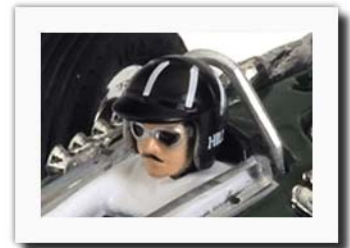


British Racing Motors' greatest icon is here to reclaim its place on the circuits

**SCX® PRESENTS
ITS LIMITED EDITION BRM P261**

Get behind the wheel of a SCX® Vintage Formula 1



SCX® presents one of the legends of the early days of Formula 1, the **BRM P261 F-1 Vintage** with which the British driver Graham Hill won the championship in 1962.

British Racing Motors (more widely known as **BRM**), the British Formula 1 team, was founded in 1945. It raced from 1950 to 1977, took part in 197 Grand Prix and won seventeen of them. 1962 was its greatest year, with the team winning the manufacturers' championship and its driver Graham Hill taking the world championship. In 1963, 1964, 1965 and 1971, **BRM** finished second in the manufacturers' championship.

Just like the real car, the **SCX® BRM P261 F-1 Vintage** stands out with its simple bodywork and open wheel structure, with no down force. With a very clean design, the chrome-effect features such as the wheels, the exposed engine and the lines on the driver's helmet stand out. Its elegant yet sporty lines start off with an aggressive nose in a striking orange.



Here on the nose is the team crest, then a large number three to identify the driver during the race. The bonnet of the **SCX®** model also features two large air intakes.

An eye-catching feature of the driver's cockpit in the **BRM P261 F-1 Vintage** is the roll bar behind the seat and the protection around it.

In the cockpit, **SCX®** presents the figure of the driver, faithfully reproducing the original, down to the moustache, goggles and personalised multi-part helmet.





Track Trials

SCX® enthusiasts will enjoy this new Vintage model. The **BRM P-261 F-1 Vintage** from **SCX®** is an absolute pleasure to drive using today's tracks, transformers, controllers, tyres and mechanics. The model's reactions do not differ radically from those of the BRM's of our parents' day, though their dynamics have been improved. We are talking about long skids, slow but sure reactions with an open RX motor and a need for subtle driving which will also be excellent practice for controlling all kinds of Scalextric cars.

In addition to this, it should be remembered that the **SCX® BRM P-261 F-1 Vintage** has a natural rival from last season, with similar on-track handling, the same technical specifications and the same style of car. Derek Bell's McLaren no longer races alone.



A simple chassis, the minimum for the car to move on, with measurements stretched as far as possible in terms of both guide length and axle width, gives the impression that this was a good design which took advantage of every bit of the small space available.

The guide engages deep in the slot, with no chance of the nose getting away, though the braids need lifting to achieve good contact. As regards the tyres, the material of which they are made should be highlighted, with good roadholding as the top layer is worn away, and enabling easy overtaking.

This **SCX®** model has late acceleration and long braking. This is due to its motor, which has the typical features of the historic RX series, and also to the rear wheel diameter, with the high hubs slowing the car's acceleration. It takes bends carefully, and you should not expect any magnetic effect, but you can rest assured that once you have found the right balance between speed and skidding you will gain yards easily. The pick-up guide is very reliable and the moving parts, axles, bearings and crown gear, are highly efficient in meeting the model's needs.

* Tests conducted with specifications as supplied.

Table of Sport Measurements

Wheelbase	75mm	Transmission type	Direct rear
Distance	87mm	Transmission ratio	9/27 = 3
Rear wheeltrack	63mm	Guide type	Classic with screw
Rear wheel diameter	22.5mm	Screws	3 (1+1+1)
Front wheeltrack	57mm		
Front wheel diameter	20.5mm		

Motor	Vintage Open RX
Traction	Rear
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm

Product reference no.: **6255**

The Real BRM P261 F-1 Vintage

The **BRM F-1 Vintage** with which Graham Hill became Formula 1 world champion in 1962 featured as its most noteworthy development the 1.5-litre V16 135° racing engine, highly powerful at the time for its cylinder rating. It had the disadvantage that the power dropped outside a very narrow range. This meant that the drivers had to change speed very often in order to take full advantage of its capacities. This engine stood out both for being a bold step in engine development and for its distinctive sound.

When the 1.5-litre unsupercharged Formula 1 regulation was introduced, BRM managed to build an engine designed by Aubrey Woods (the BRM P56 V8) which was on a par with the Dino V6 used by Ferrari and the Coventry-Climax V8 used by other British teams. A P578 with this engine won the World Championship with Graham Hill at the wheel.

However, BRM slipped up when the 3-litre regulation came in, by rejecting Aubrey Woods' proposal to build a V12 engine in favour of the unusual H16 engine (the BRM 75). The latter was powerful but heavy and unreliable, with poor torque and a high centre of gravity. The reason for this choice remains a mystery, but it is probable that the H16 attracted BRM because it shared some parts with the 1.5-litre V8. It was at this time that BRM earned itself the nickname "British Racing Misery". Nevertheless, due to the scarcity of F-1 3-litre engine at the time, the H16 was sold to Lotus and Jim Clark managed to win a Grand Prix driving a car with this engine.

Norman Graham Hill was born on 15th February 1929 in Hampstead and did not get his driving licence until the age of 24. A few days later he spotted a newspaper article saying how for a very reasonable price it was possible to try driving a racing car. He immediately went along and after doing a few laps at Brands Hatch he realised what he was doing and that he did not want to stop.

In 1954, on that same circuit, he drove in a Formula 3 race, finishing in fourth place in a Cooper. Graham subsequently met Colin Chapman, who offered him a job as a mechanic in the Lotus team workshops. But Chapman sensed that the kid had talent, and in 1958 gave him his start in Formula 1. His début was at Monaco, where he was unable to finish because he lost a back tyre. However, he ended up winning five times on this circuit, earning the nickname Mr. Monaco (this record was only beaten by Ayrton Senna, with six wins).

In 1959 he signed a contract with the BRM team and his first victory came in the Dutch Grand Prix of 1962. In that same season he won the championship. Four years later he tried his luck at the Indianapolis 500, where he again proved his skill by winning. In 1972 he won the 24 Hours of Le Mans and came second in 1963, 64 and 65. He won 14 victories in Formula 1.