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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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## A Happy New Year

To all members, a new year is with us, important changes of committee members has now happened. A change of editor, treasurer and membership secretary, though the last two were done by one man.

A BIG thank you must go to Brian Rogers our stalwart editor for the last nine years, what a tremendous job he has done - steering the magazine forwards to the quality Journal it has become. He has made it a hard act to follow, but I will give it my best, but please be patient, this is a venture that I have never done before.

Another BIG thank you must go to Bob Bott, probably the longest serving committee member since the inception of the club. He already had one post on the club and when by default another became vacant and no-one else to fill it, Bob unselfishly, and with loyalty to the club took it on, a post he has maintained for the last seventeen years. He too, has steered the club from pence in the account to pounds, giving us the healthy bank balance that we now have.

The new treasurer is Shaun Bennett who most of you know and Andy Smith is our new membership secretary. Commiserations to the other candidates, the results show it was a close run contest.

By now the first swapmeet will have occurred at Swindon, a fine venue. If you have never been to a "swap" or if you are a regular, try and bring a non-member with you if possible. We need more members all the time. Competition wise do not worry, I have two very able chickens, Monkee and Davey to make appropriate selections.

Finishing now, but please not too many letters "come back Brian all is forgiven". We have about 52 pages and we need articles to fill them, so caps on and add to YOUR magazine.

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Paul





Dear Paul,

Re the October article about the Cox Ford GT - some further comments. Firstly, my comments are meant to be helpful and factual as I do not know how much of the article, especially when applied to the real original cars 1:1, got lost in translation. So apologises in advance to Pierre. I will try and summarise my comments as I know you have limited space.

The name "GT40" really only applies to the production line cars starting with the production run GT40/P1000. Funnily enough GT40/P1001 was the first car completed. The first public outing of the true GT40 with the definitive nose was GT40 P1006 in May 1965 at Le Mans. So all cars from the GT101 to GT112 were officially called Ford GTs!

There is no such thing as a MK1, only in hindsight! This also applies to the name "GT40" being used for pre production cars!

Ford's development of the big block Ford GT begun in 1965 with work on spare chassis GT106 and GT107 fitted with 7 litre engines. These were experimental long bonneted cars built at Kal Krafts. They were not named MKIIs at that time and it was after the 1965 Le Mans which both ran in that the MKII project was given the go ahead.

On page 38 of the article it mentions the white and blue colour scheme being Shelby's trade mark. True, but the 1963-1965 Ford GTs colour scheme of those colours were not Ford's or Shelby's but the international racing colours of the USA; like the Cunningham entries mentioned before. GT103, the 1965 Daytona

winner was a small block Ford GT. It was painted in Shelby's 1965 colours - guardsman blue with white stripes. It was not a MKII in any shape or form especially not the first version of it. All MKIIs had seven litre engines and the 1966 cars had a single Holley carb on the engine not stacks of Webers! The Cox Ford GT is a more accurate model allowing for the wrongly executed side window of the 1964 Nuremberg number 140 and the Le Mans 10,11 and 12 entries since this was the only two times they had to fit the double headlights/ driving lights for these two day/night races. Of course, due to the slot cars guide the spoilers and under bonnet lights could not be included. The 1965 (GT103) Daytona winner had a complete different nose shape with single headlights. Also different top nose vent shapes.

The real winner of the 1966 Daytona was not chassis GT40/P1013 as stated, but GT40/P1015. This was also the light blue Miles/Hulme Ford MKII that finished second in the 1966 Le Mans dead heat.

The 1/25<sup>th</sup> K&B Ford GT was based on the 1963 pre-prototype wooden buck which had an enclosed vented cover over the Colletti gearbox. It never appeared as a built up car in this form.

I feel the plans in Model Cars mentioned might not be 100% accurate although the Ford GT had many major changes to its shape, especially its front from FAV 1964 shovel nose to Shelby's 1965 nose to 1965 Rob Walkers Le Mans P1004 and finally the 1965 GT40/P1006 FAV definitive nose. The Model Cars MKII plans look quite accurate except for the humps that the Le Mans MKIIs acquired over their wheel wells after bottoming at Daytona.



If you assume that the Fujimi MKII is a completely accurate model of the MKII why would you think that its screen would fit the Cox Ford GT? Why was not the tail modified? A true MKII had no integrated spoiler. The spoiler being a flat plate attached to the tail. As for the row of vents along the top of the roof before the rear window they only appear on the first 15 cars including pre production; so the MKII would not have this feature.

My feelings are that the Cox MKII never got off the ground for the following reasons:

- 1) Cost of making and modifying a hard bodied mould
- 2) The subject was out of date by the time the slot car would have been produced. In 1:1 Ford itself thought it was still Anglo/American with New Zealand drivers! Which is why the 1967 Le Mans winning J car/MKIV was built.
- 3) The Chaparral 2D was an all American car which had won at Nurburgring in 1966. This is the model that went ahead.
- 4) Vacformed bodies were taking over from hard bodies
- 5) A better hard body might have been the all American 1967 Le Mans winning MKIV. However it only raced twice so less versions could be made from it!
- 6) The start of the decline in commercial slot racing.

Yours Sincerely  
Allan Feldman

The latest edition of Roger's book arrived for review recently so I have spent a pleasant hour or two browsing through it over Christmas. The 6th edition was titled "Scalextric, The Definitive Guide" whereas this one is "Scalextric, The Ultimate Guide" so I wonder what the 8th edition will be called in five years' time - "Scalextric, The Answer To Life, The Universe And Everything" perhaps!

## First Impressions

This 7th edition is radically different to all the previous ones - over the years each successive version has basically been an update of the previous one, with more pictures and the odd extra chapter, but this is virtually a completely new book. Very little of the original text remains and there is a large amount of additional information with many new photos.

It has also grown in size - the 6th edition contained 256 A4 pages whereas this has 360 and is in the larger 'coffee table' format. In fact it is nearly as heavy as the Exin book I reviewed last month and this is naturally reflected in the list price of £35 although Amazon currently have it on offer at £24.50.

## So what's different then?

Just about everything - one chapter has been removed (Scalex boats, which didn't really fit anyway) and six added; Police cars, Japanese 'Takara' cars, 'SuperSlot' cars and sets, USA/Canadian cars and sets, Argentinian cars and sets and Jump Jockey/horse racing. In addition, the section on Spanish cars has been split in two with the second part devoted to an in-depth look at the SRS, STS and TT vehicles.

Almost every other chapter has been re-written with a good deal of extra information and pictures included. I particularly enjoyed reading about the life of Fred Francis - a very interesting man with far more on his CV than the invention of our favourite toy!

## "Scalextric The Ultimate Guide - 7th Edition" Reviewed by Brian Rogers



The chapter about the (alleged!) Scalextric Argentinian factory is also well worth a read - amazing how the Scalextric brand name was so well known during the 60s that it was even hijacked by local producers on the other side of the world.

A large number of new cars have been added to the Scalextric range since the last edition was published some four years ago and these have all been added to the relevant listings. The chapter on rare cars and colours has also been expanded and now includes all the NSCC cars, the 'Range Presentation' models, the various Retailer specials and an even larger selection of strange colours. No publication of this sort can ever be totally complete or free from errors so Roger would, as usual, like to hear from anybody who spots a mistake or can add some new information.

## Buy It?

Yes! Without doubt this is a must have for any Scalextric collector whether you own one of the previous editions or not. It is definitely the best one so far and it is difficult to see how it could be improved. Perhaps, in five year's time when the 8th edition is published, we will discover that the answer was 42 all the time! ■

BY **ROB SMITH**

# MESSAGES

## FROM MARGATE



As usual it seems that most of the year's Scalextric releases came in the last few days before Christmas. They were probably even too late to make the Christmas shopping last minute panic. However, this last minute deluge included several brand new cars and some great reliveries. Some 2008 releases have been pushed back into 2009 and should be arriving in the shops in January and February.

In an unprecedented move Hornby shared details of the 2009 range with me quite early in December and this has enabled us to get the information to press much earlier than usual. The 2009 range is smaller than for 2008 but still includes plenty of new cars to look forward to.

**C2952 2008 Team Vodafone Ford BF Falcon Jamie Whincup, C2953 2008 Ford Performance Racing Ford BF Falcon Mark Winterbottom and C2954 2007 Toll HSV Dealer Team Garth Tander**



Arriving on Christmas Eve the latest Australian V8s have rounded off 2008 nicely. There are two Ford BF Falcons and a Holden VE Commodore. These Australian exclusives are fabulously decorated with highly detailed liveries as usual. However, they have no interiors which always seems a shame. They are not DPR yet either. C2953 is the best livery finished in a beautiful metallic blue and white. C2952, the other Falcon is in the silver and red Vodafone colours and looks like a giant McLaren! The Holden C2954 is in the orange and black colours seen before with the snarling lions head on the sides.

### **C2869 Fiat Cinquecento Yellow**

A new super resistant car is the Fiat Cinquecento. Finished in bright yellow with a black chequered roof it looks quite good. It is DPR and apart from the vulnerable wing mirrors it should be fun to race and resistant to most accident damage. ➡



### **C2905 Audi R10 TDi Power No 7**

The Audi R10s look great and are very fast on the track. This is the #7 car and has the yellow airboxes to distinguish it from the #8 version already released with red airboxes. It was driven by Capello, Kristiansen and McNish.

### **C2888 Rehagen Racing Ford Mustang FR 500C**

This second release of the Mustang FR 500C is in the bright orange colours of the Roush Performance parts sponsored Rehagen Racing team. Unlike the BTCC BMW this has a glossy paint finish and looks much better for it. Although the interior is also orange it has a black dash top which, again, somehow works better.

### **C2909 Porsche RS Spyder Porsche Engineering No 6**

For an LMP car this livery is very plain as it is white with just a few sponsors' decals on the side. Fortunately the white paint is superbly applied and it looks great.

### **C2918 Chaparral 2F No4**

One of the problems with many classic racing cars is that there are very few racing liveries to use. So this Chaparral is also white but with racing #4 and a big black P behind the front wheels.

### **C2929A Maserati 250F Tinplate Car**

Following on from the tinplate Ferrari last year we now have a tinplate Maserati. This is the same as C2551 but with a tinplate body top on the plastic chassis. The Maserati hasn't worked as well as the Ferrari and the vents on the bonnet and tail don't look anywhere near as good as their crisp plastic counterparts. Disappointingly the red paint on my car has orange peel finish and the windscreen doesn't fit too well. My advice to Hornby is not to bother with tinplate and stick to the superb new models available with the latest design and injection moulding technologies.



## **C2930 Aston Martin DBS and C2963 Alfa Romeo 159**

Following on from the success of the latest James Bond film, 'Quantum of Solace', Hornby have jumped aboard the bandwagon to produce a couple of James Bond sets. The first is a Sport Twinpack in display box C2922A James Bond 007. This is a limited edition of 5007 (what a strange number!). It contains two fully detailed cars - Aston Martin DBS and Alfa Romeo 159.

Then there are C1220 James Bond 007 – analogue set and C1222 – digital set. Both sets contain the Aston Martin DBS and Alfa Romeo 159, the only difference being the fitment of the DPR chips in the digital set. Rather strangely these cars have no interiors although they are not super-resistant.

In fact, the bodies are beautifully detailed and painted as we would expect these days. They have wing mirrors, lights and grilles and lots of bits to break off in hard racing.

The Aston Martin DBS is painted in a deep metallic grey colour and has great detail around the front grilles and air intakes. The side air vents are very nicely done as are the rear lights and exhausts. The only external differences between the detailed and set cars are etched metal grilles on the bonnet rather than printed ones and the Limited Edition plaque on the chassis. The interior of the Aston is very nice with a very well detailed and printed centre console and switchgear.

The Alfa Romeo 159 is plainer, especially being black with blacked out windows. The best parts of the detailing are the front lights which look wonderful. The only external difference between the detailed and set cars is the Limited Edition plaque on the chassis. Again, the Alfa has a well detailed interior but lacks the baddy with machine gun who did so much damage to the Aston in the film.

Both cars are rear driven via a sidewinder motor. Both also have great new wheels and it is good to see that no expense is being spared in detailing wheels properly these days.

## **C2898 Peugeot 908 HDi FAP 2007 Test Car**

This brand new LMP car looks superb. It is finished in the matt black of the 2007 test car and the paint finish is flawless. The moulding detail is excellent with really fine panel gaps and louvres over the wheels. The print detail is minimal but very crisply printed in white. The chassis shows detailing we haven't seen before - there is some venturi work to the rear, the DPR chip mounting is in a slightly raised housing and the chassis slides slope gently outwards from the low centre. This car is going to be very fast!

## **C2913 Ford Lotus Cortina No71 Jim Clark**

Another new mould is the classic Ford Lotus Cortina, finished in white with green flashes. Down the green flash runs an extremely fine yellow line with Team Lotus on the doors. On the rear wing is the tiniest Lotus badge that is perfectly printed. The wheels are very good too although the tyres look slightly slab sided. The headlamp lenses even have the fine tape to stop the glass falling out if they break!



## **C2877 Range Rover HM Coastguard**

A coastguard livery is a strange choice for a model racing car manufacturer but it is another good excuse for a Range Rover complete with sirens and flashing lights. The livery is an attractive dark blue with a yellow roof. This is not a drift version of the Range Rover. =>

### **C2920 Ford Escort RS 1600 No 1**

Hornby's classic range continues to grow and the Mk1 Escort has been a popular addition. This version is the old gold #1 version of Roger Clark.



### **C2892 Chevrolet Impala SS Casey Mears #5 and C2893 Chevrolet Impala SS Jeff Gordon #24**

The Chevrolet Nascar C2893 is finished in the beautiful metallic blue and orange Dupont livery of Jeff Gordon.

The sixth, and final Nascar for 2008, is the Impala of Casey Mears. In my opinion it has the best livery too. The car is metallic blue with red and yellow decoration and a large image of Tony the Tiger from Frosties on the bonnet. Nascars always have a lot of detailed printing and there are many tiny sponsors' logos on the front wings that you need a magnifying glass to see them all.

### **C2883 Ford Focus RS WRC Stobart No7**

Rally cars do not feature highly in the Scalextric range and so a new one is always welcome. This is the third Focus release and is predominantly white with blue and green Stobart livery as driven by the Frenchman Galli in the WRC. The Scalextric Focus has a front mounted sidewinder motor driving the front wheels directly and the rears via a rubber band giving realistic track handling.



### **C2865 McLaren MP4-21 Lewis Hamilton No.22 and C2866 McLaren MP4-21 Heikki Kovalainen**

The two new McLarens of championship winning Lewis Hamilton and his teammate Heikki Kovalainen have joined the Scalextric grid. However, these are almost exactly the same as last year's cars with just a change to the racing numbers and some very small changes to the sponsors' logos.

One important change though is to the chassis as this now DPR. The front piece of the floorpan is now a removable plate retained by a single screw. Removing this screw releases the plate and reveals the same white plug that we see in the DPR saloons. To fit the digital chip simply remove the plug from the plate and connect it to the digital chip and screw the new chip back into place - easy! The single seater digital chips should be available very soon.

### **A50008 Vodafone McLaren Mercedes**

The success of the Santander TV advert had the phone lines to Hornby glowing white hot with enquiries about where to buy the Lewis Hamilton kit. Hornby have responded by releasing the kit just in time for Christmas under their Airfix brand.

Of course, it is the Scalextric car, fully painted and just requiring assembly with a few screws in the chassis. The chassis is new and carries no magnet, guide or motor mountings. The back axle does run in the normal bearings. It even comes with an old Scalextric black base



to sit it on although no screw to mount it. The equivalent Scalextric car is C2865, released just a few weeks ago but it does have the fully decorated helmet of Lewis Hamilton. We first saw this helmet on the 2008 Scalextric Club car. This is the old MP4-21 car decorated in a 2008 like livery.

This is unlike the Airfix kits of my youth as it should be plain grey and should have no pre-assembled parts (like the front axle and the winglets on the body) and have a fully annotated instruction sheet explaining what each part actually is and how it all fits together rather than a pictogram on the box. Please Hornby - Scalextric kits would be great!

## Pictures

You can see high resolution images of all the new cars on my website at:

[www.slotraccoon.co.uk/news.aspx](http://www.slotraccoon.co.uk/news.aspx) and pictures of all of the 2008 releases at:

[www.slotraccoon.co.uk/web\\_pages/2008.aspx](http://www.slotraccoon.co.uk/web_pages/2008.aspx)

## The 2009 Range

As you might expect there are reliveries of many of our favourite cars including the big GTs from Aston Martin (Jet Alliance), Maserati (in the championship winning Vitaphone livery), Dodge (GS Motorsport) and Ferrari F430 (Ecurie Ecosse). A new GT car is the GT3 Jaguar XKR. The Ford GT has been updated to include a rear wing and a full racing livery.

The James Bond cars see new versions as a road going Aston Martin DBS and an Italian Military Police Alfa Romeo 159.

In LMP there is the 2008 Le Mans winning GT2 Porsche RS Spyder in white and purple and the 2009 Peugeot 908 which may or may not win this year.

New F1 cars from McLaren and Renault are supposed to be the 2009 cars and it will be interesting to see if Hornby update the moulds to represent the new shapes for this year.

There are new classic Grand Prix cars in a Nigel Mansell v Ayrton Senna Williams and McLaren battle from 1992 limited edition



**Prototype Ferrari 308 GTB**

twinpack. It will be interesting to compare these with the original releases! The Lotus Cortina and MkI Escort of Alan Mann are celebrated in another limited edition twin pack with both cars finished in his famous red and gold liveries. 50 years of the classic Mini are celebrated with a special edition too with an 850cc road car in white.

For classic Le Mans fans there are reliveries of the GT40, Ferrari P4 and Chaparral and they are joined by Ferrari 250 GTO. The Mercedes 300SLR is heavily modified as the 1955 Le Mans version to include the innovative air brake which rose from the body work when required.

A strange choice for a classic rally car is the Ferrari 308 GTB in full Group B rally livery. Another strange choice is the Australian Holden Torana touring car which I am sure will be popular in Australia but is largely unknown in Europe.

There are also new versions of the Eagle Weslake, Lotus 49 and Ferrari 156 (which gains new air box detail). However the Formula SuperSlot Gold Leaf Lotus 49 is not in the range. Time to find one on eBay!

The new super-resistant model is the Nissan GT-R with both standard and drift chassis. Racing versions of the super-resistant Ferrari and Lamborghini both gain rear wings too.

The new catalogue follows recent trends and features photos of the real car if it is new, or the Scalextric version in a pseudo real photo pose. It works well and the catalogue looks good. ■



The start of another year with the promise of more great Ninco slot cars for racing and collecting. Innovation has always been a key word for Ninco and the Nuremberg Toy Fair next month is sure to bring some exciting news and announcements about current developments from the Ninco camp.

Last year brought about no less than seven totally new body styles, many of which immediately made their mark in competition racing. As with previous years, the most popular category was the GT class with some stunning and truly quick race cars. Next would be the Rally/Raid class, closely followed by some beautiful Classics. *So this got me thinking... if an award ceremony was held to review the releases from the past year, I reckon it would go something like this:-*

### Best GT Race Car

A hotly contested category, with two completely new cars - the Lamborghini Gallardo & the Lexus SC430 - entering a class of well established thoroughbreds such as the Mosler and Porsche 997. Judging by the amount of this type of car competing in the UK qualifying rounds of the Ninco World Cup and the out-of-the-box speed helped by a lightweight interior and ProRace parts, the winner is awarded to the Mosler MT900R "LeyJun".

### Best Rally Car

Recent years have seen some great developments of the Rally class with the introduction of interchangeable ProShock suspension and the choice of either two- or four-



wheel drive. One of my personal all-time favourites in this class is the Peugeot 307 and I was disappointed not to see any of these released over the past twelve months. Two contenders for the top spot included cars more at home on the GT circuit and were not fitted with either suspension or 4WD. These were of course the Porsche 997 “Entrecanales” and the Ferrari 360 “Piedrafita”. Although the formidable Ford Focus is a great handling car, this year’s winner goes to the same car as the full size WRC 2008 winner... The Citroën C4 “Swedish Rally”.

### **Best Classic Car**

The 2008 catalogue only featured two versions of the Porsche 550 Spyder under the Classic heading. However, last year also included a Porsche 934 “Martini”, Jaguar XK120 “Ecosse” and a Cobra “Thames Ditton” in this class, each having their own individual appeal but all of them featuring beautifully finished, high-gloss paintwork. For sheer originality, the best classic car of 2008 just has to be the Porsche 550 Spyder “James Dean”.

### **Best Raid Car**

Some real “big boys” have taken over the Raid category over the past couple of years most notably with the largest of all Ninco cars (*and most full-size cars!*) the Hummer. The “Gulf” livery Hummer H2 is a real eye-catcher but for all-round performance and handling in this class, the title goes to yet another all-new-vehicle... the Bowler Nemesis “Test Car”.

### **Best Newcomer**

With seven complete new cars to choose from, arriving at an outright winner for this category is perhaps the hardest decision to make. Although they all deserve to win, the most recent newcomer brings with it the chance for many young and novice racers to acquire an understanding of how slot-cars work. The “Ninco1” range allows such skills to be developed as experience is gained. Therefore the Best Newcomer of 2008 is the Chevrolet Ultra WTCC “Blue”. ➔➔





### **Best International Event**

No contest with this one... Last year finally saw the Ninco World Cup held in the UK. The event was superbly organised and held at a venue which, I believe has set a new benchmark for future NWC events. With competitors quite literally from around the globe, the Best International Event of 2008 is without doubt the Ninco World Cup!

On to some special awards now...

### **Lifetime Achievement Award**

Founded in 1993, Ninco celebrated its 15<sup>th</sup> anniversary at the end of last year. To mark this, two special edition cars were produced based on previously unreleased Minardi cars from the 1999 Formula 1 season. The No.21 car is available for general purchase but the rarer No.20 car can only be sought via the Ninco website available exclusively to Club Ninco members. So, dedicated to anyone who has seemingly waited a *lifetime* for the *achievement* of adding these cars to their collection, the award goes to the Minardi "No.20".

### **Creativity Award**

A number of "livery" competitions are run by retailers and clubs but 2008 saw two competitions linked to the same event... the Ninco World Cup. Apart from each competing team designing & painting their Acura race car,

an open competition was announced by Ninco to design a livery for a special edition Lamborghini Gallardo commemorating the fourth Ninco World Cup. The standard of entry was extremely high but eventually a winner was chosen. As well as having a unique livery, the car is a "Lightened" version complete with ProRace wheels. As certain criteria had to be met such as including various logos, the Creativity Award goes to the Lamborghini Gallardo "NWC'08".

### **Innovation Award**

As stated above, innovation is core to Ninco's existence. No award ceremony would therefore be complete without a category to recognise this. Before last year, Ninco offered a comprehensive range of aftermarket parts from standard spares to race tuned options. The launch of the ProRace EVO range catered for axles, gears, wheels and bearings designed as replacements for 3/32" components in addition to the standard metric range. The recent introduction of a clear Lexan chassis helps with scrutineering without the need to take the car apart and offers better impact resistance should the car be involved in a collision. I therefore give the 2008 Innovation Award to the "ProRace EVO range of Lexan chassis".

All of the above would be my choice; What categories and awards would you have made? (Answers in an e-mail please! [ninconews@nsc.co.uk](mailto:ninconews@nsc.co.uk)). ■

Starting off this edition of Forza Slot.It is the release of the new Sauber-Mercedes C9 Limited edition three car set (Ref CW05) in a beautiful silver presentation box and contains the three successful cars that finished 1<sup>st</sup>, 2<sup>nd</sup> and 5<sup>th</sup> at Le Mans in 1989. The cars numbered 61, 62 and 63 are as they appeared on race day in their predominantly silver liveries. The winning car #63 of Jochen Mass, Manuel Reuter and Stanley Dickens beating the #61 car of Mauro Baldi, Kenny Acheson and Gianfranco Brancantelli by five laps with the #62 car of Schlesser, Jabouille and Cudini some eleven laps down on the winners, also being behind the Joest Porsche 962C and Jaguar XJR9LM that finished third and fourth respectively.



**CW05 – Sauber Mercedes C9 Le Mans 1989 set**

Also new this month is the Porsche 956 “Swap Shop” car driven by entrant Preston Henn, Jean Rondeau, and John Paul Jnr. to second place at Le Mans in 1984. The

American entered car finished just two laps behind the winning Joest Racing Porsche 956B driven by Henri Pescarolo and Klaus Ludwig. Predominantly black the model (Ref. No.CA02f) has the main sponsor’s logos of Swap Shop and Hawaiian Tropic printed in orange and red, with secondary sponsor’s logos in white. Also out for those of you who like to customise your own cars are the plain white Alfa Romeo 33/3 in kit form (Ref CA11z) and plain white Ferrari 312PB (Ref KF012).



**CA02f – Swap Shop Porsche 956 Le Mans 1984**

I have now got my paws on the much anticipated Ferrari F40. As per the licensing agreements this release comes in pre-decorated kit form (Ref. No. KF02a) and requires simple assembly of the chassis and running gear. This is the mainly red test car used by the Prancing Horse at the Le Mans test day in 1994 in Ferrari red with plain white door and nose number roundels and multi-colour sponsors’ logos along the sills. Tampon printing is crisp and clear and the body and cockpit assembly are all pre-assembled. On the track the car looks superb as you would expect from Slot.It and in standard form comes with an in-line motor lay out, plus spare race tyres. I took mine to Wolverhampton to try it out and, as you would expect, on the =>

steel rail Slotfire with the supplied magnet it simply flies round with barely a lift of the throttle. I then moved onto the six lane poly finished routed track to see how she behaved sans magnet. In my hands she was smooth but not as quick as I expected, a change over to the racing tyres plus a bit of truing helped but I was still some way off the pace I know my other Slot.It cars can go. Thinking it might be me I let one of our other old hands loose with her and found she was still not a great deal quicker although very smooth to drive was the feedback. Then in walked a couple of our younger lads with F40s that they had set up in angle-winder form using the new flat boxer motors. The difference was stunning, where my standard one was doing eight second laps the angle winder F40s were in the mid to low six second bracket. Our Slot.It challenge regulars love them already and all reckon that this is now the car to have in angle-winder form. One of our lads collected around a dozen of them from Pendle Slot Racing for the Wolves boys so you can tell just how popular this new release from Slot.It is going to be. Any criticisms - well just one - the door mirrors are moulded plastic and I'm afraid while they look good they do suffer if you manage to roll the car over (like I did). They are also not easy to find once you have broken them off, so perhaps some rubberised ones as a spares part option would be an idea.

Now where's me Slot.It spares box so I can get mine set up into angle-winder form!



**F40 chassis assembled in standard in-line form**

Finally this month we have news of some new Slot.It parts we mentioned last time with a series of lightweight poly-carb interiors for the Porsches, Audis, Jaguars, Nissans and Saubers. There is the CS03TAW EVO1 chassis for the Porsche 962s and SCP01e digital cartridge universal, SCP01c analogue common positive cartridge and SCP01g analogue common ground high current 30 amp cartridge all for the Slot.It controller. And very finally news that there will be a "Bud Light" liveried version of the forthcoming Silk Cut Jaguar XJR12 racing our way in the New Year. ■



**KF02A – Ferrari F40 Le Mans Test Car 1994**



# KITS 'N' BOBS

by PHIL INSULL

**F**irst things first - I hope all our readers have had an excellent Christmas and that amongst the socks and ties you all got at least one new slot car from the jolly old boy in the red suit.

A reminder that Nicky Grist will be our guest of honour at Wolves new club Official Grand Opening on Saturday 21<sup>st</sup> February 2009. All are welcome to come and join in with an all-comers Nicky Grist Challenge at £1 a go with the fastest slot racer and newcomer of the day winning a limited edition Scalextric McRae Skoda courtesy of Pendle Slot Racing and A B Gee signed by Nicky himself. The remaining four Skodas will be auctioned on eBay for the Acorns Children's Hospice. The main slot event will be on a selection of various slot rally stages for any 1/32<sup>nd</sup> slot car of a real rally car that has participated in a World Championship event since 1973. Entry fees for the one off Nicky Grist Trophy and a prize Ninco WRC car courtesy of A B Gee are £4 per driver on the day and again all proceeds are going to the Acorns Children's Hospice, so please come along and support this worthwhile cause and meet a true rally legend.

On to the monthly round up then and the run up to Christmas proved to be a very busy one with a number of manufacturers releasing new cars. One of the ones I have been waiting for with bated breath came with an additional surprise, this being the new Datsun 510 kit from Reinecke Motor Sports. Not only have RMS produced this iconic car from the U2 Trans-Am series but also the Datsun 520 pick-up truck version as well. David has kindly sent one of the first production 510s across for me to build and review and I intend to get this done over the holidays for you to see in February's edition. The pictures are courtesy of RMS and of course the excellent decals are from Slot Cars 4 U. However, don't just think Slot Cars 4 U supply decals for RMS kits - they have a great range covering Nascar, Trans-Am and TV cars and have just released new decals to fit the Revell 1963 Ford Galaxie so you can produce your favourite "Dark-Side" liveries for this car, and will have decals for the upcoming Revell 1965 version too. ➡



Reinecke Motor Sports Datsun 510s (picture courtesy of RMS)



Reinecke Motor Sports Datsun 520 pick ups (picture courtesy of RMS)

Ghost models of France have branched into 1/24<sup>th</sup> scale with the Aston Martin DB3S from Le Mans 1955. Available as a pre-painted body kit they are also doing 1/24<sup>th</sup> and 1/32<sup>nd</sup> scale drivers as well. Anyone familiar with the Proto Slot 1/32<sup>nd</sup> version of the DB3S will know just how good these kits are as they are both produced by Chris with Ghost Models being his new range. These are available direct from the Ghost Models eBay shop along with his 1/32<sup>nd</sup> range and the delivery service from France to the UK is excellent. One final tip is that the big Aston is designed to fit the 1/24<sup>th</sup> scale chassis from Scholer and these are available in the UK along with appropriate wheels inserts and Ortmann tyres from Colin and Bob at RS Slot Racing.

Staying in France and MMK have released two new cars, these being both from Le Mans 1937, the Delage D6 and the Bugatti Atlantique. Both are exquisite looking RTR models but the

two I purchased did need a little work on freeing up the guide and gluing on the tyres to get them to run properly, and even then these are big heavy resin beauties so don't expect much in the way of performance. I also hear from Slot City that following on from their limited edition Ford Cortinas they have exciting plans for an exclusive limited production of RTR Lotus 79s. More details are available on the Slot City web site and I understand there will be just a few each of the 1978 Andretti, Peterson and Jarier cars in the legendary black and gold JPS liveries, and then the 1979 green and silver Essex petroleum versions of Andretti and Reutemann. These are sure to sell out fast as the Lotus 79 is surely the best looking F1 car of the 1970s.

Le Mans Miniatures have released two new RTR cars this month with the famous Porsche 917/20 "Pink Pig" and the 1939 Le Mans winning Bugatti 57C. Also announced for 2009 is news that LMM intend to release the Renown



MMK Delage D6 and Bugatti Atlantique LM37







**LMM Porsche 917/20 "Pink Pig"**

sponsored Mazda 787B which won Le Mans in 1991. Rounding out the resin news is the UK's Red Line models who will be bringing out an Aston Martin DB3S Coupe from Le Mans 1954 and a very unusual Voisin C28 sometime in 2009.

On to plastic then and Carrera's BMW Sauber, Ferrari F2007, Chevy Monza, Chevy Bel-air, Plymouth Fury and De Tomaso Pantera should at last be with UK stockists by the end of January, as should Power Slot's new 1971 Opel GT. Some that have made it just in time for Christmas release (although not quick enough for the postie to get many of them to Insull Towers) are the Auto Art C Type Le Mans winner 1953, NSR Gulf Porsche 917K Daytona twin set, Spirit Porsche 936 "Jules" Le Mans winner 1981, Spirit BMW 635 "Jagermeister" and VW Golf "Kamei". One other new car did however get to me all the way from Japan and that was the new G-Slot Lexus SC430. Now before you all think, "Ah Scalextric re-badge" - well you'd be wrong because this is an all new



**G-Slot Lexus SC430 & Auto Art Jaguar C Type LM53**

model from a new manufacturer with a detachable sidewinder chassis, and comes complete with a set of spare lower profile racing tyres. Finally this month MRRC have just released a series of new pistol type hand controllers with changeable resistors ranging from 10 ohms to 65 ohms. ■



Since my last report there has been no fewer than 11 new models/liveries to come from the Racer factory situated in Milan, Italy. One is part of the masterpiece collection, the others carry stings in their tails and are very “clean” indeed. Pictures this month courtesy of Slot Car Amazing Shot.

### **New Releases** **RCR46 – Ferrari 350P “Team Gunston” #4**

The fourth 350P to be released by Racer and the second decorated in the Team Gunston colours; of pale orange with a broad brown stripe flanked by gold pinstripes running down the centre and along both sides. This particular version depicts the car driven by Paul Hawkins and John Love competing in the 1968 Springbok Rand Daily Mail 9hr race at Kyalami. Despite setting the fastest time in practice the pair brought the car home in third place. They completed the same number of laps (302) as the second placed Ferrari 206S Dino, driven by

Tony Dean and Basil van Rooyan, but were thoroughly outclassed by the Gulf sponsored Mirage Ford, driven by Jacky Ickx and David Hobbs, which completed 314 laps.

One of the interesting things about collecting Racer slot cars is being able to compare each model of the same type to spot any differences in the body mouldings. No matter how conspicuous or inconspicuous they are, it’s not often you find two identical ones. Having said this, all four 350Ps (two Gunston and two works cars) are virtually identical body shape wise, but a more appropriate comparison would be against the two “Team Gunston” cars. Both of these differ from the works cars in that they are fitted with flexible air pipes protruding from their bonnets; the latest version has two, whereas the previous version (RCR36) has only one. Livery wise the cars are again almost identical with slight differences in some minor sponsorship decals. The obvious difference is of course the race number and the driver names printed on the rear side engine cowlings.



## Fiat 500 Abarth

The first of the brand new “Racer Silver Line” series is now available and comes in the shape of this little “sex bomb”, the Fiat 500 Abarth. Ten versions have been released simultaneously and are decorated in authentic Fiat colours and markings. This series will utilise the brand new lighter, stronger and more durable resin, which has the same advantages as plastic, therefore performance is equalized. To further enhance this performance the cars are fitted with Slot.It running gear and, to help reduce weight have flat interior driver pans. Being the first in the series Racer have decided to give this model more attention to detail than the RRP price of 99€ allows and therefore brings their margin down to a minimum. Other models in the future will not carry this level of external detail, but will retain the same RRP, so if you’re after a great “little” runner with a high level of finish then this is the car to get. As I mentioned above, there are 10 versions currently available – They are as follows: -

SL01B	black
SL01B-WC	black with chequered roof
SL01G	grey
SL01G-RC	grey with chequered roof
SL01PW	pearl white
SL01PW-RC	pearl white with chequered roof
SL01R	red
SL01R-WC	ed with chequered roof
SL01W	white
SL01W-BC	white with chequered roof

As you can see there are five different colours, with the option of having a chequered roof or not. Other variations within each colour range are the wheel designs. Some have five spokes, others eight and some even have multi-spoked wire configuration. To protect the cars from damage during hectic racing they are fitted with rubber wing mirrors and aerials. Look out for a review by yours truly in an NSCC Journal coming soon.

Other versions of this little baby are planned, including a possible limited edition, the empowered Esseesse and Assetto Corsa racing cars. These cars will feature throughout the



2009 race calendar. Racer are already working on the livery used at the recent Wembley Race of Champions event, which included drivers such as Michael Schumacher and David Coulthard. For a sneak peek take a look at [www.raceofchampions.com](http://www.raceofchampions.com)

## Other News

The next resin masterpiece to come off the production line will be the Alfa T33/3. This will be a short tail version and available in two similar liveries. Details as follows: -

RCR47A – Buenos Aires 1000 kms 1970 – Galli/Stommelen #4.

RCR47B – Buenos Aires 200 miles 1970 winner – Adamich/Courage #6.

Both these cars will be released together and available from January. Following these will be the second Chaparral 2E. This will be modelled on the #66 Jim Hall car competing at Riverside Can Am in 1966. This will differ from the previous #65 car in having a more curved side shape around the doors and feature a white rear wing with blue supports. For reference, the #65 car had an all blue wing and supports and much squarer side pods.

News on the other new projects announced from last year’s toy fair include; the Ford P68 which is nearing completion and will be presented at this year’s Nuremberg Toy Fair fully decorated in the 1968 Nurburgring livery. The Ferrari 312P Spyder will resume work soon after Christmas, this was put on hold whilst development of the 500 Abarth took place. The plastic production “Sideways” Riley Mk.XX is now complete and Racer are eagerly awaiting the first deliveries to arrive from China. This delivery is anticipated over the Christmas period and therefore will hopefully be on the dealer shelves by the beginning of January. Till next time – Keep the Passion! ■

# Bearwood Scalextric Club

By Graham Pritchard

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

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, 80ft running length classic Scalextric track layout that has been fully landscaped with scenery etc so that it really is a joy to drive the long sweeping bends with the tail out!

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 in a bid to get all those cars that we own used in at least one class.

This is achieved by running classes such as the usual GT, F1 and Rally but also including some good old classic classes to enable cars like the FLY Ferrari 512, Ninco Jaguar XK120 and the classic Ninco Alfa 155 Touring cars (remember how they changed the slot racing world forever when they were launched all those years ago? ) to be used competitively once again.

## Classes

The full list of classes is as follows :

Current Ninco Rally cars

Current SCX Touring cars

GT

F1

Narrow Tyre Classics (Ninco XK120 etc)

Wide Tyre Classics (FLY Ferrari 512 etc)

Classic Ninco Touring cars (NC-2 DTM Mercedes etc)

Ninco Rally Raid

SCX Classic Rally cars (RS200, Audi Quattro etc)

Classic Ninco Touring cars (Alfa 155 etc, RX4 or NC-1 only)

USA Muscle cars (Hornby Corvette etc)

In common with most clubs out there we do not race with the traction magnets fitted, and when new members have queried this we say, "Try it for a bit and we bet you end up preferring it without", and believe me or not, they always do. Until you've tried it on a large track you might find that hard to believe but trust me, it does make it better once you get used to it.

Worried about so many classes to buy cars for? Well, don't be! There are usually spare cars for you to borrow should you not have a car for some of the classes – indeed, the last thing we want you to do is go out and throw money at it and then find it's not for you in the end!





We would rather you come along, borrow a car for a few evenings, see how it goes and then decide whether or not this slot racing lark really is for you **BEFORE** you have spent loads of money and then discover it's not really for you in the end.

To give us something to aim for we run an annual championship during the nine month racing season, but at the end of the day it really is all “just for fun” – you can choose to be competitive or to race a car that you really like to use, but that you know won't win. We often find that the cars are chosen by what everyone else is racing, not by always picking your fastest car – it really is that laid back – honest!

To this end we also include several 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 racing season starts in September and carries on until May so that June, July and

August are free for you to enjoy the summer – or come to the club FOC if you wish instead. Your best 25 scores from 33 count towards the championship so not a problem if you can't make all of the rounds. We also run a few Sunday meetings during the year at which light refreshments are provided FOC and there are trophies to be won too. (Same laid back attitude, but with more racing as we have more time)!

The bottom line – as you may have already worked out - is that we do not take it too seriously – slot cars are there to be enjoyed – not argued about - and so we like to keep it simple so as to meet this purpose at all times.

We even allow scratch built cars to be used alongside the “box standard” cars that our rules are centred around – just so long as they are only “as good” as the rest and capture the spirit of the class in general.

Please note that you will still be made welcome even if you only just want to come ⇒

along to watch – we have one guy that does that already - or even if you just want to try out your cars on a larger track than you have at home, you will still be very welcome at our club.

So, as you have probably already guessed, like most clubs out there, we too could do with a few more members – hence this article, so if you’ve never been to a slot car club before, or you have and you didn’t find it to be what you were expecting, then can I please ask that you give us a try as well?

I have been a member of the NSCC since 1989 and have been running a club since 1990 and over that time I like to think that we have now tried most things and accordingly have now “cherry picked” the best elements of the hobby and put them into a format that works – well it does for us - hence the somewhat “laid back” approach above that you probably weren’t expecting from a slot car club in the current “fast is great, but even faster is even better” world that we seem to live in nowadays.

Now don’t get me wrong, we do have a few serious guys here too – my very good friend Paul Darby (if you’re a racer then you’ll have

definitely heard of him!) was introduced to the slot racing world by me many years ago – but you won’t find our guys screaming at the marshalls or throwing their toys out of the pram at our club – instead you will find them on their best behaviour – which I’m sure you will agree, is just how it should be!

We deliberately only spend around 50% of the evening racing - reason being to leave time to socialise and try other cars out etc so that you don’t go home with a headache from constant pressure to start and finish on time etc.

So, if you fancy trying out a new approach to slot clubs and slot cars in general then please call me, Graham Pritchard on 01384 561532 or drop me an e-mail at [graham@psjcoltd.co.uk](mailto:graham@psjcoltd.co.uk) for more information or for precise directions to the club. You never know, you might just be surprised at what we have to offer.

Your first month’s membership is FREE, thereafter we charge £5 per visit. So what have you got to lose by visiting at least once to see if you like it?

Go on, venture out and see what you’ve been missing – I’m sure you won’t regret it!!! ■



# The Building Of The Dakar Track

By Hub Habets

In the May 2006 Journal I wrote an article about my Dakar Track. In this issue I want to show you the building process of this African desert track.

## How it started

It all started with the Ninco Mitsubishi Pajero of Dakar 2001 winner Jutta Kleinschmidt. After testing this car on a Scalextric circuit I thought that this car would be a real challenge on a bumpy track. In 2003 Ninco had introduced the Pajero as their first rally raid car. Ninco was, at that time, the only producer of rally raid vehicles as SCX had stopped the production of the TT series in 1992. But SCX decided in 2007 to come back with the Off Road track set. At the moment, new brands like Power Slot with the Hummer, enlarge the assortment and there is plenty of choice now. Even the long desired Schlessler Buggy is available.

## The building process

Reaching top speed would not be the most important item on the Dakar Track. Skilful driving over and around the obstacles and on roads with big potholes should be the challenge, so it could be a rather small track.

I decided that a size of 2.44m x 0.9m would do the job and the track should contain rough mountains with some very steep roads. A typical African village on a little streamlet was also on my wish list. To get some ideas, it is always useful looking at pictures of the Dakar Rally in books or on web sites about North African countries along the Dakar route.

I started by drawing these items on the 12mm base board. Then, the 9mm multiplex plates with the contours of the mountains were glued and screwed on to the base board. The distance between these plates is about 20 centimetres, depending on the stiffness of each

piece of the construction. On top of these plates one side of the 8mm MDF track is glued and screwed, followed by the other. In this way, it is possible to bend the MDF enough for the steep hairpin bends.



Drawing the track with a bridge and an African village on the base board.



The first side of the track mounted on the vertical mountain contoured plates and blocks.

The slot was cut with a pendulum saw, with two blades soldered to each other. This results in a gap of about 3mm. This method is not the fastest way, but is necessary to get the steep mountain roads right. On some places, the track is made very small, allowing the cutting of the



**The whole track and the borders glued and screwed on**

edges with the inner wheels as the real cars do. With the track bolted on, the outside borders were glued and screwed on to the baseboard and the vertical ribs. They stop cars falling from the track on to the floor and guarantee a lot of stiffness. With a chisel, I cut some holes in the track, to get it rough and carved the wooden bridge into the MDF track surface.

After the first layer of grounding, the copper tape is laid. The transformer is placed on top of the base board, hidden inside the mountains. It is reachable through a hole from underneath the base plate.

On top of the wooden construction, I nailed some wire netting. Wet jute on top of the wire netting keeps the plaster in place on the steep mountains. To get a sandy surface, I rubbed the plaster with a finger during the setting process. In the same way I built the walls of the African cottages and the well. The roofs from the thatched huts and cottages are made from sisal rope sewed on top of cardboard. Thereafter they were painted grey.



**The wire netting, jute and plaster**



**The wet paint before sprinkling the mixture of MDF sawdust and grit**





Above the well is a hoist construction made from small garden twigs. This construction is often seen in the small desert villages of Senegal. On the well is a pulley on a rope made from an old rear axle. The two water bags are made from a rubber cycle tyre inner tube. The streamlet and the small lake on the border of the village are painted with blue and yellow paint and finished with some glossy clear paint. Alongside the lake are some small bushes, made from painted and sawdust sprinkled island moss.

To get a nice African desert look, I mixed the sifted sawdust from the MDF with some grit from the model train shop. After painting the track and the rocks in dark grey, brown and cream the mixture is sprinkled on top of the still wet paint. With a vacuum cleaner and a brush, the surplus is removed. If you want a sandy surface, you only have to brush a few times. More brushing will result in a rockier surface.

To get some life into the village I modified second hand Scalextric figures into local inhabitants. The figures are very easy to transform with some crêpe tape and paint. Three are transformed into Touareg men, by wrapping a dark blue shawl around their heads. The Touareg people live as nomads in the North African desert along the route of the Dakar Rally.

To get the same figures in different positions, I cut a few of them in two pieces and removed some material. I did the same with some of their arms. Thereafter the pieces were glued together.



**Some second hand Scalextric figures with their baseplates removed**



**The taped figures, after painting their skin brown**



**The finished African spectators**

Now they have a different shape and I hope they feel happy watching all these rally raid cars roaring through their village and mountains.



**The African village in the desert mountains**

## **Conclusion**

Rally raid is a different kind of motor sport and on the slot track, it is the same. With a specially made desert track, the rally raid cars give a lot more fun and can show their own potential, often unreachable for the other cars. Now you have seen how it is done, I hope this article will give you a push to start building your own desert track. ■

# Carrera REVIEW

## Carrera Formula One cars By Phil Insull

As promised last month, the second part of my recent Carrera review with four new Formula One cars. In fact it is just two cars really but both have the two liveries from the 2008 season. They are the McLaren Mercedes MP4-23s of Britain's new World Champion Lewis Hamilton and team mate Heikki Kovalainen and the Renault R28s of Fernando Alonso and Nelson Piquet Jr.

The four F1 cars are resplendent in their 2008 liveries with the silver, black, white and Day-Glo colours of the Vodafone sponsored McLarens and the yellow, white, blue and orange of the ING sponsored Renaults. The main differences between each pair of team cars are the numbers 22 Hamilton, 23 Kovalainen, and 5 Alonso, 6 Piquet. The individual driver's helmet colours are faithfully reproduced along with identification markings on top of the air box mounted camera fairings.



The complex curves of the wings with winglets, barge boards, camera fairings, exhaust chimneys, and sculpted side pods are exceptionally good and in terms of looks are better in many ways than the similar cars from SCX and Scalextric. Front suspension detail is done in Kevlar effect material, tyres and plastic wheels look very realistic with Bridgestone Potenza side printing and Enkei logos on the



McLaren wheels. Exhaust ends are in bright chrome finish and the elongated rear safety lights are prominent features behind the rear wings. Drivers are simply arms and shoulders although, as previously mentioned, the helmet detailing is exceptionally well done. Tampo wise there is always going to be a few tiny blemishes on any models that have as many curves, and lines as a modern F1 car and in the main it is crisp and clear and very accurate to the real thing, again certainly as good if not better than the competition.

Running gear on all four cars is similar with slim line in-line motors to a plastic pinion and crown gear. Rear bearings are brass and axles, while not seeming to be hardened, at least seem straight on all four cars. The front axle is a solid one piece affair; there are adjustable magnets in front and behind the motor and of course, being Carrera, a polarity reversing switch under the car. Sadly, as with all recent Carrera F1s the clunky guide system is retained and, worse yet, it sits behind the front axle line. Positives include the normal attractive mirrored display box that contains spare guide, braids and mirrors.

On to the test tracks then and on the Slotfire with the magnets in place all four stick like glue and there is nothing to choose between them for performance. An SCX McLaren was run for comparative purposes and times were within a few thousandths of a second. On to the copper tape, poly finished Aldersley track and here the differences do become apparent. In terms of acceleration the four Carrera cars are quicker than the SCX but those pesky guides make them so much more difficult to drive through the corners. The SCX could lap comfortably in the mid eight second bracket with no offs over thirty laps. I found it incredibly difficult to string together more than a couple of laps each with the Carreras thanks to the front end de-slotting. I did manage a couple of eight second laps but these were punctuated by loads of offs. In summary these are great looking cars and with the impending Ferrari and Sauber should provide the F1 fan with the front part of the 2008 grids. On home circuits and steel rail tracks the double magnets mask the handling deficiencies and the motors are pretty speedy, but on routed copper tape those guides really do let the side down, which is a real shame. ■

# Building a Fibreglass Car

By Clive Mills

When I start writing these articles, I feel a bit like a TV chef explaining a recipe. This article will answer questions which I have received asking how to mount a body on a chassis. This was not explained in the last build, as the mounts were moulded in. (Easy). I will be using a fibreglass body made by AA Bodies. They make some very interesting cars that have been ignored by the large makers. This body is one of their latest, the Ginnetta G4. A lot of people do not like fibreglass bodies as they say that they are difficult to build but I find that they are very satisfying as the bodies are a lot more forgiving than some resins.

When the body arrives, unpack the box and take out the body. Bloody hell! It's a fibreglass bird's nest, with a plastic bubble. No it's not, you have it upside down. When you look closely you

will find that you have a very well detailed body. The plastic bubble is the roof/window section. The only tools that you will need are a Dremel with three attachments, a cutting disc and two size-sanding drums.





## Health and Safety

When working with fibreglass it is advisable to wear a facemask, as the small particles, which will fly around, should not be inhaled. That's the boring bit done.

The first thing to do is to cut around the lower edge of the body to remove all the excess. Don't cut too close to start, as it is a lot easier to cut a bit more off, than to rebuild your mistake. When you are happy, sand around the bottom to get the correct line.



Next, carefully make cuts into the wheel arches as shown to remove most of the waste material. Then finish off the wheel arches using the sanding drums.



It is advisable to rub the body and put a coat of white primer on at this stage to show any flaws. I must admit that I find a lot fewer problems with this type of body compared with resins. There always seem to be very small balls of resin in some of the mould lines. (see photo). These are very easily flicked out with a knife blade.



I cut the air intake out completely but, if you wish, it can simply be painted. I will also remove the moulded headlamps and fit more realistic chrome and clear lamps, as these always look better than silver paint. The roof window section is simply trimmed to shape very carefully. I find that the windscreens supplied with these kits always fit extremely well. The driver is moulded into the body but a head is not supplied. A small Scalextric head is the best for the job.

We all have these in our parts boxes. I will now paint the body in primer to ensure that any blemishes are removed.

Next month I will show how to fit the chassis to the body. I will be using a Penelope Pitstop chassis. This will be a first for me, as I have not used one of these before. So we can make mistakes together. In the meantime I do advise you to check out the AA Bodies as they make some very interesting cars. I am still open to ideas for these articles, so please let me know if you want something included. Till next time - Happy Building. ■

BY DEANE WALPOLE

# H:O WORLD



Happy New Year to you all! Late last year Micro Scalextric released the latest in a line of H:O scale movie tie in sets, this time the James Bond movie 'Quantum of Solace' being the licence purchased. The set contains the excellent hairpin used many times before, as well as a split track and (perfect sense for this set) a collision crossover. Of course the cars are the important part, and here we have Bond's Aston Martin DBS and an Alfa Romeo 159.

The Alfa looks OK, but the flat black colour works against it and it looks a little dumpy and bland. There are some nice detailing touches front and rear though. The DBS looks a lot better, but the headlight effect did not really cut it for me. The shimmering paint job is very striking, much more noticeable than in pictures and there are lots of nice touches detail-wise.



Despite being a longer car in reality, the DBS conversion to H:O looks better in terms of proportion, even though the wide MS chassis is



used for both cars, with the same wheelbase. Given the fact the MS sets nowadays only have one type of curve; it is pretty easy to get both cars around the track at full-chat or near to it, aided by the neo traction magnets in the chassis of course. Despite the limited track spec, Scalextric have managed to make the layout interesting. Depending on which way around you place the motor you can approach the collision area from either the split or the hairpin, both of which add a degree of challenge. Eventually it will become hard to have collisions, unless they are 'engineered', but as most of the end users will no doubt be doing exactly that, no problem! ■

Happy New Year to you all, and for those avid eBay buyers of you out there, I hoped you picked up a bargain or two over the festive season which may have been more likely as I have not been following the action so closely myself this past month! - hence a shorter column.

Things do seem to be quieter on eBay like I said last month, which may be due to the economic climate. Listing numbers in the UK have fallen below the 10000 level with less than a third in the auction format at the time of writing. Similar numbers of listings appear in the US though with all the changes with visibility I am not sure these numbers mean a lot now, as on checking German eBay I see nearly 20000 listings under slot cars and the German market has never been twice the size of the US in terms of listings as far as I can remember.

After reporting about the rarer Auto Unions last month there were, incredibly, far more than that number available in one auction last month from a land-based Auctioneer, Peter Wilson. It was interesting to note prices did not fetch the same high values that eBay has been doing, though it must be said that some things did go for a lot more than they would have on eBay. I have noticed a few cars appearing where people are breaking up the somewhat large lots of cars so keep an eye out for more of the early rare cars on eBay. You will probably have to search out the large dealers who advertise in the Journal, who snapped up a major chunk of the collection, for some of the rarer cars that went under the hammer.

The only major listing of Slot.It I saw worthy to note and one that I had not seen myself before was a Pendle LE Porsche 962C Norisring 1987. This fetched a whopping £181.50 on a Sunday night. I don't think this was an official Slot.It release and only 12 were reportedly made.

## Prices

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day:  
 FLY MASTER TEST IN RESIN ONLY THIS ONE IN THE WORLD! £100 unsold (Had a BIN of £4000 so I guess the reserve was somewhere near that. Seller obtained this as a gift from Fly at the start of the company. 260332920534)

RARE SCALEXTRIC BLISTER CARD CAR C352 SHELL FORMULA 3 £56.55 (Mint on card on Sunday night)

Scalextric Yellow Ferrari GT Berlinetta France C/69 £632.50 (Some brown marks and repro bumpers an Thursday night 350137707819)

RARE TRIANG SCALEXTRIC C8 LOTUS INDY RED MINT and BOXED £343.33 (Sunday night. 180311672556. Seller also reported that he had a Blue Auto Union, Green Electra to list over the coming weeks amongst others.

YELLOW 21hp ALFA ROMEO C65 TRIANG SCALEXTRIC £280.75 (Couple of minor faults and unboxed but no sign of brown marks on Saturday night)

scalextric cars £300 (Unsold. NSCC red Alfa in repro box on Wednesday night 150315407936)

Monogram Lotus 33 GP Slot Car Kit Boxed Sealed 1960's £225 (Best offer BIN price on Wednesday night)

1960s SUPERB C32 MERCEDES 250 SL SPORT- NEAR MINT BOXED £206 (Green model finishing on Christmas Day evening 120352871847)

Lastly for those who do not have a lot of room but still want a slot car lay out what about a Micro Slot Car Owners Nissan History Set - Takara Tomy \$98 BIN. A Japanese 1/87 scale set containing 4 Nissan cars from Japanese seller on UK eBay. Check out 200290632467 as it may still be a live auction when you read this! ■