



Contents

Swapmeet.....	2
Diary dates.....	5
Messages From Margate.....	6
Shipment From Spain.....	9
Ninco News.....	13
Carrera Corner.....	15
Fly On The Wall.....	19
Ebay Watch.....	21
RacerSlot-Cars.....	22
Letters.....	25
Holy Hot Wheels.....	27
SCX Review.....	29
Ninco Reviews.....	33
Scalextric Review.....	37
Bearwood Scalextric Club.....	39
Adverts.....	41

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Desperately seeking Mr Tyler

Due to a strange set of coincidences involving illness, birthdays and a house clearance auction in the wilds of Cambridgeshire I recently acquired the most amazing collection of slot-cars I have come across for many a long year. The full story is worthy of an article in its own right and I will probably return to the subject in a later issue of the Journal but, for the time being, let us consider the mid sixties slot racing scene.

As Tony Secchi has often told us - there were very few manufactured slot-cars in those days and racers had to build their own. The amazing collection I have bought was the property of one such enthusiast. There is hardly a Scalextric car amongst them - just a wonderful assortment of 1/32 and 1/24 kit-built cars, vacform bodies, home-soldered chassis and hand carved balsa bodies.

There are about 100 different cars in all and every single one has been lined and painted to almost professional standards - the man who built them was a seriously talented model builder. He also raced them as the body damage on some will testify! The purchase included all his spares - right down to lane marking tape and the special pen nibs he used to do the panel line marking. I have not stopped drooling over the stuff since I bought it!

However, there is a sad side to the tale, apart from the fact that the owner has died and the collection was put in the auction by his widow. There are no items later than about 1969 and, right at the bottom of the box I found his hand controller, complete with lane stickers attached. This man raced right through the sixties but, one night, he returned home from the club and hung up his controller for good - I would dearly like to know why.

All my enquiries so far have been fruitless - if anybody has any information on a club racer with the surname of Tyler who ended his days near St. Ives in Cambridgeshire I would love to hear from them. In the meantime I will give one of the cars a few more laps of the track in his memory - I rather think he would appreciate that.

Till next month

Brian



by
Rob Smith



MESSAGES FROM MARGATE

Australian V8s

C2692 Holden Commodore VY

"Super Cheap" #51

C2693 Ford Falcon BA

"Beta Electrical" #888

C2694 Ford Falcon BA "Pirtek" #1

The Australia only releases really are beautifully finished with some of the finest and most detailed liveries ever seen on a slot-car. The

Super Cheap Holden is anything but and has a really eye catching red and black livery. The cream of the crop though is the Beta Electrical Ford with a stunning yellow, metallic blue and silver livery. The Pirtek Ford is a variation on last year's model with slightly different red and blue decorations. The Aussie V8s are only let down by their lack of any interior. Surely it would be worth the investment in the tooling – please, Hornby! Surprisingly, although they feature the





new braided disk guide system they do not have the fittings for SportDigital. Although the C numbers have remained the same the cars and liveries have changed from information released previously. There should be another Falcon and a Camaro to be released before Christmas in Australia too.

SuperClub SuperSlot

C2699W McLaren Mercedes F1

MP4-16 #10

C6003WA Honda Sete Gibernau

Those of us lucky enough to have friends or family in Spain can join Hornby's new Spanish club. Similar in principle to the Scalextric Enthusiasts Club elsewhere in the world the SuperClub SuperSlot gives members two new models for joining this year. The first is a Pedro de la Rosa version of the McLaren as driven whilst substituting for Montoya when he broke his shoulder playing tennis on a motorbike, or something like that.

The second is Sete Gibernau's Honda MotoGP bike. Instead of the normal Castrol logo on the engine cover there is a Gibernau signature. Both vehicles have special club sleeves and everything is finished in bright blue and yellow. I've yet to receive a club magazine yet so I cannot comment on how it compares with Racer.

⇒



Toys-R-Us

C2701W Nissan 350Z #88

C2702W Nissan 350Z #99

A surprise arrival at Toys-R-Us is C1165L Nissan Champions featuring two new Nissan 350Zs. No mention is made on the set about drifting and the cars have the small screws already fitted to stop the guide from turning through 360 degrees. The liveries are simple but effective with black and white bars over a metallic bronze (C2701W) or metallic blue (C2702) paint finish. Although originally listed at £79.99 within two days the set was reduced to £49.99 – that's cheaper than buying the first two drift cars separately.



Classic Grand Prix

C2639 Cooper Climax T53 1960 No2

C2639A Cooper Climax T53 1960

"Jack Brabham"

Just missing last month's report was the second new Classic Grand Prix car for 2005 – the fabulous Cooper Climax. The car is tiny and exquisitely finished with lots of fine detail which can be hard to spot.

Muddy Skoda

H1172 Costa Brava is a Spanish only Super-slot set. It contains C2561W weathered Peugeot 307 and, more interestingly, C2487W a *weathered* Skoda. This car won't be available elsewhere and so will be a challenge to collect. The Superslot web site www.superslot.es is a wealth of information, albeit in Spanish only.

Just for the record

The following Sport, or standard versions of previously released cars were released this month too:

C2676A Ferrari F2004 #1

C2640 Ferrari 156 F1 1961 #4

C2648 Renault F1 2005 Team Spirit #6

Last month I reversed the C numbers for the Ferraris. C2676(A) is the no1 Schumacher car and C2677 is the no2 Barichello car.

Software

C8328 Track Designer

Taken directly from the forthcoming Sport-World product comes the Scalextric Track Designer. Its major feature is 3D track building. Any size and shape can be constructed and the user can build a fully landscaped 3D world around the circuit. Borders and barriers can be inserted as desired as can hundreds of accessories including buildings, trees, spectators. The user can also raise or lower the track, create gradients, build hills and valleys. There is a virtually unlimited track size.

Track Designer supports up to 8 lanes and also Sport Digital track pieces. An animated auto-drive feature allows you to drive around any track you design. An Inventory database even allows the owner to print off the exact part requirements for any designed circuit.

An absolute no-brainer at just a tenner this is great fun for those of us who have just as much fun designing new circuits as building and driving on them.

Coming Soon

At the time of writing we have only eight weeks to go until Christmas and we still have much to look forward to including the Mercedes SLR, Nascars – including US only white ones and the Torino, Indy cars, Ferrari 330 and some reliveries. The next few weeks are going to be very exciting.

C2645 which was going to be a Skoda rally car in Red Bull livery has been dropped after licensing issues. ■



Shipment from

Spain

by Gareth Jex

Seems like an age since I wrote the last 'Shipment', but to be honest there hasn't been much to say, until now. Tecnitoy's moved offices over in Spain and, combined with their extended summer holidays, news and releases have been thin on the ground.

A flurry of new releases this month in both Digital and Standard form including sets, cars and accessories.

SCX Sets

Let's deal with the new sets first, Ref 80730 C4 GT, this is the large track set type (10.24M) and includes the new hand throttles with 2 resistors (20 and 45 ohm), it also includes the first of the new release cars, Ferrari 550 GT Maranello. One car in red (see later) and the other in blue

'Red Bull' livery as driven by I. Riccitelli and D. Quester (Dart Racing Team) in the FIA GT Championship. This blue car is exclusive to the set and will not be released as a separate car.

Next set is ref 80760 C2 GT, this is the small figure of eight set (5.09M) and includes the Dome Judd Lammers (reviewed last month) and the Audi R8 Kristensen.

SCX Cars

First of the new cars this month is the aforementioned Ferrari 550. Ref 61800. This represents the red 'Fondmetal' liveried car from BMS Scuderia Italia which won the 2003 and 2004 Championship driven by Matteo Bobbi and Gabriele Gardel. The model looks stunning in a deep red colour and white nose band. ➔



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Hot Wheels
Racing
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Standard SCX features on the model as you would expect with the addition of the tilting chassis. Full review next month.

Another Italian manufacture next, ref 61870 Alfa Romeo 156 'WTCC'. Again in a deep red livery with 'Selenia' logo on the bonnet this looks nice and low! It represents the car currently driven by Italian Gabriele Tarquini in the World Touring Car Championship and features the tilting chassis design. I'm giving it a long term test in the Farnham Championship and will let you know how I get on.

Last but not least (if you're a WRC fan like me!) is the long awaited ref 61880 Ford Focus WRC 'Mexico' in white and green BP livery.

SCX Digital

At long last the new SCX Digital sets are available. These feature the above mentioned Ferrari 550s Red Bull/blue and BMS Scuderia Italia red along with the Seat Cupra GT 'Dommo' livery in yellow/red/silver (not as shown in the original 2005 catalogue). The set also features the new Pit Box section. This



Another touring car released this month is 61790 AMG-Mercedes C-Klasse. Representing the car driven by ex F1 star Jean Alesi in the 2004 DTM Championship for the HWA team, this metallic silver livery car looks very sleek and again features the tilting chassis concept.

additional single lane track section allows drivers to determine the setting of the initial fuel level, which affects the speed, brake levels and wear during the race. The set also features a new braking system with three braking levels available, 0%, 50% and 100%.

A pat on the back to Tecnitoy who won the recent 2005 European Duracell Toy Survey for boys and girls in the 5-10 years old category.

New UK Distributor and Competition

As recently reported Tecnitoys have replaced their UK distributor. The new Trade UK SCX distributor is AEC Models. This is a welcome move and I have had several telephone calls with their managing director who has a real passion for motor sport (rallying particularly – good man!) and a genuine interest in slot-cars and slot-car racing. This is a real step forward and I wish them all the best in their endeavours.

As a welcome to the NSCC, AEC have kindly donated an SCX Digital DTM race set as a prize for members. Entry to the draw could not be more simple! Nominate your most desired new SCX model (not already made) for 2006/2007. Send your entries via email or post no later than 23rd December to Gareth Jex (details at the back of the journal) the prize will be available for collection from one of the 2006 NSCC swapmeets. – Best of luck.

Spanish News

Last of all is some Spanish Tecnitoys news. Those of you lucky enough to have the SCX 2005 catalogue (not many around!) will have noticed ref 61900 Séat León Tuning. This shows a yellow Séat with a black chequered flag design and NEON lighting under the car. Just like you see around McDonalds Drive throughs on Friday and Saturday evenings! This car is now not being released in SCX form, but has recently been shown in Spain. The prototype version is now purple sporting a huge front end and silver flame graphics. The driver wearing a



white t-shirt and shades! The neon is hidden under and inside the car. In my opinion we are not missing much with this one! Admittedly the pics I have seen may well be a prototype, but it looks very toy like. Plans are for a set with a pair of cars (the other in Renault F1 colours) in a C2 set. Copyrights and trade marks prevent me from showing you the pictures!

Also out in Spain this month are the latest in a seemingly non stop run of Miticos/Planeta Directo releases. First Planeta Directo have released 'Leyendas De Circuito'. This is not a magazine part work, but a buy once set of 12 ex Exin/Tecnitoys cars in new tampo printed liveries. The cars come in a plastic case and you get a free branded bag. Cars include: Audi 90, Renault 5, Audi R8, Mercedes 250 SL, Porsche 935, BMW M1, Porsche 911 GT1, Renault Alpine 2000 Turbo, Ferrari F-40, Ford GT40, Ferrari 333 SP and a Chaparral 2E. Some of the liveries are particularly nice including the Audi R8 in silver/blue no.88 as raced at Le Mans and the BMW M1. The Audi 90 appears to have had a redesign on the wheels. This collection is only available to Spanish addresses and is limited to 3500. Look out on Ebay or at swapmeets for cars. If previous collections are anything to go by the models are well printed and presented.



Also out is a new Altaya collection. This is called 'Rallyes De Espana' and features 14 rally cars and two additional cars if you subscribe in advance. Interestingly the collection includes the as yet not released Fiat 124 Spyder as well as two other cars not seen or even mentioned as =>

Tecnoys products. They include Séat Panda and Séat 1430-1800. No surprises with the Panda – anything Carlos Sainz has ever driven will eventually be made, but the Séat 1430 is an unusual choice. The pictures shown on the web site look very much like Team Slot models, but according to various Spanish on-line chat forums they will definitely be Tecnoys RTR plastic cars – not resin. No prizes for guessing two of next years Tecnoys releases! When you do subscribe you also receive two stunning free cars, a Citroën C2 JWRC and a Ford Focus WRC; both feature superb liveries as do all the models in the collection. Again Spain only – sorry. Mine is on order via a very helpful connection in Spain.

Over the next few months I hope to bring you a couple of articles on these Spanish only collections, but for now best you go on-line to see them.

That's it for now, the Fiat 124 Spyder looks like it's taking longer than expected and has been delayed, till next time.

PS – thanks for the emails passing on best wishes on my recent addition to the family, and just to put your mind at ease, Charlotte has yet to play with slot-cars – contrary to what you might have seen last month – who says the camera never lies! ■



The Calm Before the Storm

Following on from the all the new products announced over the past couple of months, there has been little news from the Barcelona plant. The likely reason for this is the massive amount of preparation that Ninco are putting into organising their 1st GT World Cup event which is taking place alongside the Barcelona Toy Fair (Friday 4th – Sunday 6th November 2005). Unfortunately, the official announcement of this event was too late for publication in last month's Journal but I did send emails to UK based clubs listed on the NSCC website. *Important Note to Clubs: Please check your contact details and advise our webmaster of any changes; you'll be surprised at just how many emails 'bounced back' to me!* Although the track will be open for free practice on the Friday, qualifying rounds commence at midday Saturday with publication of the results being posted at 7:30pm that evening. The finalists assemble for a 10 minute warm up on Sunday with the race running continuously from midday to 6pm.

It is intended for this event to be a regular feature in the slot-race calendar and more details will follow about this one in a future issue. The Ninco GT World Cup 2005 allows cars from the JGTC series to be entered using entirely Ninco parts, including those from the new ProRace range. The main change from the standard car is that the Ninco Light Kit (80907) must be fitted for the race.

Future Events

On the subject of race events, Wolverhampton will be hosting the final round of this year's

Porsche Challenge on the last weekend of November. Saturday 26th is reserved for practice with the race taking place on Sunday 27th. In addition, a Winter Classic Rally is scheduled for Sunday 11th December when their Ninco track is to be "winterised"... sounds like fun to me!

Track Layout

Two track-based items to report on this month; First of all, the "Asphalt Extension Kit" (10510) consists of no less than eleven track sections and will add almost three metres to any layout. Even a simple oval on the floor of your living room =>



can be transformed to a more technical circuit using this kit. The box offers various suggestions for new layouts using the sections contained, in conjunction with any of the standard Ninco layouts. It also includes six "safety walls" to prevent your car ploughing into the skirting board when the complex corners catch you out!

Secondly, if you have the desire to design your own layout, Ninco are about to release the 2005 version of their "Track Map" software (10311). The CD-ROM can be easily installed on your PC giving you the power to create circuits from your own stock or will let you know exactly how many track sections - complete with reference numbers - will be required to build the circuit of your dreams.

If you lack the imagination or time to design your own layout, don't worry - the software also includes over one hundred pre-designed circuits to choose from.



Absolutely Gorgeous!

I attended a recent heat of Euro Saloons at MMRG (Medway) and was pleased to see the new BMW Tuning car (50400) grace the grid. It's an absolutely stunning car and the bright orange paintwork and shiny chrome wheels really does make this one stand out from the crowd. The NC-6 Crusher motor and 32:12 fast gearing makes it an absolute rocket too! ■



Following last month's bundle of new releases, some of which I now have in the flesh, things have gone a bit quiet. Nikko inform me that all their purchasing is complete for this year, so I guess that means next month will be the traditional pre-Christmas struggle for news.

With the Toy Trade Fairs looming we'll have to wait until the beginning of the New Year to see how our 2006 shopping list is going to shape up.

Not "WANTED"

While on the subject of new releases, here's one that's at the top of my wanted list. The Ferrari P4 in 1/24 Exclusiv range. Sadly, I can now confirm that Nikko will not be importing these cars, big mistake, I think. If you are keen to own one of these beauties then you will have to search the good old www. The latest Exclusiv set, "Sports Car Legends", code 20170, is now on sale in the USA and as you can see from the picture includes a Ferrari P4 and a Porsche Carrera 6.



A quick look at the back of the box and you can see the intended 1/24 range is looking very exciting. Corvette C6R and Ferrari 575GTC in 1/24! Yes please!!!



I've considered ordering one of these sets just to get the P4, but being large and heavy the post and potential Customs duty make it suddenly undesirable.

Cast your mind back to the beginning of the year and you'll remember I asked dealers in the UK to let me know if they stocked Carrera products and only one, Pendle, bothered to inform me.

So, if you're a dealer who is likely to be importing any of the Exclusiv range, PLEASE let me know at colin.spark@btinternet.com and I'll publish your details, plus give you an order of course. ➡

Is It An Ugly Duckling or A Beautiful Swan?

Last month I proudly stated that Carrera had released the ugliest Sports Car ever made. Sitting in front of me now are four Ferrari 512BB LMs and I think I might have been a little hasty.



From the front, it's still pig ugly, but from the back it's ooh and aaah! Four big fat exhausts poking out the oh-so-sexy, unmistakable Ferrari rear end like Cruise missiles. Traditional large round Ferrari lights grace the rear panel and a quick peek in the rear window reveals the massive 12 cylinder engine in all its glory.

Not wanting to steal a reviewer's five minutes of fame, I decided to pick one car at

random and test on the club circuit. A full review will be published next month by one of our panel.

I literally removed the car from the box and placed it on the start line. I didn't touch, adjust, or change anything although I did remember to check the polarity switch for a change!

Green light on and away we go. The Xenon front and rear lights powered up immediately and the car pulled away without the slightest hesitation. As the car passed me on the long main straight in virtual silence I was totally impressed by how silky smooth the whole thing was. No whining of gears, no bumping along with out-of-true wheels or bent axles, just perfection in a slot. If I had to fault this model I'd be really hard-pressed and only its speed left



me a little disappointed. However, after a couple of laps, speed did increase noticeably but not to the level of other cars on the circuit using NC-5 and NC-6 motors. Perhaps, and this is just a personal view, the car looked better running at a more realistic scale speed.

Being completely ignorant about this car's history I contacted the man who would know, Tony Secchi, and he provided me with the following information.

In 1973 Ferrari introduced the 365 GT4 BB road car to challenge the successful super car of the time, Lamborghini Muira. The 365 was designed with a very different engineering approach, which Ferrari fans found difficult to accept. The front mounted V12 engine found in the great 365 GTB4 "Daytona" was replaced by a 12 cylinder "boxer" unit, a flat 12 with horizontally opposed cylinders, rear mounted, so as to improve and lower the centre of gravity. The capacity remained the same at 4.4 litres but there was a substantial increase in power of the order of 20hp.

Due to the central layout of the engine the wheelbase was longer in the 365 than in the Daytona, though the overall length was 60mm shorter. In order to obtain these figures a fundamental error in the design of the "BB" was committed that would condition its behaviour, both as a road going vehicle and a competition car – the gearbox was fitted underneath the engine thus taking away any advantage that the "boxer" layout would have provided.

In 1976 the 365 evolved into the 512BB with slight improvements in specification and style. The engine size was increased to 5 litres and fitted with the latest Bosch fuel injection system. The bodylines became more pure and stylish, propagated by the timeless, dramatic, classical style of Pininfarina, the Turin based body builder of many Ferrari marques. Some people even went as far as to compare the sensual lines of the bodywork with those of the curvaceous actress with whom it shared the "BB" initials (Brigitte Bardot) – the "BB" actually stands for Berlinetta Boxer.

Although the Ferrari factory never showed interest in the evolution of the "BB" for racing purposes, it did collaborate with private teams. The first of these teams being N.A.R.T. run by Luigi Chinetti a Milan born, USA based wheeler dealer who, in 1946, had convinced Enzo Ferrari to sell his cars in America and to ensure publicity by racing them there. The N.A.R.T. team entered the 512BB in the Manufacturers Endurance World Championship, competing at various circuits including Le Mans.

The arrival of the 512BB presupposed the direct involvement of Pininfarina in the aerodynamic improvement of the racing versions and also the evolution of the engine in the LM (Le Mans) versions. The initial 460HP engine power and 1100kg overall weight gave way to 500HP and 860kg in the 1982 models.

Racing in the IMSA category and usually doing battle with the Porsche 935, the "BB" had a very discreet racing career. It was eventually left to the team of Andruet/Ballot to get the best result in its history – a fifth place at a very wet Le Mans in 1981, the race being won by the Ickx/Bell Porsche 936.

The racing career of the 512BB ended in 1984 at Le Mans where a highly modified single Berlinetta was entered by the Ballancauto team – unfortunately ending in a gearbox failure and retirement after only 5 hours.

So there you have it. An Ugly Duckling!

Success!

I have to say "thanks" to all of you who have entered the caption competition, the response has been excellent. Don't forget there is still time to enter, entries to be received by 20th November. The prize will be the Ferrari 512BB LM, of course, of the N.A.R.T. team.

Next month I'll be reviewing something a little smaller, in time for Christmas. Thanks again to Tony Secchi for his input this month, keep those captions coming! ■

Fly On The Wall

By Simon Moss

Welcome to a new column dedicated to the Spanish slot-car manufacturer Fly. I hope to bring you all the latest news and releases each month to give Fly an equal share in the spotlight. I have taken this task on just a few days before the copy date, so it has been a bit hectic in gathering all the information and putting it onto paper. There is plenty to report, especially as Fly have just announced their schedule up to December.

Recent

This month saw the eagerly anticipated release of the BMW M1 in “BASF” livery (A1301). A stunning colour scheme in which to launch this model onto the market. The car depicted is that of the Procar group 4 series in 1980, driven by Hans-Georg Burger.

The fifth Evo-3 (second with magnet) Porsche 911 GT1 98 (Fly112) is now available. This time in the 98 Le mans winning “Mobil 1” livery #26 car driven by Aiello, McNish and Ortelli. This livery has been produced before

under reference number A71 as a standard model and is now hard to find. Incidentally the #25 car (A72) which finished 2nd is also difficult to find now.

Continuing the rally collection, two more releases hit the shops this month. Renault 5 turbo in white (A1203), driven by Carlos Sainz competing in Rally Costa Brava 1984, finishing 5th and a Lancia 037 “Wurth” (A995), driven by Fabrizio Tabaton competing in Rally Sanremo 1983. ↗



Other notable releases are an Alfa Romeo 156 in black (A785L), driven by Paolo Ruberti in the FIA ETCC 2003, finishing in 13th position. This is the first version of the 156 to be fitted with front xenon headlights and rear/brake lights.



Last, but not least, a Sisu truck (Truck14). This is painted in a very attractive blue and white livery “Fly” sponsor, driven by David Jenkins competing in the European super truck trophy 2005 at the Nurburgring, finishing 5th and 6th respectively.

Imminent

By the time you read this the remaining models from the October flyer should be available, if not imminent. All of these are repaints of existing models, plus Fly’s entry into the “tuning” market. This will be in the form of an Alfa 147 (A751) in a rather special paint job. Further details on this next month.

The second BMW M1 (A1302) in the “BMW France” livery. This model will be decorated with a map of France over its entire body and has been mistaken for one of the “Art cars”. This car took part in the 24hr Le Mans race of 1980, race #83.

Also soon to appear are the Lola T70 Mk.3B “Martini” (C95) CSRG races 2003, the third Alfa GTAm (A1103) in red and white #27, which competed at the 4hr event at Monza in 1971 and the Mercedes truck (Truck35) “Niko Pulic”, which competed in the FIA ETRC 2004. This will also be available as a lit version (Truck35L).

Impressive

No, I haven’t been watching too much Star Wars lately. These are my thoughts on the lineup planned for release in the next couple of months or so. It is indeed very impressive. There are two new models and some really exciting and interesting liveries. Listed below are the models planned, which are listed in numerical order:-

A689 – BMW 3.5 CSL “Repsol” white/blue/orange

A935 – Porsche 934 “Jagermeister” orange

A1204 – Renault 5 turbo “Calberson” yellow/red

A1303 – BMW M1 “Motul/Rothmans” white/red

A1401 – Porsche 917LH “Black Kat” white/red (new model)

A1501 – Alfa Romeo GTAj white (new model)

E280 – BMW M3 GTR red/blue

E650 – Chrysler Viper GTS-R silver chrome special edition

E1201 – Renault 5 Turbo “Renault” yellow/white

E1301 – BMW M1 “Art car” #76 green/yellow/blue/red

Fly31 – Ford Capri RS racing “Mampe” black/yellow/red

Fly104 – Porsche 911 GT1 98 Evo-3 “Jever” green #6

Etruck2 – Sisu in Finnish army camouflage green/brown

Team 12 – Porsche 917K & Porsche 917LH “Martini” blue/green

Incidentally, due to demand for the yellow & white (A1201) Renault 5, which is sold out, E1201 is a Carlos Sainz special of the same livery and should be available by the end of December.

The E280 BMW M3 special edition will include decals for 2 cars, #84 or #96.

Other points to note are the E1301 BMW M1 “Art Car” will be in a special box, similar to that of the BMW CSL “Art Cars” and the Team 12 Porsche 917 set will be limited to 1250 units.

Many thanks to Colette of Monarch Lines for her help and assistance at such very short notice. ■

Vectris auctioned several Scalextric items last month in conjunction with Ebay. Prices realised were as follows, but remember to add 20% buyers premium:

Highway Volvo P100	£160
Scalextric catalogue #1	£120
Scalextric catalogues 2, 3 and 4	£130
E5 Marshal car	£120
Spiderman set	£140
Chrome Bentley	£240
Chrome Capri	£100

Add postage and packing which will be between £20 to £30 per item so the catalogue #1 will be £160 in total.

Other Ebay prices

Catalogue #1 in the USA	£120
Catalogue #2 good condition	£52.50
Two 1/24 Alfa Romeo 312s (one incomplete)	£280
SRS Ferrari used and repaired	£43
4 lane Pitstop	£112
MC1 motorbike set	£240
E5 Marshal car VG boxed	£338
C 52 Ford Escort white boxed	£41
C 52 Ford Escort black boxed	£40
C 109 Ford Escort black boxed	£51
Bond Mercedes in Australia with engine mounting missing	£215
Bond set. Aston had cracked body, no box insert, box lid rough.	£515

Otherwise Mint Condition!

“Scalextric Subaru Impreza WRC Works 2003 #8 'Makinen & Lindstrom car. This is unused except for testing. It is unboxed but in excellent condition apart from missing both wing mirrors, glass in headlights, top of rear spoiler and one aerial.”

This superb condition car fetched £6.50!

Ebay madness

New Fly Capri A151 sold on Ebay for £72. Dealer price £35.

Bugatti

The first genuine Bugatti to appear on Ebay for some time fetched US \$4,301.00 (£2,418.87) - the initial bid of \$2 did seem a bit optimistic!

Doh!

Stephen Langford noticed another Scalextric #1 catalogue on USA Ebay - for reasons best known to himself the seller had blocked international bids. The net result was that the item achieved the princely sum of US \$10.50 (approximately £5.91)!

Says it all really!

Robin Clark picked this up from an Ebay auction for a Pink-Kar Bugatti, being sold by a Spanish gentleman:

“IF YOU ARE NOT INTERESTED IN THIS ITEM, DO NOT TRY TO WIN THE AUCTION, somebody will do it for you and will enjoy with the product.

READ ATTENTIVELY THIS.

No outbidders are accepted by less than five positive votes; except that they put in touch with us before his bid.

During five following working days at the end of auction payment item must be realized. Differently we will understand that he resigns his buy and will notify his non-payment to Ebay.

POSTAGE AND HANDLING is very exact; especially in international sending. IF THEY SEEM TO YOU TO BE EXPENSIVE DO NOT BID IN AUCTION.

Spanish national postal service is not charity christens; bubble paper, box and adhesive tape do not fall down of sky.”

Happy bidding

Racer Slot-car News

By Simon Moss

Quite often when I talk to friends and fellow collectors about slot-cars, I inevitably bring up “Racer” in the conversation. In many cases the Hornby Hobbies ‘Racer’ magazine pops up in people’s thoughts. Now this is the only frustrating thing about collecting these fine and exquisite models, as you have to spend a few minutes explaining yourself. That aside, Racer have made some very fine hand built models. To date they have all been Ferraris. First there was the 333SP, then the 330 P4/412P and the most recent model the 250LM.

Winners

The next model in production, breaking away from the Ferrari theme, is a Porsche 935 K3 and is scheduled for release at the end of November.

First model will be the 1979 Le Mans 24 hour winner, driven by Klaus Ludwig, Bill Whittington and Don Whittington, race #41. This car will be white with orange, red and black stripes.



The next model will be the 1981 Daytona 24hr winning car, race #9, blue with red and gold stripes around the cars circumference with the added feature of spotlights on the bonnet. Driven by Bob Garretson, Brian Redman and Bobby Rahal. This version is due for release around February/March next year.

Running Gear

As usual this car will be equipped with Slot.It running gear, sidewinder 25,000 rpm motor, motor mount and gears. The chassis will be of Racer production in plastic. New aluminium hubs and Racer’s own brand new slick tyres adorn a beautiful BBS wheel. The wheel rims are made of resin, painted in aluminium colour and have decals applied to add detail. Rivets are also visible.

Detail

The interior has a fully detailed rollcage with fire extinguisher, gear stick, dials and even a photoetched safety net (not printed onto window like other manufacturers). Like the 250LM the interior compartment will be attached to the body, unlike the P4 which was a separate construction. On to the exterior detail where there are many other photo-etched parts adorning this car; grills, windscreen wiper and bonnet clips to name only a few.

All in all another stunning model to come off the Racer production line. More news on other liveries as they are announced.

Many thanks to Marco of Racer-emmeji for providing the photos and information.





Sir,

Overall I am extremely happy to be a member of the NSCC and more than happy with the current benefits it brings - I will not hesitate in getting my cheque book out when it is time for renewal. As such I commend the committee for doing a good job and especially to Brian for keeping the journal a great read. I also must say that the regular contributors deserve a special well done - I know how hard it is doing a regular contribution and they all provide an interesting and insightful read.

The health of the hobby and NSCC membership are inextricably linked and I believe are the responsibility of all of us - give your nephew/niece (I presume sons/daughters are already well versed in the art of slot-cars) a starter set for Christmas and maybe in a few years they'll be joining the NSCC. However I agree we should always look forward and strive for continuous improvement. So my contribution to the debate is as follows:

1) Let swapmeets find their own commercial equilibrium - no NSCC only, let them all be open and try and get a discount admission price for members.

The NSCC needs to be represented at them but take a role of providing other attractions to raise the hobby and club's profile - take a circuit to swapmeets, have races, invite the top five racers from each event to a national final, have a display of collections at each event.

If swapmeets start disappearing because they aren't a commercial reality then the NSCC has a role to put them on but should step back otherwise.

2) The NSCC should try to infiltrate other events - maybe support a stall at local and regional toy fairs asking members to man it - maybe out of the goodness of their heart but maybe for some additional benefit.

3) Retention of members is even more important than recruitment. I'm not sure what percentage renew but I'd want 90%+ of members to renew. The superb Minis have set a standard from which it would be a great shame to slip - a high quality annual club car offers a great incentive to renew membership and makes NSCC membership even more essential to collectors wherever they reside.

4) I think the NSCC race championship was a great success even if Gareth Jex does not believe so. In Spain it seems a meet of 40+ racers in one event is not uncommon but in Britain it is unheard of outside the BSCRA - so I think well done. I think this should be an annual event - the NSCC committee should just worry about the final, allowing the clubs to devise the race format that will put forward its best NSCC drivers. If this becomes a regular and prestigious event maybe even more club racers will join the NSCC (currently 4 out of 15 at my club are).

Hope these suggestions provide food for thought.

I am, yours etc,
Matt Tucker



Sir,

I saw a mention in the Journal about new magnets for old Scalextric open frame RX motors - for 60's cars - so I sent for some to see what they were like.

VERY impressed! They are £2.50 each (you order in multiples of 3), very strong and a doddle to fit - they transform the car and make it FUN to drive again!

However, as an "unexpected bonus" you now also get a light/medium magnetraction effect at the front end - But before you all moan.....it sort of makes up for the car only having a pin guide at the end of the day as you get plenty of "tail-out" action because you can now go fast enough to get the tail out!

The guide stays in the slot - just like a modern car - and you get to use your old cars for what they were designed. How can you not like them?

For further information you can email sales@southpolemagnets.com or look on their website - I dealt with a guy called Richard - he was very helpful and the magnets came within a week of me sending the cheque.

I am, yours etc,
Graham Pritchard.

Sir,

For the 7th edition of my Scalextric book I intend to delete the specific chapter on the James Bond cars and change it to Film and Television themed sets and cars.

I need some help from the members with the Spiderman sets which normally featured the red and yellow Triumph TR7s. Some of these sets had the cars in white; they are very rare and I would like to illustrate the white ones in the book. Could I ask whether anyone has these cars and would they be willing for me to photograph them.

I am, yours etc,
Roger Gilham

Holy hot wheels!

God, Creation . . . and the Scalextric Mini Cooper Challenge set

By Paul Strange

It's not every day that a Scalextric set is used as a metaphor for God and Creation, but strangely enough it occurred in *The Battle for Britain's Soul*, a religious history programme shown on BBC2 on Monday 3rd October.

Looking like a frightful cross between Tom Baker in *Doctor Who* and Roman Polanski in *The Fearless Vampire Killers*, trendy presenter and vicar the Reverend Peter Owen-Jones marched into a village stores and asked the proprietor if she could help in his quest to find the aforementioned religious metaphor. The bemused shopkeeper smiled, said "Yes, certainly", and gave Owen-Jones a large, brown-paper wrapped box, which he then proceeded to cart off to a local church via a muddy field.

Once inside the house of God it became clearer why the large box was tightly wrapped in brown paper, rather than conventionally packaged in a carrier bag. It appeared that the village stores had palmed Owen-Jones off with a second-hand Scalextric set. Not only that, but it looked decidedly like the C1126 Mini Cooper Challenge Set, exclusive to Hamleys, and featuring the dark-blue C2541W BMW Mini Cooper No 3 and the red C2542W BMW Mini Cooper No 4.

What on earth was a village stores doing, selling Scalextric in the first place? Surely they wouldn't be able to offer any servicing help, or provide spares back-up, let alone source Sport sideswipe tracks? And while we're at it, how did this village shop have an exclusive Scalextric =>



set in their possession, a set only available at one of London's top stores for Christmas 2003, and limited to just 1,500 pieces? Could it have been half-inched from somewhere, and the village stores were knowingly passing on stolen goods?

These trifling, mundane questions were nothing for Owen-Jones, as he proceeded to assemble the Scalextric set in front of the altar. He had bigger fish to fry, such as how 18th-century scientists were trying to prove that God wasn't in control of the Universe, and, if that was the case, what was God for?

Fortunately, as Owen-Jones explained, using a Scalex Mini Cooper whizzing around the circuit to illustrate his point, Sir Isaac Newton came to the rescue, proving that God had not absconded from the Universe, but was an essential part of it. God was merely allowing natural philosophers a glimpse into his blueprint for Creation.

Phew, glad we got that one sorted, then . . .

Rewing up

Quite what all this had to do with Scalextric was a bit beyond us, but it must be said that Owen-

Jones proved a dab hand at slot-cars. He niftily set up a neat oval Sport track with some extra esses, blew dust and hair away from the braids of one of the Mini Coopers with the air of a seasoned slot racer, and, at one stage, drove two cars simultaneously. It wouldn't have surprised us if he had some lighter fuel and a can of WD40 hidden up his cassock.

Mind you – and it's really basic this – he needs to learn how to clip Scalex crash barriers to the track before he starts demonstrating his complex religious metaphors. At one stage Owen-Jones brought one of the Mini Coopers far too fast into the bottom bend, the Magna-traction gave up the (holy) ghost, and since there was no crash barrier, the car spun out of control, pirouetting across the church's hard stone floor. The Rev may have been proving Newton's law of motion, but a few more big offs like that, and the Scalex Mini Cooper would simply turn to dust . . .

Still, it was an entertaining five minutes of TV, and probably the first time Scalextric has ever been used in such a manner.

More tyre goop, vicar? ■



SCX and Scalextric Ferrari F1 2004 comparison



Reviewed by Gareth Jex

Ferrari fans have had a good year this year, and as we head for Christmas, more cars are being released to ease us from our money. Apart from the classic F1 cars like the Ferrari 156, fans have the choice of Scalextric or SCX versions of last year's F1 Championship winning F2004, which have recently been released. So how do they compare head-to-head?

Before we open the boxes I'll start out by saying that whilst Scalextric have released standard and Sport versions, their packaging has been constant with the rest of their range, with the car being shipped in a rectangular box, which doesn't take up too much room when you have a few of them! SCX, like the other Spanish manufacturer Ninco, have been shipping cars in a larger display box which has presented the car on a slope, and those with steering are shown with the wheels angled to show this feature. However SCX has now started to use a plinth design, and for Formula 1 cars this really shows them off to great effect.



The weigh-in

Yes this is somewhat geeky, but I weighed the cars, firstly without the effect of the magnet, and then with the effect of the magnet on a simulated track section. Below are the results in grams, and with a lighter weight, but better 'downforce', the better of the two cars is the Scalextric version.

	Basic weight	Mag. effect	increase
Scalextric	62.7	93.4	49%
SCX	68.1	99.5	46%

Scale and details

As both cars are the same scale, and models of the same vehicle, the dimensions will be the same won't they? Alas not, but before I start to become a 'rivet counter' I'll just say that my dimension checking was limited to comparing both cars by the simple method of placing both cars underpan to underpan. What was apparent was that the SCX version is marginally longer, and that the axle tracks are too large. In fact both front and rear SCX axles are longer than the Scalextric versions, and do not look 'to scale'. You could reduce the rear axle to improve the looks of the car, but because of the steering mechanism you are stuck with that wide front axle.

Starting on the rest of the car body from front to back, I didn't have a clear winner for 'best body'. The SCX version didn't have the crystal clear tampo printing of the Scalextric car, but on the whole the scheme is near identical. The Scalextric front wing has more detail, and finer moulding and, as we go back from the nose cone towards the driver, indented panel lines. This is one area where the →



difference between the two is most apparent. The SCX version doesn't have the panel lines, but does have the radio aerial and pitot tubes. In cockpit detail it is a dead heat. Scalextric has the cockpit screen, and a more detailed steering wheel, the SCX has the driver with the better helmet. Mirrors, side pods and engine cover are similar, but then as all these details differ from race to race it is difficult to pinpoint which is more accurate. Both versions capture the sculptured side pods well, and both fail to really do justice to the shark gills that were in place for some of the 2004 races. Exhaust details are again similar, and both versions cover the



periscope exhausts well. The rear wing of Scalextric again shows finer moulding giving a more 'scale like' appearance, and the SCX version misses the vertical splitter plate - again both may be correct for some of the races during 2004.



Running gear

The SCX version suffers from the unrealistically wide wheel tracks. The scale suspension detail of the SCX version is poor in comparison to the Scalextric version, and the wheels of the SCX version just don't look "right". The Scalextric tyres look good and the hubs have the better

scale detail. The underneath of the cars reveal that SCX have stuck with their existing F1 design practice, so the RX41 motor can be seen, and the magnet can be easily removed. In comparison, the Scalextric offering is more 'model like' as the motor and magnets remain hidden, and the underpan presents the cleaner lines of the real thing.



Track Test

A short explanation - the two cars were tested at the Farnham Scalextric Association track, a semi-twisty Ninco plastic track, using the same Parma controller, and same lane. So if you race on a wooden track, with a circuit set for brakes you may find the following description almost useless.

First off was the SCX F2004. Straight from the box, the results were frankly disappointing. I've had a fair few SCX F1s, and this wasn't one of the fastest.

I was running full throttle for significant sections of the track, and performance was rather sedate. Saying that, I should qualify my opinion of this car by saying that the RX41 needs a good period of running to bed in properly, but experience would indicate that, even prepared, this motor wouldn't be the hottest in the box. If you aren't used to fettling your cars, then this could well be a bit of a →



disappointment after getting home from the shops. On the plus side, the thing brakes as well as the real one!

Now for a Ferrari fan to admit that he normally runs a McLaren MP4/18 in his club's "Supermagnet F1" class is something; my mitigation in doing so is that the McLaren in question was used at some fair or show, was well used and abused before I got it, the consequence being that the car is truly run in, and very fast. I was therefore looking forward to see if I would be able to replace it with the Scalextric F2004 Ferrari. So Mr. Editor how many words can I use to describe the performance? Three? : "Oh", "my" and "god" come to mind; Two? : "Seriously" and "quick"; One? : "Awesome!". You get the picture. This embarrasses you with the power on tap, it is so, so quick expect plenty of 'offs' as you get used to burning round the track. OK you say, Ferrari fan, Ferrari model, he's just in love... err not the whole story. The McLaren is normally 100% full throttle for about 60% of the track distance, and some corners are 'flat out'. With the F2004 I would

say that I was only full throttle two or three times, and for no more than 20% of the lap. It has amazing acceleration, I doubt I reached terminal velocity once, and the car had fantastic grip. Like all supermagnets though, once the magnet loses its effect the car is heading towards the nearest barrier. Braking is the exact opposite of the SCX car, and power has to be reduced a lot earlier.

Conclusion

In a way you would expect the Scalextric car to win, as it does cost more, but omitting helmet detail is something Scalextric could address, especially as helmet design is now a big part of the driver's image in F1 for real. Performance on a plastic track aside, it was only minor things that made the Scalextric version "better" and I've got to say that if I was on a wooden track the practical results may have favoured the SCX. As a Ferrari fan I'll keep both versions, but as a plastic track racer I would favour the Scalextric version of this car. ■

NINCO

track test

50397 McLaren F1 GTR "Jacadi" and ProRace parts

Reviewed by Dave Smith

I was initially sent this car to test ProRace parts on, but I just had to do a short review as well as it's a superb model in a great livery. I hadn't seen this model in the flesh until I unpacked the box from Brian so I was pleasantly surprised with what I found.

I know it's another McLaren GTR - at least the 12th that I can think of - but now and again a car keeps cropping up from a manufacturer that's actually nice to look at and great for the club racer.

The only difference I can find to the previous versions is that it has different spoke wheels and treaded tyres, and that they are a different size to the last McLaren released. The Jacadi rear tyres are 19x10 and the Lack models are 20.8x11.5.

I am sure this new livery will quickly disappear from the shop shelves as all previous models have done - it's a very collectable model and it handles superbly on the race track. ➔➔



This car is in the livery of "Jacadi" in an almost electric blue and graphite colour, it has all the usual sponsors logos in about the right places according to a picture I sourced from the internet. This car is number 50 that, as far as I can tell, raced at LeMans in 1995.

I've put the car through its paces on track and it performs just as I expected it to, it comes with the now standard NC-5 motor along with the usual Ninco 9-tooth pinion to plastic crown wheel.



ProRace parts

Being a collector and club racer for many years I was eagerly awaiting the release of Ninco's new tune-up parts. Then I received an email from Brian asking if I'd like to have a go at reviewing them so I was a happy bunny.

Soon afterwards I arrived home from work and was told by the "Scalextric Patrol Officer" (we've all got them) that another box had arrived for me. It didn't impress her when I explained that this one I didn't have to pay for!

Finding a quiet few minutes I was pleased to find a selection of Ninco "ProRace" packets plus the aforementioned McLaren:

No.80422 51.5mm axles

No. 80222 pair of 8 tooth pinions

No.80719 pair of alloy wheels

No.80217 24 tooth contrate

No.80516 4 slick tyres

They were all packed in the usual Ninco spares blow moulded display cases.

I examined each part and couldn't find any faults as I've often found with some other manufacturers. The wheels are very nicely made but didn't come with any type of insert/hubcap. The axles were true and the tyres seemed very sticky when removed from pack, although I didn't try them without truing them as they had quite a bit of mould flashing on them.

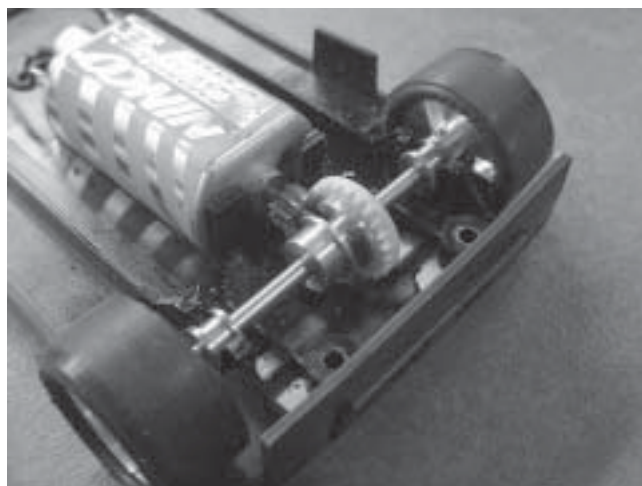
I started by running the McLaren on an oval Sport track of around 24 feet at home. As I expected it needed a few tweaks and a bit of truing on tyres. After some tinkering I was managing to clock about 3.1 seconds with the car in standard form.

The normal gearing on Ninco cars is 27t contrate to 9t pinion hence 3 to 1. The parts I was given to try were 24t contrate and 8t pinion - the same ratios. I first started by changing the axle for a complete ProRace set up

I also tried the tyres as they had a bit of flashing from the mould they were made in. After a few laps I got the time down to 3.0 But I must admit I wasn't pushing it as hard as I possibly could have. When I changed the pinion on the NC-5 I couldn't get the car below the 3.1 I'd achieved with the standard set up.

I race at a local slot-car club which has a 92ft routed MDF 6 lane track and I put the car through its paces there too. As the ratios were the same I didn't find any real time difference to speak of although the new ProRace set up was definitely much smoother to use compared to normal running gear; it all fitted together very smoothly and the gears meshed superbly. I will have to buy a different contrate to change the gear ratios for the club track.

The tyres supplied were excellent, they handled very well on Sport track as well as on the MDF track, supplying excellent grip, and should be popular with home racers as well as club ones. Fitting the ProRace parts together requires the usual hex wrench and they all tightened up without any problems, pretty much the same system as the usual make of parts I fit to my racing cars.



Conclusion

I'm quite impressed with these new parts, the whole package fits properly together as well as being interchangeable with standard parts already in everyone's parts box. Only one personal niggle - the colour coding may be a problem as the 24 tooth contrate I was given was yellow, I'm sure all racers associate colours with the number of teeth on gears they already use so you would need to be careful when selecting from different manufacturers. ■

NINCO *track test*

50400 BMW M3 Tuning Style

Reviewed By Tony Sandom

So, my very first 'box from the editor' arrived with the new "Tuning" version of the BMW M3 gleaming back at me. Looking at it in the box, I was impressed by its clean and simple lines. One of the first things that I suppose will strike you is the large 6 spoke wheels, with their low profile tyres giving it that mean machine look that glistens and gleams just right.

Having got over the wheels and looking beyond at some of the finer detail - the paint work is a striking contrast of the bright orange with a matt black bonnet, which in my opinion works well. There are well defined grills and clear tampo printed logos across the bonnet and down both sides.

The front sports the now infamous BMW front grill, nicely chromed, as is the towing ring just above the bumper. With the smoked glass windows it isn't that easy to see what's going on

inside the cockpit but what was visible is the chromed fire extinguisher and simple layout including the 'racer boy' driver.

Over all I would say this is a very nice model; as to whether you are looking to race it or just show it off in your collection is entirely up to you but I would point out that I was not overly impressed with the finish of the one I had been given to review, especially along the sides and bottom edges, where the finish is very 'egg shell' like. That said it's still a great looking model that looks good just as much out on the track as it does in the box

Lifting the body off makes you realise that it's held in place by the chromed exhaust pipes coming out on the off side (for race purposes these will have to be chopped off). I was severely disappointed that Ninco could not have gone that little extra mile with this car. Call me childish or a nit-picker but no lights what so ever?

⇒→





Right, back to the job in hand, the running gear is a straight forward angle winder layout with the magnet mounted just forward of the motor, an NC-6. Brass bearings at the rear and the usual slotted front axle arrangement make up the wheel mounts. My particular chassis was slightly twisted and for racing purposes will have to be straightened. Screw mounted front and rear and the sprung loaded guide about takes care of the inside.

Now Brian said I didn't need to do a long drawn out review on its performance as we'd already had one, but of course who can resist the temptation? Not I. Out of the box it came at the end of our race night when all the lunatics had vacated the track. As our track is wood/copper tape the magnet is as useful as a fork with soup. I gave it a quick squirt around the circuit straight out of the box. First impressions are that it's quick and sure footed considering I had done nothing to it yet. It was however very noisy and another member had the earlier version which also sounded dreadful, we'll see when I have had a chance to straighten it out.

After I had tidied things up and oiled all the usual points I gave it another outing. Again I was impressed with its handling and it was turning in a fair time considering I had done very little to prepare it but again, that noise. I'll have to do some work on sorting that out otherwise I'm going to be the laughing stock of Quorn club.■

Scalextric Le Mans Torino

Reviewed By Paul Edmunds

What makes you buy a slot-car? Is it looks? You see it on display all shiny and new. Do you collect one type e.g. American or Nascar? Is it for racing. This car fits so many needs.

Ford Gran Torino, Nascar: 'Yeah, but no, but yeah, but no'... its Starsky and Hutch in drag, let's examine it in three ways.

Looks

It's big - most things in the USA are. It is very good looking in its box, full end to end. Red, white and blue with stars and stripes on the bonnet/hood. Very much a Nascar. Put it beside your modern Nascar you will see very little difference in size. Now look closely, you will need an eyeglass to appreciate the detail of all the artwork on the car. The first time I saw this car at the beginning of this year I was more interested in the four other Nascars, still, yes it has looks.

Racing

It's a saloon car, a Nascar, an American muscle car and also a Le Mans car. So you can race this car in four categories.

As for the racing we will see in time how it goes. So far I have run it at home and, being such a big car, I was expecting to be off at every corner - not so. It runs fast and true. Stuck to the track by its big magnet. At the far end of the circuit I have a banked turn to keep from having to cross the track when I blow it on the corner. This car ran round on the bottom groove, power sliding all the way. It looked so good; I am still trying to get it to do the same on a regular basis. I did it once, so I must be able to do it again. For a big car it runs very well. Racing? ... Yes you can race with it. =>



Nostalgia?

Why would you buy this car: For me it would be looks and nostalgia (not a headache). It took me back in so many ways. Although back in the mid 70s I would regularly watch Starsky and Hutch, at no time did I want their slot-car. I remember they would slide across the bonnet/hood to get to drive but still that car does not grab me. Now released as the Truxmore Gran Torino of 1976 Le Mans fame I grovelled to get hold of it. Look at the front bumper/fender you see 24-hour Le Mans 1976 12th/13th June and, like the TV connections series it will run in your mind in so many ways:

1. Starsky and Hutch in their big red and white saloon – say no more!
2. NASCAR driven by Dick Brooks in the 1976 Winston Cup. Hutcherson drove it at Charlotte Speedway at the same time as Richard Petty got 2nd. Look on Ebay you have an STP NASCAR buy it now for \$200 – ‘Yeah, but no, but yeah, but no’
3. 1976 24-hour Le Mans. Brook ran the Truxmore car #90 with Hutcherson but they

did not finish. Jacky Ickx and Gijs van Lennep with a Martini Porsche 936 doing 350 laps in 24 hours won the race.

Looking down the list there are so many names that remind me of racing back then. Derek Bell, Patrick Tambay, Jackie Stewart. A real heyday of drivers – still in cars now.

Two NASCARS ran in the 1976 Le Mans. This Truxmore one driven by Richard Brook/Dick Hutcherson USA, they completed 104 laps till the gearbox let them down. Lapping in 4 minutes 38 seconds. The 936 lapped in 3 minutes 39 seconds - they would not have caught them anyway. The second NASCAR was a Dodge Charger driven by Hershel and Doug McGriffe, a faster car for the first two laps then the oil got lost so the Nascar leaving party began very soon after the start of the race.

Why would you buy this car? Because it brings back so many memories.

Niggle.....

And a big one for a big car - the front grill is very early cheap plastic – it needs better. ■

Bearwood Scalextric Club

We are a long established group of Scalextric enthusiasts who gather once a week on a Thursday evening to enjoy our hobby in a thoroughly relaxing environment, in our own club room at the Hadley Stadium, Bearwood.



As we are only a couple of miles from Birmingham City Centre we are very easily accessible via Spaghetti Junction (M6 Junction 6) and M5 Junction 3.

We run our cars on a permanent 4 lane, 80 ft running length Scalextric layout that is assembled on tables and is made from classic Scalextric track. The whole model layout has also been fully landscaped with scenery etc so that it really is a joy to drive the long sweeping bends with the tail out!

Our aim you see was to make a permanent Scalextric layout that was larger and better than you could ever leave set up at home – and judging from the comments we have received so far, we have more than achieved this.

We also have a separate room where you can chat, relax, discuss your latest slot-car purchases, work on your cars or do whatever else you want to do.

We race various classes of cars throughout the year ranging from the “usual” GT, F1 and Rally through to the Carrera Dodge Chargers and Plymouth Superbirds as well as classic cars like the Ferrari 512 and Jaguar XK120.

Whilst points from the weekly racing do end up going towards an overall championship, at the end of the day it really is all “just for fun”. There is absolutely NO pressure on anyone to race to win at all. To this end we also include many non-championship evenings in the calendar so as to give us all the chance “to do something different” on a regular basis as well.

The bottom line is that we do not take it too seriously – slot-cars are there to be enjoyed, and we keep it simple so as to meet this purpose at all times.

So, if this new approach to slot-cars appeals to you then please call Graham on 01384 561532 for more information or precise directions to the club.

Your first month’s membership is FREE, thereafter we charge £15 per calendar month, or £5 per visit if you can’t/don’t want to come every week.