had one of the outer lanes, they won the first heat with 72,7 laps in front of #12 who drove 70,2 laps, so it was a very good start this year! After the first half of the race it was clear that the winner would be found between #12, #20 and #21 since #12 had driven 296,2 laps and only a very small lead with one lap in front of #20 (295,2) and 13,4 laps in front of #21 (282,8), then came #11 (269,9), #27 (252,8) and #24 (226,4). Then it was time for lunch once more served by Marianne and one of many visits in the DC bar, where Maria served the cold beers. At 14:00 it was back to the race and it was clear that the break had been a benefit for the #21 which drove 82,3 laps in red lane and then realized that one of their braids only had two threads left and a long pit stop now made it a race between #12 and 20!



Lunch is served!



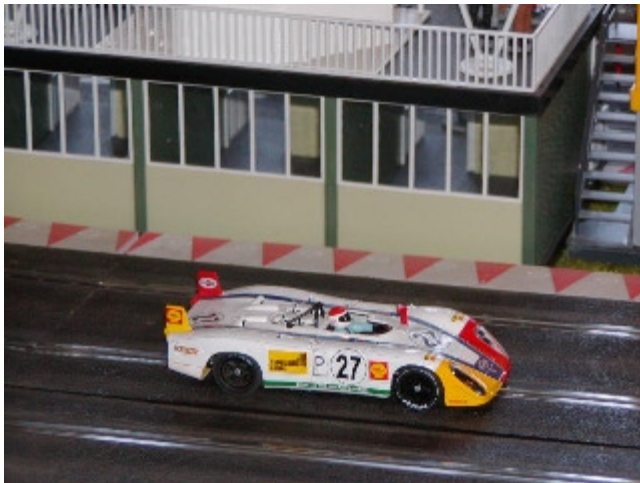
#11 after a hairpin



#24 going up onto the bridge



#21 in a long pit stop with only one braid



#27 on the back straight of the pits



Waiting patiently for the results

But the yellow Ferrari pulled away from #20 and it ended with victory for the #12 Ferrari 512 S Coda Lunga with a total of 613,6 laps, seven laps in front of #20 Porsche 917 K.

The final result:

1. #12 Ferrari 512 S Cuda Lunga - Tobak and John C - 613,6 laps
2. #20 Porsche 917 K - Vialli and High Tower - 606,6 laps
3. #21 Porsche 917 K - JJ and Smeden - 572,1 laps
4. #11 Ferrari 512 S Cuda Lunga - Jan and Gebrüder - 564,7 laps
5. #24 Porsche 917 K - Cousin Søren and Holger - 473,3 laps
6. #27 Porsche 908 Flunder LH - Grandpa and Hans H - 451,9 laps

More results here: <http://www.slotrace.dk/LM70RV.xls>



1.place & Winners: John C and Tobak
#12 Ferrari 512 S Cuda Lunga



2.place & First Losers: High Tower and Vialli
#20 Porsche 917 K



3.place: JJ and Smeden
#21 Porsche 917 K



Winner of Best Remark: Hans H - "There is no power!"
(The car was placed in the wrong lane!)



Winner of ?: Grandpa



Winner of Best Rookie: Cousin Søren

Despite everyone had a great day it was still a very sad day since Holger has decided to remove the now legendary and very bumpy track, so this was the very last and final edition of rebirth races on Ring Taps - it will be missed!!!! Rumours has it that Holger maybe will go into digital races - but on a smaller track - and that Tobak and Kolding Mini Race Club will take over the Rebirth races, but not with out-of-box cars!