



Contents

Swapmeets.....2
Diary dates.....5
Messages From Margate.....6
Carrera Corner.....9
Shipment From Spain.....13
Review SCX.....14
H:O World.....17
Dutch Rally Track.....19
Bits & Pieces.....27
Scalextric Review.....29
Ninco Review.....30
Ebay Watch.....33
An Italian Quickie.....35
Scaleauto Motors.....37
Adverts.....41

Ancient and Modern

This year's Vintage release from SCX - the Tyrrell 001 - arrived on my doorstep recently and prompted a few thoughts on the development of slot-cars over the years.

A full review of the model appears elsewhere in this month's issue and, as Gareth Jex notes, the quality of the original mould is quite remarkable. The Exin cars of the 70s were some of the finest slot-cars ever produced and (ignoring the obvious advances of tampo printing over stickers) they are, in my opinion, superior to the current range of SCX cars in many ways.

I have all the Exin F1s in my collection and I even have the luxury of a few less than mint cars which get an outing on the track occasionally. They are a real delight to run - mainly due to the wonderful RX motor that was fitted as standard until the advent of the ubiquitous Mabuchi which powers most modern cars.

The RX started life as the motive power for model trains but it proved ideal for slot-cars - it was fairly heavy and provided a low centre of gravity which kept the cars stable through the turns without the need for the dreaded magnets of today. It was also extremely reliable - you can find one in a box of junk, give it a quick clean, oil the bearings and it will soon be purring away as if it was made yesterday instead of more than 30 years ago. If a modern motor fails you throw it away but an RX could be stripped to its component parts in a few seconds and easily repaired. As always, the reason for its demise was cost cutting - Mabuchis were a fraction of the price - but I wonder whether current production methods might not produce a modern RX at a much lower price.

The final clincher in its favour though is the wonderful ozone smell it produced - almost as evocative as the whiff of Castrol R at Goodwood! I don't care how fast a modern can motor is - give me the sound and smell of a well used RX and I am in slot-car heaven. But then I prefer the rumble of the Cosworth DFV to today's V10 screamers so what do I know?

Till next month

Brian



Editor

Brian Rogers
27 Paige Close
Watlington
King's Lynn
Norfolk
PE33 0TQ
Tel/Fax:- 01553 813090
e-mail:- editor@nsc.co.uk

Trade Advertising

Adrian Leggett
Roseville
Westwood Lane
Normandy
Guildford
Surrey
GU3 2JG
Tel:- 07773 967333
between 09:00 - 18:00
01483 810102 evenings
e-mail:- sales@nsc.co.uk

by  
**Rob Smith**



# MESSAGES FROM MARGATE

**T**his month's batch of new releases revolve around unique set cars. There are several this year and with the new Argos catalogue due shortly there are sure to be a couple more too. The other new release is the Batmobile - eagerly awaited by many younger enthusiasts.

## **C2687W Mini Cooper S #2 and C2686W Mini Cooper S #1**

These two Mini Coopers are unique to set C1155 John Cooper Challenge. The set is the small X1 layout and therefore fairly affordable. The cars are both white with red detailing on C2686 and blue detailing on C2687. They are racing specification Cooper S models with the big rear wing - just like the NSCC Minis.



## **C2653 Chevrolet Corvette L88 American International Racing Team**

A new Corvette relivery in metallic blue and white, this car was raced by James Garner. It is one of the best Corvette liveries so far with some very small detail printed on the flawless blue paintwork.

## **C2691W Dodge Viper Competition Coupé #92**

This year's new Le Mans set features two Dodge Vipers. One is C2522W - identical to the metallic blue and yellow car released previously. The other however is C2691W. This car is red with a bold white stripe running across the bonnet and down the sides. It does vary from the illustration shown in the catalogue. If buying this expensive X4 set is not possible this Viper will also be available as a solo SportDigital release soon.



## **C2683A Ford GT MkII 1966 Le Mans #8**

Although this latest GT40 is supposed to be a German only release it is easy to find from one of the big specialists and Scale Models had some examples at the recent Orpington swapmeet. This car is beautifully finished in bright yellow with two black stripes and represents the car as it was run at Le Mans in 1966 by Alan Mann Racing. This is a full Sport release limited to just 2000 units and the car description within the box is in German.



### **C2664 Porsche 911 GT3R Gruppe M #88 and C2665 Porsche GT3R New Century #66**

The Porsche GT3R has received a chassis upgrade for these new releases and features the now familiar braid disk. It is further forward than previous GT3Rs - I wonder if this will aid the handling. They are, of course, ready for conversion into digital versions. The Gruppe M car is red with white and blue stripes and the New Century car several shades of green. This works particularly well and the car looks stunning.

### **C2635 Batmobile**

The new Batmobile is finally in the shops and should capitalise on the success of the 'Batman Begins' blockbuster. This release is the solo vehicle which comes in an attractive special sleeve over a grey/purple plinth. The Batmobile is wide and short and, with four huge rear tyres for traction it should have awesome acceleration. However it has high ground clearance and the small magnet is well above the track. Perhaps someone will comment on the

general track performance. Finished in matt black there are plenty of fine details picked out in silver or bronze and the rear hubs are particularly good. C1157 Batman Begins set is also in the shops featuring the Batmobile together with a police car. Remember that both of these vehicles are 1/43<sup>rd</sup> scale. Surprisingly the Batmobile chassis is not ready for a digital conversion - I wonder why not. Much more amusing is a symbol of a wheelie-bin crossed out on the base. Does this mean we are never allowed to throw it away?

⇒





## Coming Soon

Several SportDigital versions of existing cars have been announced and these will be released in due course to enable you to start digital endurance racing. Ignore the pictures published on Hornby's own web site - they are wrong!

- C2676D Ferrari F1 Schumacher 2004
- C2630D Maserati MC12
- C2691D Dodge Viper
- C2665D Porsche GT3R New Century

None of the digital versions differ in appearance from the standard versions. Do you think Hornby should release their digital cars with unique liveries? Let me know what you think and I'll raise it with them.

The Italian Job Minis are to be released in the US with special packaging, I don't know what this looks like at this stage but the cars all have ATF suffixes

- C2538ATF Ltd Ed Italian Job Mini, red
- C2539ATF Ltd Ed Italian Job Mini, blue
- C2540ATF Ltd Ed Italian Job Mini, white

The MotoGP bikes are not being forgotten either with four new releases promised this year

- C6020 Yamaha, Valentino Rossi 2005
- C6021 Honda, Sete Gibernau 2005
- C6022 Honda, Max Biaggi 2005
- C6023 Ducati, Carlos Checa 2005

Information about the Opel Vectra DTM cars has been hard to find so far this year. There will be four versions released before Christmas but two of them will only be available in Germany. The four are:

- C2592A Opel Vectra DTM Rueter L/E
- C2593 Opel Vectra DTM Frentzen
- C2684 Opel Vectra V8 Playboy
- C2685 Opel Vectra V8 Valvoline

C2592 is the only version to be released as a Sport version and C2684 and C2685 are the German releases.

## Goodwood

It was great to meet many of you at the recent Goodwood Festival Of Speed. The Hornby Roadshow vehicle was packed from the moment the gates opened until the moment they closed. A large, six car digital championship took place with the winner of each heat attempting to set a fastest lap. At the end of each day the holder of the fastest lap won a set of their choice. Despite the simply appalling lack of driving skills of some of the visitors the Boxsters and TTs ran faultlessly each day with only minor maintenance needed each evening.

On Saturday we were visited by Jenson Button, David Coulthard and Louise Goodman who conducted an interview in the Roadshow truck. On Sunday Fernando Alonso came to compete and easily emerged a winner in a keenly fought race. He did have the advantage of a Renault F1 car against a field of coupés but in digital racing that meant nothing!

Up on the new rally special stage the Scalextric Sponsored Group N Subaru Impreza was recording quick times with Gwyndaff Evans and Rob Gill at the wheel. Several Hornby staff and visitors enjoyed (!) a trip in the co-driver's seat.

## NSCC Minis

The Club Minis have all sold out. Thanks for your support for this project. However, about 80 are yet to be delivered to their new owners. If you are expecting them please email me with your instructions. Either send me postage at £4.50 per car (cheques payable to the NSCC) or tell me at which event you will collect the cars. I will take them to the Milton Keynes swapmeet in September so come and pick them up! ■



**W**ell, we've waited patiently for almost a year and at last it's arrived. Pro-X Digital Racing is in the UK and making its way to your Carrera stockist this minute.

Nikko have been extremely kind and given me set 30100 to review. This contains 6.9 metres of track and two Formula 1 cars, a Ferrari and a McLaren. It's been a very long time since I had a new slot-car set and I've never purchased a Carrera set, only separate track pieces. This was to be a real test then.



My initial reaction after removing the outer shipping container was how good the box was. It is superbly detailed and shows very clearly what you are about to buy. I also like the way it was made into a kind of suitcase with its own handle. There is detailing on every panel and the back shows much of the new Pro-X range. The best bit is the yellow flash on the front, which states, "for overtaking".

## A Hooded Coat

Unusually for me I thought I'd be an anorak and time how long this would take to put together. The reason behind this dangerous shift in my behaviour was that I noticed the box states that the set is suitable for 8+ of age.

Removing the two sticky circles of clear tape enabled me to lift the flap and reveal the toys. I was immediately impressed with the way everything was in its own separate card tray and all the track pieces were protected at both ends so that none of the connecting lugs could be broken in transit.

So, set the watch and away we go. The instructions were immediately to hand in the top of the box and, two pages in, there was a clear diagram of where all the track sections go. I worked steadily and tried not to imitate an eight year old on Christmas morning. Putting the little tray holding the cars to one side I had two packets of track, one of straights and one curves.

Eight minutes! Honest, that's all it took. The track is superbly made and is dead flat. It does need a firm, steady hand to put together, maybe due to its newness, but I doubt an 8 year old could manage it. The final piece of track, again packed separately, was the power/start straight complete with black box. Another look at the instructions revealed that there are two curved borders that sit either side of the black box. On inspection I realised that with lugs protruding at right angles to each other, one for the track and one for the black box, these weren't going to fit with the track constructed. ➡

I undid the power track connections and jiggled the two borders into place with the resulting effect of most of the track opening up slightly at the joints. Rejoining the power track, along with the extra lugs from the borders, was all very fiddly. Not a job for an 8-year-old then? No.

## Don't Fence Me In

Fifteen minutes into my time and I had a completed track. A quick look at the instructions and I noted where the barriers need to go. Now, I have to say here that the only experience I have with barriers is those awful Scalextric ones, made from out of date fresh pasta and held on by clips made of marmalade!

The Carrera barriers looked modern, were long sections which simply clipped into sturdy triangular uprights and there were far more uprights in the bag than I needed. A bonus there then.

Twenty minutes later, yes that's TWENTY, I had connected the barriers. By the end of this any 8 year olds in the near vicinity would have learnt a whole new vocabulary from Dad. I'm at a bit of a crossroads here, excuse the pun, because I found the barriers an absolute pig to fit but once fitted they looked the biz. They even came with angled end pieces to make them look even more realistic. Also, you can slide them along the edge of the track once they are clipped in and this is a god-send when it comes to final positioning on the bends. In all fairness to Carrera, I'd forgotten just how frustrating fixing barriers could be.



So, back to the box and another two trays. One for the hand controllers and the other for the transformer. These were easily plugged into

the black box and we now had a circuit with barriers, power and two cars sitting on the start. Total time 37 minutes. I also had a large pile of cardboard packing.

## Back To The Future

This was it then, time to work out how to program these futuristic slot-cars. I turned a couple more pages into the instruction booklet and studied what at first looked a rather confusing set of diagrams. There are pictures of blocks of four boxes coloured either black or white and these represent the position of your switches on the underside of the car.

What makes this a little difficult is the fact that there are several languages all written next to these diagrams and English is not the first. However, within a minute or so I realised that the cars and black box are already pre-set, so we can just plug and play.

A few quick test laps on my own and then it was time for a competitor. Not an 8 year old, but close. My 11 year old son soon showed me how to race slot-cars and to my embarrassment was far quicker around the circuit than me.

## Perfect Performance

The set was given a thorough work out, and we changed cars to make the test fair. Apart from the braids being a bit scrunched up, initially affecting electrical contact, the whole set-up ran faultlessly.

I'm not used to using thumb controllers and I've never been that great with magnet cars, too on and off for my liking, but these are all just excuses for driver error. My son is not a slot-car racer and yet within ten minutes he was lapping considerably faster than me and had less trouble staying on.

The lane - changer takes a little getting used to. The secret, we found, is to depress the special button on the controller a good couple of track sections before reaching it. That way you will always get a lane change. We did, at first, just quickly press the button but of course this was always too late to operate the mechanism and you found yourself sailing past when you thought you would be changing lanes.

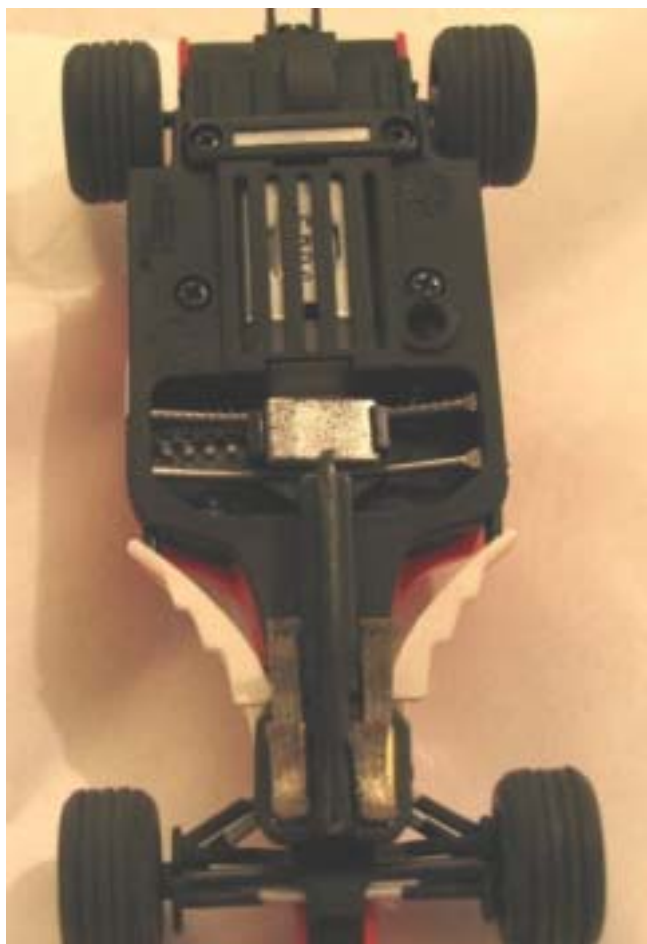




## Tech and Spec

I know I've covered most of the details of Pro-X in previous months so I'll just quickly remind you of the technical stuff.

As can be seen from the photograph (below) of the underside of a car, toggling the four little switches on the left does the coding. Just below them you can see the lens of the infrared light, which comes on when you press the lane change button.



Next to these is the magnet sliding system that I tried to describe several months ago.

Basically, as you corner the magnet slides across the car and downwards towards the track, thus given more magna-traction in the bends. I'm not wholly convinced by this as I still seem to come off just as much and it means the car has ended up with most enormous guide in the industry. The braids are smaller than usual for Carrera and they have adopted the SCX style double contact, whereby both ends of the braid touch the pick-up rail.

You can run up to four cars on this track, although you will need to purchase two more Pro-X controllers along with Pro-X cars. The 2005 catalogue shows eight F1 cars, six Nascars, six DTM cars, four sports cars and four road cars available for this system.

The black box has a built in race mode which you can select by pressing the "start" button. The box then gives an LED countdown and an acoustic signal. Once all the lights have illuminated the race starts. Their relevant LED on the panel indicates anyone making a false start and power is then cut to the whole track. The start phase then has to be reset.

If you wish you can set up autonomous cars with a choice of three different speeds, pre-programmed into the black box. With the addition of the pit stop section you can also run a pace car.

With regards to the magnets, they can be removed but we never got around to that as we were having far too much fun! ⇒

## Final Verdict

To sum up, I've listed the obvious points and given them marks from ten:

Packaging - 10

Instructions - 9. They should mention fitting the borders before completing the track.

Track Quality - 10

Car Quality - 10

Operation of lane changer - 10

Overall reliability/electrical connection - 10

Fun Factor - 20 out of 10. It's that good!

All that's left is to clear up. Now where's that 8+ year old? I think I've found a job he can do.

## NEWS JUST IN!

Carrera have just signed an exclusive worldwide licence agreement with Red Bull to produce slot-cars and race sets in the Red Bull design.

More info on this as it happens.

## Ending Moan

After all the excitement and good news of Pro-X, I'm sorry to say I have to end this month with a moan.

Two months ago I set a competition aimed at the children with the prize being a new Fantastic Four Carrera Go!! Set. To make it fair I asked my son to set the questions, which he did without reference to any Marvel encyclopaedia. They were just general things he knew from seeing the movies or kids TV.

How many entries did I receive? NONE!!

Had the prize been a 1/32 car that could have been taken to the club and raced or added to a collection I'm sure I'd have had plenty of entries, as per the Rally Competition.

I think it's a sad state of affairs that you can't be bothered to get the kids involved for once. Maybe, just maybe, I'm the only one out of 1000+ members who has a child?

If you attended Epsom/NSCC 25<sup>th</sup> you would have seen how many kids were enjoying the Go!! Set that was there.

I can only thank Nikko for their kind offer of the prize and will have to reconsider the Christmas Competition. Your loss, it was a Pro-X set. ■



Shipment from

**Spain**  
by Gareth Jex

## Three new releases this month

**F**irst is the much advertised Ferrari F1 team. Ref 80720 is the boxed set and contains Schumacher's F2004 #1 and Barrichello's #2. It also includes the new Trainer 2 unit, chicane and bridge. Interestingly, for the time being, Barrichello's car will only be available in the set. Michael's car is available from this month as a solo car ref 61730.



## Another Subaru!!!

This time at least it looks slightly different. Ref 61810, this is a reproduction of the Monte Carlo 2005 entry driven by 2004 WRC runner-up, Norwegian Petter Solberg and co-piloted by Brit Phil Mills. I'm told the front fog lights actually work! I look forward to seeing that.



Not a new release, but thought you might be interested to see a limited edition. Presented to special customers and visitors to the Nuremberg Toy fair at the beginning of the year, much as the original Spanish release different only in the over printing. One to look out for.



Thanks for getting in touch for the reviews. The Seat Cupra is being given a long term review and being raced in a championship at Scale Models. Review in a couple of months. Tony – thanks for getting in touch, my machine cut your telephone number off. I didn't actually have a Dome for review, but have asked for one to be sent, please get back in touch for a chat.

Till next time. ■



## Ref 61780 Tyrrell-Ford-001 Vintage



By Gareth Jex

**A**h, it's that time of year again; everyone goes away on holiday, the sun comes out, fewer people play with slot-cars and SCX release their limited edition vintage car for the year. I look forward to this for two main reasons - when I first started liaison with Tecnitoy's I said I would keep the vintage review model for myself and each model produced so far has been a great improvement on the original Exin models and probably half the price of a mint original example.

This year we are presented with another classic - the 1970 3 Litre Formula One originally designed by Derek Gardner for Jackie Stewart and commissioned by the legendary Ken Tyrrell. The 001 originally started life as Tyrrell SP (Special Project) after various changes and problems with the Matra company forced Tyrrell to design and build his own car. The original prototype chassis cost just £22,500 (less engine and gearbox) and was completed in near secrecy and on time.

Its first outing was at a non-championship event, the Oulton Park Gold Cup, where it ran into a few problems. Next it went on to the Canadian Grand Prix where it led for the first 31 laps until a stub axle broke. It led again at the following Watkins Glen event for 82 laps until an oil lead came unclipped and ended its race. Not the best of starts perhaps but good enough for the main sponsors Ford, Elf Oil and Dunlop to back the team for the following season.

So 1971 saw Jackie Stewart win his second world championship. With the exception of the Dutch GP, in which he came 11th, Stewart dominated the first half of the season with five wins and one second place. The Championship was wrapped up in Austria with three races to go. The actual car Tecnitoy's have decided to

recreate is, in fact, not one that competed in a GP. Tyrrell entered the non-championship Race of Champions at Brands Hatch on March 21<sup>st</sup> 1971 and Stewart put it on pole but finished in second place, 24 seconds behind winner Clay Reggazoni in the Ferrari 312B. To be honest it's a bit misleading to say this is the car that Tecnitoy's have based their model on, but it's the only time the Tyrrell 001 used race number 17. The car didn't look like our model on the day (no airbox!) as we can see from these photos taken by Gerald Swan.



Car 01 is still in use today and is owned and driven by John Delane from the USA who brought it over for this year's Goodwood Festival of Speed last month.



Moving on to the model. As has been the case for the last few years the packaging for the vintage range changes every year and this year is no exception. Each car comes in its own presentation box with a good graphical display of the car. Inside, the car is mounted on an angled plinth under which is a presentation booklet giving you facts/history about the car, driver and the original Exin model. Each booklet is stamped with the limited edition number which this year is a run of 4500 models in SCX variety.

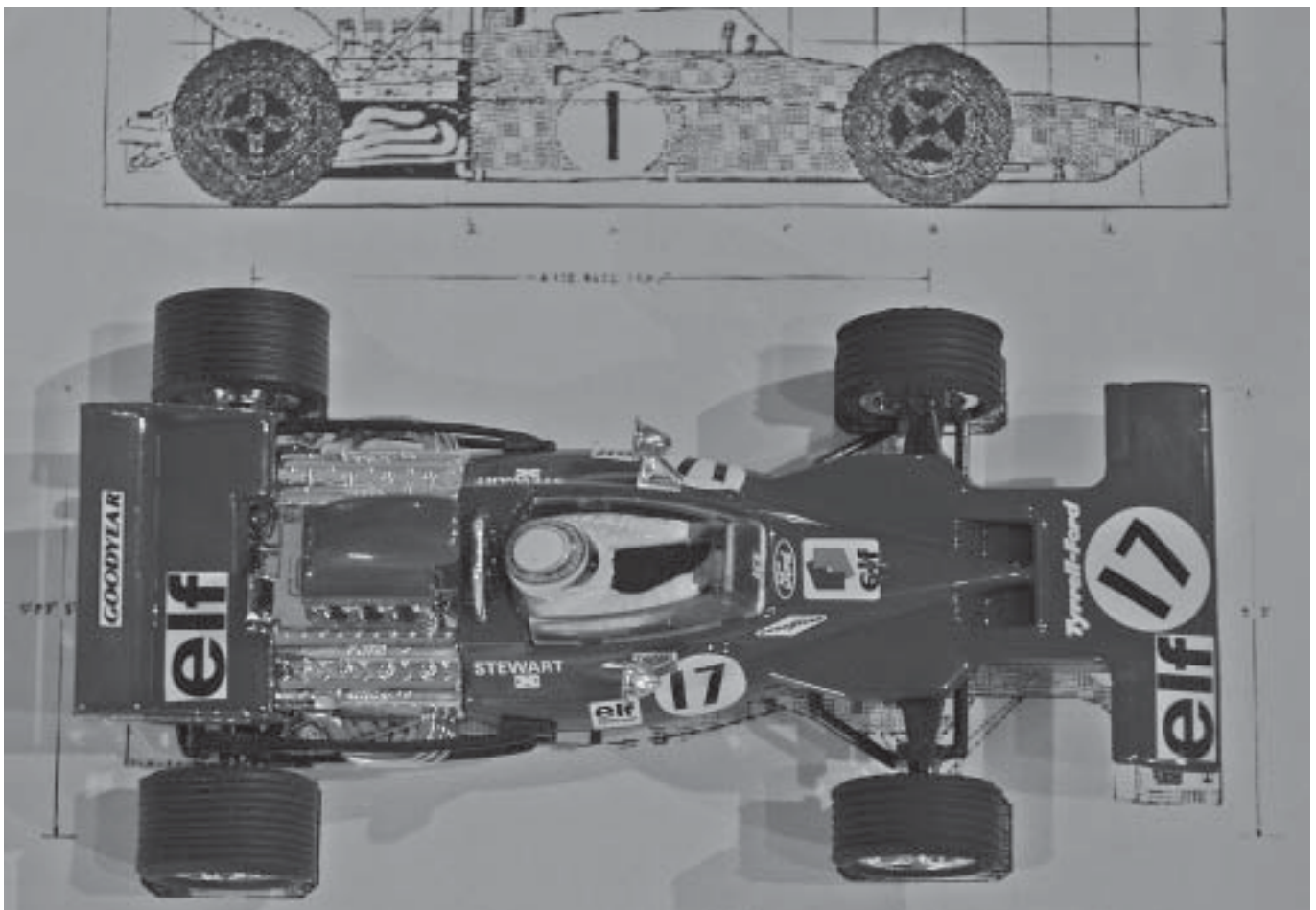


For those of you who want to get technical:

Bearing;	Metal
Sprocket;	9 Teeth
Crown;	27 Teeth (plastic)
Wheelbase;	77.5 mm
Rear Axle;	54mm
Front Axle	51mm
Weight;	74g
Motor;	RX-1
Wheels;	Plastic chrome 6 spoke with wing nuts.

The picture shows how the model overlays on the technical drawing of the real car – not bad - in fact spot on. Makes you wonder why modern F1 cars seem to be more difficult to model to scale! We must remember that this is not a new car produced with all the latest design facilities that improve the recent glut of new classic cars, but a re-mould from a slot-car produced in 1973.

⇒





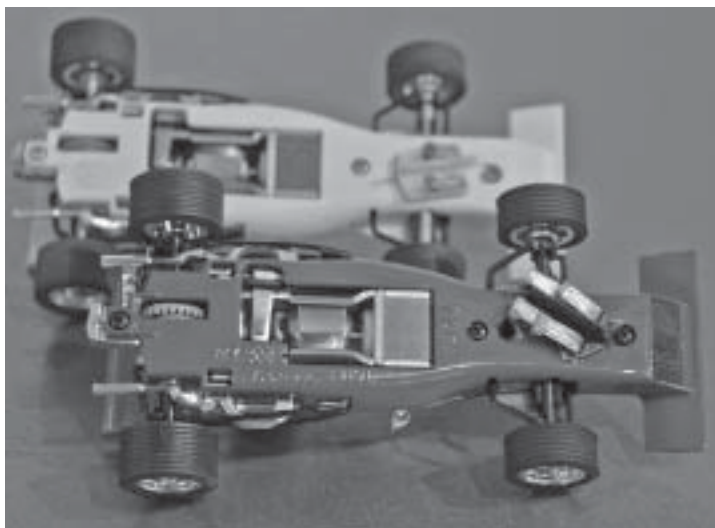
The original Exin cars, ref 4048 or C48, came out in four colours: red, blue, yellow and green but, as with so many of the Exin cars, examples made in the Mexican factory have been seen in orange, a white-ish yellow and light blue.

For a mould that is over 30 years old it seems to have kept well, moulding detail is crisp and with the exception of the air box, which is moulded in two sections, there are no visible mould lines or flush. Colour wise, overall is a dark blue which appears accurate, although I'm assuming the car I saw at Goodwood has been re-painted at some time in its life. The original Mr Blobby Spanish driver's head has been ditched in favour of a modern helmet tampo printed with Jackie Stewart's Tartan band, this makes a massive improvement to the overall look of the model keeping the driver more in scale to the car.

Turning our attention to the bright work; the original engine was finished in dull chrome, more like a gun metal and the mould was super fine. The motor on the new version is full on bright chrome and in my opinion is too shiny. The air stacks seem to have doubled in size somewhere in the moulding process and the fine raised Ford logo seems to be a little softer.

Tampo printing is the main step forward comparing the vintage to the original. Most of the decals on my original Exin example have seen better days. Printing on the vintage is minimal, as you would expect for a car from this era, but very well executed. The logos are more or less in the right place with the exception of the side pods. The roundel numbers and Elf Tyrrell logo should be more towards the rear, but the black suspension rod system (on most Exin F1 cars) does not allow it.

Turning the model upside down reveals the excellent RX-1 motor, limited edition stamp number, SCX logo and the addition of Made in China. The guide flag on this model is unique being a forerunner of the quick release guide flag. The braids are not hard wired to the motor, but rather rub on a metal button or rivet.



Originally white in colour the new flag is black and has the typical SCX double braid rather than the original steel ones.

To be honest I suspect most of these cars bought will never see the track and go straight into the cabinet, but because mine was free I felt it my duty to see how the car handles on the track. Off to Farnham's Ninco track for a bit of track time. Normal preparation, oil, short run in. Well I had expected to write that it moves - just, but how wrong can you be. What a great car to drive! Apart from the short prep nothing was done to the car and as soon as it went on the track it was smooth, crisp, steady and secure. Not the fastest thing in the box, but that's fine with me, feels more to scale. The RX motor set-up gives some natural magnetraction but very minimal, to be honest I doubt you would notice it. Axles and wheels all appear to be straight and I suspect the motor will get better and better. Around the twisty bit you can really throw the car around, confident that it won't de-slot. The wide track really helps with this. I did pop my original Exin car on, but with the steel braids and 30 year old hard tyres it was no comparison. I see a new class possibility!

In summary, my cup of tea! I am not a fan of more recent F1 cars that, if we are honest, all look the same, this has a classic style and shape. Well executed, well presented and it works. More of the same please, but I'm not sure what will be next in the vintage range. Renault Alpine, Porsche 917? ■

BY DEANE WALPOLE

# H:O WORLD



**B**atman Begins, Mattel Returns! I was initially surprised to discover that Mattel, under its world-famous 'Hot Wheels' brand, had released a slot-car set called 'Race to save Gotham City' featuring the same two vehicles (a Tumbler and a Police cruiser) as those announced for the Micro Scalextric set 'Batman Begins'. On reflection, I suppose this somewhat unusual situation is ameliorated for the two companies involved by the fact that the Hot Wheels set (\$30) is unlikely to be sold outside the USA.

Having now seen the movie twice I can say, after congratulating both companies on making a good fist of a difficult conversion, that Hornby have made a better job in the looks department, at least with the Tumbler. Compromises had to

be made in converting such a strange vehicle, but Mattel have not done as good a job at hiding them and the wheels are very poor. Their police car looks good, but the Scalextric one is much truer to the movie. I think Mattel just used an existing body from their extensive Tyco 'back catalogue'. Shame on them!

Nonetheless it is very good to see that they have not dropped H:O scale completely. Before Tyco became swallowed up by Mattel, they had a deserved reputation for producing well engineered chassis and some really nice cars. It was always expected, by those 'in the know', that the quality and quantity would drop under the new owners (who were probably caught out and concerned at the high after-sales care needed with slot-cars). So far this has proved to be the →



Close up of the HW 'Tumbler' – pity about the wheels!



The new Hot Wheels Dodge with 'Bling' wheels

case but there is no doubt that Mattel have a product with almost limitless potential if they could just be made to see it. As if one new set this month is not enough from the New York conglomerate, they have released a second one. 'Street Speed challenge' which retails for an impressive £11.50 (two sets cost just £21.35!) and features two iconic US vehicles. First up we have the wonderful Dodge Charger from the 70s, available in this set in a pseudo-metallic blue. Far more in-your-face is the other set car, a Plymouth Superbird in a rich and bright yellow. This car was made famous, in part, by Nascar Legend Richard Petty so I imagine there will be quite a few repaints being done on the other side of the Atlantic! Whilst neither car is 'current' and, indeed, both cars have been done before in the Tyco days, they manage to look fresh and interesting thanks to the finish and large wheels. Mattel have done well to tap into the 'Pimp my ride'/'Fast and furious' vibes with maybe a nod to the new 'Dukes of Hazzard' movie thrown in for good measure. With the cars working out as cheap as £5.30 they really do seem the embodiment of 'can't go wrong' retailing. Even the chassis and controllers have tweaks not seen before on Mattel products. The only snag seems to be that they are very unlikely to be purchasable here other than on eBay.

Further to last month's column, Life-Like have indeed started producing their new 2005 Dodge Charger Nascar in authentic colours, with the number 22 'Cat' and number 19 'Dodge Dealers' as the first of hopefully many releases. I hope to have pictures in next month's column. The company has recently been taken over by another concern, Walthers Inc. Far from the normal doom-and-gloom attitude you encounter after such events, Life-Like are talking of ramping up their range and extending the scope of their Nascar licence. Time will tell.

Much the same sentiment was expressed by Playing Mantis when it was swallowed up by Ertl. Sadly the new owners, now renamed RC2, have proved to have little interest in Mantis' slot-car range (sold under the Johnny Lightning brand with designs copied from those by Aurora circa mid seventies) and the result has been that Tom Lowe, the man responsible for bringing back those old Aurora designs and unearthing a rich vein of nostalgia, has left RC2 to form his own (slot-cars only) company called Round 2. Exactly what the new company will make is unclear, other than the chassis will in all likelihood continue to be 'retro'. Given that these non-magnet, low tech cars were the big stateside H:O success story of 2003 and 2004, there is every reason to expect Mr Lowe's new venture to succeed. ■



# Home rally track in Holland

By Hub Habets

**A**fter rally driving in Minis at the end of the seventies and the beginning of the eighties I decided, five years ago, to pick up my old hobby from the sixties - slot racing.

At the age of 41, I thought the time was ripe to realise my dream of building a rally track in the loft of our house. It would not be a standard track, but a special stage complete with scenery.

## Baseboard

The available space of 5.75m x 3.45m is big enough for drifting and power sliding around.

The shape of the baseboard is an open circle; no problem standing in the central point when I am driving on my own. With more people racing, they can also operate from outside the open circle. The borders are made from MDF to avoid damaging cars on the floor when the drivers miss their braking point. The baseboard itself is so stable that a person can walk on it, and, underneath, I made shelves from 18mm MDF for storing slot-cars and books. ➡



French veteran rally driver Didier Auriol slides over a bridge in his Scalextric Fabia WRC. He got 12<sup>th</sup> with the Skoda in the 2003 San Remo Rally in Italy. Behind him, Kenneth Bäcklund wins group N and finished 21st overall in the rally of Sweden earlier in the year. Spectators are everywhere on the track, hoping to see all the action. Iceland moss, prepared with paint and grit, in front of the bridge wall and the crash barrier, gives some depth and relief in the scenery.

## Background

When you start building a circuit, the background is the last part that you will be thinking about. But you have to look after it first, before the track is in place or it will be unreachable for painting. My background is 30cm high and the horizon is about 10cm above the table. In my case, I had to paint 16mtr of board which then partly disappeared behind the hills and rocks of the landscape made from chicken wire and building plaster, lined with wet jute.

## Track

After trying many different lay outs, I came to the definitive plan, which contains many different bends from twisty to flat out with hairpins, sharp corners that open or tighten and several nearly flat out bends, which can be driven with the tail of the car hanging out. To keep the car under control under these circumstances, I had to recess the combination of Scalextric and SCX track parts into 10cm wide strips of 8mm MDF board. The total length of the track is 42mtr, so I had plenty of work sawing these border pieces for both sides of the track.



### **Björn Waldegård takes the inside line in his 1970 Monte winning Porsche 911S**

On his tail you see Guy Fréquelin, driving to eighth place in his group 1 Alfa 2000 GTV in the Monte of 1975. Both Fly cars look superb. I only wonder if Waldegård also had some lead in the nose of his Porsche, when he drove to victory. Without the weight in the Fly Porsche, it really flies... (off the track).



As a home slot driver, most of the time, I have to drive on my own. So I could use only one crossover section to realise a spectacular total stage length of 84m. So, for the second lap, the tyres should be up to temperature. I kept 1mm gap between the borders and the track to allow for heat expansion.

## Landscape

It is not necessary to be an artist to create your own lake on the baseboard. You only have to paint the deeper spaces darker and mix the lighter yellow and the blue with some patience.

Trees and bushes are made from wire and sisal, wrapped with a hand drill machine. This method is often demonstrated at model train exhibitions. After plunging in thin paint, grit

from the model train shop is used for the leaves. The biggest secret of making trees is also very simple: always mix several colours of grit in different combinations so you get a realistic effect, as in nature, where no tree looks like another.

A snow or gravel surface is easy to create with white or brown paint. To accent the snow effect the white paint can also be used on the trees, crash barriers, lamps, walls and bridges.

For the street lamps I relied on the model train shop again, buying some thin 4mm tubes. After bending and painting in the right colour, the small 12 Volt wire lamps were placed in the top, under a plastic cap.

After all these activities, there is only one small job to do. Plug in the transformer and off you go!

⇒⇒



Sandro Munari is pushing very hard in his 1975 Monte Carlo winning SCX Stratos behind the winner of 1971, the Swede Ove Andersson with the SRT Alpine A110  
Perhaps the two ladies on the inside of the hairpin influence his Italian temperament!





Carlos Sainz gets new tyres and petrol in his Team Slot Intégrale during the Monte of 1993 After a crash on an ice patch he finished only 14<sup>th</sup>. In 1994 he drove the Subaru Impreza to 3rd overall in the same rally. In front you can see a straw bale made from the sisal left over from the trees.



Jesus Puras slides his SCX Xsara WRC to a 12<sup>th</sup> place in the Catalunya rally of 2002 The complete red Xsara is only available in Spain, but with some luck, you can find this slot-car at swapmeets. As in real life, the handling of the SCX Citroën is great. In the background you can see two spectators who have walked specially to this far off bend to see the pure action on the twisty Catalan mountain roads.





With the sun low on the front screen, the Golf Kit Car of Alister McRae goes wide, overtaking Neil Simpson in his Manx 1999 diesel Golf Tdi

I hope Alister has seen the snow on his driving lane. Simpson has, because he finished the Manx in second place.



Spanish champion of 2003, Miguel Fuster drives his SCX Citroën C2 on the inside of an open hairpin right, covered with snow

The C2 is the edition of the Rallye de Aviles, the 6<sup>th</sup> round of the Spanish Championship of 2004. Behind the C2, you see the F1600 Fiesta of Jari-Matti Latvala taking the outside line. His debut on the 2004 Acropolis rally with the Ford ended with many mechanical troubles. =>





**The cameramen covering the action!**

Carlos Sainz keeps on sliding on the very long medium right of 540 degrees! With his Focus WRC, he ends on the podium in 3rd place in the Monte Carlo Rally of 2002.



**The beautiful Scalextric Network-Q Rally 2002 Impreza of Mikko Hirvonen slides a little bit wide, followed by the Auto Art Peugeot 206 WRC of Marcus Grönholm in which he won the Rally Argentina of 2003**

Hirvonen was less lucky, going home after he got engine troubles in the British forests. Markko Märtin overtakes the limited edition Ninco Saxo of 2002 F1600 champion Daniel Solà in his SCX Monte 2004 Focus. Märtin got second in Monaco and Solà pushed the little Saxo to 21st place in the Network-Q Rally of 2002.



#### 4 Ninco F1600 cars racing against each other

In front the Rally de Wallonie 2002 Clio of Loix, followed by the Network-Q Rally 2002 Renault of Simon Jean-Joseph. On his tail is Sven Haaf pushing to get the inside line in his 2002 German Rally of Oberland Saxo. Llovera in the Fiat Punto of the Finland rally of 2001 only got 79<sup>th</sup>.

The rims on the Clio and the Saxo are not the original ones. I have changed them for the bigger 10 spoke Subaru rims and the 7 spoke Speedlines for the Saxo.



#### Scalextric atmosphere of the sixties, or the nineties?

Both Scalextric Minis are driving round a small lake, where a snack trader is selling his merchandise. The red Mini is the 1994 Monte Carlo car of Paddy Hopkirk. He started this rally 30 years after he won it in 1964. During the last night his fan belt broke and he had to go home. But as you can see, on my track, he is still racing against the Union Jack Mini.



#### Estonian Markko Märtin searches for grip, after a tight right hander, in his Focus WRC during the Monte of 2003

He managed to drive his Ford to 4<sup>th</sup> place. Driving around with this Scalextric sidewinder is always a guarantee for a big smile on my face. The car is not the fastest, but looks superb, and has a nice sound.



## Conclusion

The building of the track took about 2 years. During that period I had a lot of fun finding creative solutions for the self made scenery that gives the extra touch of rally atmosphere on the track. Since then I am very satisfied driving through the landscape with scale speeds of 120 mph. ■

# BITS & PIECES

## Ninco News Briefing

As the summer begins, Ninco announce a totally new model – the Mitsubishi Lancer Concept-R. This is the first to be released under the new “Tuning Style” banner and will give any of the Road Car editions a run for their money! This new series will feature a number of cars decorated with holographic colours, soft-look paint schemes and chrome parts. In addition, these cars will have customised wings, mirrors hubs and even interiors!

Alongside the release of the Concept-R Tuning, another Lancer will be available in WRC trim. Both Mitsubishi's will be fitted with the NC-5 motor and ProShock suspension. Staying with the Rally theme, the Subaru “Imola 2005” and Porsche 911SC/RS “Armel” are also due for release this summer.

Thanks to those who have contacted me regarding their Ninco Club Tracks and events. Two events to mention this month:- Firstly, Southend's GT Raceway are holding a 9-hour Endurance race on Sunday 14<sup>th</sup> August for six teams with 4-6 drivers per team. The class is Ninco Japanese GT Championship cars and full details are available from Graeme Thoburn via the club website – [www.gtslotcars.com](http://www.gtslotcars.com).

Also, a 24-hour Endurance race is planned for the weekend of the 8<sup>th</sup>/9<sup>th</sup> October. This is the fourth year that Brian Steptoe has organised this event and, depending on the number of entries, the Ninco circuit will consist of up to 16 lanes (two mirror-image 6/8-lane circuits). At the time of writing, ten teams have confirmed entry. Location will be within 25 miles of the HA4 post code. Details are available from Brian via e-mail: [brian@pitstoppromotions.co.uk](mailto:brian@pitstoppromotions.co.uk).

*Peter Solari*

## Have you had your prize?

I appear to have a prize car left over from the Christmas competition - if you were one of the winners and haven't received anything yet could you please get in touch?

*Brian*

## Competition Result

A copy of the new Japanese slot-car book was on offer in the June issue for anybody who knew the highest place achieved by a Japanese driver in a Grand Prix. Several people were aware that Takuma Sato of BAR Honda finished third in the 2004 USA (Indianapolis) race but only one member realised that it was a bit of a trick question with two answers - Aguri Suzuki of Larrouse / Lola-Lamborghini also finished third in the 1990 Japanese GP.

Well done Mark Hatton (1977/96) - your book is on its way. Thanks to Robert Learmouth of Westwood Models for providing the prize.

## Fame at last

Open the current Scalextric catalogue at page 77 and take a large magnifying glass to the screen shot in the bottom left hand corner - Brian Rogers leads Keith Fishenden in a Sport World race. Adrian Norman must have been really bored at work when he set that one up!

## Epsom Postscript

The NSCC recently presented a cheque for £3,200 to the Children's Trust charity. This represented money raised at the NSCC 25<sup>th</sup> Anniversary Slot Car Weekend held at the Toyota headquarters. Many thanks to all those who contributed to this excellent result.



Gareth Jex handing over the cheque to Children's Trust representative Angie Turner





## Hornby C2592A Opel Vectra

Reviewed by Graham Eldridge

**A**fter waking up in the morning and finding a parcel in my back room, I knew it had to be a new toy, and indeed it was - the new Opel Vectra. As soon as I opened the box I saw the gleaming blue paintwork staring back at me and the detail in the bodywork was immediately evident; the vents on the wings, the awesome spoiler and those wicked wide arches the DTMs are so famous for.

After searching on the net for a picture of the real car, I came across a few and, comparing it to the real car, Scalextric have done a really good job on the bodyshell mould, as well as the paint scheme. Being a fan of big rear spoilers (boy racer here) the Scalextric Vectra has a pretty mean looking version.

skirts as well. The side skirts also look flimsy yet I don't reckon they will break. Being a side-winder motor installation this car should deliver a great drive due to the motor braking in the right direction; with the car instead of being against it on the sides like an in-line mount. Transmission is really free and well spaced with little movement - a good development from Scalextric. One bad thing from a racer's point of view is the chassis feels pretty weak at the back, being very flexible, and also you don't have much movement on the front axle which, when cornering will cause the car to roll.

I found the car to be very quick with the magnet in although the front was a little bouncy.



My first thought was, will it break if I have a big accident on the track, and luckily when I opened the car up, I found it mounted on two holes but, when you look at it from the outside, it is so well built it you think it is moulded on. On the front you have the splitters which look the business, but one hit on the front could break these off as they are highly exposed.

Now onto the chassis; after removing the screws I did find it a little tricky to open it up due to the side skirts which sit under the exhaust, with the exhaust detail sitting in a hole on the

After taking the magnet out and making my own modifications, changing the guide, taking the exhausts off, and a tiny bit of weight in the front, the car was pretty good. Compared to the Scalextric Mercedes DTM, it was definitely on its pace if not quicker thanks to the longer wheel base.

All in all a superbly detailed model with awesome grip from Scalextric's new tyre compound. Definitely a car to add to your Scalextric collection. ■



# **NINCO** *track test*

## **Lola 'Havoline' and 'Target' Toyotas**

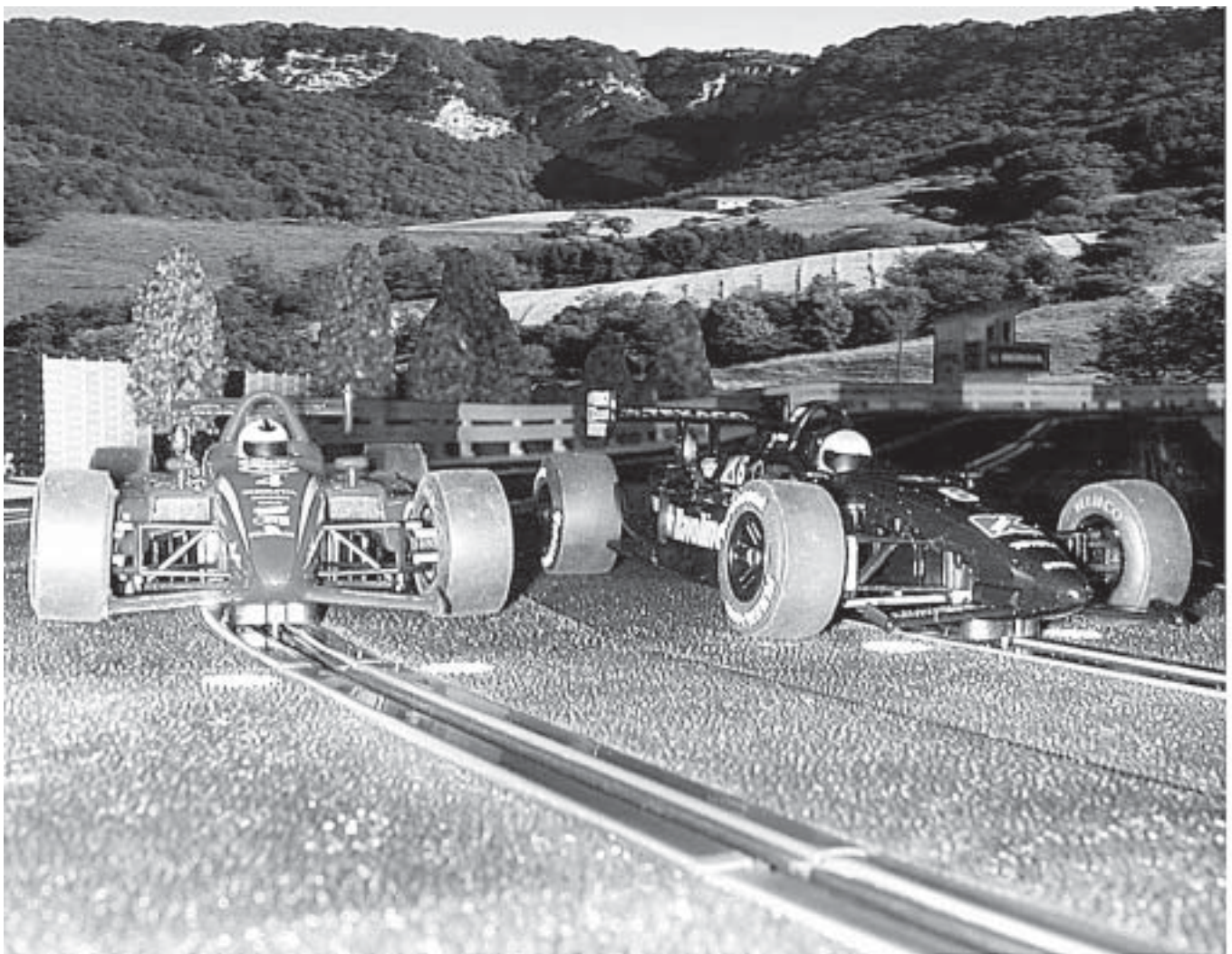
By Marc Abbott

**N**inco's latest Indycar releases are here and they're in "oval" trim – small wings for maximum speed! Opening the boxes brought no disappointment – a high-gloss, gorgeous finish! The Havoline version though being my favourite: finished in a very shiny black this Lola Toyota certainly looks the business! I hope the pictures do it justice, because (in my opinion anyway) it looks less 'plastic' than the Target cousin.

The bright sponsorship logos stand out well on the black whereas the red of the Havoline car

looks slightly dull. This isn't a big issue, just that if you're going to buy only one, then that might just sway the choice... but then again, black car on black track...

All of the logos/graphics are crisp, colourful and very opaque as all modern slot-car finishes should be – so no complaints there. The only gripe I have with Ninco cars is that they tend to have less detail as standard than their rivals – why not a proper detailed refuelling nozzle, instead of a simple tampo printed circle for instance?





As I mentioned earlier, these new Champ cars give us a different wing compared to the other Ninco releases from the same series. Take a look at the front view of the car and you'll see that the wings are angled downward slightly towards the track surface. As with all modern single seater cars there's always going to be nasty crashes where the delicate wings get broken off during racing and end up embedded in the barriers. Maybe that's another thought for Ninco – make the wings as separate items that can be bought as spares, like Hornby do.

The large rear wing stands tall over the rear of the car and also seems to be very breakable - not looking forward to parking it into the trees at the end of my main straight in the loft.

OK - hands up, who likes working front steering? Hmm, I think I can see a 50:50 split there. If you race your cars at clubs without a magnet you probably said no! For pure looks though, it has to be a good feature - go on, take the magnet out and let it do some opposite lock around those turns with some controlled slides.

As with the previous Indy cars, there are three screws holding the upper shell of the body to the chassis. Removing the screws will drop the chassis down but leave the steering unit behind (I always find the steering unit a blighter to put back in, but it's a little easier on these wider cars compared to Ninco's Formula 1s).

As seems standard these days, the power unit is the very popular NC-5 which should easily give you 20,000 + rpm if you run it in properly. It comes with a standard 9-tooth

pinion and Formula 1 type 24-tooth gear. I don't know if I had a particularly good motor in this one, but straight out of the box (with magnet in), it was faster along the West London main straight than any other car with an NC-5 without a magnet! Obviously some of this was down to the gearing but I was surprised at how fast it was. I'm sure you've all tried a car with an NC-5 but if you haven't, give one a go soon - they give good acceleration, great top speed and very importantly, excellent brakes.



The rear axle is held in place by Ninco's standard (but well made) brass bushes. These cars came with a fair amount of oil/grease already on the gears, so you shouldn't have to lube them up for a while - however keep an eye on them, the power of the NC-5 can wear the gears if you do a lot of hard racing.

Going back to the steering, I personally would like an all-in-one chassis on these cars, with solid front axle, because any bumps you have on the track will launch these cars without warning - not something you get with the old SCX Ferrari 87. OK, a lot of the problem is down to too much power and a light nose, but the racer in me wants a car that you can trust lap after lap. Can't see Ninco doing that though, as they need to sell en masse in toy shops, and steering is a novelty. Maybe we should all get used to adding a small amount of weight towards the front in these cars.

So, how does it run? As I've already stated, these cars have plenty of power with great acceleration and braking. I was able to lap =>



perfectly with no “offs” getting faster and faster as my confidence grew. The small (but strong) button magnet allows the car to slide a bit, getting the back end out, but the huge rear slicks keep it all in control for you. Now here’s a message for Ninco - fit some large bar magnets into your cars, just behind the motor, then you’ll find that Ninco cars dominate club magnet classes as well as all the other race formats (*mental note to self – buy spare Toyota Supra chassis, fit bar magnet in somehow and see what difference it makes*).

I didn’t bother looking at lap times, as I was running a magnet (West London is far too bumpy to do without a magnet in one of these cars; I’d end up with the car embedded in the wall). However, back home in my loft on super smooth Ninco track the cars are a delight to drive with or without the magnet, and I hadn’t even loosened the body, trued the tyres or glued the motor in! After only a few laps I was matching the times of all my other Ninco single seaters.

Which suddenly brings up the question – why no more Ninco F1s? Is the cost of licensing too high? Surely now with Alonso doing so well, I thought we might see a Renault at least - or have Hornby got that deal watertight for the time being? OR – What about some historic Grand Prix cars? No-one at the moment, is doing late 60s single seaters... Lotus 49 etc. Or how about something from the early eighties: Gilles Villeneuve’s Ferrari 126c Turbo - a sure best seller!

## Verdict

These cars are a safe buy if you want one, you can’t really go wrong – both Lola Toyotas are good looking and run trouble free straight from the box. Perhaps the power of the NC-5 and gearing might not suit some smaller or twisty circuits, but that’s a minor problem. I’m sure Ninco will release some more liveries of this model soon... so get building a huge oval NOW! ■



Taking a wider look at the world of “Internet Auctions”, it is easy to see why Ebay is the word on everyone’s lips. On checking out other UK auction sites, which are not so famous, I have listed six sites that are sometimes “worth a look”. However, not all these sites have slot cars listed regularly.

The list starts with Ebay, which at the time of gathering this information had a massive 2384 Scalextric items listed! As you can see, none of the others comes close. If anyone has information on other auction sites of interest, please share it with us!

On searching each site on the same day, for the most expensive item the results are as follows:

[www.ebay.co.uk](http://www.ebay.co.uk)

Most expensive item: C61 Porsche spyder MB £102.00

Items listed: 2384.

[www.cqout.com](http://www.cqout.com)

Most expensive item: Scalextric hot pursuit set MB £69.95

Items listed: 58

[www.scalextricauctions.com](http://www.scalextricauctions.com)

Most expensive item: Fly A933 Porsche £30.00

Items listed: 21.

[www.model-auctions.com](http://www.model-auctions.com)

Most expensive item: C463 Porsche MB £15.25

Items listed: 5.

[www.qxl.com](http://www.qxl.com)

Nothing listed.

[www.auctionzone.co.uk](http://www.auctionzone.co.uk)

Nothing listed.

### Recent Ebay Prices

C2683A	GT40 German L/E 2000	£44.49
C301	Roadtrain missing chrome and box	£36.56
C301	Roadtrain chrome and box complete	£65.00
C302	Low Loader chrome and box missing	£29.00
C370	Roadtrain T45 chrome, legs and box missing	£77.00
C2613	Ford Falcon import	£25.05
Printair	BMW L/E 100 MB	£49.95
Vectra Protec	gold plated 1999 championships MB	£97.00

### German Issue GT40

*Stephen Langford* reports that there were well over a hundred of these on German Ebay in the first week with ‘Buy It Now’ for between 42 and 50 euros. The best price on UK Ebay, where there have been over 40, is £100 at the beginning and then £62. Most in the UK went for between £36 and £45.

### Loony price of the month

C2523A - Dodge Viper Competition Coupé No.82 "McCann" - final bid - £220!

The winner is either a complete barnpot or is going to get an awful shock when he finds out he put the decimal point in the wrong place! ■

# An Italian Quickie

By Geoff Mason

In the mid-late 1930s, Grand Prix racing was dominated by Mercedes and Auto Union whose efforts were heavily financed by the Nazi Government. As a consequence teams from other countries looked for an alternative series where they had a chance of winning. Voiturette racing with its 1.5 litre supercharged engine size became popular, especially in Italy. Maserati produced several cars for the series including the 6CM which was reasonably successful especially in the hands of Luigi Villoresi.

The Maserati 6CM has now been produced as a resin model in the “Retro-slot” series of body and car kits. They have also produced an ERA and an Alta. These are based on hard to find Scamold die-cast models from the 1940s or 50s.

I obtained it from traffic-modelcars.com together with some Scalextric spoked wheels and tyres; the body was well detailed and even had a separate exhaust. I have in fact taken several weeks to complete the model, but that is because of other (non-slot-car) priorities. The actual time spent is probably less than 12 hours.



Firstly I had to find a suitable narrow motor and the Scalextric bike motor is ideal once the mounting bracket is removed. I also chose to use a “Slot-It” gear as this gave me flexibility with meshing.



The body needed minor work involving smoothing level the inside base under the cockpit so that the motor could be glued in place with epoxy adhesive. Holes were also drilled for the front axle and larger diameter holes at the rear to take short lengths of brass tubing for the rear axle. The body was then cleaned using a suitable degreaser and a tooth brush.

Once dry, the body was painted a suitable shade of red. Then detail painting was suitably applied. This involved painting the driver and the cockpit as well as the radiator grill and the exhaust outlets. I gained the appropriate information for decoration from “The all colour book of Racing Cars” by Brad King. It was published in 1973 by Octopus Books and has some excellent photos. I don’t know if it is still available, but if you see one, grab it.

The project was then left to dry out. This was followed by cutting short lengths of brass tubing with internal diameter of 3/32 of an inch which were glued into the holes for the rear axle. Once the tubes were sealed, the rear axle was set up, but the slot-it gear was left loose. The motor was then soldered to the leads from a Ninco guide and was epoxied into place. When it was firmly fixed and dry the Slot-it gear was aligned and tightened. This is the first time I have ever glued a motor straight to a car body, and I was very pleased with the mesh achieved.

⇒



All in all I am pleased with the quickie, and I will build some more. Next is an AA Bodies(I think) Cooper Bristol that I have had for some time as well as the Retro-slot Alta and ERA. ■

To finish the construction, I assembled the front, using the spare front from a Slot Classic chassis which comes with two different length front parts. This was then held in place by the front axle passing through the body and the chassis unit until the chassis was epoxied to the body and the motor. Altogether a neat fit.

Lastly some numbers were added again based on the Brad King book and I found the smaller Revell decals were ideal.

Finally, the difficult part. At present I don't have a track set up. Consequently the car was tested on a table top track set up for the occasion. Compared with other pre-war classics it ran well. It was surprisingly nippy and was perhaps a bit too nippy for the tyres. However this should improve once the tyres are run in and some weight is used to lower the centre of gravity.



# Scaleauto not Scalextric

By Tony Secchi

About a year ago MRRC introduced the Group 5 Toyota Celica LB Turbo and I instantly bought one. I had seen this car in Europe racing against Ford Capri Turbos and the Lancia Beta Monte Carlo amongst others. I was very impressed by all three but it was the Toyota that caught my attention as it was rare at that time to see one anywhere, let alone a competition version.

Like its full size real relative the model is a very good all round racer needing little work to make it raceworthy and competitive. It has good speed, good roadholding, good balance and terrific acceleration. The chassis is stable and the car won its initial race category in our yearly programme with ease.

One of the most impressive features was its engine - a red small can Scaleauto SC-06 with endbell drive and revving (unloaded) to 28,000 rpm at 12 volts. It had a very wide, smooth power band which meant that you could lay down a fine even drive pattern around the bends. It had a very quick (and again smooth) pick up with no jerking and the acceleration was excellent. It literally flew down our short straights and braked well. Everyone who has raced real or model cars knows how critical it is for the power band of an engine to be smooth into and round the curves - it allows you to exit faster and that means quicker lap times. I was so impressed with that characteristic of the SC-06 that I bought six more as spares for any Scalextric Mabuchis that needed replacement, but they proved to be too good and too fast to race in our vintage Le Mans category where I intended so I had to use them elsewhere.

From the previous paragraphs, some of you, dear readers, may think that I am embarking on a review of the MRRC Toyota but you would be mistaken - the subjects of this article are the Scaleauto motors themselves.

Sean and Tony Fothergill of Pendle Slot Motors (from whom I bought my SC-06s) sent

down four of the engines for me to test along with a copy of the 2005 Catalogue. So this is what this is all about.

## Specifications

The engines are grouped as 'Tech 1' (20,000), 'Tech 2' (25,000) and 'Tech 3' (29,900) with three red can 'specials' at 35,000 (SC-07), 29,000 (SC-04) and 30,000 (SC-05) plus the aforementioned SC-06.

The Engines that Sean and Tony sent were the 'Tech 2' SC-09 and SC-12 rated at 25,000 and the SC-10 and SC-13 rated at 29,900. The rev range quoted being taken in the 'unloaded' condition.

The SC-09 and 10 are double shaft small can Mabuchi S size (25x20x15mm) and will fit Fly, Ninco, MRRC, Scalextric, Slot.It and Proslot cars.

The SC-12 and 13 have sealed endbells with a single shaft and will fit Fly Trucks, Fly Evo 2, and Ninco and Slot.It cars They are long can NC-2 size (32x20x15mm)

Comparison of power output was required and to do this I used a Mabuchi S for the SC-9/10 and a Ninco NC-2 for the SC-12/13. For lap times I substituted the Scaleauto engines for those already present in our race cars which were an E Type Jaguar (Mabuchi S) and a Callaway C12 (Ninco NC-2). I felt that this would give me a comprehensive technical (power output) and practical (track speed) comparison.

For the technical tests I used a Spanish HUS@Slot Tachometer that I also purchased from Pendle Slot and reviewed in an article some time ago. This can test motors unloaded or loaded (fitted to the rear axle of the cars).

At that time I was checking a multitude of Mabuchi S engines and found quite a variation in output whether loaded or unloaded. In the test I used standard Scalextric final drive gears and, to keep some form of parity, I employed ➡

the same system with the Scaleautos being compared with the Mabuchi. I once again used in-line Scalextric gearing with the standard crownwheel and pinion. For the comparison with the NC-2 I used in-line gearing with standard plastic crownwheel and brass pinion. The 'in car' race comparisons were done in the same way

All engine rev tests were taken unloaded as I already knew the manufacturers output and all track tests were done at 12 volts using a 35-ohm Parma hand controller.

Before I come to the test results, let me give you my 'feel' on these engines. Like the SC-06 they all have a very smooth, powerful but nicely manageable character. They are easy to drive and do exactly what you want without having to be unduly pushed. They are not harsh; there is a gradual level of control which would give the beginner confidence and the experienced peace of mind able to fully concentrate on his driving technique. These engines have no sudden 'on/off' surges of power on application and are very progressive.

Installation is simple - they just clip into the cradles as normal. Incidentally, I myself, along with many others, use a spot of glue to keep the engine from rocking if the cradle becomes worn or loose during a racing season.

Just one point on electrical connections - the larger SC12/13 have standard pole tags with a hole for securing the wires before soldering. The SC09/10 however, have two plain copper tabs at right angles to the endbell and my usual way of connection is via Scalextric type push on female connectors similar to those provided for the 'easy fit' guide tags inside the chassis. I found from experience with my SC-06 that these could work loose and that they needed squeezing for a tighter fit, or even better, soldering.

## Testing

Taking both cars to the track I tested them over several ten lap stints on the inside lane of the circuit, firstly with the original Mabuchi and NC-2 engines installed then replaced by the SC09/10 and SC12/13.

Removing the original engines I tested them on the tachometer against their Scaleauto equivalent. Finally I installed the new engines in the respective cars and timed them again over ten laps also on the inside lane. The test results were as follows:

<b>Tachometer Test</b>	<b>Revs.</b>
Mabuchi S	6100
Tech2 SC-09 (25k)	9000
Tech3 SC-10 (29.9k)	11000
Ninco NC-2	6500
Tech2 SC-12 (25k)	8500
Tech3 SC-13 (29.9k)	9200

## Comments

It is interesting to draw a comparison between the output of the Mabuchi and NC-2 engines. Both of these are down on revs but acquit themselves well against the higher revving Scaleautos. I can only deduct from this that power to weight ratio and possibly torque is more important on a bendy circuit like mine than outright top speed/power. After all a heavyweight boxer could not beat a 200m runner over that distance even though he has much more strength and power.

## Track Times

<b>'E' Type Jaguar</b>	<b>Seconds</b>
Mabuchi S	40.01
SC-09	38.81
SC-10	38.35

### **Callaway C12 GT**

Ninco NC-2	41.45
SC-12	42.16
SC-13	41.20

## Comments

Firstly, the track times threw up an anomaly in that the smaller can motors were faster than the large can. So let me proffer an explanation. The E type is a series-winning car in its class. It is well-balanced and well sorted, light and nimble. The power range of the SC-09/10 suited it perfectly - better than the Mabuchi as it turned



out. On the other hand the Callaway is bigger, heavier and is an average car with a much longer wheelbase. It finished half way down its category without a win in the twelve races.

This is not so surprising as my track is 55ft (17mtr) long, has three short straights - the longest at 8'.6" (2.5mtr) and includes ten bends one of which is a hairpin.

The longer can motors are just too fast for this circuit, you have to brake earlier for entry to the bends and that affects your exit speed. Of course the cars are faster on the straight but before you can blink you have to brake early again. Consequently times suffer. It is the old story of 'horses for courses'. On a track with long straights and wide-open bends the big can motors would, I am sure, come into their own.

One can stabilise the cars with the addition of more weight and/or magnetraction, when they become blindingly fast - but that is outside the remit and rules of the category in which they race.

However, we do have a Formula Libre category for our Can-Am cars in which these long can engines would fit perfectly. In fact, apart from the cosmetics, they do bear a striking

resemblance to the engines that power the MG Vanquish range. With modification, we have successfully raced these 1/28-scale monsters against 1/32 competition with great enjoyment, taming the engine/chassis configuration with weight and/or extra magnetraction as stated earlier.

We did a special one off test with the long can SC-12/13. I replaced the original engine of a well-sorted MG Vanquish McLaren M8D which had been turning in ten lap times of around 37 seconds and both Scaleautos were within hundredths of that. The SC-13 actually doing a fastest stint of 36.89. This proves conclusively (to me anyway) that all these engines are terrific; the smaller can SC-09/10 is just brilliant on my track, every bit (or nearly) as good as the red can special SC-06. As readers can tell, I am a great fan of these engines.

They are a predictable pleasure to drive, giving a level control at speed which will astonish. Sean Fothersgill tells me that he is getting a lot of positive and good feedback about them. If they are causing a bit of a stir in slot car club circles around the country then they deserve it. ■