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THE NSCC

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	6
Shipment From Spain.....	9
Ninco News.....	12
Fly On The Wall.....	13
Kits N Bobs.....	17
Ebay Watch.....	19
Kit Build.....	21
Presto Park Update.....	23
Sidewinder Chassis Review.....	27
H:O World.....	29
NSCC Tuning Experiment.....	30
Scalextric Reviews.....	35
Swaton Raceway.....	41
Members Adverts.....	43

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Progress is fine.....

Just so long as it doesn't change anything, as we say in Norfolk. Digital slot cars are hailed as progress and the manufacturers of such items are fond of promoting the product as "more realistic" - have they ever been to a real motor race?

I have attended quite a few race meetings in my time but have yet to come across a circuit with metal encased slots (with or without lane changing pieces) down the middle. I have never noticed electric powered racing cars with a huge plastic guide blade sticking out of the front end nor team managers standing on the pit wall clutching hand controllers. With the possible exception of Lewis Hamilton last year "Magic Cranes" do not lift crashed cars back on to the circuit to continue racing either. Slot racing, digital or analogue, is not remotely realistic - regardless of the advertising blurb.

However, I have had an idea for a couple of "slightly less unrealistic" digital sets. Firstly, the Max Mosley F1 Super Set which contains mostly single lane track, one lane changer, a very short piece of two lane track and an extended pit lane. Six cars are included - two red ones, two silver ones and two white ones which race in single file with absolutely no use of the lane changer at all. Twice during the race the cars dive into the pit lane, attempt to gain "track position" and overtake while their rivals are making their pit stops. Endless hours of amusement while competing drivers drone on about their "strategies"!

I also note that Scalextric have scheduled a BTCC BMW for production this year. If they would care to expand the range so it actually has something to race against we could have the Jason Plato Touring Car Challenge Set. This would have a few lane change pieces which are hardly used but, whoever had the "Plato" car would be required to start at the back of the grid and attempt to gain the lead by tapping the cars in front on the rear end as they entered a corner, thus removing them from the race. Bonus points would be gained for the most convincing explanation of why the nerfed off driver was at fault!

Till next month

Brian

BY **ROB SMITH**

MESSAGES

FROM MARGATE



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Last year finished off with the usual flurry of models right at the last possible moment for Christmas. Surely Hornby would do better if they got some of the best models for the year out earlier in December? Apart from the Range Presentation Car nothing has been released yet this year so I shall concentrate on what we can look forward to later.

C2811 Chaparral 2F No 1

For many the new Chaparral did not quite make it into their pre-Christmas deliveries. However, it was well worth waiting for. The paint finish is superb in glossy white and there is minimal printing to distract the eye. The white painted grill above the engine is nicely done and some detail is just visible through it.

I understood that the wing would be a push fit and easily removable but it seems well attached on my car. Perhaps the paint has stuck it into position. This huge rear wing is bound to be vulnerable in major accidents even though the pillars look strong. The Chaparral is Digital Plug Ready and has a sidewinder motor. It is reviewed elsewhere in the Journal this month.



C2837WA Vodafone McLaren Mercedes Mercedes L. Hamilton Shop Display

Some retailers have a special display stand featuring Hamilton's McLaren. This is the standard car but without magnet or electrics. The car is stuck to the base with a sticky pad and makes a good point-of-sale advert.





C2935 Aston Martin DBR9 2008 Range Presentation

To my mind if it is an Aston Martin it cannot be bad so I was delighted to learn that the Range Presentation car for 2008 would be a DBR9. The decoration is loosely based upon the DHL car released last year and the result is attractive and eye catching. This year the Limited Edition is of just 200 models, a further decrease from 300 when they started this series.

Coming in 2008

It looks as if 2008 will be another bumper year for Scalextric collectors with 90 cars on my predicted list and this does not include retailer specials, or items specifically for Spain. Many of you will have seen Catalogue 49 by now but let's use it as a guide to the new range.

Firstly the catalogue itself; as usual it is bright and glossy and certainly captures the excitement of slot racing well. It doesn't contain many pictures of slot cars though. All the new

models are represented by photos of the real car which have been heavily edited. The existing range photos have also been heavily edited to give them a sense of movement and you have to look hard to determine which are which.

The cover features James Bond and his Aston Martin DBS. James Bond and other film tie-ups feature strongly this year. There is an analogue and a digital James Bond set - the cars from these will be super resistant. However, there is also a twin pack which should contain fully detailed cars. Although not officially announced yet, the partner car to the DBS is rumoured to be an Alfa Romeo 159.

Other film tie-ups include an "Italian Job" Mini Cooper triple pack in red, white and blue. The press release suggested that a DVD of the original film would be included in the pack.

The third special pack is the 1967 Year of Legends containing the Lotus 49 and Eagle Weslake. These cars are stunning and the detail is superb. I am afraid that they will be very =>

fragile and the stockpiling of exhaust spares should start now. These cars will also appear in Formula SuperSlot in Spain quite soon.

A second tinplate version of the Ferrari 375 is joined by a tinplate Maserati 250F this year – both in Sport Boxes.

A great return to the range are touring cars and we have the BMW 320SI of WTCC Champion Andy Priaulx and the BTCC car of Colin Turkington.

Classic fans should be pleased with a Lotus Cortina Mk1 and a 1970 Chevrolet Camaro and some more reliveries of the popular existing TransAm cars. The Mercedes 300 SLR Coupé should be good too. Of course there are new liveries for the Ford Escort, Mini Cooper S, Ferrari P4, Ford GT40 and McLaren M23. It is amazing how sales of classic cars are really taking off.

Disappointing for me are the number of brand new models which are super resistant and without detail. The most notable of these is the Porsche 997 GT3RS which is in a number of road and race liveries. I do hope we see a fully detailed version of this model soon. Another brand new super resistant car is the Fiat 500. I'm sure this will be very popular in Europe and, although the first two announced are in road trim, a racing series has begun across Europe so look out for more to follow.

I was surprised to see three new AIGP liveries in the colours of South Africa, China and the Netherlands. New F1 versions of the Ferrari, McLaren, Renault and Honda are included in the range but at this stage I don't know if they are new moulds or just reliveries. The McLaren will be the first car ready for the new single seater digital plug which will also be released later this year.

There are no new accessories or track pieces this year and Hornby seem uninterested in following their Spanish counterparts with snow and mud tracks – I think they are missing a trick there. There is, however, a new digital item, the Digital Pit Lane Game. A box of electronics sits with a half single lane straight and is covered with leds. The idea is to set a number of pitstops

during a race and then, following the indicators on the game, take your pitstops at the correct time. This should be fun and we will be playing with them at the Ramsgate weekend in April.

A very nice Collectors Centre Ford Escort Mexico in orange with black decals will be available in early April as a limited edition of 1500 and a Ferrari F430 exclusive for Hornby Concessions will be released in July.



A full list of 2008 models, well as up to date as possible, can be found on my website at www.slotraccoon.co.uk/2008.aspx. Please let me know what you think of the 2008 range and I will be pleased to pass your comments back to Hornby.

The Scalextric Enthusiasts Club

The Scalextric Enthusiasts Club and Racer magazine will morph into the Scalextric Club for 2008 with a quarterly magazine, the content of which remains pretty much the same. The club car for 2008 is a version of Hamilton's McLaren but this time with a fully detailed helmet which looks much better. There is a club exclusive drift Lamborghini Gallardo available to members too. ■



SHIPMENT FROM SPAIN

By Gareth Jex



email: shipmentfromspain@nsc.co.uk

Normally it's all quiet from Spain at this time of year with lips tightly shut prior to the German Toy Fair, but we have some recent releases and new releases info for you and some limited editions to look out for.

In the shops now are the following new releases from Tecnitoys;

Ref 62810 Porsche 997 'GT3 Cup'

We have known about this car for a while after mock up photos and CAD drawings appeared on the web last year, but it is finally here. Very clean looking livery in plain white with silver/grey and red GT3 Cup livery on the sides and not much else. No race numbers so perhaps this is a presentation livery? I am not knowledgeable on this race series so perhaps someone who is would contact me to do a review on this new model?



Ref 62830 Seat Leon 'SCX'

This is the low slung WTC/Spanish Touring/Super Copa car sponsored by Tecnitoys. The car appears in different liveries throughout the season swapping between the Spanish brand and SCX livery. 2WD, lights etc, etc.



Ref 62840 Citroën C2 'Daniel Balasch/ Manuel Munoz'

I'm a rally fan, but I just can't find any decent info on this car. Bright yellow number 44 modelled on the Rally Spain Catalunya 2006? Nice clean car. 2WD RX41B, lights, etc. =>



Ref 62860 Ferrari F2007 'Massa'

Ferrari's red F1 car, unable to get some images so can't really comment.

Ref 62870 Vodafone McLaren F1 'Lewis Hamilton'.

Based on wonder boy's ride for 2007, silver finish #2. Looks like the rear wheels have been bought in (unlike previous SCX F1 cars). Nice finish overall, but no detailing on Lewis helmet.



Ref 62880 Williams F1 FW29 'Rosberg'

Unable to get any images so can't really comment, I hope to have some pictures next month.

Ref 63000 Subaru Impreza 'Rossi'

Valentino Rossi probably needs no introduction but, just in case, this is the world famous Italian all conquering motorbike multiple Moto GP champion. Like his bikes this car is number '46' modelled on the WRC Subaru entered in the Rally New Zealand 2006. The car is finished in gloss black with minimal logos, with the notable exception of 'The Doctor' on the side panels. (one of his numerous nicknames). Rossi actually did quite well in this event finishing a creditable 11th, better than his first WRC outing in which he crashed out of the 2002 RAC on only the second stage (the first was a spectator stage!). 4WD, lights, RX42B motor.



As this issue hits your door step the German Toy Fair will have just finished. Next month a full round up of SCX news from the show with pics and as much info as I can get my hands on. Expect lots of new Nascars and a surprising Vintage choice!

Several special editions on Spanish shores over the last few months, including celebrations of major Spanish toy retailer 'Poly' Anniversary with two models from Tecnitoy's as well as two from Fly. Looking at the Tecnitoy's items;

Ref 6278 Peugeot 206 PYR

A bit of a mixture of real and fantasy livery really. Base yellow with RACC Rally of Spain #29 livery, but peppered with Scalextric logos and Poly logos. Not unattractive, more of a collectors item. Available in Poly stores and long since sold out. Look out on eBay (Spain) for cheap examples costing no more than normal retail (don't get ripped off!).



Seat 1430 Poly

Possibly one of the last Tecnitoy's cars to have the brand tampoed on the windscreen, this is a total fantasy livery. Base white overall with two thick red lines from front to rear with POLY and 07.



Aston Martin DBR9

Be on the look out for a red Aston Martin as sold at the Salo De Hobby show in Spain towards the end of last year, limited to approx 1000 and all sold out at the event. I have seen a few on eBay but silly money. Thanks to Rob Smith for the picture.



Aston Martin 10th Anniversary Special Edition

Details are sketchy on this car, but I believe it was made in very limited numbers and given to distributors and special customers of Technitoys to celebrate their 10th Anniversary (last year). Needless to say I don't have one! I know some one who does - let me know if you find one for sale.



Ref 6325 McLaren F1 Team 2007 twin set

Not sure if there are plans for this to be released in the UK, but look out for a twin set with Hamilton and Alonso Vodafone McLaren MP4-22. Look to pay about 50 – 60 Euros in Spain. Presented in a cardboard box (similar but bigger than the recent vintage boxes). Interestingly, the Technitoys club in Spain is offering a discounted Vodafone mobile phone with these sets for club members only.

Seat Leon

A set was sold in Spain with a pair of plain red and blue Seat Leons. I have no idea of the set reference or if this was a special edition.

Mitsubishi Montero 'Toys-R-Us'

Again Spain only, a plain black off road car with red wheel arches and a simple 07 on the doors. Available as a solo car on-line from ToysRUs. (Spain) but only to Spanish addresses 35€.

I think that's it for the time being, do please get in touch if you see or hear of any other new Technitoys cars, especially in Spain. It's that time of year for Altaya to start announcing new ranges so be on the look out. ■



This month sees the all important Nuremberg Toy Fair take place and, as always, there is little news during the run-up to this event regarding the exciting and innovative releases Ninco have in store for 2008. However, just as an appetiser, I can tell you a little bit about a totally new car as well as two reliveries of very popular models.

Classic Icon

First of all, Ninco are to release the Porsche 550 “Spyder” (50476) in a livery based on the car’s appearance in the Carrera Panamerica 1953. This event ran for just five years from 1950 to 1954 and although originally billed as a “rally event”, it was in fact a road race covering three times the distance of the Mille Miglia.

The first races were dominated by the American big guns such as Oldsmobile and Lincoln but it wasn’t long before the European manufacturers made their presence felt with factory teams from Ferrari and Mercedes. Porsche originally entered their 1 litre 365 model but a change in regulations allowed Porsche to enter the new 1.5 litre 550 Spyder bringing an immediate class win. The following year Hans Hermann achieved a third place overall finish... first and second place went to the 4.5 litre V12 Ferraris! The success of Porsche in the Carrera event is believed to have spawned the name Carrera to be used on their sport-tuned vehicles.

Legend also has it that, during the final Carrera Panamerica in 1954, Hans Hermann drove at full speed underneath a set of closed barriers guarding a level crossing. This was only possible due to the extremely flat bodywork design. The 550 Spyder became even more popular through 50s film star James Dean who met an untimely end behind the wheel of his 550 in 1955 and is today considered to be one of the most replicated classic cars. Power is transferred to the rear wheels of the Ninco replica by the new NC-8 “Thruster” motor. This new motor (first seen in another classic; the Corvette) produces 16,000 rpm at 14.8 volts with a torque rating of 87gxc. These figures compare favourably with the specification from its predecessor (the NC-1) and will no doubt become the standard motor for any Classic series.

Digitally Re-mastered

Two of the fastest and most liked GT cars receive a make-over this month - but not just on the outside! Ninco deliver a new livery of the popular Mosler carrying the main sponsorship logos of DHL (50479). Another favourite GT class racer is the Renault M3 Trophy. Already on offer in a variety of liveries, this latest version in the team TDS (50481) colours brings an opportunity to add to the stable with a quite different livery.

Both cars are furnished with NC-5 motors and are also available with N-Digital chips fitted carrying reference numbers 50480 and 50482 respectively. ■





At the beginning of December, Fly suffered a setback at their factory when a water pump leaked and caused severe damage to the stock and hampered production. This is the reason for the delay in the Ferrari F40 and subsequent other models planned for December. Despite this there are 10 cars to report on plus a sneak peak into some of the goodies in store for 2008. There's also news of Fly's release schedule for the first quarter and once the annual toy fairs are out the way the models should start "flooding" in. Sorry, I couldn't resist that one – moving swiftly on then!

Standard Releases

Porsche 935 K3 "Apple Computers" #71 (88290)

24hr Le Mans 1980, driven by Bobby Rahal, Allan Moffat and Bob Garretson. The car failed to finish the race due to piston failure after 134 laps. The model is decorated in white with rainbow graphics around the bonnet, along both sides and across the rear wing.

Lola T70 Mk.IIIB (88305)

Plain white kit which requires painting (if required) and assembly.

Porsche 908 (88311)

As above.

Lady Drivers

The second model in this limited edition series is now available and focuses on the former French rally driver Michèle Mouton. Arguably

the most famous lady racing driver of all time, Michèle was born in 1951 in Grasse and to date is the only female to win a round of the WRC. In fact she won four rounds in all; Sanremo in 1981 together with Portugal, Brazil and the Acropolis in 1982. Due to the unreliability of the Audi Quattro, Michèle narrowly missed out on winning the 1982 WRC title, with Walter Rohrl just snatching it driving an Opel. Another notable historical victory is that she was also the first lady driver to win the Pikes Peak hill climb in the United States. Michèle quit rallying in 1986, due to the powerful group B class being banned and was unwilling to compete in a new, slower championship. In 1975, together with Marianne Hoepfner and Christine Dacremont she formed part of an all female driver line-up competing in the Le Mans 24 hour race. They finished a creditable 21st position driving a Chrysler powered Moynet LM75 JRD.

Audi Quattro A2 "Marlboro" #2 (99083)

The model depicted is modelled on the Audi Michèle drove in the Rally Costa de Marfil in 1982. It is mounted in a predominantly pink, hinged, cardboard special edition box. The car is decorated in the easily recognisable "Marlboro" colour scheme of orange red and white, of which the cigarette advertising has been tampo printed and does not use decals, as used on previous Fly models. Limited to 1000 units, is sure to be a must for any Rally fan. ⇒

Duo Kits

Chevron B21/23 "Dinitrol" #2 and "Tergal" #27 (88299)

I will focus on the "Tergal" car from this set, as the "Dinitrol" car was formerly released as GB26 and previously detailed in the September '06 Journal. As before with the duo kits, the new livery car is only a painted body shell and requires some attention to turn it into an RTR model. Supplied in the set is an extra driver's head, rear view mirror and tinted windscreen, all intended for the alternate shell. Once the body is removed from the chassis, the interior, windscreen mounting, front bonnet grille and rear engine flutes need to be gently prised off. You need to change the windscreens over, the same goes for the central rear view mirror. I heat sealed these onto the mounting by heating up a small screw driver over the gas stove and gently melting the tabs. The same process was done for the interior and rear engine flutes. The front grille simply slides over the underside mounting post. Once this is done, the drivers' heads are swapped over and the completed body is screwed onto the chassis. To complete the car for displaying I made a new label for the plinth (see photo) with the correct race and driver details. The model is decorated in yellow with green sponsor graphics. Like the "Dinitrol" car the "Tergal" car also competed in the Le Mans 24hr race in 1973. It was driven by Jose Juncadella, Jorge de Bagration and Javier Juncadella, but failed to finish the race due to gearbox failure, after completing 52 laps.



Racing Films Collection

Ford GT40 "Gulf" #11 (99038)

This is the fifth in the box set series, complete with a DVD titled "Ford GT40 The Story" and an accompanying booklet. The film, in my opinion, is the best to date and is just what the title says. With a running time of 75 minutes, including early development and race footage, this is surely a must for any classic GT or Ford fanatic. Production is by Duke marketing and other features include a feature on the lesser known GT70 rally car and some in-car hill climb footage from the Isle of Man. The booklet is another gem and has many photographs of the GT40 and its fiercest rivals, Ferrari and Chaparral.

The model included in the set depicts the car which competed in the 24hr Daytona race in 1967. It was driven by Jackie Ickx and Dick Thompson to 6th place after completing 601 laps. It is decorated in a deep lush metallic blue with an orange band running down the centre.



Special Editions

Marcos 600LM "PPG" #513 (99070)

An unusual choice for this year's "V Trece Copa Classicos" as you don't normally associate a Marcos with Rallying. Nevertheless it has been released and as a limited edition. The model is decorated in black with a white band running down the centre and mounted in a standard crystal case on a white base.



Porsche 935 K3 "Mas Slot" #6 (99085)

A specially commissioned model for the Spanish magazine "Mas Slot". I'm not sure of the numbers produced, but is only available to subscribers and joins an elite list of special edition models produced for the magazine. The car follows in the tradition of most of its predecessors and is decorated in red with white graphics. It is mounted on a white plinth and has a custom backing card.



Renault 5 Turbo "Poly" #7 (99093)

Another specially commissioned model, limited to 500 units and only available in Spain. It has been produced to celebrate the Spanish shop "Poly" 2007 anniversary. It is decorated in black with gold pinstripe graphics and mounted on a black plinth with a numbered picture backing card.

BMW M3 E30 "Marlboro/7Up" #6

This is the third in the Toni Ponce boutique collection. Limited to 1000 units, it is modelled on the car that won the Rallye el Corte Ingles in 1995, driven by Jose Maria Ponce and Gaspar Leon. Like the "Marlboro" Quattro mentioned earlier in my report, this car too has been tamponed with the relevant cigarette advertising. The car is decorated in white with luminous orange and bright green graphics and mounted in a card hinged box. I have been unable to unearth the catalogue number for this car so if anybody can help please get in touch.

Announcements

Due to the flooding problems and subsequent production delays mentioned at the top of the report, Fly have announced some additions to the January production (formerly December). These are in addition to the models listed in the November '07 Journal. In catalogue reference number order: -

- 88281 – Porsche 908/3 – 24hrs Le Mans 1972
- 88295 – Porsche 917/10 – Interserie 1973 "Martini and Bosch" – Duo kit
- 88315 – BMW M1 – 24hr Daytona 1981 "Red Lobster"
- 99101 – Porsche 935 K3 – DRM Hockenheim 1979 – Nuremberg Toy Fair edition

Further to this, Fly have also announced their production line-up for February and March. Once again, in catalogue reference number order: -

- 88011 – BMW 320i – Nurburgring
- 88052 – Lola T70 – 1000km Monza 1969
- 88094 – Renault 5 "Rothmans"
- 88297 – BMW M3 E30 – Duo kit
- 88306 – Chevrolet Corvette C5R – white kit
- 88314 – Ferrari F40 – 24hr Le Mans 1994 "Totip"
- 88316 – March 761 – USA West GP 1976 "Peterson"
- 88317 – Porsche 911 SC "Shell" – evo racing
- 88318 – Porsche 917K – Vila Real 1971 "Sandeman"
- 88319 – Porsche 935 K3 – 24hr Le Mans 1982 "BP"
- 88320 – Ferrari F40 "Stradale" race tuned
- 99039 – Ford GT40 Spyder – L/E with DVD
- 99049 – Porsche GT1 evo "Playboy"
- 99050 – Porsche GT1 evo "Playboy" L/E
- 99051 – Porsche 917 LH "Playboy"
- 99052 – Porsche 917 LH "Playboy" L/E
- 99103 – Lancia 037 "Rothmans" bikers in cars series
- 99107 – Porsche 935 K3 – Historical Circuits "Le Mans"
- 08044 – MAN Truck – ETRC 1997 "Cepsa" =>

The Ford GT40 Spyder will be a special edition produced for the racing films collection. It will be modelled on the unique camera car used to film some of the footage for the “Le Mans” film. The DVD included will be the “Making of Le Mans” and the whole package will only be available to people who have bought the whole collection and stuck the numbered stickers to the collector card and returned to their friendly neighbourhood dealer. I can’t help thinking that many unsold models will be off-loaded by Fly and sold on eBay, therefore making collecting the stickers unnecessary, but I hope I’m wrong on this. Maybe they will only produce as many as they have returned completed collection cards?

Fly have also released some information on what’s in store for 2008. Firstly, for all you Ferrari fans there will be a Ferrari 250 LM. Although at the time of writing there are no details on the models planned, there is however a resin/nylon prototype listed. The catalogue number will be ES430 and follows in the wheel tracks of the March 761 and Ferrari F40. Once again this model will be extremely limited to around 80 units and should be available around February/March.

Other news announced is the introduction of a new series. It will be titled “Flyers” and is intended as a budget range, where the models will feature fewer detailing parts but no loss of performance. The first in the range is a Daytona prototype and is the Riley Mk XI “Gainsco”#99, catalogue number 97000. Further information on the above and other hot news from Nuremberg next month. ■



Start Kits N Bobs this month with some more great scenery news. Having visited the January Swindon swapmeet I was pleased to find that Tarn Model Foundry had a small stand which contained some more of their excellent die-cast trackside figures. New for the show were a fire chief figure standing at ease and a spectator with an open umbrella, ideal for all of the UK based enthusiasts as we can now recreate our normal viewing weather. Look out for them in this month's pictures.



OCAR's Alfasud and Aston DB2

On to kits and I have managed to complete some this month. First up is AA Bodies cute looking Ginetta G4 built onto a Penelope Pitlane Chassis, the unusual lilac colour is based on a car still running in historic meetings and for anyone wanting the reference I used Tamiya acrylic number X16. Penelope Pitlane have now released their new sidewinder chassis, a series of cast chassis weights, and both pre-painted and ready to run versions of the Aston DBR/250 all available through Pendle. ➡



Slot.It's latest liveries of the McLaren F1GTR and Sauber Mercedes

Sticking with accessories, the new electronic hand controller from Slot.It is available from Pendle Slot Racing and I have obtained one to do a little back to back test against the all conquering Truespeed controller. Also available now are the Slot.It McLaren in the Fina livery and the AEG Sauber Mercedes, the Sauber even comes with a spare chassis. Due soon should be the new HRS2 chassis from Slot.It promising even better performance than the current HRS range.



MB Slot's Pagani Zonda and AA Bodies Ginetta G4

From Ocar / World Classics this month I have now completed the Alfasud and the Aston Martin DB2. For the Alfa I decided not to use the white metal bumpers which come with the kit and created my own Alitalia sponsored racing version based on an Alfa cup entrant's car. The Aston is built as it came but I discarded the decals provided for the three Le Mans versions and have done my own version of Tommy Wisdom's 1953 Mille Miglia car that retired at Ancona with rear axle failure. February's new release from OCAR is the Lotus 47 kit. I have not had time yet to finish the Proto Slot Howmet TX and Toyota 2000GT kits but I will bring you pictures next month. Rounding out the kits this month is MB Slot's new Pagani Zonda, which comes in plain white and requires painting. The Zonda has some advanced features such as spring suspension for the motor and rear axle pod, lightweight body and new motor, but it does seem strange that they have used nylon wheels and an in-line layout rather than the expected side or anglewinder set up preferred by most racers.



Carrera's Peugeot 908 and Opel Commodore

On to plastic ready to run cars and this month finally sees the arrival of Carrera's awaited releases with a 1/24th Hot Rod Coupe, and in 1/32nd the Peugeot 908 Hdi, Opel Commodore Steinmetz, Willys Coupé and 2007 Chevrolet Camaro the first three of which are available in two liveries. Team Slot has two new rally cars with both Jean Ragnotti's Renault 5 Turbo and the later Renault Maxi Turbo of



Carrera's Willy's Coupé and 2007 Camaro

Carlos Sainz. Future news includes Avant Slot's Pescarolo LMP06 and Peugeot 908 Hdi both of which should be out in the first quarter, as should TRRC's 1935 Mercedes W25 Streamliner and the Auto Union Rennlimousin. Power Slot have released their new VW Polo Super 1600 rally car, and have promised some new soft tyres for their recent Hummer. They are also releasing a 1/32nd scale quad bike, which could be quite fun and should be available soon. For later in 2008 Revell have announced their new cars with a 1962 Mercedes 220SE, '63 Ford Galaxy, '65 Galaxy, '66 Lola T70 Spyder and '85 Audi Sport Quattro.



Team Slot's Renault 5s and Power Slots new Polo S1600

Very finally the OCAR / World Classics Euro saloons event at Wolverhampton on Sunday 19th October is now fully subscribed having sold out in just seven days. ■

Surprisingly the listing numbers in the UK have not reached the levels seen in December. They have been hovering around the 5000 mark and only just making the 7000 level with a half price listing day towards the end of the month. Many items are all new stuff with fewer collectable bits it seems. However there have been many new Scalextric buyers around, as seen in previous years, expanding their Christmas sets. You can usually tell this from their low feedback purchases total and the fact they are willing to pay £3 to £4 for a new standard straight for example and £2 for a standard curve whereas a figure nearly half that value is often the going rate at your swapmeet. At the time of writing Germany leads the way in terms of number of listings - up from last month to 10,500 with the US now some 1000 listings behind - the first time I can remember observing this in the three years I have been monitoring these things.

The trend of breaking sets has continued with the "Littlewoods" Mini set making several appearances due to some short term price cutting on their website. This made the idea of breaking these sets a profitable one, though some sellers could not have been making much when the exclusive blue car was fetching less than £15 including P&P if you searched carefully. I bet a few people who paid £149 for this set when it first came out to ensure getting the Blue Mini were not so impressed. Speaking of Minis, and following Rob Smith's mention of the After Eight version, there was a pair listed on UK eBay this past month. The green one fetched £275 and the black one £215, though I am not 100% certain the sale for £275 went through according to enquiries I made.

A C50 #8 JPS Lotus that sold for £29.09 caught my eye with the following description, "I have never seen him using it but it has been

used. The steel wire things on the bottom, one of them looks as though that it will need replacing, it is still there but has frayed a bit. The transfers are fading a little but what can you expect for something that must be about 30 years old, I know I have". Anyone tell a similar story I wonder?

Rare?

On the rare front, a Bond set made only £870, and, though it was far from perfect, I am sure the NSCC member who won it was well pleased considering the seller added the remark "there are now 76 people watching this!!!!!!!"

Another rare car that I have mentioned before, but perhaps not for the purist, was a white "Schmidbauer" Porsche GT3R from a Spanish seller. This is basically a C2629 plain white model with decals from the said shop. 50 were supposedly made of this model which may explain why bidding reached a heady £299.

Of interest to early Scalextric collectors were a number of tinplate Maserati and Ferrari cars in several lots all ending around the same time on the same day from one seller. This probably did not help the sales with so many ending at the same time and most of the sales for two cars ended only around the £50 to £60 mark for a pair of cars, though most examples were well used and had drivers and steering wheels missing. Moving on to more recent releases, but not widely available, was the Scalextric 2008 Range Presentation Aston that proved popular attracting bids around the £250 level. The first one I saw being listed was snapped up £250 BIN within a few hours of listing so just as a reminder; do check out recently listed items if you are looking for one of these cars or indeed any other. Mind you a white Auto Union at £500 BIN or best offer remained unsold after two days at the time of writing. ➔

Another interesting item for the dedicated collector or F1 fan I found from a November auction whilst checking on some bidding history was a C461 Benetton Prototype F1 car made of resin that went for 151€ on French eBay from a Belgian seller. (230192400972) The picture of the chassis base showed it was unmarked with no holes for guide etc but bodywise it looked like the finished car.

Carrera

Following on from the December column about the limited edition Mercedes series in black, I have learnt that they have also been made in white and silver it seems. These models feature a C Class, E Class, GL Class and SL Class models as far as I can tell, matching the black ones, but only 500 white ones and 1000 silver ones are reported to be have been made. German eBay is your best bet at just under 60€ BIN for these. I have also noticed a black CL limited edition for “Modell Fahrzeug”. Perhaps one for the boy racer as it has lights and gold chromed spinner wheels!

Prices

As listed and spelt on UK eBay unless stated, with the time and auction ending day:

Scalextric shop display card. £16.55 (An 80s 12” x 10” card display showing “The Big One” on Friday afternoon 190189634323)

Vintage Scalextric C135 Tyrrell 008 clear test mould \$215.89 (On US eBay from the estate of Lee Stokeley on Wednesday night).

NEW UNDECORATED SCALEXTRIC SUBARU IMPRENZA BODY MINT £25 (Red plain 1st type Subaru mould went unsold at starting price).

Scalextric Meccano Tri-ang 30G very near mint in box £37.50 (Set had 2 FJs. Dutch seller on UK eBay on Sunday night. 270203408490).

Scalextric 1976 - 17th Edition Catalogue + Price List £20.55 (Excellent condition on Thursday night 160194848806).

Fly VERY RARE! T5 Ferrari 512S Guia Mais (Yellow Pages) £310.09 (Friday lunchtime from Spanish seller).

SLOT.IT PORSCHE 956 1° Le Mans 1984

NEWMAN RARE!! £99 (Portuguese seller on UK eBay Saturday night).

SICA02B Slot it Porsche 956C Le Mans Canon Boxed £35 (Bargain but used model with small bit of rear wing missing on Sunday night).

Scalextric Classic RARE PT 93 PT95 PIT STOP TRACK £56 (New Year’s Day evening).

Vintage Scalextric 200 £2.20 (UOP Shadow set with £20 P&P but it did include a pit stop track on Thursday afternoon).

Scalextric super 124 Set 200 boxed & complete 1/24 £750 (Box cover worn on Friday evening).

MCLAREN F1 GTR SCALEXTRIC Car limited Edition £31.95 (White and red Ueno Clinic Ninco model on Saturday night).

Scalextric Book by Roger Gillham Cars of Past & Present £16.25 (1st edition book on Saturday night).

Scalextric (Rovex) Service sheets for slot cars £2 (7 original service sheets from late 70s early 80s on Saturday night).

SCX McLaren Honda MP/4 #11 - Alain Prost £32.50 (Unboxed used model from Luxembourg seller on Saturday night after similar #12 Senna example had fetched £77 from same seller that very morning!).

Two Vintage Lionel Slot Cars: 1/32 scale £16.51 (Yellow and a green single seat racer on Tuesday night 110214891684).

SPANISH SCALEXTRIC CLUB FERRARI F430 GT LTD. *RARE* £50.95 (Spanish version of Sara car from Spanish seller on UK eBay on Monday night).

Scalextric, GREEN FERRARI BERLINETTA E4, C-69, France!! £198 (With lights, no brown marks and part of bumper glued on Sunday night from Dutch seller on UK eBay).

Scalextric, OLD SHOP STOCK, PADDOCK, A251, Mint Boxed!! £49.48 (Fences stilled bagged from Dutch seller on UK eBay on Saturday night 280191091864).

Lastly - sometimes collectors would give their right arm to get a particular model it seems. This month you could actually buy a “right arm”. Not a real one of course but an unused right arm for a K1 Go Kart. Not a King’s ransom though at 99p plus £1 p&p! ■



World Classics Kit Build

Part 1 Assembly

By Clive Mills

When I was a youngster - I will not tell you how long ago that was - my dad always said, "Never volunteer". Need I say, I took no notice. Mr Editor told me that several people had asked for more items on kit/scratch building in the Journal and would I like to take up the challenge?

I am not saying that I am one of the best car builders. There are a lot of really great builders around but I enjoy the cars that I build and try to do things a little bit differently, like the front wheel drive Toyota.

I will start with a resin kit with PCS chassis as this is an easy build. I am planning to do a similar article later using a glassfibre body and metal chassis. I will then do an in depth build using a plastic kit from scratch. If you have any questions about kit/scratch building please email - clive@hoslot.co.uk and mark it scratch building. I will try and answer any questions you may have.

This is a complete kit purchased from World Classics. With these kits you get a PCS32 chassis, axles with wheels and tyres, motor, guide and a resin body kit of your choice. This one is the AC Ace Le Mans.

The first thing to do is put the chassis together, not rocket science. To get the correct wheel base about 1cm needs to be cut from the front section. I use a razor saw to do this as it



gives a very tidy straight cut. This is then slid into place and the axles clipped in, the front axle will need spacers fitted to locate it, fit the motor and this will locate the rear axle. Place the chassis into the body and secure the length of the chassis using the small plastic nut and self tapping screw. Fit the guide and solder motor wires in place. You now have a complete chassis.



To mount the body, mounting posts are moulded in. Carefully remove surplus resin from the mounting posts. One important thing with resin bodies is take care. It is easier to remove too much than to repair damage that may be done if too keen. Fit the chassis into the body (this is a good fit on this car) and drill three 1.25mm holes where the holes in the chassis meet the mounting posts. Take care not to drill too deeply as it is easy to end up with a hole right through →



the body. For some reason body screws are not supplied but we all have spare Scalextric screws in our box. Screw the chassis into the body and you now have a car.

The body will need a small amount of trimming to remove flash from around the wheel arches and air intakes (see picture on right). The drilling and trimming can be done with a Dremel or a knife and wet and dry rubbing paper.

To get to this stage will take about 1 hour. Next month I will go into the black art of spray painting the body. It is a lot easier than people think to get a very good paint finish on your car.



Tell your wife that you promise not to make a mess. Don't forget if there is a question or anything you would like to see, please ask. ■



Presto Park - Update

By Mike Harvey

Presto Park was reborn in September last year and has steadily grown since being featured in the October 2006 NSCC Journal. There seems to be a divide between collectors and racers but at Presto Park we are extremely fortunate to have a good mix of both. Some of our members have vast collections of 1960 cars and up to and including the latest editions by many manufacturers but mainly Scalextric. However, the collectors still race some of their less collectable cars in our magnet free Classic Sports GT and Classic Saloons.

I have tried to capture the realism of motor racing and replicate this in a landscape version at Presto Park. Around the circuit there are various little scenarios happening which create an ongoing interest.

In February 2007 Presto Park hosted a reunion for all its former original members from its conception in 1961 to closure in the 1980s. The three founder members, Richard Aldridge, Sid Denney and Tony Hayden, all now in their late 70s, attended and many racing moments and stories were relived. The function was due to finish at 2pm but at 5pm they were still racing, chatting and having a memorable day. From this reunion interest was rekindled in some former members and our membership subsequently increased. The room the track is housed in could cater for 40 people, just enough room as 34 people turned up. It was a good job we didn't have the reunion now as owing to the track extension we can just about squeeze in 25 people. The track length is now 100 feet. =>



The new extension



The original starter on rostrum from the first club (1962) which still works!



Start/finish straight and pitlane



The work began on the extension the day after the reunion. The basic track and baseboard was completed in two days. Due to the lap length, each lane was boosted twice more giving five separate points thus there is no power drop on any of the four lanes with each having its own power source. Scalextric Plexi track was used on the original layout and for the extension also. Owing to the fact the track was new and had never been laid, this made it quite flat and fast for a plastic track. Some small problems were encountered in the hot summer this year with the track flexing but this was soon sorted by gluing and pinning small areas of the track. 95% of the track lies flat and is unpinned.

With the track extension completed, I set about adding more scenery - buildings, trees by Heki, and a Scalextric Dunlop bridge modified to span four lanes and about another 100 or so spectators and marshals all repainted by me. Extensive use has been made of the older Scalextric figures and the newer pit crews painted to correspond with the team colours. Revell/Monogram, Carrera, MRRC and SCX figures were also used. I tried to use a large cross-section of buildings from the early 1960s Scalextric to the latest plastic buildings of 2005 to give some variation.

After the first article in 2006, many readers asked where I obtained the chequered flag banners hiding the trestles below the baseboard, if any member wishes to purchase these contact me and I will give you details of where to obtain them.

A safety barrier surrounds the whole of the circuit four inches above baseboard level. This was constructed using three-ply wood and flexible MDF available from DIY outlets.

The photographs show certain areas of the Presto Park track, which I hope you find interesting, and may be of use for your home/club circuit to bring it alive. With a little thought and inspiration a lot can be achieved thus making this wonderful hobby of ours even more realistic.

If you would like any further advice with regard to landscaping your circuit, you can contact me via the Club Contact page on the NSCC web site, Slotforum or better still, call and see us any Wednesday evening at Bushey Place, Aylsham, Norfolk. We race from 7 to 10.15pm and you would be most welcome. We know you will not be disappointed! ■





Penelope Pitlane and Rob Hill Sidewinder Chassis

By Phil Insull

Recently I was provided with prototype versions of two brass sidewinder chassis, one from Penelope Pitlane and the other from Rob Hill who designed the first series of Penelope Pitlane chassis and is enjoying a return to racing. My original idea was to build two similar cars and test the chassis back to back. However, the physical dimensions of Rob's chassis caused me some head scratching and I finally gave up and built two very different cars.

For the Pitlane Sidewinder Sport chassis I chose AA Bodies' new Lancia D24 body shell. Chassis attachment is via three body posts - two at the rear and one just behind the front axle.

The chassis is in three parts with the rear section for the motor, bearings, gear and axle, a front sliding section for the front axle and an adjustable section for the guide. The brass sections are scored and can be easily bent to the correct shape using long pliers, the finished shape being similar to a PCS32 with side wings for adding additional weights if required. As normal for me I used Slot.It axles, sidewinder pinion, gear and deep flag guide with Penelope Pitlane wheels and wire inserts with Ortmann rear tyres and Cartrix fronts. Power for both these cars comes from a pair of well run in Mabuchi style motors giving around 20,000 rpm at 15 volts. =>



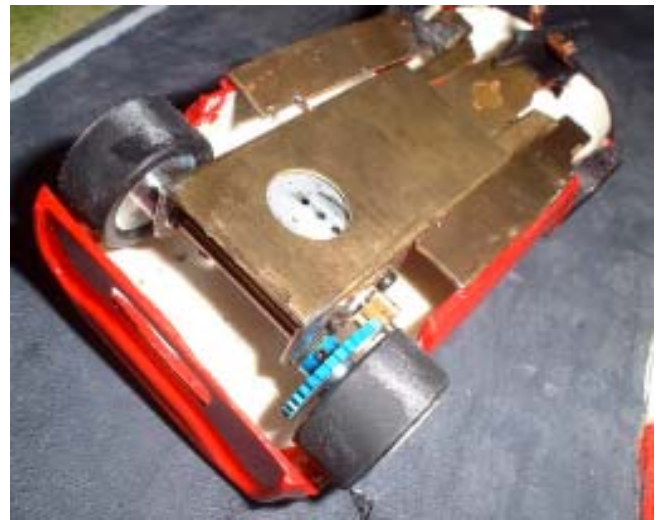
AA Bodies' Lancia D24 with Pitlane sidewinder chassis and Resilient Resins' McLaren with Rob Hill's floating sidewinder chassis



Penelope Pitlane Sidewinder Sport chassis

Rob's chassis had been initially designed by him for the OCAR Jaguar XJ12 shell and as I already had one I wanted to fit the chassis to something different. The problem is that the Jag is a very wide car and the attachment is via two side pieces that attach direct to the body sides. In the end I decided to chop down the width and length of Rob's chassis and fit it to a Resilient Resins' McLaren CanAm M1B body. Rob's chassis was a true prototype and is built from thicker brass than the Penelope Pitlane one and as such I had some problems bending and cutting the pieces to the shape I required. Rob has promised to include deeper score lines on his production versions to make the parts easier to bend into shape. Rob's design is in four parts with the rear section holding the motor and gears, front section for guide and part of the front axle holders and two outer sections that form the rest of the front axle holder. The idea here is that the two outer sections are attached together by a thin piece of brass that runs through two small holes in the rear section just ahead of the motor. This concept allows the two side pieces and the attached body to "float" around the centre sections and improve the handling. Again Slot.It axles, guide, pinion and gear were used as well as wide Slot.It rear wheels and tyres. The bearings this time were oilites soldered into place with Pitlane front wheels and cut down Ortmann front tyres.

To see how these two performed I took them to Wolverhampton for testing on the Wolves



Rob Hill's floating sidewinder chassis after rough modifications by me – sorry Rob

wood track, using 13.8 volts fixed supply and the Truespeed controller on the red middle lane. I ran a total of thirty laps for each car in search of the best lap time, bearing in mind that the Lancia sits higher and has about 7mm of contact patch compared to the 1mm rears on the McLaren. Both cars behaved and handled very well with just four offs for the Lancia and two for the McLaren during their respective stints. The Lancia wound up with a fastest lap time of 9.526 seconds while the McLaren managed an 8.676, both very respectable times considering it was me doing the driving. Both these chassis are certainly capable of more performance with hotter motors and some fine tuning.

In conclusion I would say that the Pitlane Sidewinder Swift is far easier to build, can be used in much narrower cars and will therefore have more practical applications, not unlike a brass sidewinder version of a PCS chassis. Rob's chassis certainly has racing in mind and the floating system works a treat but it is heavy. One of my club mates has one of Rob's chassis that he built for him for a Jag and in subsequent sessions my McLaren was clearly quicker, the only marked difference being the weight of metal I had cut out of the chassis to make it fit the McLaren body. I would therefore certainly fit a far beefier motor if using Rob's chassis in unmodified form although that weight and float do give it excellent handling properties. ■



Since last month's column Racemasters AFX have released pictures of the master for the new Panoz Champcar. As you can see, the detail level simply blows away anything that has gone before, and one can only hope Newman/Haas/Lanigan Racing's impending defection to the IRL will see the Panoz used in any resulting merger rather than the IRL Dallara, as it is much the better looking car of the two.

The pictures have caused much excitement amongst the H:O community, not just for the body, but the hints it gives about the new AFX chassis it will be mounted on. Clearly the boasts about it being 30% lower than the existing chassis were not idle ones, and it would seem it must be significantly lower and longer for the proportions of a real DP01 to be translated so well to H:O scale. Most of the prominent resin casters out there have decided to down tools whilst they wait to see exactly what the new chassis is like and what the challenges of casting for it will be. Modifications to make the Panoz more F1 like are being planned by at least 2 casters as we speak!



The other pictures this month show how much a hold lawyers have on every facet of life. When Racemasters decided to update one of their sets they opted to re-do one of their more popular GTP cars, the Minolta backed Toyota 88CV. The lawyers told them, once the new set had been committed to, that they could not use the original Minolta wording or logo as the company had merged with Konica.



Faced with having to release a car in a racing livery that never actually existed, they opted to leave areas blank rather than pay the third party that created the problem in the first place. No doubt the resulting car will be a collectable car in the future as it is very likely to remain a set car. ■

The Great NSCC Tuning Experiment

By Dave Chang

Part 4: Transmission

So far we have prepped a control Std Car and upgraded the motor and tyres of the T Car. The tuned car is running very nicely, handling well and putting in good lap times.

The motor generates our car's power and the tyres push the car along. This month we are going to look at how the power gets from the motor to the tyres: the transmission and gearing. By using better quality parts we may be able to increase the efficiency of our car, and by adjusting the gearing we may be able to make better use of the motor's power.

Running gear

The transmission or 'running gear' consists of all the parts between the motor and the wheels. Attached to the motor shaft is a small gear called the 'pinion' which meshes with a larger gear. On sidewinder cars like the Gallardo, this is called the spur gear; on in-line cars where the motor shaft is at right angles with the drive axle, a different sort of gear is used which is called either the 'conrate' or 'crown' gear. The large gear is attached to the drive axle, which is attached to the drive wheels. This axle is held by and rotates in 'bearings' or 'bushes'. All these parts can be upgraded with aftermarket parts.

I shall cover gear ratios later in this instalment. For now I shall mention that the quality of the gears is most important for the efficiency of your car. The materials chosen for the gears and the accuracy to which they have been designed and manufactured will govern how well they do their job and how long they last.

The rear axle is also important – it needs to be strong, some would argue that it also needs to be light for optimum responsiveness. It is possible to buy hollow axles, axles made of

various different metals, or some racers prefer to buy drill bit blanks since they are made of high quality materials and engineered to strict tolerances.

If you do want to replace the rear axle, you will almost certainly have to replace the gear and the hubs, since ready to race cars usually come with press-fit gears and hubs. Higher quality hubs and gears are secured with grub screws, which make replacement, adjustment and experimentation a lot easier.

Aftermarket hubs are generally milled from aluminium because it is a light metal, and are usually functional rather than realistic 1/32 replicas of real alloys. If you are interested in preserving the looks of your car, you can get various inserts which can look as good as or better than the original wheels.



Scalextric Sport wheels fitted to the test car

For the purposes of this experiment I shall be using the Scalextric Sport Plus range. This is an unusual range particularly in the choice of 3mm diameter axles, which is a larger size than standard Scalextric cars or indeed any other 1/32 manufacturer that I know of.

Brass bearings replace the standard nylon ones. The axles are hollow tubes of hardened



steel for strength and lightness. The hubs are aluminium fixed with two grub screws. This range of hubs has an almost flush outward face and does not allow for inserts to improve the appearance.



Assortment of Scalextric gears

The spur gear is made out of some sort of orange plastic with an aluminium centre which is also fixed by a grub screw. The pinions are in pink plastic. Other manufactures make gears from brass and other metals, which tend to make the slot car a bit noisier, but the harder materials should also increase efficiency.

Putting the parts of this range together was very fiddly and frustrating. Whilst the Scalextric Sport Plus motors and tyres are really good, the transmission range could have done with more thought. It was not clear which parts were compatible with the Gallardo, and it took me a while to establish that the ball bearing filled bearings would not fit in the sidewinder chassis. The spur gear came in two separate parts which had to fit snugly together. It seemed inappropriate for precision parts, but I achieved this bond by using a large hammer. Finally once all the parts were together, the wheels and gear in place and bearings clipped in, I discovered that the rear axle was free to slide 3mm – so much so that the spur would no longer be contacting the pinion! There were no obvious provisions for eliminating the sideways play on

the sidewinder, and the axle was too big for my stock of spacers (and I am not sure if I would have had enough).

Fortunately I found a spacer from another project that fit snugly on the axle and could act as a retainer; this was used to hold the axle in place. Perhaps there is such a part in the Sport Plus range, but really something like this should have been included with the spur gears.

It was also possible to put the wheels on so that they were not on straight. The holes were slightly larger than the axle, and although they could be fixed solid with the grub screws, I did not have much faith that they were more balanced or straight than the original press fit wheels.

Despite my reservations, the car ran smoothly and without vibration on the rolling road, so maybe the system is better than I give it credit for.

Changing gears

It is not feasible to replace the push-fit spur and crown gears fitted to most ready-to-race slot cars. The gears are pushed tightly on to knurled parts of the axle and are not designed to come off. If a direct replacement is needed, it is better to buy a replacement rear axle assembly complete with wheels, gear and bearings. To experiment with different gear ratios try different pinions or switch the whole running gear to one which uses grub screws to hold things in place.

The pinions are also push-fit on to the motor shaft. Pulling them off and pushing on new ones can damage your motor unless you use specialised tools. The temptation is to hold the can of the motor whilst pulling or pushing on the pinion, but this means you are also pulling the commutator and armature against the inside of the can.

Instead it is wise to use specialised tools called pinion presses and pinion pullers. Ninco make a combined tool for less than £15, and others are also available. The puller hooks under the pinion between the gear and the motor, whilst a screw pushes on the motor shaft, thus pulling the pinion relative to the motor shaft ⇒

without stressing the can or its internals. The pusher does a similar job in reverse. It is also often quicker to use the tool than to force the gears on and off without one.

For the gears to meet properly, the position of the pinion on the motor shaft is important. Note how far along the shaft the old pinion is before you remove it, so that you can put the new one in the same place.

Gear Mesh

'Gear Mesh' refers to the way the teeth of the two gears meet. As the two gears turn together, the triangular tooth of one fits into the triangular gap of the other. In well designed gears, the teeth are not triangular but a complex shape designed so that the teeth will roll against each other, maximising mechanical contact and minimising friction.

Because teeth can vary, it is wise to make sure the pinion and spur or contrate that you use in a car are from the same range and have been designed to fit together. You can mix and match, but you will not be getting the optimum out of your gears.

How well the gears mesh is also affected by how close the gears are together, and how tightly the teeth meet. In ready-to-run slot cars which are configured as sidewinders such as the Gallardo, we cannot adjust the position of the gears, so the sizes of the gears will affect which pinions will fit with which spur gears.

Check how tight the gears are, and whether there is play between the teeth (i.e. whether you can turn the rear wheels a little without the pinion turning). If there is some slack between the gears, or more than a paper's width gap, then you have a problem, and the problem will get worse as the gears will wear quickly. In a sidewinder, you will need to replace one or other of the gears. If the problem is due to manufacturing irregularities with stock gears, replacement should fix things. If you have put a custom gear ratio, you will either need to find another range of gears, or else try a different pair of gears to achieve a similar ratio. Gears with more teeth are generally bigger, so going for a bigger spur may solve the issue.

If the gears are too tight, you will immediately notice the extra resistance when you try to turn the wheels. My chosen gears were tight. The choices are to use a different combination of pinion and spur, or to wear the gears in using an abrasive paste. In theory, wearing the gears in will give the optimum mesh, as the teeth will be ground down to fit each other perfectly.

To do this, the motor and bearings were oiled, but the gears were not greased. Instead the gears were coated in a baking soda toothpaste (in this case, Arm and Hammer original). Then the motor was run at low speed for a few minutes, and the speed gradually upped, stopping frequently to check how the gears felt. After about five minutes, the gears felt much better. They locked positively, but were not causing the resistance that they were at first.

The toothpaste was removed and the gears were greased (see part 1 for details of oiling and greasing)

Gear Ratios

The motor has a small gear called the pinion attached to it with typically around 9 teeth. This drives a large gear on the drive axle with more teeth, commonly around 27. If you divide these numbers, you get what is called the gear ratio, in the example above it would be quoted as 3:1. This means that the motor has to rotate 3 times for the wheels to turn once.

This ratio has a direct effect on the cars top speed. If at full throttle the motor rotates at 18,000 rpm, it means that the wheels will turn at $18000/3=6000$ rpm. A ratio of 2:1 would lead to the wheels spinning at 9000 rpm, which is a lot faster.

This change in speed is inversely related to a change in power or torque. Torque and power is what give your car acceleration, so by increasing the top speed, you have decreased the acceleration.

We saw last month that different motors have different amounts of torque and top speed. With all these variables, we are able to tune a car to have different characteristics, and optimise it for a given track or race.



For example, on a circuit with sweeping curves and long straights, the top speed will be more important than acceleration. Conversely, on a tight twisty rally track, the top speed attainable might be very low, you will need to concentrate on accelerating out of the tight corners. If you are racing non-magnet or with limited grip, there is no point having so much power that your car wheel-spins as soon as you pull the trigger.

The best way to start experimenting is comparatively. Watch the way your car performs and decide what you want more or less of. If you need more acceleration *and* top speed, you need a better motor. Once you need to shift the balance from one to the other, you need to work out what your current ratio is.

If you want more acceleration and less speed, you need a larger ratio (more teeth on the spur/contrate, less on the pinion). If you want more speed and less acceleration, you need a smaller ratio (less teeth on the spur/contrate, more on the pinion).

Below is a table of ratios achieved with different gear combinations. Note that not all combinations of gear will physically fit.

There are no straights long enough on my circuit for the car to attain its top speed, which suggests that the top end of the motor's range is not being used. If I change the gearing to reduce the top speed, the car should have more torque and acceleration, and paradoxically be able to reach a higher speed on track.

The 36:11 (3.27:1) ratio gave 32Km/h with the stock motor and 42Km/h with the upgraded motor. The car is not getting up to that speed, so I shall aim to make the top speed 36Km/h. To calculate the required gearing, you can use the formula:

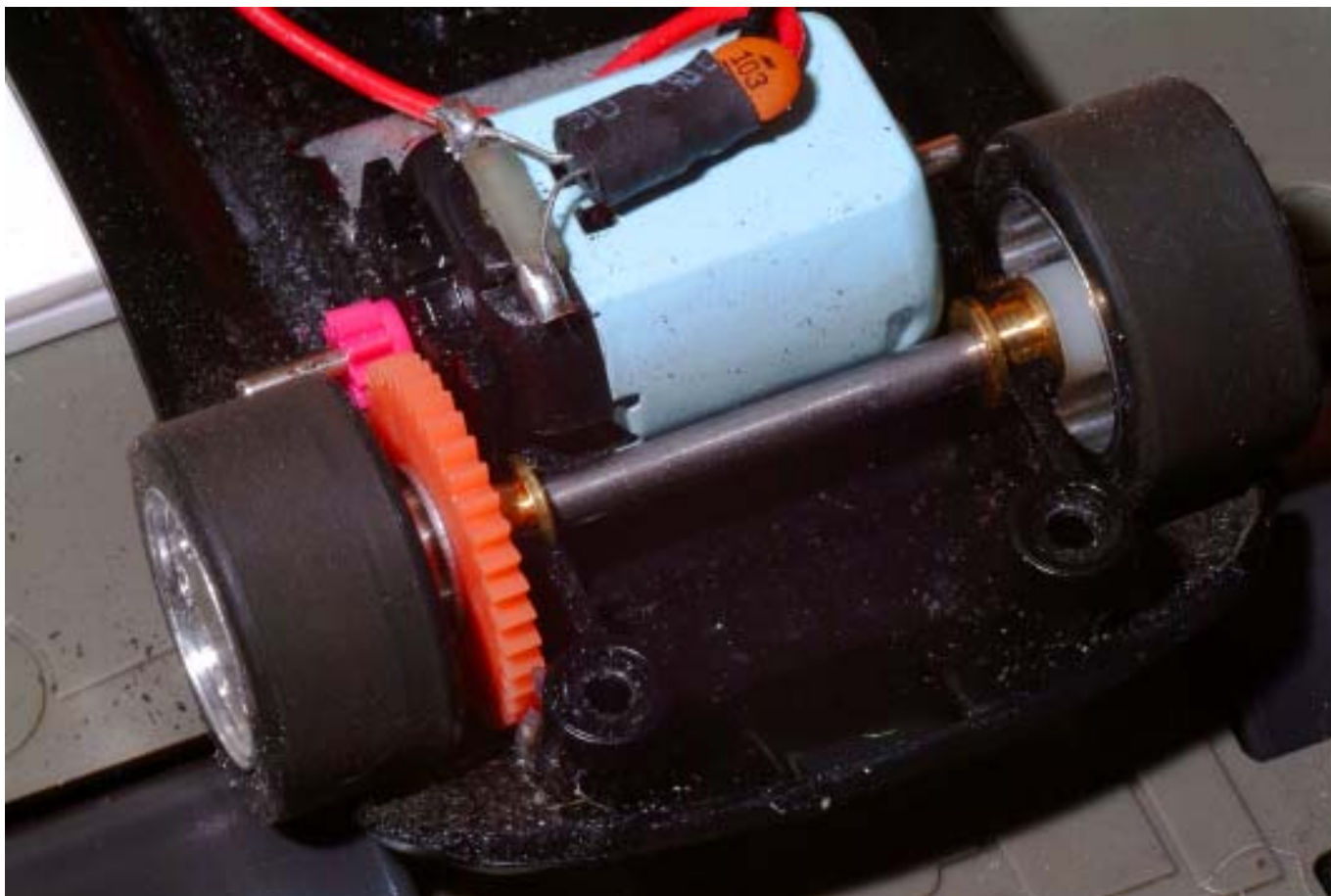
$$\text{New ratio} = \text{old ratio} \times \text{old speed} / \text{new speed}$$

This gives a target new ratio of 3.8:1, which can be achieved with a 38 tooth spur matched with a 10 tooth pinion. Unfortunately the 10 tooth pinion would be too big to fit with the 38 tooth spur, so I tried out a 38 tooth spur with a 9 tooth pinion; this resulted in a speed of 35.8Km/h which was a good place to start. My target speed was chosen fairly arbitrarily, the real test is whether this new use of the motor's power gives a better track time or not.

Lap Times (lane 2):

Std Car 6.89s
T Car (new transmission and gears) 5.34s ⇒

Ratio	Pinion									
	7	8	9	10	11	12	13	14	15	
25	3.57	3.13	2.78	2.50	2.27	2.08	1.92	1.79	1.67	
26	3.71	3.25	2.89	2.60	2.36	2.17	2.00	1.86	1.73	
27	3.86	3.38	3.00	2.70	2.45	2.25	2.08	1.93	1.80	
28	4.00	3.50	3.11	2.80	2.55	2.33	2.15	2.00	1.87	
29	4.14	3.63	3.22	2.90	2.64	2.42	2.23	2.07	1.93	
30	4.29	3.75	3.33	3.00	2.73	2.50	2.31	2.14	2.00	
31	4.43	3.88	3.44	3.10	2.82	2.58	2.38	2.21	2.07	
32	4.57	4.00	3.56	3.20	2.91	2.67	2.46	2.29	2.13	
33	4.71	4.13	3.67	3.30	3.00	2.75	2.54	2.36	2.20	
34	4.86	4.25	3.78	3.40	3.09	2.83	2.62	2.43	2.27	
35	5.00	4.38	3.89	3.50	3.18	2.92	2.69	2.50	2.33	
36	5.14	4.50	4.00	3.60	3.27	3.00	2.77	2.57	2.40	
37	5.29	4.63	4.11	3.70	3.36	3.08	2.85	2.64	2.47	
38	5.43	4.75	4.22	3.80	3.45	3.17	2.92	2.71	2.53	
39	5.57	4.88	4.33	3.90	3.55	3.25	3.00	2.79	2.60	
40	5.71	5.00	4.44	4.00	3.64	3.33	3.08	2.86	2.67	



New transmission fitted

The T Car was immediately more responsive, braking and acceleration were noticeably stronger. It was also much easier to keep the T Car on track than the Std Car. However, this upgrade has not appreciably altered the lap times. I was surprised at this result, so did some more checking; the magnetic pull was down to 243 gauss, because the wheels now measured 21.2mm diameter – slightly larger than stock.



Std and T car on the track

Conclusion

Straighter axles will aid your cars handling and performance, but the gain will depend on how bad the stock axles were. It is also hard to determine exactly how much can be gained by better bushes and gears. However, by upgrading the transmission you make it possible to change the gearing, and this lets you fine tune your car's power and speed.

Sometimes changing the balance will not change the fastest lap, but it will change the feel of the car. Having a car that handles predictably can be more important than one that can achieve stellar lap times, because races are often won by the least number of crashes rather than the fastest lap times.

For further reading, you can consult 'The Slot Car Handbook' available from good book and model shops, and from my website <http://www.theslotcarhandbook.com>. ■



C2811 Chaparral 2F

By Rob Smith

This latest classic car from Scalextric was released over the Christmas period after much anticipation by enthusiasts around the world. Would it be better than the MRRC version, or even the original EXIN version?

History

Chaparral were an American racing team based in Texas and founded by Texan millionaire Jim Hall. They manufactured cars from 1961 to 1982 and enjoyed minor successes but never a championship or a Le Mans win.

The Chaparral 2F was one part of an innovative line of racing cars which pioneered aerodynamic aids and experimented with semi-automatic gearboxes to great effect.

Surprisingly the 2F only won one major race, the July 1967 BOAC 100KM at Brands Hatch. Immediately after the race the FIA changed the rules and outlawed both the 2F and its rivals, the Ferrari P4 and Ford GT MkIV. Powered by a 7 Litre Chevrolet motor it proved to have more power than its automatic gearbox could cope with it and the car was dogged with unreliability. Instead of a clutch pedal there was a pedal that, when depressed, feathered the rear wing to reduce drag on fast straights. Very clever and successful but soon banned – no movable aerodynamic aids allowed!

- Weight 790 kg
- Displacement 427.00 CU IN. / 6998.5 cc.
- Horsepower 525.00 BHP (386.4 KW) @ 6000.00 RPM ⇒



Recommended reading: Complete History of Jim Hall's Chaparral Race Cars 1961 -1970 by Richard Falconer and Doug Nye, 1992 Motor-books.

General Appearance

As a collector, rather than a racer it is the appearance which I pay closest attention to. A quick Google of *Chaparral 2F* reveals plenty of pictures of the real car for comparison. The overall shape is very good with only minor discrepancies to find fault with – the wheel arches don't seem quite filled enough and perhaps the curves around the top of the rear wings are not sharp enough. Although the wheels on the Scalextric version don't look particularly good, not by current standards anyway, they do look surprisingly like the real items. On period shots the wing struts appear much thinner but in current shots they look just like the Scalextric version.

If anywhere, the model is let down by its various vents being blind and this is particularly apparent over the rear wheels where painting them black would have helped greatly.

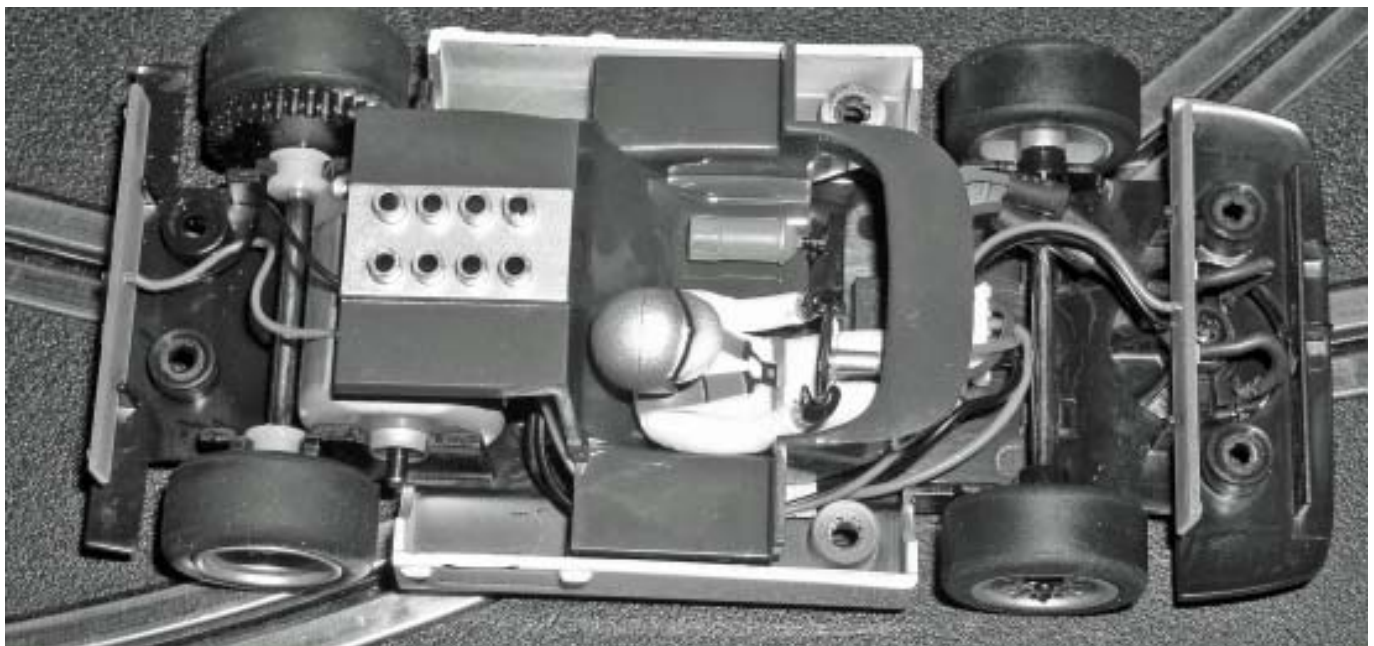
The interior detail is good although visibility is limited through the small window area. The white paint has a superb finish but is a bit thick which covers some of the fine detail in the panel catches and gaps.

We are not going to see hundreds of Chaparral liveries but later this year we will see the number 4 car C2916.

Construction

Six screws hold the body to the chassis and a further two hold the driver platform to the chassis. This needs removing to get at the magnet which only has one position. The body and chassis come apart easily and, more importantly, go back together easily and everything is nicely laid out inside. Care has to be taken to clip the front of the driver platform into the hook at the base of the windscreen when replacing the body but that is easy to do when you have noticed that it is required. The Chaparral is a DPR car – that means it is ready to accept the digital plug which is easily fitted by removing a small screw to take off the blanking plate, pushing the four pin plug in the car onto the new Easyfit Digital Plug (C8515) and replacing the screw.

Although quite sturdy, the rear wing can be removed for hard racing. This is quite difficult to do as, during manufacture, the paint has dried with the wing in situ and a hard tug is required to break it free. I would have only risked this much force on the review model and not the one in my collection!



Onto the Test Bench

So onto the Kelvin Light Test bench to see how everything is working. The motor spins up smoothly and there is good conductivity from the rails through the guides and wires to the motor. So far so good, but all is not so sweet at the back end as there is a strange noise coming from the rear axle. The great thing about the test bench is that you can wind the voltage right down so everything turns slowly enough for you to see what is happening. The offside rear wheel is spinning beautifully with no eccentricity and a very round tyre. The nearside wheel isn't. There doesn't seem to be anything I can do about this and at full voltage the car still sits squarely on the rollers without hopping about. I suspect serious racers on a track with a large straight would want to correct this problem. One for the Hornby QA team to look at.

The lights at the front are very white and there is no bleeding through the plastic around them or the red rear lights.

Onto the Track

With the magnet in place the Chaparral goes like a rocket. On a small figure of eight circuit straight out of a set box (C1210 Super Street Racers to be precise) it just rushes around on a constant throttle until it flies off when the speed gets too fast. On such a small circuit it is too quick to gain any impression of handling whatsoever.

Without magnet it is a lot more fun with very little grip in the rear tyres. Nice tail slides can be managed on the inside lane of corners but the outside lane is undrivable without borders to make the track wider. Only minimal speed can be managed around a R2 curve. Home users on Sport Track just won't want to do this!

Conclusion

A very nice model from a collector's perspective which fits in nicely with the Ford GTs and Ferrari P4s. The real car has the beauty of neither but is a significant racing car in its own right and I am sure the model will be proving popular in the USA.



Running the car has been a real eye opener for me as my cars always go un-tried into a display cabinet and I am more concerned with how to display them to their best.

I would imagine my comments are true of almost all current Scalextric cars – they are too fast on a small circuit straight out of a set with magnet and more or less undrivable without. Surely smaller magnets and grippier tyres would be more fun? ■



Porsche RS Spyder LMP2 (Type 9R6) C2812

By Andy Perry

Since the withdrawal of the 911 GT1 at the end of the 1998 season Porsche were absent from the highest level of Le Mans type sports car racing. No doubt many racing fans were very happy when this legendary name announced their return after nearly seven years to the Prototype Class with the RS Spyder. Rather than entering their own factory team, Porsche took the option of providing full factory support to the DHL sponsored Penske Racing Team that is currently campaigning in the American Le Mans Series. Painted bright yellow with a smattering of red, the RS Spyder is certainly noticeable and helps it to stand out amongst the crowd.

Running in the less powerful LMP2 class and powered by a 3.4L V8 producing some 500+bhp, the RS Spyder made its class winning debut at the final race of the 2005 season at Laguna Seca where it finished 5th overall. Continual development of the RS Spyder has

seen it emerge as a serious rival to the more powerful Audi LMP1, which is currently powered by a 5.5L Diesel Turbo V12. On the tighter circuits where handling and agility plays a significant factor, Porsche have been able to give Audi a serious run for their money. The RS Spyder not only dominated its own class during the 2006 and 2007 seasons, but also achieved several outright victories against LMP1 cars during 2007. Porsche have always produced cars that can punch far above their weight and the RS Spyder is continuing that fine tradition.

Sadly, for those living in Europe the RS Spyder has not travelled across the Atlantic and we have been deprived of seeing this car in action at the prestigious Le Mans 24-hour race. However, the Danish Team Essex has recently announced they plan to participate in the 2008 Le Mans race. Fingers crossed it will be there and hopefully the RS Spyder can pull off another victory.



The Slot Car

Like most modern Scalextric cars the Porsche comes Digital Plug Ready, so good news for those with digital set-ups. The Porsche is nicely presented in the new style flip top box which has begun to grow on me; they do stack nicely and securely with other boxes of this type when the cars are not in use.

Painted an eye catching bright yellow and based upon the #6 DHL car, it does look like a high performance delivery vehicle. However, the finish and exterior detailing is excellent and up to the standard which is now expected from Scalextric. The quality of the tampon printing is also first class; the sponsor logos, names and numbers are all very sharp and clear. The cockpit detail though is minimal and I have been told that the driver's racing suit is the wrong colour. The wing mirrors are made of a flexible rubber and the rear spoiler also has plenty of flex, hopefully this will mean it will not break off too easily following high-speed crashes. My only real gripe about the presentation of the car is the large gap between the rear wheels and the wheel arches, which is very noticeable.

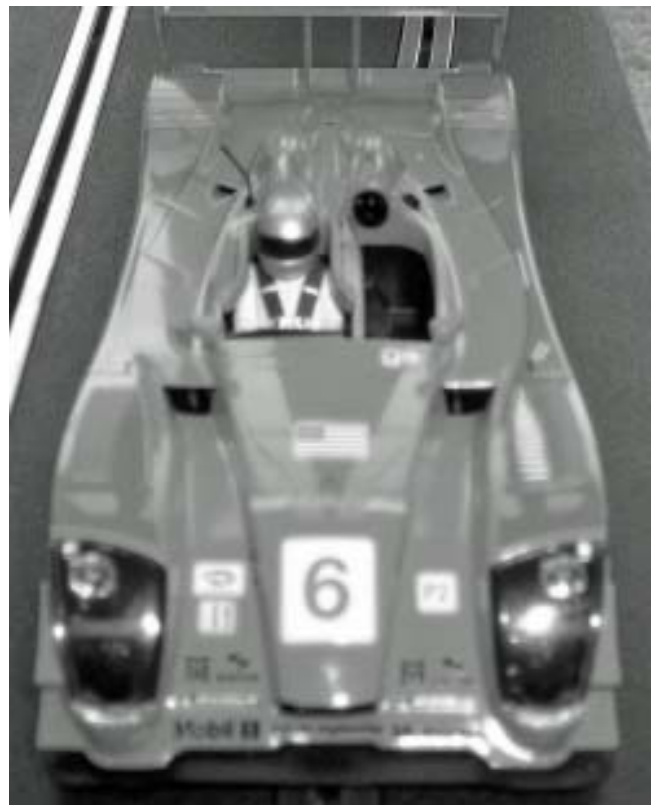
Six screws secure the body to the chassis and, upon removal, reveal familiar Scalextric internals; the driver is actually attached to the body shell. The bar type magnet is fitted just behind the in-line Mabuchi motor and an assortment of wires provide power to the braids, DPR plug and lights.

The Scalextric Sport Track

I reassemble the Porsche and put the power through the motor for the first time which spins nicely. However, I do notice the amount of light bleed that comes through the body, especially at the rear which is totally illuminated in a red glow. Though for me this is not an issue, for some it may be. A lick of black paint inside the body could help remedy this.

My Sport set up has a good combination of curves and straights that will hopefully provide a good workout for the Porsche. I am expecting fast lap times due to the long wheelbase, wide stance, powerful magnet and low centre of gravity.

As predicted this car is fast, I am running practically flat out and lapping at times around the two-second mark, and this is on a fairly good-sized track. When the laws of physics do eventually get the better of the magnet the Porsche then flies off the track and usually into the nearest solid obstacle!! Though I am not a big fan of powerful magnets and even less a fan of the Sport track surface I can see the appeal of this sort of performance especially when racing. I was consistently able to complete 30 or 40 laps at high speed and when racing against friends with cars of a similar performance I have to admit it is great fun. This is part of the appeal of modern Scalextric cars, not only do they look good but straight out of the box they perform extremely well on the Sport track.



The Routed Track

To test the car further, fortunately a friend has a routed permanent wooden track in his garage. This excellent layout has a mix of bends, hairpins, chicanes, bumps and straights; the magnet is now redundant, so time to see how good the Porsche really is.

During the first few laps it was really struggling for grip, the hard compound tyres were doing the Porsche no favours. Down the →

back straight the wheels practically spun the whole length and through the bends the tail slid wildly like an out of control pendulum, in extreme cases the guide blade would reach the limit of its travel and the Porsche would become stuck. I sand the wheels down and give them a light rub with some tyre conditioner and the handling is immediately transformed. Now I am able to apply the power the car proves to be no slouch, straight-line performance is certainly adequate and even under hard acceleration the guide remains planted firmly in the slot. It has good breaking and the handling has benefited considerably from the attention I have given the tyres. I am now able to push the Porsche harder and faster through the bends, there is plenty of feedback from the car and I am able to slide the tail through the bends. When I do reach the very limit of grip the tail snaps out of line and the car spins in quite a dramatic fashion.

Overall, this is a very good car and certainly fares well against the Peugeot 908 and Audi LMP that I have been able to race recently. The Porsche does have flaws but for a lot of buyers these will not be an issue. With regard to the light bleed this has been a common problem with slot cars with lights for as long as I can remember.

On the Sport track the Porsche is very fast and will certainly provide plenty of flat out fun for most home racers. With just the minimum of basic tuning I was also was able to produce fast and consistent lap times on the routed track. Though not as quick as the Slot.It Group C cars the Porsche certainly was not a fish out of water on the wooden surface. No doubt with a little extra weight in the nose and some better tyres it would perform even better.

With regard to the reliability and build quality the Porsche is very good. I was able to run the car straight from the box with no mishaps or problems. When the car crashed at high speed, there were no breakages or drama, I put it back on the track and off I went again for more high speed running.

In conclusion - a car I enjoyed testing and I would recommend especially for those who are fans of LMP racing or anything Porsche. ■



Swaton Raceway Closure

By Jason Wright

Fellow members - as director of Swaton Raceway Ltd it is with great sadness I would like to officially announce the closure of this business as of the date 30th January 2008. I hasten to add that we are not going bust and doing a runner - the closure has been announced on our web site, creditors have been paid and nobody has been left in the lurch with regards to orders, refunds etc.

I and my wife Jenny would like to thank all our loyal customers old and new for their support over the years in which we established our business on the grounds of service, and above all friendship. We have, over the years, enjoyed the highs and lows of the slot car world and in turn made many lasting friendships.

Our decision to move onto pastures greener has been a difficult and painful step. I have enjoyed every minute of interaction in the industry and can only express sadness at the way that market prices have continually changed for the worse over the past couple of years affecting our decision to move on. It is this pressure that has ultimately led to this action.

We do not wish to hypothesise over the future of the slot car industry and particularly independents but below are points worth considering:

Power of eBay

For those reading this article if you are in any type of business, especially small independents, I'm sure you will agree that the future is looking bleak. I am not alone in voicing considerable worries at the increasing power of auction sites such as eBay in becoming an authority wielding demi-god intent on success at any cost and monopolising the way people buy. Its methods of control are devious and exploitive yet always sugar coated. The devil in disguise perhaps? Although such sites offer huge cost savings to customers the damage to the genuine small business is immense, even those apparently doing well with eBay shops are more than likely

running at break-even or a loss. Now that eBay is linked in so closely with Paypal and Google the pressure to conform to them is immense. Some will shout progress! – I say near abject subjection and control. Am I right?

Model Shops

Across the UK model shops are closing everywhere and even those who have invested in expensive web sites to offset loss of sales through retail outlets can never compete with the endless worldwide power of eBay. Local councils do not help with extortionate business rates. I can see no solution. While dealers and others are willing to use eBay to dump stock the negative effects will continue. In this respect all retail goods markets are affected especially once specialist areas, for example the antique industry has been crippled by on-line selling via auctions. To prove the effects of eBay you only have to listen to conversations at various swapmeets or toyfairs, invariably the dreaded word eBay surfaces and is normally linked to despair at ludicrously low retail prices, certainly more so than with positive speech. The other effect is less and less members of the NSCC or toyfair regulars bothering to make the effort to support such events. Buyers can source the product they are after via eBay or a web site, quickly and often at a low price. I do not know the answer to this debilitating trend to stay at home!

Unscrupulous Manufacturers

I will not pick on any one slot car manufacturer as all to a greater or lesser degree carry out these perfidious sales techniques. That is to basically screw the independents by offering larger conglomerates such as Argos etc... goods that are sold to the public at trade price while the independents (which are the heart and soul of the hobby, helping to keep the slot industry alive at club level and with after sales backup) are simply not supported in their efforts. In addition to no "level playing field" the unscrupulous ⇒

manufacturers churn out excessive amounts of “the same car” or run after run of different liveries of “the same car” and, in the end, a huge dumping of surplus stock occurs. Generally this dumped stock is not shared equally between dealers or even offered to dealers but is sent wherever is convenient for the manufacturer/distributor, normally to only one or two bulk buyers. Even when surplus stock is dumped overseas to avoid aggravation it still reaches our shores again via European dealers and eBay. Such acts have a devaluing affect on RRP and now perhaps are part of an endless unbreakable cycle. Understandably businesses exists to make money, but at what cost? Number crunching by the powers that be is faceless and entertains no compassion, so will the power wielding super-stores prevail? Will all genuine independents disappear? We will wait and see!

The “Chameleon” dealer

In all sectors of business there exists an element of dealers who actually simply dabble in a particular industry while having a regular financial income from another source. This of itself is nothing to shout about and indeed everyone likes to make a buck or two on the side. However, a dangerous trend is surfacing - in the past manufacturers/distributors dealt only with bonafide establishments such as high street shops, and those who could prove that they were genuinely full time retailers. In this way slot cars came onto the market via these outlets and generally prices held firm. However with the advent of the internet, worldwide competition and, in particular, eBay as high-lighted above, high street shops are closing. This puts pressure on manufacturers/distributors to lower their standards and allow the “Chameleon” dealers to have a bite of the apple. That means that no specific proof need be given to show that a person is actually a bonafide business other than maybe a web site which, in today’s world, any “Joe Bloggs” can set up. Hence suddenly huge amounts of stock are being channelled through part-time dabblers – I use the term “Chameleon” as these type of dealers can change easily to suit their surroundings and

circumstances regardless of the effect on others and the market prices. Therefore part time dealers can simply dump the stock at cost or less on the internet or via eBay so as to pay their 30 day invoice! They do so often with the very latest releases. They can afford to make such losses as they are not dependent on the income from sales – it is just a sideline.

The results are fine for the manufacturers/distributors as they continue to sell cars, fine for the buyers as they get cars at trade or less, but absolutely dire for anyone trying to earn a living as the RRP prices become so reduced and the profit margin so miniscule (often only £1 per car) it is hardly worth the effort. Increasing turnover is an option, but one that tends to create so much more work it negates any additional profits made. The final and perhaps the most frustrating “Chameleon” is the fraudster, the man who hides behind a true business (often a different one) and manipulates prices by using black imports and VAT loop-holes in order to sell to the public at trade, to the detriment of the taxpayer and genuine dealer.

The Buyers

Currently it is indeed a buyers market - slot cars selling at trade and less most of the time. Once upon a time people placed pre-orders to ensure they got that special car. Now the experienced slot car buffs tend to wait. In the past many have paid full RRP prices only to find six months later they could pick up the same car half price as surplus stock is dumped. Fly and Revell are two good examples of extreme price fluctuations.

Many buyers I have spoken to would not pay more than £20 for even the latest slot car, while the actual trade price is often more than that to the dealer! When talking to other genuine dealers many have decided to stock much less and wait to see how the market evolves. These cut backs by most independents will have the knock-on effect of reducing the amount of new cars in circulation. Perhaps this lack of availability will firm up the prices. “Wait for the storm to pass” is an expression I have heard, but I fear it is not a storm but climate change that is being experienced.



It may well be a forlorn hope that things will improve while the “Chameleon” dealers exist, stock is dumped and black imports continue pouring into the UK all supported by eBay auctions.

The Solution?

Business, no matter what you are in, has always had its ups and downs. However in the year 2008, the internet and auction sites are an unknown quantity. These near living entities are beginning to mould our thinking, perception and in particular the way we buy. The increasing dependence on such methods of purchase may well be like the cute looking doggy that when it's had its fill turns around and bites the hand that feeds it. Although genuine business competition is advantageous, the points highlighted above must be addressed in order for independents to survive. I would suggest to all manufacturers and distributors that they do not give accounts to anyone without a VAT number. In that way a huge amount of part-timers could be removed from the equation and help firm up prices.

However bitterness can be an all consuming adversary. The points above are not meant to come across negatively but are rather an honest observation and summation of the current market. Constructive criticism when applied is positive.

In our case we would simply like to reflect on our achievements, hope that those we rubbed shoulders with have been happy with our efforts, apologise to those we may have offended by human errors and now look forward to a new challenge.

Please remember that if you live in the South Lincolnshire area we still run our small club and race every Wednesday evening through the winter. Details can be obtained from; <http://groups.google.com/group/SLSC>

Once again a big **Thank you** to everyone, all the very best to those still keeping the slot car market alive. I pray better times are afoot for you and look forward to seeing you on the other side of the fence at swapmeets! ■

Members Adverts - Again

By Paul Strange

Further to Graham Pritchard's comments about members adverts in the January issue, I also hope that more members will be encouraged to advertise again in our Journal.

Ebay is useful, but I've had a few instances where the car hasn't been up to it, the seller has not appreciated how important condition is and the car has been incorrectly described. Not only that, but some eBay sellers do not appreciate how delicate Scalextric cars are to send through the post, and some damage can occur. Dealing with NSCC members is a more reliable way of getting the car that you want, in the right condition, sent well packaged through the post, and with no problems about a refund if you're unhappy with the car. And, as our editor has said, once you factor in eBay charges and Paypal fees, if you have a number of low-priced cars to sell, the Journal is definitely a better way to go.

I ran a classified ad last year, listing about 30 inexpensive cars. From that ad, I sold about eight of them. Considering their low value and what it would have cost me on eBay to sell the cars, I was very satisfied. Not only that, but I had some interesting phone chats with fellow members making enquiries about the cars.

I'm re-advertising some of the cars in this issue, with a price drop, and discount for three or more items. I hope more members will take up Graham's lead and will advertise again in the Journal. It really is a terrific way to sell cars, especially less valuable items. ■

Graham's piece must have had some effect - two pages of ads this issue, unheard of in recent times! The other side of the equation is that people need to buy from them as well - then perhaps the members ads will return to their former glory.

Brian