THE NSCC
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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS
No. 285 December 2005

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# That Was The Year That Was!

So, our 25th Anniversary year draws to a close and what a superb 12 months it has been for the club - the NSCC/Hornby weekend in March, the club Minis and the Epsom event were all highly successful. Not at all bad for an enthusiasts' club of around 1000 members!

The Journal continues to improve thanks to the growing band of contributors and the wholehearted support of the major manufacturers/distributors. We have managed to finance a colour section every other month this year and hope to improve on that in 2006. The feedback from the annual review, while not as abundant as we would have liked, contained many useful suggestions and the committee are already putting some of them into action - check out the new swapmeet arrangements on page 31.

Several people expressed the opinion that many issues of the Journal are dominated by new product reviews and they would prefer more variety in the articles. I am in complete agreement with their views but as I have said many times before, "I only edit the bloody thing - I am not a roving reporter!" This is your magazine - if you don't write it then I can't publish it.

It is also worth remembering that every car reviewed in the Journal is supplied free of charge to a member which means his annual subscription is recouped in one go! Surplus cars find their way into the Christmas prize fund - don't forget to send in your entry.

As regards next year - you remember Gareth said he wouldn't run another big event for at least five years.....Take a look at page 3 .....Daft Idea Animal Rules OK?

**And Finally** - That's the Journal put to bed for another year - I hope you will renew your subscription and join us in 2006. In the meantime those nice people at Hornby have sent me an advance sample of the stunning Ferrari 330 P4 and I am off to the loft to play with it.

*Merry Christmas one and all!*

*Brian*

# NSCC/TOYOTA SLOT RALLY GB
# 23RD – 24TH September 2006

## 2006 Weekend NSCC Event
## Toyota Headquarters – Burgh Heath, Epsom, Surrey.

The NSCC, in association with Toyota, is very proud to announce that we will be organising another slot weekend event in 2006. Following the success of the 25th Anniversary Weekend in May 2005, NSCC members, traders, manufactures, visitors and racers have all been asking, "When is the next one?" The stock reply has been - "Not for a very long while!"

However, with the ever changing world of slot-cars and swapmeets the NSCC feels that it is our responsibility to organise the best slot-car events as often as we can. Not only as a specific benefit to existing NSCC members, but also to promote slot-car collecting and racing to the wider general public.

Once again Toyota GB Plc have been extremely generous and offered us the use of their fantastic building and facilities for the weekend along with the F1 Simulator and any other attractions they can muster. We will also be using the event to raise money for Toyota's chosen charity 'The Children's Trust'. Last year we raised over £3,500 for the charity.

The plan is to have a weekend similar to the last with the following attractions:

- 20+ Slot rally tracks.
- Slot Rally GB competition classic/80's/Kit on Saturday (approx 100 entries max).
- Slot Rally GB competition ERC on Sunday (approx 100 entries max).
- Public play tracks (with charity donations).
- Manufacturers displays and tracks.
- 50+ Swapmeet tables.
- Toyota F1 race simulator and WRC cars on display.
- Historic rally slot-cars on display.
- BSCRA, Slotforum and UK race clubs area.
- Café and other excellent facilities.

The event will be open to the public; the Rally competition will be open to NSCC members only. NSCC members will receive a discount on the entry price and will be able to get in at least one hour earlier than the public on both days.

Further details will follow in due course but, in the meantime, we are seeking members who can help us run the event. If you would be willing to offer assistance on either or both days then please get in touch with Gareth *(I have taken leave of my senses again)* Jex at the usual address.

by Rob Smith

# MESSAGES FROM MARGATE

Well, Christmas may be coming quickly but new product from our friends at Margate certainly isn't. There are only a few new models to report on but at least one is a new mould – the new Ford Taurus.

### C2487B Skoda Fabia WRC Works 2003 No 14

No sooner had I stated that the weathered WRC Skoda was only available in a Spanish set than a small number have been released as solo cars. Around 250 have been made in addition to the set production and these have been released in the UK through a couple of the specialist dealers. The car is identical to the normal C2487 with the addition of a subtle weathered finish. It is quite subtle too with a fine misting of brownish dust in all the places it would collect on the real car. It really looks like a dirty rally car without the showroom glossy finish. The effect is most noticeable behind the front wheels, the front of the roof and at the back. Don't expect it to look as if it has just completed the Safari Rally though.

### C2594 Roush Racing Ford Taurus Matt Kenseth No 17
### C2595 Roush Racing Ford Taurus Kurt Busch No 97

Another new mould for 2005 is the latest Ford Taurus NASCAR. This is the fourth generation of Scalextric Taurus and each time there is more and more fine scale modelling. The interior has lots of detail including a substantial gear lever and lots of pipework. The two cars released so far are from the Roush Racing Team and C2594 is in the yellow and black ⇨

DeWalt's colour scheme with C2595 being mainly black with large white Sharpie logos. The paint on my examples is flawless and there are plenty of tiny sponsors logos which need a magnifying glass to read. The Perspex box lid is printed with the coloured NASCAR logo and a huge signature of the driver – a nice touch.

### C2655 Ford Gran Torino LM 1976 No90

This huge Torino car is modelled on the No.90 Truxmore sponsored car raced at Le Mans in 1976 driven by Dick Brooks-Hutcherson. It was also driven by Dick Brooks-Hutcherson in the 1976 Winston Cup race, finishing 7th at the Charlotte Motor Speedway. Other drivers in this race from the mid seventies included Richard Petty (2nd), Cale Yarborough (3rd) together with some other drivers yet to have their day in the forms of Dale Earnhardt and Darrell Waltrip.

### Christmas Specials

What a disappointment for the collector – there aren't any Christmas specials this year! No cars for Hamleys, Modelzone, M&S or any of the other usual suspects. Of course all this may not be true so please let me know urgently if you spot anything unusual in your local shops.

### Thanks

A big thanks to all of you who take the trouble to contact me with information or to make suggestions and comments which Hornby are always interested to receive. I hope you have all had a good 2005 and wish everyone the best for Christmas and the New Year. With some exciting new releases still due in 2005 and some very exciting plans for next year we have a lot to look forward to.

### NSCC/Hornby Weekend 2006

We are pleased to announce that the 8th NSCC/Hornby Weekend will be held on the 11th & 12 March 2006 once again at the Comfort Inn, Ramsgate, Kent. This event is held annually to enable members of the NSCC and Hornby to exchange thoughts and ideas over a weekend of informal racing and other social activities.

### Attractions

- Race Championship – tune your car with SportWorld tuning accessories. All skill levels (or lack of) catered for.
- Novelty racing just for the fun of it.
- Secure display cabinets for delegates to show off interesting items from their collections
- Prototype items on display from Hornby
- Hornby Q&A sessions and presentations
- Saturday night dinner
- Raffle and auction in aid of a children's charity.
- Free limited edition car

There are only 48 places available at the weekend and applications are invited from all paid up NSCC members. Elsewhere in this Journal you will find the booking form which must be returned to me by Friday 13th January 2006 by post or email at the latest. Due to room availability please volunteer to share a room if at all possible as this will significantly increase your likelihood of selection.

The event will start bright and early at 10.00am on the Saturday morning and will finish at around 16.00 on Sunday afternoon. Most people usually arrive on Friday evening and meet in the hotel bar. We encourage you to bring partners but only the main, paid-up NSCC member will receive the limited edition car!

The cost per person is £120.00 for Friday & Saturday nights or £75.00 for just Saturday night. The price includes bed and breakfast and dinner on Saturday night.

After 13/01/06 names will be drawn from the hat for the available places and the successful applicants will be contacted. Preference is given to those members who have never attended an NSCC/Hornby Weekend before. Send NO money until your place is confirmed.

If you would like more information please give me a call. ■

# Shipment from Spain

by Gareth Jex

Well, just back from Phil Smith's well attended Orpington swapmeet manning the NSCC display table; two Spanish traders had travelled over for the event with the latest batch of special edition cars from Spain including the Planato Directo set I mentioned last month. Large sums of money were being asked and someone paid because it was not there at the end when I packed up. I did take a look and can confirm that the Audi Le Mans 88 car is wonderful.

Review cars which reached me this month included the Mexico Ford Focus ref 61880 which looks great and I will let you know how I get on with it. Also in the same package I was surprised to see the SCX Séat Tuning Car ref 61900. I say surprised because my original information was that this was going to be Spain only. Purple coloured body and silver flames and the He-man driver figure would probably be enough for most, but the car also features blue neon on the underside and inside the car. Not my cup of tea (unless it appears in some obscure Spanish rally championship!), but apparently I'm not the target market. Mark Scale reckons he knows who is so he is sorting the review with one of his younger club members! The Spanish set release of this car (in the Williams F1 colours also comes with two spare bodies in gold and silver/blue).

## (SCX 61880) Ford Focus WRC Mexico

News also of another Ford Focus released this month in Spain. I couldn't confirm details before we went to press - listed as digital only, but this might change. Digital ref 1309. Nice looking car - I hope they release this in standard form soon.

Last on the list this month is news of a special edition release. Tecnitoys have re-branded the old Minardi F1 car as a Fernando Alonso Champion's car. It's branded in the Spanish make so no photos, but you can see several pics and order (in English) on line at:

www.diber.com <http://www.diber.com/

Go to the SCX page then F1 Ref 6194.

The testing of the SCX Alfa goes on, so far it's won all but one race in my local Farnham club. I'm beginning to think Tecnitoys are preparing special hot cars to send to me for review - they wouldn't do that - would they?

That's it for now, no doubt Brian has crafted some fine words about the next big event so all that's left for me to do is to wish you all a very merry Christmas, see you next year! ■

# NINCO NEWS

FROM PETER SOLARI

## New Master Track Concept

A unique idea is realised by Ninco with the release of two new track sets this month - the "Master Track" Raid (20126) and Asphalt (20125) circuits which are supplied as track-only sets. Both consist of over 60 pieces of track, 2 controllers, a transformer and a variety of accessories including track supports and crash barriers allowing circuits of up to 12 metres to be constructed within an 8ft x 4ft area. The Raid system is made up entirely of off-road sections with "Dune" ramps and obstacles that assemble into a twisty "Rally-Raid" layout. The Asphalt system has enough sections to form a fast motor racing circuit with three long straights, sweeping curves and a series of tight bends. The design makes these sets ideal for permanent layouts in limited space or as temporary circuits at parties or fairs.

## It's Showtime!

During September this year, Renault brought their own motor show to Donington which included the long-awaited UK racing debut of the "Mégane Trophy". These mid-engined hot-hatches are the base for Ninco's newest model with the first release being the yellow "Show Car" (50391). This totally new body and chassis is also offered in a red race-livery (50405) and will, no doubt, be followed by more from the range of dazzling liveries from the full-size series. Powered by an angle-winder NC-5 motor, Ninco's latest member is reported to be highly competitive with those in the GT class!

## Playing our Tune

A further double helping of exotic "Tuning" cars released this month. This series is proving highly popular attracting a whole new following of would-be street racers. Personally, I find these cars absolutely stunning to look at; the silver Lancer is a real eye-catcher and the orange BMW is striking. Ninco have now released the Honda NSX (50402) in a beautiful blue & silver design with highly polished chrome wheels and the Toyota Supra (50404) in a spectacular lime green with black bonnet and trim. Both are powered by NC-6 Crusher motors mounted in the angle-winder position. Forget your game consoles and pick up your throttles for some "extremely real" racing!

## Popular ProRace

Stores are sure to sell out quickly with Ninco's latest offering in the ProRace range. The Porsche 934 is now available in ProRace specification in the collectable Jägermeister livery. With full all-round suspension, hardened axles, special tyres and the powerful NC-6 under the body, this has all the ingredients of being an unbeatable Porsche not only in looks but also in handling.

## Digital Update...

Breaking news from Barcelona; Ninco expect to release their much awaited Digital System in the first part of 2006. Originally intended for release this year, ongoing development of the product is allowing more useful applications to be incorporated. To continue their reputation of offering the best cars and track on the market, it is Ninco's aim to offer nothing less than the best digital system with guaranteed reliability and competitiveness from the very first day of release.

## Ninco World Cup

The first Ninco World Cup Super GT was an outstanding success at last month's Toy Fair in Barcelona. More famous for running Rally events, Ninco took the opportunity to leap into the world of high-speed circuit racing. Ninco drafted the help of key people with experience in organising and running large-scale endurance races to put on a fantastic event. With teams from Italy, Portugal, France and Great Britain as well as many Spanish entries, this truly was an international event. A specially designed symmetrical 12-lane circuit combined fast straights and complex curves to give a very technical layout requiring full concentration at all times. It was set up in a 200m$^2$ area of the exhibition centre and used nearly 1000 metres of track!

Eligible cars were from Ninco's Japanese GT range with the Toyota Supra proving to be the favourite choice. NC-6 motors and tyres were supplied for the race to ensure a level playing field and the final 12 teams were determined by a series of qualifying heats held on the Saturday. More than 50,000 people passed through the hobby fair and were able to observe this exciting spectacle. During Sunday's six hour final, each team raced for an equal amount of time on each lane. The lead changed at almost every stage of the race, but it remained extremely close with just a few laps separating the top places. After the full six hours racing, the winning team (Slotmania from Barcelona) finished just nine laps ahead of second place with only two laps separating third and fourth.

This superb event was rounded off with the presentation of trophies and tracks to the top three teams by the head of Ninco, Mr. David Cosculluela. 2006 will undoubtedly see round 2.

***Starting line-up***

## And Finally...

I can't believe that another year has passed so quickly... A big thank you to those of you who have taken the trouble to contact me and to those who have contributed with comments and reviews of the extensive range of items released by Ninco during 2005. An extra special thanks to The Hobby Co. and Ninco for sending information and providing the NSCC with product for review.

Please continue to contact me directly regarding anything Ninco related (*by e-mail:* PTSolari@aol.com *or by post:* c/o Editor, address on page 1). So, on behalf of Ninco... *Merry Christmas and a Happy New Year.* ■

Remember when we were young, a Mars Bar was like a house brick, a single Weetabix was a struggle and a bag of crisps contained more than four crisps?

Today, in a world obsessed with downsizing, a Mars is equal to a Lego brick, three Weetabix still aren't enough and a bag of crisps? Let's not even bother with that one.

This month I thought I'd join the downsize movement and bring you some news from Carrera's baby brother - Carrera Go!!

As Deane's H:O World covers everything in the micro slot world I felt a dip into the 1/43 world of Go!! Would be different.

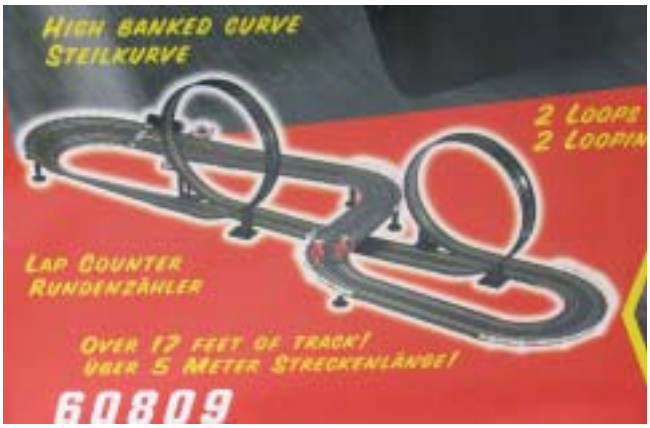
I've never used this scale before, or H:O, and as you've probably gathered by now, I'm a 1/24 fan - so this will be a little different.

## A Big Small One

Despite being smaller scale, the set - Ferrari Racing - comes in a substantial carrying case which is superbly detailed. If there's one thing immediately noticeable about Carrera sets, it's the amount of information on the box - both in pictures and words. You really do know what you are about to buy. In the set box there is a small window at the front neatly displaying the Ferrari F1 cars, like Siamese twins.

The set contains 5.3 metres of track and includes two loops, a high-banked curve and lap counter. The two loops immediately tell us that this is aimed at our younger slot racer, but this doesn't detract from the quality of the product.

The first thing you notice on opening the box, apart from the superbly neat packaging, is the track. Just like its big brother each piece is constructed from the same strong plastic and has stainless steel rails. The connectors are also the same and each piece fits together firmly, without any nasty gaps. The only difference is that there aren't the white lines.




Out the corner of my eye I noticed the blurb on the box that mentions "Turbo Booster". I had a quick look through the contents but couldn't find a NOS bottle anywhere. Maybe in this scale it would be difficult to see?

On further investigation, that's reading the instructions to you, I discover that by pressing an extra button on the hand controller you receive 100% power, therefore giving you the boost to get up the loops.

The idea is to use the thumb button for up to 70% power on the bends and loop exits and the hit the booster for 100% power on the straights and loop entry.

I expected this to be like Micro Scalextric but was very impressed to find that the detail and quality of the cars is way beyond the plastic blobs we have come to expect from that range.

Two fully detailed Ferrari F1 cars grace the circuit and would not be disgraced sitting next to their bigger scale relations.

Yes I know F1 cars don't loop the loop, unless you drive for Red Bull of course, but that still doesn't detract from the fun that this set provides. In fact if you're pushed for space but want a slot circuit this could be the solution. The set can easily be run without the loops, and track sections can be purchased separately to extend it.

The range of Go!! cars are very good and you have the choice of eight F1 cars, five WRC cars, six Porsche GT3s, two BMW Minis and two Volvo S60 Touring cars.

So there's something for everyone and if you are looking for superb fun over Christmas then get one of your kids to put Go!! at the top of their Christmas list.

## Caption Competition Result

What can I say? I'm stunned at the number of entries for this competition. Not only have I received around thirty entries, some of you have written more than one caption.

Thanks to all of you who took the time to enter, I really appreciate it.

Amazingly, every caption is printable, just, and the one that made me laugh the most was from Tim Clarkson.

His caption of, " So that's what the red button does" wins him the Ferrari 512BB. I must add that was one of Tim's SEVENTEEN email entries.

However, that's not quite the end of it because so many of the others were very good. I've decided to give a second prize as well, and that goes to Bill Grigg for his caption of "Red Bull……Oh Shit!!!" Bill receives a voucher from R/S Slot Racing for £10.

## Christmas Competition

I know I said there wouldn't be one! The thing is, I've got this lovely Carrera Go!! Ferrari Racing set begging for a new home.

So, here goes. I want to hear from you the most amusing reason/tale for losing a slot-car race. The funniest, printable entry wins the set and I'll print it next year. Entries, as usual, by post (R/S Slot Racing ad) or email:

colin.spark@btinternet.com.

Closing date for entries - Friday Jan 27th 2006.

Merry Christmas and I hope Santa brings all you desire. I'm off to clear space in the garage in case he brings my DB9R. ■

# Fly On The Wall

**By Simon Moss**

Since the last issue there have been four new releases, which were pictured on the October flyer:

A1103 - Alfa Romeo GTAm – red/white 4hr Monza 1971

A1302 – BMW M1 – "BMW France" – Le Mans 1980

C95 – Lola T70 Mk.3B – silver "Martini" – CSRG 2003. This also comes with a rather nice picture card background.

Fly Truck 35 – Mercedes Atego – silver/black "Niko Pulic" FIA ETRC 2004

## Classic Porsche

The eagerly anticipated release of the Porsche 917LH (A1401) should hit the shelves shortly. This will be the car that took part in the 24hr Le Mans in 1970. Despite criticism I have read concerning the front headlights, it will be a very popular model and sure to sell out.

## STCC

BMW 3.5 CSL (A689) should also be available by the time you read this. This is the car driven by Rune Tobiasson at Knutstorp 2003 and is in a striking orange, white and blue livery.

## Specials

Also to hit the shelves soon are three special edition cars. Although one of them doesn't have an "E" prefix, it does have a rather different paint job:

A751 Alfa Romeo 147 Tuning in a pearlescent paint scheme.

E650 Dodge Viper GTS-R painted in what you would call dull chrome silver?

ETruck2 Sisu SL250 painted in Finnish army camouflage green/brown. Although there is camouflage netting hung on the back of the cab, the driver unfortunately is not wearing army fatigues.

## AutoSlot Exclusive

This is a new magazine available in Spain, dedicated to the slot-car world. It is similar to the Miniauto magazine and is available as two subscription options. One is for the magazine only; the other includes an exclusive Fly car model. This will be a "Red Lobster" livered BMW M1. That is the good news; the bad news is it's only available if you reside in Spain. I have heard that talks are under way for an English version, but nothing has been confirmed. You can visit their web site on:

www.autoslotexclusive.com

which can be viewed in English.

## And Finally

To all you Chelsea fans out there, this may be of interest to you. Colette of Monarch Lines forwarded this picture to me, which I thought would be worth sharing. This is not an official release by Fly and as far as I know not in their future plans. Maybe one to look out for on eBay. ■

# Racer Slot Car News

**by Simon Moss**

After last month's news of the Porsche 935 K3. Racer are preparing another new model. This will be a re-livery of the very popular Ferrari 412P. Due to demand for the now sold out "Scuderia Filipinetti" (RCR04) car from Le Mans 1967, a new version of this famous racing team is planned and has an anticipated release date before Christmas, but is more likely to be January. This car will be modelled on the one raced at Monza in 1967, race #7.

Catalogue Reference Numbers:
RCR22 – Porsche 935K3 LM79 Winner
RCR23 – Ferrari 412P Monza 67

## Differences

Obvious differences to the previous model are that the white stripe runs along the entire length of the car whereas the earlier version had a white roof which extended over the top of the side windows, plus a white stripe on bonnet and tail. This new version has a black sun-screen on the windscreen and also over the top portion of the driver's side window. The headlights also have black tape criss-crossed over them. This kind of attention to detail adds to the realism of any model. The photo shows a prototype which was put together in readiness for the Salón del Hobby 2005 fair in Barcelona recently.

## David Piper

Moving on further up the release schedule, another David Piper Ferrari 412P is planned for around February next year. This will be the car he raced with Richard Attwood at Kyalami in 1967. Going by the two David Piper 250LMs already released it will be a stunner and sure to sell out fast.

In my honest opinion the two David Piper 250LMs that I have are absolutely gorgeous and, I would go as far to say, are the most beautiful cars in my collection.

## Italian Classic Championship

Unlike me, some people actually race these cars: I must admit to having a desire to race one but, due to their cost, have not had the guts to do so and they remain firmly in the display cabinet.

Racer have an official driver (Antonio Avanzini), who races a Ferrari 330P4 Spyder to great effect. Recently he won, for the second time, a race in the Inter-regional Classic Championship held in northern Italy. Racer are very proud of his achievements and are hopeful of a good finish in the final. The rules for the final are that every car has the same engine (Fly). Due to the weight of the car this will penalise it badly. Antonio already has two victories against normal plastic cars, so will need an optimal set-up for the final which is being held on 25th and 26th November. I wish him well and hope to bring you the result next month. ■

# Kits 'N' Bobs

## A round up of recent kit and resin releases

**By Phil Insull**

First up are Protoslot's fine Aston Martin DB3S (See review) and their Lola T280 LM72, a model of Jo Bonnier's 1972 Le Mans entry in which he sadly lost his life.

From Le Mans Miniatures, the French manufacturer, comes the 1967 Matra-BRM MS630, available as a kit or ready to run for both the number 29 Servos-Gavin/Beltoise or number 30 Pescarolo/Jassaud entries.

*Le Mans Miniatures 1967 Matra MS630 assembled kit.*

From yet another French kit maker comes TKP's latest releases a 1969 Alfa Romeo T33/2 LM which is similar to the car released earlier this year by Protoslot, being available with three alternative race numbers if you want to do the whole Le Mans team for that year. Additionally TKP also have out a new Porsche RSK Coupe. Sister company MMK have one ready to run release, this being the Rover-BRM Le Mans car number 31 from Le Mans 1965.

For the world of Rally two new kit releases from OCAR bring us the 1972 Monte Carlo Datsun 260Z of Aaltonen/Todt, and the 1974 RAC winning Escort of Makinen/Liddon.

*OCAR's 1972 Datsun 260Z assembled with PCS32 chassis*

While World Classics give us their kit of the 1986 RAC Opel Manta 400 as driven by Russell Brookes in its distinctive Andrew's Heat for Hire livery.

A relatively new name to many will be Spain's Cursa Models who have released a twin Motor Hummvee in both kit and ready to run versions with bright yellow Rock 107 livery as raced at Baja, expect a full review of this awesome looking beast in the near future.

Slot Classics have re-released their BMW 320 for their tenth anniversary but these are scarce with just 400 units but will have a diorama display box and book. Also out is a new version of their Ferrari 250 SWB in bright yellow.

Pre-add models have a new range of four cars for their classic GP series with the 1959 BRM P25, 1956 Lancia-Ferrari, 1958 and 1959 versions of the Ferrari Dino.

Finally a couple of new items from some of the smaller plastic ready to run makes, Team slot give us a new Esso version of the Lancia Delta HF, and Cartrix have two new Kurtis-Kraft Offenhausers as raced by Johnny Parsons at the 1949 and 1950 Indianapolis 500. ■

*Cartrix's Kurtis Offenhauser in presentation tin.*

# HO WORLD

BY DEANE WALPOLE

For me, 2005 has been a mixed year. Through my growing interest in 1/32nd scale and the activities of the NSCC I have got to know a lot of new people and even enticed a few to try H:O scale events. My club started the year in fine style with a big turnout to the February meet but the problem of keeping turnouts consistently in double figures throughout a racing season remains. It came to my attention that quite a lot of clubs, regardless of scale, had the same problem in 2005.

I get the feeling that 2006 could be the make or break year for H:O. There are quite a lot of new products on the way, not just bodies but all-new chassis too. My own club will be using a race format with classes more familiar to the 1/32nd majority and there remains the possibility of exciting developments in the Norfolk area (watch this space!). I'm hoping that all this will inject some vibrancy into the scale, and if you have been sitting on the fence then 2006 will be the year to finally come and give H:O a try!

Personal highlights of 2005 include (of course) Epsom but also the annual H:O scale 24 hour race in Derbyshire. This event is usually the pinnacle of all H:O racers' year but 2005 was extra-sweet for me as I finally got a win under my belt. Just to put the icing on the cake, my team also set a new world record for most distance covered in a 24hr period (just a whisker less than 260 miles). The planning for the defence of our title has already begun! What the 24 hour race does so well is show what H:O is capable of. It is all too easy to dismiss the scale as somehow unworthy but to see video of, spectate or take part in the endurance race is to realise otherwise. The event grows in stature every year, as evidenced by the fact that a third of those present race other scales and that drivers came from all over the world to compete. There should be aerial video footage of the race available which is sure to be eye-popping and I'll post a link to it in a future column.

***The awesome, Gym-filling Le Mans track (well, most of it!)***

The circuit is easily the best I have driven on, period. At 233' in length it must be one of the biggest in the world regardless of scale and its scale length of 2.82 miles possibly puts it in a league of its own. The track itself is 8 lanes of hand-routed bliss where even the gutter lanes are fun. The layout is based on the classic Le Mans route used up to 1978, before the track was blighted with chicanes, and the challenge of mastering it is intense. It is not enough that you have to, in a very short space of time, prepare a supplied chassis to excel in both the run through Mulsanne kink (flat with a really ➪

## Map

The livery on this model is first class and Fly must be commended for this. The entire body shell is covered with a map of France. It even extends under the rear wing and rear bumper. Another impressive mark of quality is where the map continues over the four rear slats. There is no loss of continuity. The roads and waterways meet with almost perfect symmetry with the main bodywork. The tampo printing is crisp and sharp. Not surprisingly the only place name picked out and can be clearly read on the right side of the bonnet is “Le Mans”.

## Detailing

There is a good sprinkling of detail on this model with separate wing mirrors, wiper blade and toe hook, but things like the front and side indicator lenses have just been tampo printed. In fact both set of lights, front and rear, appear to be in one piece, with the indicators and rear lights painted on. The rear slats are separate and you can see through the front windscreen by looking through them.

Interior detailing includes fire extinguisher, floor wiring, gear stick and bucket seat with five point harness. A nice touch is the Didier Pironi figure with blue sponsored overalls.

## Chassis

The chassis is held in place by four screws. Removing the body reveals a tight fitting sidewinder motor. Just forward of the motor is a flat bar magnet which is 9mm in length and approximately 25mm forward of the rear axle. The guide assembly, which I found to be a tight fit and doesn’t turn too easily, is approximately 18mm forward of the front axle. The front axle has 3mm of vertical movement, but very minimal lateral movement. The rear axle on the other hand has 1mm of lateral movement. Tyres feel very sticky and appear very true and mounted on exquisite wheels. One nice touch are the clips which keep the wires nicely in place. Finally, just behind the front axle, is space for a digital chip for those that have digital sets.

## On the Track

All of the testing was done on my 95ft classic Plexytrack circuit, situated in my loft. The only preparation I did prior to testing was to adjust the braids and lightly oil the axle bearings. As I placed the car onto the track there was a definite clunk as the magnet took control from my hands. As with most sidewinder Fly cars, it made a definite whine as I applied the power for the first time. This, to be fair, did improve as the car got more use. The handling of this car is very sure footed and flew round my track straight from the off. I ran about 50 laps before I really let rip. Once the brief running-in period was complete I loosened the screws slightly and clocked up a time of 8.60 secs. This compares to a well run-in Fly Venturi of 7.74 secs. The M1 does suffer slightly from the front tyres rubbing on the wheel arches. To prove this point I removed the front tyres and clocked up a time of 8.22 secs. The tyres are made of a hard rubber and they soon lost their sticky feel. This could be due to picking up dust. There was virtually no tyre wear after approximately 100 laps.

## No Grip

Being a fan of non-mag racing I removed the magnet, which pops out very easily. Due to the hard tyres the car just slid its way around the track. Even on the straights it was struggling for grip. In this form the car was much more fun and it was apparent that it handled very well. It definitely needs softer tyres to make full use of the cars handling. Lap time achieved 12.92 secs.

## Conclusion

Another fine model from Fly, which will satisfy the collector and racer alike. To make this car more competitive though it will need modifying to stop the front tyres rubbing. ■

# REVELLING IN SUCCESS AND FAILURE...

## ...the story of Revell

by Osvaldo Pace

**The development of new plastics in the late forties gave birth to a huge variety of leisure and industrial applications for this amazing raw material. Most toy and hobby companies of the late forties and early fifties, formerly using pine, balsa wood, celluloid and acetate, quickly switched to plastic, a new and cheap yet fantastic material.**

Revell was one of the early pioneers, a senior company in the kit business. Founded after World War II by Lewis H. Glaser, it manufactured circus animal playsets made of plastic. Glaser also marketed jumping toys and the 'Action Pull-Toy' cars manufactured by Gowland & Gowland, a company established in Santa Barbara, California, and founded in 1932 by Jack Gowland, an expatriate Englishman. The toy cars were injection-moulded in acetate plastic. The idea of selling these miniature cars in unassembled form was suggested at the 1951 New York City's Toy Fair by Nat Polk of Polk's Hobbies, the leading hobby distributor in the country at the time. Suddenly Revell plastic kits were born! The unassembled cars without action devices were packaged in cellophane and shipped unboxed to Revell. The smaller cars, patterned in 1/32nd scale, were offered in colourful boxes reading 'Highway Pioneers – Revell quick construction kit'. The Gowland & Gowland logo was printed on one of the sides.

New models were added and the box art changed five times during these years, the 1958 series reading 'Foreign Car Models'.

The last series, still called Highway Pioneers, had a picture of the car to assemble on the box lid and showed the final version of the well known American flag-inspired Revell logo. The Gowland & Gowland logo had disappeared, but copyrights still referred to them.

The models offered in these series were the beautiful 1953 Jaguar XK-120 Roadster, issued in 1954, a 1952 MG TD, a 1952 Touring-bodied Ferrari 212 Barchetta with realistic plastic wire wheels, and some older cars, like the 1913 Mercedes Benz, 1907 Renault Limousine and 1903 Cadillac, to mention just a few. These kits were offered to the public in Supermarkets, Drugstores and Hobby Shops, and were priced at 0.69 or 0.89 (US Dollar) each, depending on the model. These lovely kits played a key role in the beginning of the 'scratch-building' trend that originated the slot-car hobby in America. For practical reasons, namely adequate tyres for the older cars, not all models were used in slot-car conversions, but the Ferrari, Jaguar and MG just seemed to be begging to be motorised and raced! Revell Toys grew, became Revell Inc. and moved from Hollywood to Venice, California, thus beginning its journey to becoming the largest kit business in the world.

## 1963

Revell's entry into the slot-car market was announced by Model Car Science in June 1963. The magazine stated that it promised "to be one of 1963's most significant developments in table top racing", as slot racing was usually called in the USA then. It added that "this major kit manufacturer will market its racing products in parts and components rather than complete sets... chassis (1/24th and 1/32nd), bodies (Jaguar XKE), wheels, tyres and pick ups".

The chassis pictured in this preview by MCS, a slightly different pre-production version, would ultimately become the famous 1/32nd scale R3300 stamped aluminium ladder type adjustable wheelbase chassis, much copied or imitated by other companies. Its narrower version, R3310 (1/24th scale), would soon follow. These slot parts were immediately successful among scratchbuilders and newcomers to the hobby; the chassis were simple to assemble and easily adaptable to most bodies available at the time. In view of this success, Revell decided to produce its own complete ready-to-assemble kits.

The chassis used in the first four kits had been originally designed for Pittman frame motors, which Revell, through an agreement, would sell as Revell-Pittman RP66 and RP77. But these high quality and powerful American made motors with a well-earned reputation

of strength and durability were expensive. So Revell produced a pair of additional aluminium motor brackets to be fitted in these chassis and switched to Mabuchi's cheaper motors, in this case an FT16 painted in dark grey, and named SP-500.

In late 1963, they introduced four complete slot-car kits. These were, in 1/32nd scale, an E-Type Jaguar Coupé called Jaguar XKE in the USA, and the 1963 Split-Window Corvette. These were the first American made mass-produced and economically priced professional kits in those days, if one remembers that Strombecker was then the market leader with a mass-production of nice but rather crude models. The E-Type Jaguar had a five piece injection moulded polystyrene body with separate chrome-plated bumpers. It was fitted with the R3300 adjustable aluminium chassis, 1/8 inch 5-40 threaded steel axles and brass nuts, bronze bearings at rear, a black nylon pick up, machined aluminium wheels with injection moulded chrome-plated wire wheel inserts to fit in, finely engraved Goodyear Sports Car Special rubber tyres, and was powered by the Mabuchi FT16 SP-500. Bill Mitchell's fabulous 1963 Split-Window Corvette also had a multi-pieced body and was equipped with the same running gear as the Jaguar. This Corvette is a very rare model and hard to find nowadays. The two larger models issued at the same time were the 1/24th scale Formula 1 cars, a Lotus Mk15 GP and a BRM GP. These cars were equipped with the narrower, slightly longer R3310 chassis. It allowed a longer wheelbase, a requirement for the larger scale, and had only one mounting tab at the rear. Both cars were powered by the SP-500 motor, interestingly enough these cars were advertised in period magazines as being 1/25th scale but the kit boxes, and the instruction sheet for this chassis, when purchased as a separate item, stated 1/24th scale.

CORVETTE

LOTUS MK15 GP

## 1964

In mid-1964, Revell introduced two new 1/32nd scale kits. These were the superb Ferrari 250 GTO and Carroll Shelby's 289 Cobra Ford roadster. Running gear in both cars was the same as the E-Type and Corvette. In 1/24th scale, a Lotus 23 and a Porsche RS-60 were added. They were equipped with the R3300 chassis, FT16 motor and larger wheels, with the exception of the Lotus which sported 1/32nd scale wheels at front. The introduction of the Gran Turismo Racing Set in October 1964 brought Revell's first two RTR cars, the Ferrari 250 GTO and Corvette Sting Ray.

The RTR and Home Set cars made by Revell shared the same stamped aluminium fixed wheelbase chassis. Then, in late 1964, three new 1/24th scale kits were issued.

FERRARI GTO

CORVETTE

RATFINK & MR GASSER

MERCEDES 300SL

ASTON MARTIN DB5

These were the 1965 Corvette, Ferrari 250 GTO and Cobra Ford. They were equipped with a sturdy adjustable chassis, and were powered by the SP-600 (Mabuchi FT36). In addition to these three models. Ed Roth's designed 'Rat Fink' and 'Mister Gasser' kits were offered, using a Lotus body for the first and a BRM for the latter. Both cars were powered by the SP-500 motor.

## 1965

In early 1965, a 1/32nd scale kit of the '65 Corvette Sting Ray was issued. The body was now injected in one piece and it was equipped with a new version of the R3300 aluminium chassis. The modifications were minor and consisted of a slightly smaller open area around the crown gear, the substitution of the two extra tabs with holes at the front by triangular-shaped strengthening gussets without holes, and a recessed area for the pick up. The new motor sported a chrome-plated can and a better wound armature. It was named SP-510X by Revell, and it was faster. The colours for this car were usually medium blue for the kit and white for the RTR.

By July 1965, Revell had introduced a pair of prestigious European cars, the timeless Aston Martin DB5, immortalised as 'the' James Bond car, and a beautiful Mercedes Benz 300SL Gullwing. Both cars were offered as 1/32nd scale kits, the DB5 being injected in medium green, and the 300SL in metallic blue. The subsequent introduction of three sets, the Europa Home Raceway, Atlantica, and huge 4-lane Americana Home Raceway included the RTR versions of these cars.

They were usually injected in dark green for the DB5 and bright orange for the 300SL,

a rather improbable colour for the actual car! Curiously, some early kit versions of these cars were fitted with the old SP-500 motor, even though the boxes read Revell SP-510X. It seems to be more frequently the case with the DB5.

## 1966

On the 1/24th scale front, the three SP-600 powered cars were still being manufactured, but the demand for higher speed pushed Revell into the production of a new series of models. These were supplied in kit form with a pre-assembled sidewinder brass rod chassis, and were powered by a silver painted 36D named SP-90. The vacuum-formed body options were a Ford GT40 Roadster and a Genie-Ford. Revell's advertising campaign in period magazines announced their availability as of March 1966. Other vacuum-formed bodies followed later, like the Chaparral 2 and Mustang GT350. But Revell had already started, at the end of the first quarter of 1965, the development of another series of vacuum-formed bodied cars with a new asymmetrical aluminium chassis instead of the previous brass rod version. These cars were fitted with an 'offset' sidewinder chassis so as to centre the weight of the SP-90 motor, and lower it as much as possible.

The pick up was attached to a drop arm and the mag wheels were secured by knock-off nuts. Tyres at rear were black sponge slicks and front wheels could rotate independently.

The bodies, a Ford GT40 in Coupé and Roadster versions, Lotus 30, Genie Ford, Chaparral 2 and Lola T70 were factory painted and attached to the chassis by steel wire clips. They were issued in the second half of 1966.

The quality of these vacuum-formed bodies is noteworthy in that their lower sides and valances were shaped inwards, reproducing exactly the curves and shape of the actual cars they were patterned after. It meant, obviously, a much more complex mould and demoulding process.

GENIE-FORD

PORSCHE RS-60 & LOTUS 23

COOPER COBRA

COOPER COBRA KIT

## FACTORY EXPANSION

Taking advantage of the impressive success of plastic kit assembling all over the world, Revell's production was expanded to other countries. Medium-sized plants were opened in England and Germany, smaller ones in other countries. Even in Brazil there was a Revell plant.

All these subsidiaries manufactured static kits only, with the exception of the factory established in England, motherland of this

CHAPARRAL 2 KIT

SUNBEAM ALPINE

COBRA

hobby, which produced some 1/32nd scale slot-cars. One of them was, of course, the E-Type Jaguar, identical to the American made model. But Revell GB Ltd also made two proprietary RTR cars in 1/32nd scale, only produced in England: the Sunbeam Alpine and the Triumph TR-4. Both were equipped with the Home Set chassis, a silver painted SP-500 motor, aluminium pressed-on wheels, a white nylon crown gear with teeth on both sides allowing two gear ratios (similar to Eldon's version), and a Home Set white nylon pick up.

These bodies, whose moulds had been modified to incorporate mounting posts, came from Revell static kits (later reissued by Advent, a division of Revell USA). Both cars are extremely rare and very sought after.

Revell reissued in 1966 the 1/24th scale Corvette, Ferrari 250 GTO and Cobra in a series called 'Fireball'. They were equipped with a silver painted Mabuchi 16D named SP-80. Two new 1/32nd scale kits were introduced, a Chaparral 2, moulded in white, and a bright orange Lang Cooper, named Cooper Cobra by Revell. The first model was an obvious choice – every manufacturer was making at least one version of this fabulous racing car! – but the second model was a curious choice in the sense that it reproduced an almost unknown racing car belonging to a less successful period of the Shelby Racing organisation. This car had been designed by Pete Brock (Cobra Daytona Coupé and Type 65 Le Mans) and its best result was fifth overall at the 1964 Pacific Grand Prix, in the hands of Ed Leslie. Both models were equipped with Revell's new R3301 three-piece brass adjustable chassis and were powered by the new SP-80, the same motor that had been fitted in the now rare 'Fireball' series. The rear tyres were sponge slicks on wider aluminium wheels and the front ones were made of soft rubber. Detail was excellent, and the cars were really fast. RTR versions of these two cars were also produced, but an SP-500 was fitted instead of the SP-80.

Revell GB also manufactured these new 1/32nd scale models and, curiously, they were fitted with an aluminium version of the R3301 chassis. Front wheels and tyres were used at the rear also. Finally, the SP-80 motor had a chromed can instead of the silver painted version used in America.

With the introduction of the new 1/32nd scale chassis, also available as R3371 when supplied with motor, the Ferrari 250 GTO, Shelby Cobra Ford and Corvette moulds were modified. The mounting posts, previously an integral part of the bodies, Corvette excepted. were now moulded with the interior plate. The three models were equipped with the new running gear and the reference numbers were changed. The Corvette in this second series is the most difficult model to find nowadays. The Aston Martin DB5 and the Mercedes Benz 300SL are the only two cars in the 1/32nd scale range that were never upgraded. These models were manufactured throughout 1967, until the collapse of the slot market forced Revell to produce cheaper models. The base for this new series of Home Set cars was provided by the 'easy-to-assemble no-cement-needed' 1/32nd scale range of static kits. The prototypes and some early production models were injected in polystyrene, but they were immediately followed by the nylon-bodied versions. These cars were equipped with a black nylon chassis and pressed-on plastic wheels. Power came from a Mabuchi 15 motor. The bodies were resistant but, being injected in nylon, no paint applied on them would adhere. The models offered in 1/32nd scale were the '68 Mustang, Cougar, Camaro, the rare '68 AMX and Corvette, and finally, a larger not-to-scale Dune Buggy. In 1/24th scale, a Ferrari Squalo F1 was offered in red and silver.

## THE END

These last series of slot-cars were purely meant for Home Set use. They had lost the mystique of all previous models. Production ceased in 1970.

But during the golden years, Revell produced an interesting array of models in both scales, an important factor for collectors. Revell slot-cars may not have the inherent charisma of Cox or even Monogram models. The reasons are subjective and will vary from person to person. They are, nevertheless, wonderful little machines which truly illustrate a bygone time and, therefore, they fully deserve a very special place in any slot-car collection.

## REBIRTH

In 1986, Revell merged with Monogram. Since neither of these prestigious names could simply disappear, the two giant and former rivals created a new company called... **Revell-Monogram Inc**.

Monogram announced its comeback to the slot scene with the introduction of new slot-cars during 2003 and a beautiful 1/32nd scale Cobra Daytona Coupé was shown at the Nuremberg Toy Fair early that year. The highly detailed body of this car was fitted to a current trend all plastic chassis. We have since been blessed with more of these golden era racing cars.

Osvaldo is a Brazilian member of the NSCC with a huge collection of the lesser known makes of slot-cars from the 60s. If you would like to see more of them then visit his website: **www.paceautorama.ppg.br**

# BITS & PIECES

## Christmas Competition

You should find an entry form for this year's competition in your Journal envelope. The prize fund is not yet complete but is already looking quite healthy.

The list already includes:

- Two sets and four cars from Scalextric.
- A selection of Fly cars from Monarch Lines.
- Ninco cars and track from the Hobby Co.
- SCX cars from Tecnitoys.
- Redline Bodies Aston DBR9 LM 2005 kit c/w chassis from Pendle Slot Racing.

Don't forget that the draw is made by Archie the editorial cat and he is looking forward to his usual selection of bribes!

## SlotForum Christmas Raffle

Meanwhile, over on the interweb, SlotForum are holding a raffle with over £4000 worth of prizes and a very good chance of winning something. Follow this link for details:

http://www.slotforum.com/forums/index.php?act=page&pg=Raffle

## Swapmeet Changes

Following feedback from both members and organisers the committee has had a rethink about the format of Swapmeets.

There will now be a new category of event - the NSCC Priority Swapmeet. Milton Keynes next February will be the first one. It will no longer be restricted to members only but you will get priority admission for the first two hours and 50% discount off the public admission price.

We hope that this new approach will enable organisers to continue running NSCC type events while also allowing the general public to attend and see what the hobby has to offer.

## Henri Baigent Website

Henri Baigent was an outstanding engineer and modeller. He was also one of the founders of MRRC. His only son, Ray, is in the process of launching a website in memory of his father. There will be a full record of the development of slot racing from its inception and promises to throw much light on the early days of our hobby.

Ray maintains that he personally made the first slot track with Henri teaching him to beat steel sheet into shape. It was a two slot track for diesel powered cars! The site will also contain many photos of his father's models.

It is is a serious project which will involve input from Sir Stirling Moss and others who knew Henri's work. Further information is still being sought so if you have any references, photos, memories or articles that may be of use please contact Ray at: r.baigent@waitrose.com

## Rebel Without A Cause

It's 50 years since James Dean tragically died at the age of 24. To mark this anniversary (*and possibly turn a tidy profit!*) Revell have produced 5,500 Limited Edition James Dean Porsche Spyder 550 slot-cars; the same model the actor was driving when he crashed fatally. The Limited Edition slot-car comes in a special commemorative box and is priced at £39.99.

## Who? What? Where? When?

Another quiz for our more mature readers. No, it isn't Derek Cooper this time!

# Protoslot Aston Martin DB3S

**Reviewed By Phil Insull**

Welcome to what I hope will become a series of regular NSCC reviews and articles by myself looking at some of the kit build and unusual releases from the world of slot cars. I have chosen for this first article a review of the eagerly awaited Aston Martin DB3S by French resin kit producers Protoslot. If you are not familiar with their products they have been around for a couple of years now, and specialise in high quality resin slot kits in 1/32nd scale.

The DB3S kit is available in either un-painted or pre-painted format and frankly, unless you want to produce a different livery to the two available from the kit or you are reasonably talented when it comes to spraying, I doubt that you could get a better finish than the pre-painted version, which only costs a little extra. The kit comprises of a two-piece body shell, half body driver figure, exhausts, and headlight surrounds all in resin, with jewel type front and rear lights, a lexan windscreen and decal sheet. To complete the car you will require either a Slot Classic or Pendle PC32 Chassis, (or you could scratch build your own) motor, guide, axles and wheels. I stuck with the easy options of the PC32, Mabuchi motor, Slot.It guide, Ninco axles and classic spoke wheels and tyres. The first thing you will notice is a lack of assembly instructions, you do get an information sheet but it is in French. However all is not lost as the company's website does have a bonus material page that shows the cars in various stages of assembly and fully completed. As with all their previous kits this is very straightforward to complete, with just a little detail painting required for the driver, exhausts, headlight surrounds and a little trimming of the chassis and axles to make them fit, but again simple as the kit was designed for this chassis. Three retaining screws (one front and two rear) secure the chassis to the body, and allow for a small amount of body tilting for those of you who want better cornering performance. The decals are simple but top quality water slide type and the sheet allows you to do either the number 23 Peter Collins and Paul Frère car which finished second overall and won its class at the fateful 1955 Le Mans or the number 24 sister car of Roy Salvadori and Peter Walker that retired during the tenth hour with engine failure during the same event. I finished mine off with a coat of Tamiya clear acrylic lacquer to seal the transfers. The finished item looks simply superb, and the pre-painted body seems to be in just the right shade of green compared to the photos I've taken at historic meetings, but what does it run like?

I tried the car out on my home track at Wolverhampton alongside a Carrera D type and a Ninco Corvette from the same era. Frankly, while the car was reasonably stable and certainly capable of staying with the D Type on our wooden international circuit with a best lap of 11.5 seconds, the Ninco Corvette was around two seconds quicker on this surface. On the Ninco track without any Magnatraction the Aston was around a second slower than the non-magnet Corvette but a second quicker than the D Type, reasonably quick down the straights but those tall classic wheels and high centre of gravity make it very difficult to push hard through the corners.

In summary this is another beautiful kit from Protoslot, but as is often the case with resin-bodied cars the performance on track is stately rather than stunning. It does look terrific cruising around drifting gently through the corners, but probably won't be top of your list if you're a racer concerned only with raw speed, more one for the collector. ■

# Carrera Ferrari 575 GTC

**Reviewed By Mark Hatton**

Who remembers Tonka toys then? I certainly do and that's the first impression that greets you whenever you look at a Carrera slot-car. More on this later. The Carrera Ferrari 575 GTC G.P.C. Giesse Squadra Corse Monza 2004 is the subject of this review.

## The Real Car

To open - how about a little history on the origins of the model that I am reviewing? Team GPC owned by Giampaolo Coppi started life as a new team for the FIA GT Championship of 2004 entering two Ferrari 575M cars. The team cars for the season (No's 11 and 13) competed with their main drivers and several other drivers helping out through the year. The principle drivers for the No11 car being Fabio Babini and Philipp Peter but Gianni Morbidelli, Miko Salo and Vincent Vosse also took to the wheel on a few occasions. The 11 car finished a very creditable third in the first round at Monza with the best individual result of the year being a second at round seven, the Spa 24hr round. Ultimately the GPC team finished second in the 2004 championship with the drivers Babini and Peter finishing 7th and 9th respectively.

The principle sponsorship of the car stayed the same for the whole year not withstanding minor regional variations as the FIA GT championship staged rounds mainly in Europe but also with rounds held in Dubai (10) and ➪

the last round (11) held at Zhuhai in China. Therefore with the exception of the Spa 24 hour round you could use this car for your own virtual season. A Spa car can also be acquired in another Carrera release in the form of 25771 which is the livery of the No13 car. In my eyes this is the more eye-catching livery.

## The Tonka Toy

So what did I mean about Tonka toys earlier then? Well, the display box is HUGE and the Ferrari 575 GTC also appears to be of the same proportions. I'm sure other reviewers have mentioned this before about Carrera, and Ninco, but the box is just too big when you are limited on storage area. Yes it is nice to be able to have the mirror effect and the storage area on the back but you could live without it. How many turns does it take to release the car from the base? Perhaps this could be a Christmas quiz question! It's too many in my opinion and too hard/tight for small fingers.

First impressions of the fine Ferrari red are good as is the tampo printing on the vast majority of the car. You can even clearly read the ''Pirelli'' logo inside the raised air box bulge on the bonnet. However, the same Pirelli logo looks a complete mess on the rear wing end plates. Very disappointing when compared to the rest of the car and other manufacturers' efforts in much trickier areas and designs.

I do like the wheel hubs as the wheel nuts can be picked out as well as the brake discs (and rotating brake calipers!) behind but not as clearly as I have seen on other models. Back to the Tonka theme again with the rear tyres. The profile looks like tractor wheel proportions and the grip of the slick tyres, as I was to discover later, is poor. I like the detail of the side window cut outs, the fuel filler caps on either side, the typical Ferrari round brake and indicator lights and the air jack hose connector on the left hand rear of the car. Other areas of note are the excellent Ferrari logo on the front bonnet and a silver prancing horse on the rear which is hard to pick out as it is over the top of a Pirelli logo. The side exiting exhausts are nice along with the detailing of bonnet catches and arrows. There is some poor tampo printing of white areas carrying over onto the black grilles on the side but nothing major. However the side rear view mirrors look overly Tonka large again and remind me of snail's eyes out on stalks! They also appear to have not been pushed all the way home before being glued in. The drivers' names and nationalities can also be picked out quite clearly on the A pillars of the car.

Looking into the cockpit there is some minor detailing with bits of a roll cage, some bumps (buttons) picked out in red and a third of a driver with a nice little nose and eyes keenly staring ahead through his full face helmet. Other manufacturers do interiors much better so I was a bit disappointed with this aspect of the model by today's high standards.

## Innards

Now to take the covers off. The first things you notice on the underside are the HUGE guide blade and braids. The braid design has changed from earlier Carrera models that I have looked at and now you also get a spare red guide blade as well as the normal spare braids and a spacer for the rear magnet. The other things you notice are the polarity switch and the four recessed screws that you are required to remove to inspect or maintain the inside. I suspect that the red guide blade, being of slightly smaller depth dimensions, is for other manufacturers' track. I had no problem running round my Ninco layout with the fitted guide blade but my minimum corner is the standard R2 radius so nothing too tight for the guide blade to contend with. I also

checked both guide blades in Scalextric standard and Sport as well as SCX track but the depth appeared fine. For the record the standard black Carrera guide (as fitted) is 7mm in depth and 22mm in length. Compare this with the spare red guide blade of 5mm and 23mm and a Fly guide blade of 5mm and 17mm. If you've got a tight circuit then a non- Carrera guide blade may well be the way to go.

Changing the braids is, in many ways, far superior to other makes in that you just pull the old one out and push the new one in. No octopus fiddling around trying to feed through a new braid to fix with an eyelet to watch the internal wire fall out at the same time…

Talking of magnets, you get two of them for your money. The rear one situated between the motor and rear axle can be removed completely or the spacer added to get it closer to the track. The other magnet is a sliding affair that goes from the front of the motor to the rear of the front axle location. The further you move this magnet to the front of the car, the more it moves away from the track.

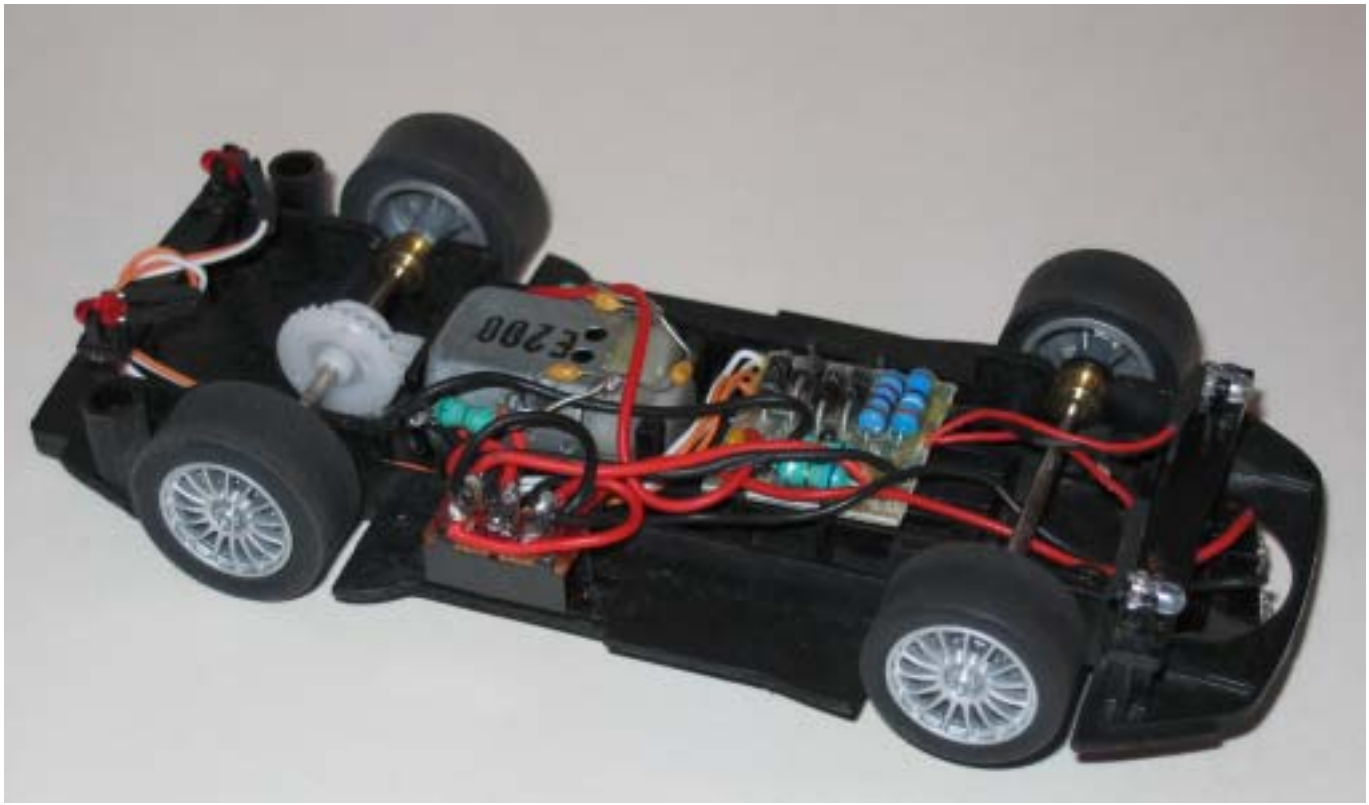
Now while you can easily remove the rear magnet, as previously mentioned, totally removing the centre magnet is a bit more of a challenge shall we say? To remove this one then you need to remove or pop the front axle, being careful not to damage or dislodge the front lights. Now get your finger and push the magnet from underneath until it pops out the front of the car end. You then need to get it over the lip on the inside of the chassis and that's it. Putting it back is easier.

What else we find on the inside, apart from the usual wires and motor, is a rat's nest of wiring from a PCB (circa late nineteen forties) to a polarity switch and lights, front and rear.

Why Carrera stick to this is a mystery to me because it is not the best example of German engineering I have seen.

No fancy miniature diodes in here, just the older LED types. When tested in the dark the front illumination was not brilliant, read poor, but it did light up the whole of the bonnet and a good portion of the rear bumper area. My son liked it but I wasn't really impressed. In daylight things are just fine and it is a nice touch.

I guess the weak area of the model is the motor which looks like a standard Mabuchi type to me and here is the problem. When coupled to all that weight, with both magnets removed AND the top shell, the chassis and motor of ⇨



the Carrera still felt a fair bit heavier than the WHOLE of the Fly Corvette it was to race against in magnet form. The other problem I noticed was that by holding the chassis with one hand and the rear axle with the other the whole of the rear axle moved in its bushes! Not good if you are a racer. Having said that, in the few years that I did race I don't remember anybody pulling out a Carrera of any description and proclaiming that they would wipe the track of anything and everything and I doubt if things will change with this model. In fact I don't ever remember a Carrera being raced in anger. No doubt there are people out there who do prepare and race these cars but I don't have the time or skill to do this. Like for like performance and things will be fine.

## On The Track

As I mentioned, this car does not exactly have tyre shredding motor capabilities but with both magnets in their maximum settings it sure has some grip, but limited go. I then proceeded to test all the various magnet combinations to find out which one suited my current Ninco track configuration and driving style. In the end I settled for no rear magnet with the sliding magnet in the strongest position. While still not melting the track or tyres it went round OK. One slight side effect of this configuration was that I have a little bit of banking on one corner and if I stopped just in the wrong position, then tried to pull away a bit to slowly, then the magnet took over, the rear wheels spun and the back end just slipped down the track until a flick of the finger sent it on its way.

With no magnets, my preferred type of car, then the track performance was certainly entertaining with a bit of tail out action and a lot of tail smacking off the barriers in the corners as the tyres have poor grip. Without the barriers then my progress would have been a lot more cautious when on the outside lane of a corner. The car also decided to jump out of the slot as well from time to time due to the bouncy front end without any magnetic help.

You will also notice that I have not included any track timings. If you don't race then it is totally academic and you, like me, probably have more fun zipping round your home track "racing" against your children. If you do race seriously in a club then I doubt if you are using Carrera products and if you were, then by the time you have finished putting in the latest hot motor, gears, axle, wheels and tyres then it will bear little to do with the box standard car it started out to be.

By way of a comparison I put the 575 up against a box standard Fly Corvette for the magnet test and found the Corvette to be better for grip, pace and drivability but not by much. Without a magnet the 575 sparred with a well used but still box standard Ninco McLaren F1 complete with NC-1 motor and lost, just, but it was fun trying. Again, race like for like and they are fine along with every other manufacturer out there today producing the excellent models that we all love to collect, race and crash.

## Conclusions

Some of you may think that by all the little ifs, buts and maybe type comments and especially the Tonka references that I don't like Carrera cars. Well first thing to sort out is the Tonka bit. Yes, to me, the car looks massive in its expansive box when viewed in isolation but when you get the car out and compare it to a car of the same size, class and profile as the real thing then how wrong I was. In this case it was a Fly Corvette and, without measuring anything, all the external dimensions are as near the same as makes no difference - apart from the tractor like rear tyres of the 575. The car looks a stunner but its track performance is limited so not really for the racers out there I suspect.

Would I buy one then, well the answer is a definite "yes" as I already had a 575 GTC in my collection and I think they look fantastic. I will also be out to pick up the Spa 24 hr livery version (25771) in the near future. Finally, thanks to Colin and Carrera for supplying the car, Brian for being editor and all the other contributors past, present and future to the Journal. ■

# Wolverhampton 1963-71 Classic Le Mans Event

**Report by Phil Insull**

This was held on Sunday 30th October 2005 on the four lane copper tape international track at Wolverhampton. Forty entrants, including friends from the United States, took part each having four by three minute qualifying heats followed by a ladder finals for either scratch built or ready to run cars. Concours competition was by people's vote - all entrants' casting votes for their three favourite cars; all concours cars had to run in at least one qualifying heat.

A great day was had by all, with some wonderful scratch built and modified slot-cars both on display and in action, and an excellent chance to meet friends old and new.

There was plenty of excitement on the track as Mick Kerr beat Ian Fisher for the scratch built win, these two being the class of the field in the qualifying heats, but most entertainment of the day came from young Gary Skipp of the Phoenix slot club who had a mechanical failure in his qualifiers and started near the bottom of the ladder, but won eight consecutive knockout races on un-fancied lanes. He only just missed out on going through to the final from the semi final, an excellent effort that had everybody rooting for him and got a well deserved round of applause. The ready to run final also saw some decent racing with Rob Davies of the Wrexham club getting the better of me, but having to work quite hard until my last lap off. Main prizes were kindly supplied by Gary and the team from MRE, and everybody went home with a memento courtesy of an MRE "goodie" bag.

I can't wait for Wolverhampton's Classic Alpine Rally event (with snow) on December 11th 2005, and the Early bird Classic Grand Prix on February 4th/5th 2006; they should be great fun and again very well attended.

## Results

**MRE Trophy** - for the highest placed entrant with a scratch built chassis and body was awarded to Graham Windle for his Iso, finishing eighth overall in the finals.

### Concours

1st PhilSmith (SunbeamTiger) 22pts
2nd Joel Thura (Chaparral 2F) 16pts
3rd Bill Charters (Ferrari PB) 7pts

*Phil Smith's winning entry*

### MRE Under 16's Awards

1st Adam Tinsley Ferrari 412P (3rd Overall)
2nd Andy Tyrer Ferrari 512 (9th Overall)

### Scratch Final

1st Mick Kerr Ferrari 512
2nd Ian Fisher Ferrari P4
3rd Adam Tinsley (U16) Ferrari 412P

### RTR Final

1st Rob Davies Scalextric GT40
2nd Phil Insull Fly Chevron B19
3rd Myles Ellis Fly Chevron B19

Fastest lap of the day went to Mick Kerr - 7.350 seconds.

Fastest RTR lap of the day went to Phil Insull - 8.844 seconds. ■

# Newark Swapmeet

**By Roger Barker**

It goes without saying that to put on a Swapmeet takes an awful lot of time, effort and, not to mention worry, of whether you will get a good selection of stall holders with plenty to look at and buy, but whether in fact any one will come through the door at all! The actual organisation of the event is now, after several years, becoming quite slick; Steve (Cannon) and myself are very lucky to have several willing helpers to make the preparation of, and the running of the event go like the proverbial "clock work". Worthy mentions to Steve, Jeff and everyone's favourite doorman Russ - without people like this we cannot put on the events. Gareth, I truly take my hat off to you for the 25th Anniversary do!

Anyway, on to the Swapmeet. During the weeks leading to the event I had been receiving a steady stream of telephone enquiries for directions and general information, a lot more than usual. Eventually I remembered to ask the question, are you NSCC members? Most of the replies were no; but they had been looking on the NSCC web site and read about the event which stated it was an open meet. I was quite surprised to discover this and in truth pleased. Is this now the way forward for all meets? I for one hope so...there is an interesting statistic to follow. As for tables we finished up with just less than forty, we had apologies for non attendance from eight regulars so, although slightly down on the usual, not too disappointing. The interesting statistic is that the attendance was once again marginally over one hundred. However, to use the political speak, the NSCC vote (or attendance) collapsed to something less than half of those through the door...that was very disappointing and I sincerely hope was just a blip. If the members attendance had remained at the level of previous years there would have been nearer to one hundred and thirty through the door, that would have been an excellent attendance by any standard.

As for the meet, most stall holders reported doing very good, and in some cases excellent, business. There were some wonderful items on show and for sale, but I feel I must mention at this point the fabulous collection of non-Scalextric slot-cars put on by the irrepressible John Hewitt. John, I think, had stolen part of the set of "Open all hours" to make a fitting display for the cars, including rail racers, wooden kits, pole racers..(not a fore runner to Pole dancers for the racier amongst you!), not to mention a super collection of vintage MRRC and VIP cars. It goes without saying Johnny, many thanks for that.

There was indeed something for everyone. Swapmeet newcomer Dan Mortimer had a nice selection of cars and accessories (see you next year Dan), veteran swappie dealer Martin Davis once again made the journey to the north along with his trusty aide Philip and provided the event with his usual selection of very reasonably priced items (must have been reasonable because I bought some!), not to mention his wonderful wit and sales chat! The tables had something for everyone, and on Mark Scales' tables you had both ends of the spectrum, from his usual assortment of drop dead gorgeous sixties cars to his pile of "everything on here 50p table". A story circulated the hall late in the day that someone picked up two items from this table and had attempted a cunning negotiation ploy, namely asking if, that instead of taking 50p for each, would he would take a pound for the two !....needless to say Mark did the deal !

At this event we have always tried to do something different and this year was no exception. An auction took place of about 50 different lots of Scalextric / slot-cars and accessories. This feature proved to be very popular so we feel that it will feature again next year, but probably with at least one hundred lots. Here are a few of the lots and what they made...remember there was NO buyers' or sellers' commission :

Lot 7. Fly GT 40 Bruce McLaren
MB £22.00
Lot 11. Race Tuned Porsche Spyder Body,
Good £18.00
Lot14. SRS Porsche 962 Body shell,
M £10.00
Lot18. Fly Porsche 917K
Alex Zola Roig with figure MB £18.00
Lot 26. Scalextric Caterham Collectors edition
Gold MB £28.00
Lot 30 Ninco "Scale Models" 15th anniversary
MB £35.00
Lot 33 Pit Lane VGB £15.00
Lot 34 Goodwood chicane (Repro bank)
VG £20.00
Lot 40 Porsche Spyder blue
slight marks £22.00
Lot 47 3x Airfix kit buildings Ex shop stock
£6.00
Lot 49 First aid hut VGB £14.00
Lot 51 CM3 set with 2x Lister Jaguars
VGB £50.00

These are just some of the examples of the items offered, and I think some were real bargain buys. Once again I personally enjoyed putting on the event, and I know that my fellow organisers did too. We all shared the feeling that it would be great if more members made the trip to support this event, not to mention the others like it around the country. Much has been written of late in the Journal about this subject and I feel that if it were to have an effect on getting the membership out on the odd Sunday morning to support them, then we would have seen an upturn by now. Sadly I feel it has not happened. So it appears that "Open" is the way forward, to ensure the long term survival of "Swapmeets." I for one hope they live long and prosper, I look forward to seeing all the stall holders back next year and hopefully many, many more NSCC members too. ■

# Happy 40th Birthday Chevron

**By Dave Yerbury**

For the full and interesting story of the Chevron marque take a look at "Chevron, the Derek Bennett story" which has recently been reprinted. From humble beginnings in Salford the firm's move to Haslam Mill Chorley Old Road in Bolton would hardly cause a ripple on the motor racing scene in the late sixties. But from this premises came a line of successful racing cars in all formulae. A man not given to the limelight (unlike Chapman) Bennett would rather be in the workshop than at the races.

After the initial success of the B8 came the beautiful B16 with its Brabham inspired suspension, although it was longer, wider and lower at only 36 inches tall. Bennett gave Jim Clark at Specialised Mouldings a free hand with the grp bodyshape. Its looks were taken from the Lola T70 (although smaller and sharper), another of Clark's works. From the start the inherent understeer caused problems and finally the orange box type spoilers were moulded onto the flowing tail to cure this. It won on its debut with Brian Redman in front after 22 laps of the Nordschleife. The 1970 season could not come soon enough.

The two litre Cosworth FVC would push it along at an alarming rate. At the start of the season a memorable chase of Siffert's 917 by Redman at Thruxton was followed by a win at the opening European round at the Paul Ricard circuit during which he was given a close chase by Bonnier's lighter open Lola T120. This prompted Redman to ask Bennett for a Spyder version. With the B16 and the Spyder version B16s prototype introduced at the Nurburgring 500 Km race Redman won the European two litre Championship by one point from Lola with some superlative driving. In 1971 the B16s would become the very successful B19, both taking their shape from Porsche's 908/3.

Having decided to make a model of this car the 74mm wheelbase provided a problem as there was no donor chassis available. Thus it provided a chance to use the excellent Pendle-Slot PCS/32 chassis. Finding the right wheels will be a challenge so for now it's sitting on a set of SCX wheels and hubs. Building this model was a pleasure as it is obviously a big favourite of mine. A real teaser to get out of the mould but I am happy with the end result. The top is again a one piece vac moulded affair, as on the B8, to ease the building process. It drops into a slot cut around the cockpit to blend into the body. ■

# The Great Scalextric Christmas Disaster

**By John Dilworth**

The Scalextric Company Christmas party was not the usual happy affair. In the corner of the tawdry functions room of the Crown and Pinion, Ramsgate, a group of company directors sat hunched over a large screw-capped bottle, while the Brian Poole and the Tremeloes tribute band churned out their tuneless jangling chords to an unresponsive and scattered crowd of Scalextric employees.

A few of the more optimistic ones swayed slowly to the echoing and uncertain beat, avoiding the peeling strands of tinsel that hung from the ceiling. The mood was sombre. A small pile of hastily wrapped parcels lay under a lonesome plastic pinetree. The staff had already sussed that many of the parcels were ominously slim- more than likely to be their redundancy notices than the usual Scalextric Christmas special limited edition.

How had it come to this? Christmas in this part of East Kent was traditionally the most exciting time of the year, when a grateful local population paid their respects to the company, and children and adult enthusiasts made a seasonal pilgrimage to the home of their hobby, to commemorate that special moment in every life- the Christmas when they received their first Scalextric set.

But not this year. Slig Broombat and Vout Steenhouse could not see the company surviving the inevitable public relations disaster that lay ahead. Their positions as heads of product development were certainly doomed, and most of their colleagues had already signed on in a pre-Christmas rush of business at the local unemployment offices.

Slig tossed back another sour tasting bottle of RoveXXX, and put a comforting arm around Vout. “You’re my best mate, Vout. We’ll get through this. Somehow. You really, really are my best mate ever.” He slid slowly to the floor, while Vout’s head slumped onto the bar. The barman, dressed in a comedy red hat and white beard, wiped a slimy rag slowly round him and extricated a full ashtray from under Vout’s nose.

Vout and Slig were in no fit state to answer the urgent calls ringing alternately on their mobiles. Vip Wappers was on lonely nightshift back at the stores, and he had news that might just turn this whole thing around….

It all started back in June, when everything seemed to be going so well at the Scalextric Corporation. Slig and Vout had emerged triumphantly from a brainstorming session and the enthusiastic go-ahead for their new project came quickly from Adrian and Norman, the twins in charge of Executive Planning. Even in the height of summer, Slig and Vout worked passionately on the new Scalextric Christmas Special. Slig’s prototype drawings filled page after page, while Vout clattered away at his keyboard, throwing up 3D images on the screen. “Oh man, Slig- we’re onto something here! This is going to be the best ever!” “Too right, Vout! Forget James Bond, the Ninja turtles, the Jump Jockeys, the Simpson sets, the Supermarket Sweep trolleys- even the Moto GP- this is going to be BIG!” Even the secretaries and tea ladies could hear the capital letters in Slig’s voice, and soon there was a crowd gathered around the computer screens in the R.&D. department. “Ohh- look at that!” “Well I’d buy one!” “Me too!” “Oh- I’ve got fifteen grandchildren and they’ll all get one of those in their stockings!”

Slig and Vout exchanged knowing glances, they knew they’d done it. They’d made the great breakthrough. What every Scalextric worker dreamed of- the new gadget that would open up the world of slot racing beyond the traditional market of young boys and their nostalgic ⇨

fathers. Their new model would appeal to girls, women, even hairdressers and chartered accountants. Their Santa's Sleigh was a winner!

Of course the publicity department went into overdrive. Soon every sentient being on the planet knew that something special was coming from Scalextric this Christmas. Toy shops, model shops, the internet - advance orders flooded in from all over the galaxy. Vout and Slig sat back in their Park'n'ride leather recliners and congratulated themselves. Big bonuses this year! All they had to do was hit the send button, and the factory in China would have all the plans, all the numbers, all the three dimensional computer settings to send the production lines into action.

"I love the way you got the reindeer's feet to trot, Slig!" "Yeah- quite a brainwave, Vout. They'll look very realistic on the track. And I like your gift distribution point, Slig - where the sleigh stops and packages tip out of Santa's sack - sweet!" "Don't forget the racing potential of these things as well, Vout- infinitely adjustable magnatraction to fine tune the drift into the turns. With six pairs of reindeer it's quite a long rig, but it'll look great sliding around the turns." "Absolutely, Slig. I think we were right to install the new dynamically balanced high-torque racing motor." "Right-on, guy!"

Slig and Vout took a well-earned vacation in the Seychelles during the late summer and early autumn, and returned to the factory just in time to inspect the first shipment of Scalextric Super-Santas from the factory in Deng Xiao Ping. Boxes and boxes, crate after crate were unloaded at the depot, and Vip Wappers presented Slig and Vout with a Stanley knife each and they ceremonially opened the first box of 1/32nd scale sleighs.

With the entire board of directors gathered behind them, Vout and Slig scooped the first crystal case out of the crate. They held it up to the light to see the first physical results of all their exhaustive design and development work.

Vout frowned. "Hmm. I think we have a few minor issues to deal with here." Slig rubbed his jaw. "How many are there in these crates?" "Umm, let me have a look on the invoice here," said Vip. "Umm. 585,000 is the initial order. It seems complete."

"Right," said Vout. "We're going to need some red paint and some volunteers for a bit of overtime."

"What exactly is the problem?", asked Adrian, peering over Vout's shoulder.

"Why is Santa wearing a black gown?", enquired Norman. "I didn't think that was on the specification."

"Actually," said Slig, "it's more than red paint we need. Santa's wearing a turban. Are they all like this?"

The entire workforce of the Scalextric company descended on the boxes in a fury of Stanley knives and scissors, until the workshop floor was strewn with packaging and 585,000 beautifully detailed golden sleighs, each drawn by magnificent teams of articulated reindeer and occupied by a black-clad, turban wearing Santa were exposed to view.

"You know who he reminds me of?", said Vout, scratching his head.

"Yup. It's not Santa behind that long grey beard is it?" said Slig.

"Not with an AK-47 over his shoulder, no.", said Vout.

"Great heavens! This is the worst public relations disaster ever!", said Adrian and Norman, simultaneously. "They must never get out to the shops! These things must be destroyed immediately!"

"But what about all the Christmas orders?", asked Vip. "All these Super Scalextric Sleigh-Ride Santas are pre-sold! What are we going to send out to the toyshops of the world this Christmas?"

Adrian and Norman turned slowly to Slig and Vout. "Sort this out, you two. Find out what happened, and fix it!"

Shortly after, in the thinking room at the Crown and Pinion, Slig and Vout worked through the disaster. Somehow, during the transmission of their production data to the factory in China, Slig and Vout's plans had got mixed up with a CIA website. Their designs had been executed perfectly at the factory, with the

small exception of Father Christmas himself being substituted by a perfectly scaled replica of the most wanted criminal on the face of the planet. What to do? They had a matter of days to come up with a way of getting something out to the empty toyshops of the world, to fill the yawning stockings of half a million children on Christmas Day. They sank a couple more bottles of RoveXXX, and headed back to the office with a plan- a desperate plan, but a plan of sorts.

"Vip, Can you get everyone in the building a Dremel saw and a soldering iron?", said Vout. "Yeah, and split up the Santas into equal bundles so that everyone in the place can get cracking on them.", said Slig.

"Sorry boys- too late.", said Vip.

"Whaddya mean, too late?", said Vout.

"I mean the distributor came and took them. I signed them off - look here I've got the paperwork . All in order I think you'll find."

"What! Are you mad? You mean to say that the Santas are off to the toyshops? They must be stopped! Is there a phone number there? Give me those receipts!", said Slig.

Vout and Slig read quickly through the paperwork.

"Nick St.Clores, Special Xpress Xmas Delivery service? He's not our usual distributor, is he?", asked Slig. "No sir," said Vip, "but all the papers are exactly in order, countersigned in triplicate, invoiced, receipted and stamped all over - look. The amazing thing was how he got all of them 100,000 crates in the back of that little red Ford Thames van of his. Heaven knows how he wedged them all in. It was like that van could swallow anything."

"Damn- I can't find a mobile number anywhere here. How are we going to stop him?", said Vout. "We'll just have to get after him. It'll be a disaster if those things reach the shops and the press find out about them before Christmas! What did he look like, Vip?", said Slig.

"Well, he was a bit short, a bit thick round the middle. Cheery sort. Red face. Long white beard. Easy to recognise him, sir. But you'll never catch him. He left over an hour ago."

"That's it then.", said Vout.

"We're dead.", said Slig.

"The worst Christmas ever.", said Vout.

"For all of us.", said Slig.

"Oh cheer up, gents!", said Vip. "Don't forget it's the firm's Christmas party tonight! Down at the Crown and Pinion- everything laid on- a Brian Poole and the Tremeloes tribute band, so I hear. I remember all their hits." Vip started humming tunelessly and wandered back to his despatch office. Vout and Slig looked at each other mournfully. "That's it then. The end. A great company brought to its knees. At Christmas time. The irony. Shall I tell the boss or will you?" "We'd better do it together.", said Vout.

And so it was that the entire staff of the Scalextric company gathered together for the gloomiest Christmas party in the history of gloomy Christmas parties. As the lookalike Brian Poole pulled the jack plug out of his Fender at the end of their last number, all that could be heard in the Crown and Pinion over the sound of a soft sobbing, was the insistent ring tone of Vout's mobile.

Slig jerked momentarily into conciousness. "Answer that thing, for heaven's sake, Vout. I've got a headache the size of Lichtenstein." Getting no response, he ripped the phone out of Vout's pocket.

"Hello? Hello? Vout?"

"No- this is Slig."

"Oh, hello Mr Broombat. This is Vip from stores. The phone's ringing off the hook here."

"I'm not surprised. Have the deliveries started arriving? Is it the police or the CIA?"

"No, no sir. It's the shops. They want to know when they can get their hands on more supplies. They're flying over the counters like grapeshot. They all want to know when the next shipment's due."

"What? Are you sure? Listen- can you put me through to one of them? Who do you have on the phone just now, Vip?"

"Yes, sir- it's Mr Hobbs, from Harry Hobbs' Hobby Heaven up in West Hamley, sir. I'll put you through. Just a moment."

There was a click and a rattle, and an excited voice. “Hello? Hello? Scalextric?”

“Yes, er, sort of…”

“Those Santas! They’re beautiful! Your best thing ever! Congratulations! I’m so glad I got through- I know it’s late, but is there a chance of another shipment before Christmas Eve? I’m all sold out and there’s a queue forming outside - I know, I know, it’s nearly midnight, but this is phenomenal! West Hamley has never seen anything like it!”

“These Santas- uh, what colour are they?” said Slig, cautiously.

“Why, red, of course, with a lovely flowing white beard and a sweet little red bobble hat that nods as it goes along - and that sack full of parcels in the back is a masterstroke - lovely, quite lovely, and every one different! The children are all so excited to see what is in each one. And the Dads are quite happy too - apparently one has just broken the outright lap record at West Hamley Club straight out of the box.

And all the Mums want one for their Christmas table decorations….”

“And what about the, er, reindeers?” Slig asked tentatively, wondering if they were talking about the same thing.

“Wonderful, wonderful- the way their graceful legs trot together round the track - most realistic - especially the way they lean into the corners… will you be adapting that feature for the bikes….?”

Slig realised that Vout had come to, and was eavesdropping on the excited phonecall.

“Leaning into the turns, did he say? Do we have any left in the storeroom?”

“No”, said Slig. “That Nick Saint took ‘em all. Whoever he was.”

“Sounds like Scalextric is saved though.”, said Vout with a smile.

“And we’ve missed out on one of the greatest collector’s editions of all time.”, said Slig.

“Never mind. Back to the drawing board. We’ll come up with something even better for next year.”

“After a couple more pints of RoveXXX, I think.”

“Happy Christmas, Slig!”

“Happy Christmas, Vout!”

“And a Happy Christmas to you, Nick StClores, whoever you are!” ■

# Pre-Add Body Kits

## Latest Releases

By Mac Pinches

### Kit 21 - Ferrari D50A

After Lancia had handed their GP cars over to Ferrari, the D50 underwent various changes. The fuel was moved from the side tanks into tail tank, the exhaust system was redirected through the side tanks emerging in front of the rear wheels. The side tanks were faired into the bodywork at their upper point. Fangio made good use of this car and took his 3rd World Championship with it.

### Kit 22 - P25 BRM

As with the previous 16 cylinder car BRM struggled to get results in the first years of its life; problems with valves and the braking system seemed to be everlasting. But at last Jo Bonnier took first place in the Dutch GP - scant reward for years of hard work.

### Kit 23 - Ferrari Dino 1958

In 1958 Ferrari went back to a more traditional layout, powered by the 6 cylinder engine and with its distinctive high exhaust system the Dino was born. A year long battle took place between Moss and Hawthorn for the title, Mike took the title by a single point. This is the car used by Hawthorn at Spa that year.

### Kit 24 - Ferrari Dino 1959

This is the Dino in updated form for the 1959 season, with wishbone rear suspension, disc brakes and bodywork produced by Fantuzzi, having produced the bodywork for the 250F Maserati, again he produced one of the prettiest classic GP cars to grace the sport.

Alas good looks do not win races, the rear engine revolution was upon us and therefore these classic front engined cars slipped into history. In the near future a series of rear engined cars from 1960 and 1961 will be produced, but at the moment I need a rest from making cars! ■