



No. 335 FEBRUARY 2010

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Shipments From Spain.....	11
Pioneer Pitstop.....	15
Ninco News.....	17
The Hornby Porsche 911..	15
Carrera Corner.....	20
Carrera Review.....	22
NSCC Election Results.....	24
Hornby Escort Cosworth...	25
Kits 'N' Bobs.....	30
Ninco Track Test.....	33
Racer.....	36
Forza Slot.It.....	39
SCX Review.....	42
Ebay Watch.....	45
Members Adverts.....	48



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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

An unusual month indeed!

This month I have had my hand forced and as a result slightly changed the protocol for the editorial as it would appear that I have used all my allocated pages (52 to be exact), so without incurring considerable additional printing and postage costs I have not managed to include everything I have received or indeed would have liked to!

The next point to note is that from this month the Journal is in effect “full colour” and many of our advertisers have taken up this change and amended their adverts accordingly, I hope you will agree that Journal looks much better for the change?

Moving on, I promised in the December Journal which included the Christmas competition, that I would print the results in the February Journal and issue prizes by the end of the month. However, as outlined above I must delay printing the results and answers until the March Journal, but hope to still issue the prizes before the end of February, so if you get a prize well done and thankyou for entering, if you do not receive anything then again thankyou for entering and hopefully you will be luckier next time.

The next item of news, which I have been requested to relay to all NSCC members is on behalf of Gareth Jex and the forthcoming Slot Rally GB event. Some of the rounds are already at 90% capacity, so space is now limited, if you wish to enter any or all of the rounds please contact him as soon as possible. In addition the Limited Edition car (only available to competitors) has been confirmed as the Teamslot Lancia Stratos with tampo printed decals. There are only a total of 50 of these available, some of which will be available to purchase at the each round of the event. In addition to this there are also some special prizes for the winners of the highest placed SCX car at each round in classes where they are applicable. The final piece of news is that it is possible a further round may be added in September/ early October, so keep your eyes on Slotforum as well as slotrallygb.com for more information.

Well, that’s it for another month, so I will go back to sleep until the end of February when my services are required again.

So until next month

Jeremy



MESSAGES

FROM MARGATE



email: factory@nsccl.co.uk

By Jeremy Naylor

As we start the year, there is the traditional slow down in new releases from Hornby, however, there is news of a couple of rare and somewhat exclusive models which are not in the catalogue recently released, so please read on!

Standard Fare

Firstly on to the standard new releases and both of these cars are from the super resistant range.

C3072 Nissan GT-R

A further example of the Nissan GT-R which were released on the later half of last year, this one being in white and is similar to the red version C2990 but is not a drift car.



C3074 Porsche 997 GT3 RS

A further release of the popular Porsche 997, again similar to previous releases of this model but in a somewhat interesting green colour scheme, there is also an orange version to follow soon after.



Rare and Limited

Now on to some news of extremely rare and Limited Edition cars.

C3118 Mercedes SLR McLaren Range Presentation 2010

As most of you will know every year Hornby invite some of the bigger retailers to a range presentation in Margate at which they are shown some of the forthcoming releases and are given an exclusive preview.

As a gift they are also given by Hornby an exclusive car, of just 200 units, which is based on one of the forthcoming releases. This years →



Range Presentation car was the Mercedes SLR McLaren, which will also be the Scalextric Club car for 2010 and is also available as a general release car (C3010) carrying the legendary numbering of 722.

Some of these Range Presentation cars have already found their way on to eBay and are fetching a pretty penny due to their limited number.

C3117 Mercedes SLR McLaren NSCC/ Hornby Weekend Car



So now the interesting and even rarer release of the Mercedes SLR McLaren. This car has been produced by Hornby in advance of the annual NSCC/ Hornby Weekend held at Ramsgate, however this year the event is not being held for a number of reasons, however the cars have already been produced and will be supplied to the NSCC. The car is identical to the Range Presentation Car with some subtle changes, such as the numbering and roof logo etc.

There are only 48 of the weekend cars in existence and traditionally they were given to attendees at Ramsgate.

Because the event is not proceeding this year, the decision as to what to do with these cars is being considered by the Committee and at this stage is yet to be finalised, however I can tell you it is proposed to use them in a way to benefit the NSCC as a whole and possibly some chosen charities, but careful consideration is being taken since the cars are valuable in their own right as have been previous weekend cars. Ideas being considered include auctioning or raffling some of them and awarding some of them as prizes, particularly as this is the 30th year of the NSCC.

More details will be provided in due course once a final decision has been made.

Scalextric Start

The new Scalextric Start range has now been shown to retailers. A couple of things to note with regards the track which is different to the current Sport/ Digital track is firstly it is to be grey and not black, secondly the surface is smooth and fine.

The fantasy "Start" cars will be available in three different shapes being GT, Rally and Single Seater and will be also sold separately as a pair of cars. Body colours will be plain blue, red or white for the first releases and as of yet Hornby have not given the cars a name, only a "C" number. Adrian Norman has suggested this is an opportunity for customer feedback for Hornby so any suggestions you may have please let us know via the email - factory@nsc.co.uk.

A Replacement

Finally, whilst I have enjoyed my brief stint as Factory Liaison with Hornby, time and other commitments, such as being the Editor has meant I could not continue writing a monthly "Message from Margate" column. Fortunately in response to the request for a volunteer we now have a new correspondent and he will be writing this column from next month.

Peter Simpson has been a member of the NSCC for a number of years and now I can hand over to him by way of a brief introduction:-

"Our hobby provides an ideal opportunity to determine another member's age. For example, take me; think of Set 31 of Catalogue 9 and the original wingless Javelin and Electra: soon supplemented by the Offenhauser then an Austin Healey and Merc 190 with further progress onto the RiKo Lexan kits. Then girls happened! Followed by University, 30 years in engineering and finally in 2002 rediscovery of the old fascination. Of course a 35 year absence necessitated a certain amount of catching up: all the missed gems and those that were beyond the budget of an eleven year old. An interest in both

modelling and cars unite perfectly in slot cars, extending the scope of subjects beyond the mainstream products into the small-volume resin models. Although the core of my collection is still Scalextric, I cannot resist other manufacturers' models of any Le Mans cars, British 1950's saloons, or anything else that is particularly well-made or interesting. By this means I can both restrict the outgoing of funds and justify pretty well anything!

Being invited to contribute to the club Journal seems appropriate after enjoying reading the contributions of others over the past 5 years. Scalextric is still recognised as the standard to which others are compared (oops, I can sense the mailbag filling already!) so it has been good to see Hornby's development of products in recent times to respond to the changing customer profile. Now I'm looking forward to providing inside information to members on all slotty things emanating from Margate." - Pete Simpson. ■





SHIPMENT FROM SPAIN

By Gareth Jex



email: shipmentfromspain@nsc.co.uk

What is it they say “you wait hours for a bus and then three come along together”? Months of nothing to report and then bam – loads!

To be fair the period just before toy fairs is always a bit spartan for information from slot manufacturers, but the first bit of news is that Tecnitoy's are NOT going to either the London or German Toy fairs this year. This is not too much of a surprise in the case of London – they have not been for a while, but this is the first time they have not attended Germany. A semi official statement from Chuck (SCX) stated that the financial outlay of attending Germany was simply not a good return on the investment stating a figure of ½ million US Dollars! Instead of going to the show they plan to host private viewings for customers in Spain and around the world and spend more on investing on new models and localized events. The exact wording of his statement can be found on SCX Worldwide. Personally (and even though I design and build exhibition stands for a living!) I agree with them.

The announcement was actually made after a Dutch retailer released information on a large amount of the range for 2010 on his web site. SCX were quick to state that they could not officially confirm the information was accurate and that official announcements would be made via the web on the 4th February 2010 (the first day of the German Toy Fair). They also pointed out that this was not the entire list and more news was to follow so I think we can take the information as correct with more to follow. I also

understand that SCX U.K. prices will be reduced later in the year – exact RRP are still to be confirmed but 1st quarter releases are at 2009 prices.

Like other manufacturers SCX have been affected by the news that Carrera have secured the worldwide exclusive license for Ferrari slot cars (no official news on slot kit cars!) so don't expect SCX Ferrari cars for while apart from those previously made or already in production (599).

Anyway enough about that lets talk about toy plastic cars!

All the releases show below up to March are official the remainder are still to be 100% confirmed.

January – available now

Plymouth Barracuda #42 – Swede Savage Ref. 64420 (original) and 13990 (digital).

Plymouth Barracuda #48 – Dan Gurney Ref. 63580 (original) and 14000 (digital).

Both cars from the 1970 Tans Am season, see my last report for photos. See elsewhere in the Journal for a full review. ⇨





Toyota Camry – Nascar – Interstate Batteries #18 – Kyle Busch Ref. 64390 (original), 14020 (digital) and 50730 (Pro spec).
 Chevrolet Impala SS – Nascar – Army #39 – Ryan Newman Ref. 64400 (original), 14030 (digital) and 50710 (Pro spec).



Chevrolet Impala SS – Nascar – Office Depot/ Old Spice #14 – Tony Stewart Ref. 64410 (original), 14040 (digital) and 50720 (Pro spec).
 Alpine (Renault) A110 – Tour de Corse '73 – JP Nicolas #1 Ref. 64500 (original only).

February releases

Ford Escort Mk2 – Eaton Yale #4 Lombard Ref. 63570 (re-release originally Spain only last year).
 Audi R10 – 24 Hours LM'09 'TDI' Ref. 64490 (original) and 14010 (digital).



Lancia Delta Integrale – San Remo '91 – D.Auriol #1 'Fina' Ref. 64540.



Peugeot 307 WRC – Rally Du Condroz '06 – Bruno Thiry #5 Ref. 64510.



Ferrari 599 – 'Blue' Ref. 64520 (as advertised during 2009).





March releases

Fiat Abarth 850 OT – livery TBC (new mould)
Ref. 64550.

April releases

Skoda Fabia WRC ‘Kizz-Me’ Duval #17 Ref.
64590 (original only).

May releases

Citroen DS Tiburon – Monte Carlo Rally #195
(new mould) (TBC) Ref. 64610 (original only).



CITROEN DS TIBURON (Ref. 64610)
(Available only in SCX Original)

June releases

Renault Mégane – ‘Mc Gregor’ #19 (new
mould) Ref. 64640 (original) and 14060 (digital).



Aston Martin Vantage –Ref. 64530 (original
only).

September releases

BMW M3 – (new mould) Ref. 64650 (original)
& 14070 (digital).



Porsche 911 GT3 Ref. 64680 (original).
McLaren F1 2010 decoration (new mould/
shape) Ref. 64630 (original) and 14050 (digital).

October releases

Renault Mégane – “Century” Ref. 64710.

Special releases (unknown release dates)

Plymouth Barracuda Lime Green – Customer
USA – Ref. 64380.

Unknown car TBC Slotforum/SCX Weekend
Car – Ref. TBC.

Ford Escort Mk2 – Unknown livery TBC – Ref.
64560.

Ford Escort Mk2 – Unknown livery TBC – Ref.
64700. ⇨



Car TBC – Special edition for winners of rounds of SlotRally GB 2010 – Ref. TBC.

It's my understanding that the Escorts are a U.K. Limited Edition and any other updates to this information received on the 4th February will of course be passed on to you all next month.

You will have noticed one of the special releases is a car being produced for a Slotforum/SCX weekend. This is an event being organized by www.slotforum.com. Held in Birmingham on the weekend of 10th/11th April. The weekend is open to all (you must be or become a Slotforum plus member which costs about £10). Run along similar lines to (and inspired by) the NSCC/Hornby weekends, the weekend will offer you the chance to meet senior SCX representatives, play with the latest products, see prototypes, race on all the track types SCX make (including bikes, compact, original, raid and digital) as well as a special routed track I'm making and of course socialize with other Slot nutters! The entire weekend costs £150 and this includes accommodation, meals and a very special 1 of 50 Limited Edition car. I'm helping to organize

the weekend and would love to see some NSCC member there. For more information take a look at the web site or contact me.

As I mentioned I'm making a routed MDF track for the weekend, for use at some of the Slot rally GB events and I will be taking it along to Donington. It's been CNC cut and the track surface is a inkjet printed graphic with a textured seal. Mag braid has been used. I will write a more detailed report when I have it all working, but a couple of pictures are here for interest.

And finally a little but useful new bit of kit. Terminal Track Adaptor **Ref. 88890**. This converts the latest power taps (jack plug type) to allow you to use older SCX power connections





PITSTOP

By David Lord

Things are really going to start moving for Pioneer now that we are into a new decade. I hope you have saved some of your Christmas pennies. This month sees four cars launched and next month.....well that would be telling wouldn't it? So you'll just have to keep your eyes on the Pioneer website (www.pioneerslotcars.com) and tune in for next months instalment of Pioneer Pitstop.

As this edition goes to print some of you may already have had your pre-ordered Notchbacks and I know you will be having fun with them. If you are still waiting, then I'm sure your dealer is doing everything he can to get all the orders out as quickly as possible.

There was a slight delay as the # 22 and # 31 cars were supposed to be ready for Christmas, but some unexpected tooling complications at the factory meant that they wouldn't reach the dealers until mid to end of January. Pioneer can only apologise for this and assure you that they have done everything possible to get the models finished. Poor old Jules didn't get home 'til 4.50 am Christmas morning. (Now that's what I call dedication, how many other slot companies do you know that would do that?)

P006:1967 FORD MUSTANG NOTCHBACK #31.

This car was originally driven by Bob Barker, "Deviation" Dick Carter and Jerry Oliver. As featured in the Journal issue No. 332 November 2009.



P010 1968 FORD MUSTANG NOTCHBACK #22.

Originally driven by Bill Maier. Also featured in issue No. 332 November 2009. ⇨





A new addition to the current Mustang line up is the introduction of the GT Fastback 302 Mustangs.

The first two cars in this series are from the “Black and Gold Racing” stable, sometimes known as the “Hertz” cars. These cars were raced in NASCARs “Pony car” based Grand American (GA) series that ran as, what we now call support races for the Big League Grand National (GN) Stock car circuit. These races usually took place on Saturdays on the same circuits as the GN cars would race on, on the Sundays. The GA car grids were usually made up of a mixture of factory teams and independents. Privateers such as Smokey Yunick and Donnie Allison would be driving against the factory cars that would often be driven by the top drivers.

Can you imagine Martin Whitmarsh letting Jenson and Lewis in a Formula 3 car on the Saturday afternoon of a Grand Prix weekend? I don't think so.

P004. 1968 BGR Team Mustang Fastback #23 GT 302.



The car is fitted with the standard 18k sidewinder motor and detailed race interior.

Although the Notchback shape Mustang was the more widely raced of the body styles, the fastbacks did race in the SCCA series and the short lived GA race programme. Very few examples of original race cars still exist today, but the ones that do are still active on the historic and vintage circuit races. These new models by Pioneer form part of the new Club Sport series that will reproduce a broad selection of popular types of racers from the late 1960s and early 1970s. The #23 and the #38 models will be available from early February.

P008. 1968 BGR Team Mustang Fastback #38 GT 302.

Also soon to be released are the kit versions of these cars. These may not suit everybody's tastes, but it is a sure way to make sure you have a completely individual car and if you're racing, there will be no mistaking which car to watch off the line. (Come on admit it, we've all done it.) I will have more information on these next month. ■





By the time this month's Journal arrives through your door, the Nuremburg Toy Fair would have drawn to a close. Although I am unable to report about what Ninco have in store for 2010, you can be sure they will have some great new models lined up for release as this year unfolds. Away from the track, you may recall Ninco launched a range of radio controlled helicopters last year; well this is being followed by the launch of RC cars, planes and boats too... *let's see if more RC technology rubs off on their slot-cars?*

Moving on to some new releases, there are three new liveried cars to report for February, one XLOT, two Ninco-S, a body, a chassis and a brand new motor.

Starting with XLOT, the Porsche 997 is launched in one of the most iconic liveries from the past few decades. A great addition to the other Porsche and Ferrari models already available in 1/28th scale, the "Jagermeister" (60002) will be a popular choice.

The Ninco-S range sees two fantastic race cars released under the "Lightning" banner. First of all, the beautiful Ferrari 360 "El Gaitero" (50535) complete with lightweight

interior tray, ProRace hubs, titanium axles and clear chassis fitted with an NC-5 Speeder motor. The livery is another Rally-based decoration, unusual for this 'GT' racer but based on an actual car which competed in one of the many road rally events held on the twisty local roads in Spain. Even more unusual (*these days*) is that this Ferrari is set to be released as a fully assembled model and not in kit form.

The second Ninco-S car released is again a 'Lightning' version with ball-race bearings in addition to the lightweight interior, titanium axles and clear chassis. You may remember the Acura featuring in the Ninco World Cup Final held at Silverstone in 2008. If this version had been around, I'm sure it would have filled the starting grid! The Acura LMP2 "(((XM)))" comes powered by the NC-10 "Exceeder" motor which has a full 6,000rpm more than its NC-5 brother. The relatively plain white livery with race number "66" in a classic roundel has more than a passing resemblance to the Chaparrals of the sixties. In fact, this was a "one-off" livery especially created for the Laguna Seca round of last year's American Le Mans Series (ALMS) to honour legendary driver Jim Hall. It was at Laguna Seca that race team owner/driver, Gil De Ferran, had his first IndyCar victory whilst driving for Jim as part of the Hall VDS Racing team.

As far as plain white cars go, Ninco have released the Ford GT body (80884) in plain white for racers to make their own race liveries. Supplied un-assembled, the body kit includes a lightweight Lexan interior tray. To compliment this, Ninco have also released the ProRace





EVO transparent chassis (80883) for the same vehicle. The chassis is supplied with the all important fixing screw to secure the motor in place.

So if you decide to build and decorate your own Ford GT, what better motor to fit than the totally new “NC-12 Crusher+” (80616). Rated at 23,500rpm (*the same as the NC-6*) the “plus” sign denotes its ability to offer more magnetic effect without compromising on acceleration compared to the NC-6.



So finally, after a relatively quiet start to the New Year with regards new releases from Ninco, I hope to bring you much more news about Ninco's planned releases and details for 2010 in the next month's Journal after they have attended the annual Nuremburg Toy Fair! ■



Email: carreracomer@nsc.co.uk



So then we got in ahead of the game and we were sworn to secrecy as we went to print before the Nuremberg Toy Fair so here goes on a full list of the 2010 Carrera model releases.

There are also lots of new sets and track pieces, quite a few of which look to keep the Alonso Hamilton rivalry alive!

But space dictates that we show only the cars this month. I am particularly excited about the various Ferrari releases and the IMSA Capri, a couple of Big Banger old school Can Am cars and the classic Cheetah, Auto Union, Maserati and Mercedes cars, bring them on!

Finally, as you may be aware, Carrera and Ferrari in January this year have reached an exclusive agreement for the production of Ferrari cars, both past and present.

There are a number of interesting cars planned in all scales both analogue and digital and to quote the Carrera press release " Now Ferrari and Carrera have come to a worldwide exclusive agreement for the slot racing sector, building on the existing long-standing cooperation manifested in Carrera's slotcar model policy and close international marketing cooperation. Carrera is the world market leader in the car racetrack segment and this year the company is introducing breathtaking and exclusive historic and modern Ferrari models in various scales. The vehicles are authentic, highly detailed replicas of the originals in the premium quality expected of Carrera."

The complete list of planned car releases follows and includes the Carrera model reference Number, make/model/detail and

(planned release quarter), I hope to be able to bring some reviews of these cars throughout 2010.

New 'Go' Models

- 61162 Subaru Impreza WRX "Kanji" (Q1)
- 61169 VW Race Tuareg 2 "Rally Dakar 2009" (Q3)
- 61170 BMW X3 CC "Rally Dakar 2009" (Q3)
- 61171 Porsche GT3 Cup white (Q3)
- 61172 Porsche GT3 Cup black (Q3)
- 61173 Ferrari 599 XX "Geneva Motorshow" (Q3)
- 61174 Ferrari 599 XX "Race Version" (Q3)
- 61175 McLaren-Mercedes MP4-24 "#1" (Q3)
- 61176 Ferrari F1 2010 "Fernando Alonso" (Q3)
- 61178 Renault R29 2009 "#7" (Q3)
- 61179 Red Bull RB5 2009 "#15" (Q1)
- 61180 AMG Mercedes SL63 "Safety Car" (Q3)
- 61181 AMG Mercedes SL63 "Polizei" (Q3)
- 61182 AMG Mercedes SL63, silver (Q3)
- 61186 Nissan 350Z "N Project" (Q1)
- 61187 PickUp Truck Tuner "Flame Rider" (Q1)
- 61188 Porsche RS Spyder Team tbd (Q3)
- 61189 Audi A4 DTM 2009 Audi Sport Team Abt Lady Power "K.Legge" (Q3)
- 61190 AMG-Mercedes C-DTM 2007 Pixum 2008 "M. Lauda" (Q3)
- 61206 Porsche GT3 RS Grey Black/Guards Red (Q3)

Digital 143 Cars

- 41303 BMW Sauber F1.07, Livery 2008 (Q3)
- 41314 Audi A4 DTM 2008 Audi Sport Team Abt Sportsline "M. Ekström" (Q3)
- 41315 Audi A4 DTM 2008 Audi Sport Team

Abt Sportsline "T. Kristensen" (Q3)
 41316 AMG-Mercedes C-Klasse 2007 Mercedes-Benz Bank 2008 "B. Spengler"(Q3)
 41317AMG-Mercedes C-Klasse 2007 Mercedes-Benz Bank 2008 "G. Paffett" (Q3)
 41319 Mario Kart Wii - Wild Wing "Mario" (Q3)
 41320 Mario Kart Wii - Wild Wing "Luigi"(Q3)
 41321Mario Kart Wii - Wild Wing "Peach"(Q3)
 41330 Red Bull RB5 2009 "#15" (Q3)
 41331 Ferrari F1 2010 "Fernando Alonso" (Q3)
 41332 McLaren-Mercedes MP4-24 "#1"(Q3)
 41333 Renault R29 2009 "#7" (Q3)
 41334 AMG Mercedes SL 63 "Safety Car" (Q3)
 41335 AMG Mercedes SL 63 "Polizei" (Q3)
 41336 Porsche GT3 Cup (Q3)
 41337 Ferrari 599 XX "Geneva Motorshow" (Q3)
 41339 Porsche GT3 RS Grey Black/Guards Red(Q3)

1/32 Evolution cars

27313 Porsche GT3 RSR Super GT 2008, "#33" white & black (Q2)
 27314 BMW Z4 M Coupé Dörr Motorsport "#169" black (Q2)
 27315 Ford Capri RS "Tuner3"red (Q1)
 27316 VW Scirocco GT24 24h Nürburgring 2009 "#115" red(Q1)
 27317 Nissan GT-R GT500 JGTC Calsonic Team Impul "#12" blue (Q2)
 27318 Mercedes-Benz SLR McLaren GT SLR. CLUB. 2008, "#8 red" (Q1)
 27319 BMW M3 GT2 Rahal Letterman Racing "#92" white (Q1)
 27320 BMW M3 GT2 silver (Q3)
 27321 Audi R8 LMS Team Abt Sportsline, 2009 "#100"silver & black (Q1)
 27322 Audi R8 LMS Team Phoenix, 24h Nürburgring 2009 "#98" (Q1)
 27323 Ferrari F1 2010 "Fernando Alonso" (Q3)
 27324 Red Bull RB5 2009 "#15"(Q2)
 27325 McLaren-Mercedes MP4-24, "#1"(Q3)
 27326 Opel GT Steinmetz Tuner 1 blue (Q1)
 27327 Porsche 917/30 Sunoco Porsche Audi "#6", '73 blue (Q1)
 27328 McLaren M20 '72 McLaren Cars "#5" '72 black (Q1)

27335 Ferrari 599 XX "Geneva Motorshow" red(Q3)
 27336 Ferrari 599 XX "Race Version" (Q3)
 27342 Ferrari 458 Italia, F1 red (Q4)
 27343 Ferrari 458 Italia, yellow (Q4)

Digital 132 cars

30504 Porsche GT3 RSR Super GT 2008. "#33" (Q2)
 30505 BMW Z4 M Coupé Dörr Motorsport "#169" (Q2)
 30506 Ford Capri RS 3100 IMSA 1974 (Q1)
 30507 Ford Capri RS "Tuner 3" (Q1)
 30508 VW Scirocco GT24 24h Nürburgring 2009 "#115"(Q1)
 30509 Nissan GT-R GT500 JGTC Calsonic Team Impul "#12" (Q2)
 30510 Merc-Benz SLR McLaren GT SLR. CLUB. Trophy 2008 "#8" (Q1)
 30511 Merc-Benz SLR McLaren GT SLR. CLUB. Trophy 2008 "#9" (Q1)
 30512 BMW M3 GT2 Rahal Letterman Racing "#92" (Q1)
 30513 BMW M3 GT2 (Q3)
 30514 Audi R8 LMS Team Abt Sportsline, 24h Nürburgring 2009 "#100" (Q1)
 30515 Audi R8 LMS Team Phoenix, 24h Nürburgring 2009 "#98" (Q1)
 30516 Ferrari F1 2010 "Fernando Alonso" (Q3)
 30517 Red Bull RB5 2009 "#15" (Q2)
 30518 McLaren-Mercedes MP4-24 "#1" (Q3)
 30519 Opel GT Steinmetz Tourenwagen 1972 yellow (Q1)
 30520 Opel GT Steinmetz Tuner 1 blue(Q1)
 30521Porsche 917/30 Sunoco Porsche Audi "#6", '73 blue (Q1)
 30522 Porsche 917/30 CAM 2 '74 red (Q1)
 30523 McLaren M20 '72 McLaren Cars # 5", '72 orange (Q1)
 30524 McLaren M20 '72 Roy Woods Racing "#73", black (Q1)
 30530 Opel Manta A red (Q1)
 30531 Audi A4 DTM 2008 Audi Sport Team Abt "T.Scheider" black (Q1)
 30532 Ferrari 599 XX "Geneva Motorshow" (Q3)
 30533 Ferrari 599 XX "Race Version" (Q3)
 30539 Ferrari 458 Italia, F1 red (Q4)
 30540 Ferrari 458 Italia, yellow (Q4) ■





Peugeot 908 Hdi FAP LMES 2008

By Alan Clark

This review is for the Peugeot 908 Hdi FAP LMES 2008, as driven by Pedro Lamy and Stephane Sarrazin in the Le Mans series 2008.

The drivers names are so small I needed a magnifying glass to read them. No its not my old eyes as my daughters were unable to read them either. Well what a beauty this car is in its Matt black finish with bright blue and white detailed tampon printing. A single wiper, two mirrors and four aerials. Spare mirrors and aerials in the usual spare parts compartment on the rear of the box along with full instructions and slimmer guide for use on Scalextric or Ninco track.

With the four screws, one at the front, one at the rear and one at each side removed and the chassis removed reveals the usual Carrera circuit board with connectors for rear lights, front lights, motor, guide braids and digital chip. The wires for the rear lights were not correctly routed and were rubbing against the rear axle gear. The axles are mounted in brass bushing. I think this is where the ticking noise is coming from as noted by other reviews on recent Carrera 1/32nd scale models. It has the now standard 9:27 teeth gear ratio. 61mm front and rear track, 92mm wheelbase, 142mm chassis length. Weight 105g magnetic down force weight 185g. Front tyres

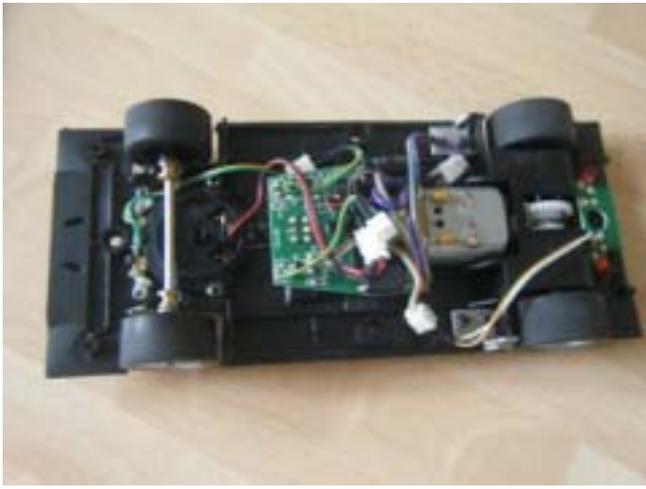
are 10mm wide with a 20mm diameter, rear tyres are 11mm wide with a 22mm diameter. (Carrera Porsche RS Spyder has 10mm wide on the front and the rear with the same diameter as the Peugeot.) It has the adjustable motor pod which allows axle movement But the pivot point is not central so you get more wheel travel on the offside wheel than you get on the nearside one.



Rather strangely the body is actually two parts, front wheel arch section with driver and the main body. The wheel nuts are coloured red on the nearside and blue on the offside just like the real car.

Off to the track at Alton and Winchester





Club in Alresford which is MDF with tight corners and a long straight. On the tight hairpin the car was actually stopping because the long guide was jamming in the slot. So I tried it in the next lane which is not so tight around the hairpin and no problems at all. It wags its tail under hard acceleration, when entering a corner slightly too fast the tail slides, as with all slot cars too much speed and even with the very deep guide it deslots. Although this point is at much higher speeds than the equivalent Scalextric car. The tyres are actually round and don't need any sanding to make them round. The front lights are nice and bright but sadly the rear lights do not light up via the plastic light pipes. The red LEDs are on inside the car and I have checked the bulbs are located into their recess within the light pipe but no light reaches the back lights.

Off to the track at Bowlextric in Clanfield which is also MDF but much faster with a longer lap. Once again a lovely smooth drive with a bit of tail wagging under hard acceleration. A much better car than the Carrera Porsche RS Spyder. But not as fast as a NINCO Honda NSX being run in the very next lane. I would put that down to the standard Mabuchi type motor compared to the much more powerful NC5. Previous Carrera cars such as their Ferrari Enzo drive faster but don't slow down at all into the corners which I believe is down to the gear ratios used.

In conclusion I believe that Carrera have really progressed with their latest cars, they look good, they handle very well and are actually good value for money. I believe that the Scalextric version of the same model is actually



a better racer because the mirrors are made of rubber so they bend rather than snap off. Although it only has one aerial. The Scalextric version has a rather silly hump between the rear arches where they have had to mould the body around the rear axle, Carrera have just not followed the original lines so well but then their car doesn't have to have the stupid hump. The only thing letting Carrera down at present is their lack of spare parts although I am sure the Hobby Company will sort this out in the long term. ■

NSCC Election Results 2010

By Stephen Barber (Secretary)

Following the announcement of an Election in the December Journal, I can report that we received only one valid nomination, and that was for the post of Chairman. Andy Carmichael – who many of you will know from swapmeets up and down the country over many years and also his attendance at some of the NSCC/Hornby Weekends – was nominated by Roger Barker and Karl Cornell, and seconded by Mark and Julie Scale, Mark Raine, Shaun Bennett, Samantha Finch, and Eric Carmichael. Since there were no other candidates for the post of Chairman, Andy is duly elected and has already taken up his post and I would like on behalf of the membership to thank him for coming forwards and to congratulate him on his appointment.

With a new Chairman who is clearly a popular choice, the Committee will continue to work on the many exciting plans we have for 2010 – our 30th Anniversary year – and for 2011 and beyond, and we will be bringing you further details soon.

Members will also recall that in the December Journal, I reported that the Committee had discussed changing the period of office for Committee members, so that it would be increased from one year to three, in order for new officers to find their feet and get up to speed. We unusually had three new officers take up post a year ago, when we acquired a new Editor, a new Treasurer and a new Membership Secretary, all positions which carry a lot of responsibility and require an enormous amount of time and commitment on the part of each person; this prompted us to look again at a proposal which has been considered several times in recent years.

We felt that it is important to canvass the views of the membership on this issue and had envisaged including a question regarding this on

a ballot form for members to vote on. However, since there is no need for a ballot to take place for any of the Committee posts, there having been only one nomination, the Committee has decided – in order to save the Club the cost of printing and sending out a ballot form on this single issue (and in the interests of being environmentally-friendly) – to invite members who disagree with the proposal to simply write or email me (secretary@nsc.co.uk), stating their objections, by 14th March 2010. The result of this ballot will be published in the April Journal.

If you have any further queries on these matters then please do contact me and I will answer any issues raised accordingly. ■

A brief collectors guide to the Hornby Ford Escort Cosworth

BY Karl Cornell

The Escort RS Cosworth was a sports derivative of the Ford Escort. It was available from 1992 to 1996 and in very limited numbers. It was instantly recognisable due to its large whale tail rear spoiler. The main selling point was the Cosworth YBT engine, a highly tunable turbocharged 2-litre engine which put out 227bhp in standard trim. Tuned outputs have gone over 1,000bhp.

Ford developed the car around the chassis and mechanicals of its predecessor, the Sierra Cosworth. 'Ghia' further modified the Escort bodyshell to accommodate the larger Cosworth engine and transmission. Designed under the guidance of Rod Mansfield and John Wheeler of Ford's SVO department, the Styling was carried out during 1989, by Stephen Harper (Designer) at MGA Developments in Coventry. The body tooling was created by the coachbuilders Karmann at their facility in Rheine, Germany, from where the cars were manufactured. Changes were made to the engine management system and a new turbocharger was fitted. Permanent four wheel drive with a 66/34% front/rear split came courtesy of an uprated five speed gearbox as used in the Sierra Cosworth. Recaro sports seats came as a standard fitment.

The Escort Cosworth was a rare car, with 7,145 vehicles produced from the start of production on 19th February 1992 until the last car rolled out of the factory on 12th January 1996. Two versions were produced. The initial 2,500 units were "homologation specials" used to get the FIA accreditation for entry into the World Rally Championship. They were fitted with a Garrett T3/T04B turbocharger. Among these initial units, a handful were badged as Motorsport versions, these lacked certain

refinements such as a sunroof and sound deadening. The second generation, starting production from late 1994, were fitted with a Garrett T25 turbocharger, a smaller unit which reduced turbo lag and increased usability in everyday driving situations.

The car was to be Ford's new rally car, and very successful it became with its total victories amounting to eight in Group A guise. Drivers included, the famous victor at the 1994 Monte Carlo Rally, the Frenchman Francois Delecour, future quadruple World Drivers' Champion Tommi Makinen (who took his maiden event victory for Ford in Finland that same year before departing for Mitsubishi for 1995), as well as the Belgian, Bruno Thiry and from 1996, 1990 and 1992 World Drivers' Champion Carlos Sainz of Spain. One-time 1988 and 1989 back-to-back title-winning force for Lancia, Miki Biasion and 1991 Rally Catalunya winner Armin Schwarz were among the other fabled pilots to be seen behind the wheel. After modifications were made to the car to make it a World Rally Car for the 1997 and 1998 seasons, it went on to score two more victories for the Ford Motor Company Rally Team, now based in Cumbria and being run by Malcolm Wilson's M-Sport. With Thiry, Ari Vatanen (on a one-off podium-scoring basis at the Safari Rally after Thiry suffered an injury) and four-time World Drivers' Champion Juha Kankkunen now behind the wheel of the cars, the Escort name finally bowed out of works rallying altogether after a double-podium at the season-ending 1998 Rally of Great Britain.

The Escort RS Cosworth was produced until early in 1996 when the EU introduced a tough new set of noise regulations for motor vehicles and Ford decided to stop production →



rather than change the car to meet the new noise regulations. Despite this, the now-modified RS Cosworth was used by Ford as their factory rally car until it was permanently replaced by the Focus WRC for the Monte Carlo Rally of 1999.

The first we see of the new mould from Scalextric was on the cover of catalogue 34 (1993).

C203 "Ford Motorsport" race number 2, this was used as a photograph on the catalogue and was one of the Ford Escort Cosworth range to be fitted with working front and rear lights, this was also later in set C814 Team Cosworth and later still as a special edition from Beatties stores in a fancy silver box not the normal black box this was race number 6 and went by the reference number of **C193**. This was discontinued by 1996 catalogue 37.



C204 "Panasonic Batteries" race number 8, this was the second car used on the front cover of catalogue 34 again it had working front and rear lights, this was the only Escort Cosworth that was black, this was discontinued from the range in 1996 catalogue 37.

C814 "Team Cosworth" this first made an appearance in 1994 catalogue 35 featuring C203 "Ford Motorsport" race number 2, and C370 "Michelin Pilot" race number 1 this was the first appearance for this livery, as for the avid collector out there, there are two types to collect.

Type 1: No Ford logo on grill and is the more common version.

Type 2: Ford logo on grill but there was only approx. 80 of these made and are very rarely seen.

This set was deleted from the range in 1996 catalogue 37.



C471 "Barry Squibb" race number 7 appeared in catalogue 35 being the first of two red Escort Cosworths although this one did not use a spray mask as it was an all over colour red with tampon printing, this was quite a bland model but did stay in the range for 2 years.

This was deleted from the range in 1996 catalogue 37.

C324 "Shell/Helix race number 25 made an appearance in catalogue 36 alongside **C403** "Hendy Ford" in a distinctive turquoise blue with race number 19 both of these cars did not have working front or rear lights.



C772 "Escort Rally" was the replacement for the "Team Cosworth" set which had been in the range for 3 years.

This set contained one new livery C626 "Fina RAS007" race number 7 and a number change to the "Michelin Pilot" which had changed from race number 1 to race number 4 and allocated a new reference number of C677 this set disappeared from the range in catalogue 39.

C592 "Cepsa" was the only new single car released that year being largely white a car with a red spray mask supporting race number 16, this car lasted in the range until catalogue 39.



C2028 “Repsol” This is the only Escort Cosworth where there are three different types to collect, I was fortunate enough to be on a factory tour in 1996 where I spotted these and was told by Gary Parker that they were destined for the Spanish market only, and a limited number were for Beatties stores, only for them to appear in the 1997 Catalogue. This has to be one of the best looking colour schemes on the Cosworth although the spray masks that were being used in that era were not the best as they all suffer from bleed over.

Type 1: Multi spoke white wheels with race number 4, only available through Beatties as a special edition also known as C548.



Type 2: Eight spoke white wheels with race number 5, with Sainz/Moya on both front wings, this is the standard catalogue issue.

Type 3: Eight spoke white wheels with race number 5, but Sainz/Moya is missing from the front wings, making this the harder one to find.

Attached your free pin badge as part of the NSCC 30th year celebrations.



C370 “Michelin Pilot” race number 1 from the Team Cosworth set released as a single boxed car, maybe this was too use up old stock as there was no difference between the two cars, this was only in the range for one year so will be quite hard to find boxed.

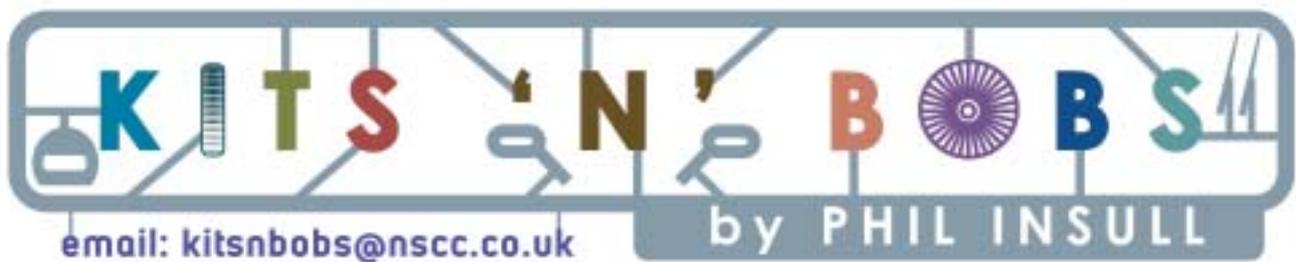
C2076 “BP” race number 23 one of the harder liveries to find as it was only in the range for one year.

C2171 / C2174 “Ford Works 1999” race numbers 7 and 8 these were the last two Escort Cosworths off the Scalextric production line and were only available for one year and are becoming hard to find especially still pure white as they have a tendency to go yellow

C2237 Never in the Scalextric range catalogue, it was only available from Racer, this was a bland model being all over white with a blue spray mask on the front and rear spoiler. This did come with decals that you applied yourself but they had no resemblance to the car itself as they were for a German touring car which was a bit strange?

So all in all the infamous Ford Escort Cosworth was in the range for a total of seven years, there are many variants to collect including clear, plain body shells and spray test shots and the array of wonderful mould flush colours. ■





As promised last month I have been reasonably busy building and have at long last completed my RMS Resins (Reinecke Motor Sports) McLaren M12 and Ferrari 612 Can-Am cars. David kindly saved me some work by spraying the base colours for me and me being awkward I wanted the McLaren in papaya rather than the white John Surtees version. The Ferrari is completed as Chris Amon's #16 machine, but I've taken a bit of poetic licence with the McLaren and finished it as a "fantasy" #3 Peter Revson team McLaren version. The body kits come with cockpit, drivers, wings, struts engine detail including trumpets and rear panels. The donor chassis were the Slot.It Ferrari 312PB for the Ferrari and should have been the Slot.It Alfa 33 for the McLaren but again I deviated from the norm and used a Fly 908 chassis under my car as the Alfa chassis are still quite hard to obtain. Both run well although the Ferrari is quicker by dint of the Slot.It running gear and both like to cock a rear wheel in the corners thanks to the high up weight of those massive rear wings. They are great looking and a welcome addition to David's range of resin bodies. I raided my decals boxes for my transfers but I am told that Tim at Slot Cars 4 U has decals for two versions of the Ferrari and the Surtees white version of the McLaren. While you are there check out the Slot Cars 4 U range of decals for the Revell / Monogram 63 and 65 Galaxies allowing you to model cars for all of the following drivers, A J Foyt, Junior Johnson, Dick Hutcherson, Eddie Sachs, Jim Hurtubise, Tiny Lund, Marvin Panch, Fireball Roberts, Curtis Turner, Fred Lorenzen, Nelson Stacey, Larry Frank, Dan Gurney, Don White and Ned Jarrett. In addition there are new decals due to allow you to convert

the Carrera '57 Chevy Bel Air into the race versions of #3 Paul Goldsmith, #22 Fireball Roberts, and the #87 Buck Baker, #46 Speedy Thomson "Black Widow" cars.



RSM Ferrari 612 and McLaren M12

For those of you wanting to know more about Zagato's excellent Aston 214 featured last month and the forthcoming DBR1 you can contact him on grapide@aol.com kits will be priced £32.50 plus post and packing, I will get more details once his website is up and running.

Penelope Pitlane are preparing two new releases for February / March these being the Jones Stutz Special and the Connaught B type, more details as they are released.

My second build is the Proto Slot kit 1961 "Vaillante" Le Mans car based on the French comic book hero Michel Vaillant who races with his fictional pal Steve Warson. A pretty body shell with a very well designed all metal chassis to fit the kit clearly Chris is a fan of the old comic strip as his next release is scheduled to be the fantasy front engine F1 car featured in the comic and can be done as either Vaillant brothers or Warson cars or as the infamous "Driver without a face". Current releases via



Proto Slot Vaillante VS61

BSR are the Citroen 2CV Dagonet and a variety of Porsche 907 kits that can be made up into any number of factory or privateer entries from 1968 and 1969 world sports car events.

A welcome arrival and well worth the wait was my Alfa Romeo 33/2 "Periscopica" from Cursa models. This beautifully made 1/32nd scale car represents the #22 machine started after qualifying 14th by Businello / Zecedi at the 1967 Nurburgring 1,000 KM/s, part way through the race the quicker sister car of De Adamich / Galli ran into trouble so this pair took over the #22 car and drove it to 5th place behind four factory backed Porsche 910s. Running gear is Powerslot sidewinder and it performs very well indeed albeit a slightly faster motor wouldn't go amiss and with the presentation plinth, limited scroll and bubble display top it also looks absolutely superb. I'm looking forward to Cursa's next 1/32nd release although they are keeping that information secret for now, they do however have a new 1/24th body kit release in the form of the Seat TC600 which will be available by February in a range of pre-painted colours.



Cursa Models Alfa Romeo 33/2 "Periscopica"

Another car I have got my paws on is the GMC Ferrari Dino 206s made by MMK on behalf of GMC. This pretty little sports car is based on the #36 entry by Maranello Concessionaires at driven by Salmon / Hobbs at Le Mans in 1966. Having qualified 29th the car unfortunately only lasted 14 laps before the rear axle failed putting the British entered team out. Made to GMC's very high standards this is a good looking car and is available in limited numbers as either RTR or kit. The follow up to this release has also been announced and this will be the #15 Ford GT40 Roadster entered by Ford France for Trintingant / Ligier at Le Mans in 1965.



GMC Ferrari Dino 206S

As announced last month the Top Slot Pegaso Z102s are now in stock in the U.K. with Pendle Slot Racing as is the latest 1/24th scale Porsche 962 from B.R.M. In the famous orange Jagermeister livery this is sure to prove a popular version. Pendle also have a new car in their BK body kit range this being BK23 the "Droop Snoot" Ford Escort Mk2 RS2000 in the Allied Polymer livery of the car driven in the Tour of GB by Vatanen and Bryant and is available in pre-painted or unpainted kit form.

Another car I have managed to complete is the OCAR Jaguar MK II driven by Graham Hill for John Coombs Racing in the early 1960s. Finding the right shade proved difficult and in the end selected "Light Hull Grey" acrylic from Revell to paint my version of BUY 12, some very good detailed white metal parts on this kit include bumpers, distinctive Jaguar grille and lights.

⇒→





OCAR models John Coombs racing Jaguar Mk II

Last month I mentioned that MTR32 had a new Mirage Ford GR8 out, well now Milan has added the 1975 Le Mans winning #11 car of Ickx / Bell to that of the third placed #10 car of Schuppan / Jassaud and it is simply stunning looking, I'll bring you pictures when mine arrives later in the year. TRRC should have the new Adler Trumpf Rennlimousin ready in both RTR and kit form by the time you read this. The RTR version is the 1937 #33 Le Mans car of Sauerwein / Orsich that finished 6th overall and won the 2 litre class, I assume the kit may allow you to build any one of the four entries from Le Mans that year including the #34 car of Lohr / Von Guilleaume, which placed 9th overall and 4th in the 2 litre class.

Finally we turn to plastic and RTR cars and the Cartrix have now released the Ferrari D50



Revell / Monogram Limited Donohue Lola and Pearson Fairlane

of Peter Collins 1956 French Grand Prix winning machine albeit they are only trickling through slowly into the U.K. Revell / Monogram have issued another Limited Edition of the #6 Sunoco sponsored Mark Donohue Lola T70, again this is let down by the wrong helmet colour (Silver instead of white) and lacking the distinctive air intakes this car often used as developed by team boss Roger Penske. The #17 Ford Fairlane of David Pearson has also arrived via MRE. MRRC have released the #35 Scuderia Fillipinetti Porsche 904/4 GTS which Muller / Sage took to 11th at Le Mans in 1964 (Not 63 as advertised) and a Chaparral 2F / Ford MK IV 1967 Le Mans test cars double set, while Scaleauto have their new 1/32nd scale Radical SR9 as the #26 car of Lusders / Petersen / Rostan and 1/24th scale Porsche 911 GT3 plain Kit both of which are due for release in February. Similarly NSR's Ford P68 is due out by the time you read this and last but not least Team Slot's latest #17 Audi Sport UK Quattro as driven by Wilson / Greasley on the 1982 RAC rally and the Limited Edition #1 1993 (Again not 94 as advertised) Safari winning Toyota Celica ST185 of Kankkunen / Pironnen are both available, the Toyota being particularly poignant for rally fans as it was Juha Pironnen's last win with Juha Kankkunen before he was sidelined through serious illness.

Till next time with news from Nuremberg, keep slotting. ■



Lamborghini Murcielago "Scream" (50548)

By Peter Solari

The Lamborghini Murcielago is a totally new model from Ninco, following in the footsteps of its little GT brother, the Gallardo. It is believed that founder Ferruccio Lamborghini founded the company in 1963 after he became increasingly frustrated with the poorly built interiors and inferior clutches of his Ferrari. After venting his dissatisfaction to Enzo Ferrari himself, he was thus spurred on to build his own high performance car with better ride quality and interior fittings than that of Ferrari... and so the Lamborghini supercar was born.

From first sight of the Murcielago my impression is good... in fact, better than good! It is an imposing car with all the visual ingredients of being a very fast race car; wide, low and sleek. Removing the car from the box reveals the car in all its glory. Whilst the metallic orange and black is a highly visible combination, I was surprised not to find the

super high gloss finish which is common throughout the Ninco range. Compared to the All-Inkl (50542) version, it definitely lacks the deep shine I had expected. However, all print detail is as sharp as ever, particularly the silver "*Lamborghini*" and grill detail on the rear of the car.

One cannot help but see the main sponsor wording across the front and sides with other sponsors' logos printed along each side. The raging bull emblem of Lamborghini is nicely detailed on the roof and just behind the rear wheels. Ferruccio was born under the star sign Taurus and has drawn inspiration for the names of many of his cars from the world of bullfighting... the Murcielago is no exception with this name stemming from a bull that fought with such passion and spirit, had his life spared – a very rare honour.

All four tyres also carry the 'Michelin' name neatly printed on the low-profile sidewalls.⇒





Interestingly the 15-spoke wheels differ from the twin-7-spoke wheels of the All-Inkl car. Both models boast shiny disc brake detail. The rear light clusters are again finely detailed. Before taking the car apart it is worth mentioning the flexible door mirrors, and roof aerial which survived a few 'offs' in testing and I'd wager would survive many more. In contrast, the rear aerofoil is fixed rigid to the extreme edge of the boot-lid. The cockpit includes print that can only be seen if you strain to look with speedometer and central air-vents and control buttons nicely finished. The driver figure has matching helmet and gloves and printed seat belt and buckle.

The body and chassis are easily parted by removing two screws. The exhaust detail and tow eyelets are sensibly fitted to the body. This allows 'body-rock' to be adjusted without

anything getting in the way; previously, designs have had these items as part of the chassis relying on apertures in the body which have restricted the amount of body-loosening.

The chassis itself is very flat and plain with only an eight-finned rear diffuser detailed on the underside. In place of the V12 power plant in the full size vehicle, Ninco have chosen to fit the NC-5 Speeder motor in the 'Angle-winder' position. It is good to see that all motors are now solder-free when it comes to lead wires. The mini spade connector design really does save time when changing motor. Guide wires can be neatly secured when running just below the front axle. Power is transferred to the rear axle via a 12-tooth pinion and 32-tooth gear wheel. A spring guide ensures contact between brushes and rails at all times when racing. A bar-type magnet is placed behind the motor but just in front of the rear axle which incidentally is secured to the chassis via brass axle bearings.





Before running on the track, a check for dimensional accuracy showed the Ninco Murcielago to be within 1% or 2% of actual dimensions. For the record, overall dimensions are 146.5mm x 68mm x 35mm (LxWxH). With a wheelbase of 84mm, it is slightly shorter than the Mosler wheelbase but considerably longer than that of the Gallardo. This latest Lambo is a bit of a heavyweight, weighing in at 98g (*8g more than its little brother*).

For comparison, I ran the new Lamborghini against a long standing GT favourite, the Mosler and its little brother, the Gallardo. All three cars were run 'straight from the box' with no preparation or 'tweaking' at all. On-track performance was predictably *VERY FAST!* On a relatively simple layout (*using straights and standard curves*) the Murcielago outran an NC-6 powered Gallardo and a Lightened NC-5 powered Mosler. I put this down to the position of the bar magnet: it is further back than on the other cars and so the back of the car was always less likely to step out of line when exiting



corners. Although, the Mosler and Gallardo were run using their 'mid-mounted' button magnets, I did experience 'powerslides' whereas the Murcielago would just let go, resulting in it deslotting. Of course, running without magnets is likely to throw up a different set of results as I suspect the difference will be greater on the Murcielago compared to either of the other two cars. The only downside to my test was the loss of some bodywork... There are two side air intake boxes just in front of the rear wheels; these are not moulded in the body but glued in position. It appears that the nearside one broke loose during testing (*but this may have been inadvertently aided by my picking up of the car following an 'off' as these side pods are positioned exactly where I grab the car between my finger and thumb... oops!*). Fortunately, the piece was recovered and seamlessly glued back into place.

All in all, the Lamborghini does live up to on-track expectations and it is a beautiful car to look at. A really *super* supercar! ■





It's been a while now since I compiled a report on my favourite slot car manufacture. With the Nuremberg Toy Show just around the corner (and probably history by the time you read this), I thought it would be best to round up on what happened during the last quarter and report on the future next month. Photos once again courtesy of Slot Car Amazing Shot.

RCR52 – Ferrari 330P – Mecom #30 – Sebring 12hrs 1965



Modelled on the car driven by Pedro Rodriguez and Graham Hill, who after completing 133 laps were classified in 37th position despite a clutch failure meaning they couldn't complete the race. This is the second Mecom sponsored car modelled by Racer and which also competed in the same event. The previous car was the Ferrari 250 LM (RCR34), driven by Hangsen/Donohue, which finished in 11th position. Unlike the 250 LM (which was decorated in metallic blue and white stripes) the 330P is the reverse;



white with blue stripes. This particular version of the 330P is visually different from the previously released 330Ps. The main reason for this is the large full width aerodynamic roll bar (just behind the drivers compartment) is replaced by a Formula 1 style loop roll bar. It gives the car a totally different stance and appears much lower. This is further enhanced by the lower cut windscreen. Other detail differences of note are that the air scoops just in front and on top of the rear wheel arches are much more pronounced and adds to the cars unique appearance. Finely crafted wire wheels and a replica Graham Hill driver finish this model off nicely.

RCRG2 – Ferrari 412P – Scuderia Filipinetti #220 – Targa Florio 1967

I for one thought that Racer would not produce anymore Ferrari 412/P4s, but to my delight they have and to add to this is also a Limited Edition



of 203 units. Although this particular model is almost identical to one of the previously released Scuderia Filipinetti cars (RCR04). It is however a welcome addition to the range and let's be honest you can never have too many Racer Ferrari P4s in your collection (19 and counting). Once compared side-by-side and after a double take, you can clearly see the differences. The main ones of note (apart from the race number) on the latest version is; the extended white on the roof (which goes back half way over the engine cowling), no identification lights on the roof and no spare wheel (replaced by a painted mesh). Build wise, the early Racer P4s were fitted with a resin chassis, whereas this has a much improved plastic one. To reflect this is a Limited Edition, a card of authenticity is included and each base plate has a photo-etched numbered plaque fitted. I must mention here that this car is priced the same as any other "standard" release and does not command an extra premium due to its limited availability. As for its real-life counterpart, it was driven by Herbert Muller and Jean Guichet, but failed to complete the distance due to a problem with the differential and posted a 'DNF'.



Silverline

Following on from the 500 Abarth released last year, Racer have now unleashed its racing cousin; the Assetto Corse. Three liveries sporting the same racing number (#49) have been made available simultaneously and like its real-life counterpart have been upgraded to reflect the improvement in performance.



This has been achieved by fitting the new Slot.It Flat 6 engine and motor mount, which also helps to lower the cars centre of gravity. So Why are the cars carrying the race #49? Well this is because only 49 cars have been produced by Fiat. Apart from the added spoilers, winglets and sporty wheels. Racer have included a roll cage to add to the list of details over its road cousin. The models available to-date are:-

RCR-SL02G – Grey with red stripes

RCR-SL02R – Red with white stripes

RCR-SL02W – White with red stripes

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Sideways

The fabulous plastic production series is gathering a head of steam now, with three more models now being added to the range.

SW05 – Riley Mk.XX – Telmex #01 – Grand Am 2008



Decorated in white and blue livery. This represents the Grand Am Championship winning car of 2008, driven by Pruett and Rojas.

SW06 – Riley Mk.XX – Gainsco #99 – Mid Ohio 2008

Modelled on the race winning car driven by



Gurney and Fogarty and decorated in a fiery red.

SW07 – Riley Mk.XX – Target #01 – Daytona 24hrs 2009



Eye catching livery in blue/white and red, driven by Montoya, Pruett and Rojas.
Till next time – Keep the Passion! ■

A Forza Slot.It this month is aimed more for the racer and tuner with two new cars now available in the U.K. As expected from last time are the KF02D the 1995 Blue #34 Pilot Ferrari F40 as driven at Le Mans by Ferte, Thevenin and Palau to 12th overall and the KF01D the #1 Ferrari 312PB as driven to victory by Ickx and Regazzoni at the Monza 1,000 KM/s in 1972. Both these releases are in easy to assemble kit form and make excellent additions to the existing range of these cars.



Evo 6 Chassis types

CH51-54 are a new series of M2 type metric brass screws in 8mm and 5.3mm large and small head sizes, CH55 is a new set of medium strength springs for the CH47 suspension units, and CH56 being a set of six spherical bearings.

There are two new motors with the MN09c being a 20,000 r.p.m. closed can version of the new Flat 6 motor, and MN11H1 being a 22,000 r.p.m. open can version of the Flat 6. There is a set of spacers for hubs and bearings under part number PA47, with a new set of 16.5x8 size light plastic wheel rims with dark grey OZ type inserts under reference PA43PL. There are a number of new slick pro-tyres to help give your cars extra mechanical grip with PT29 being a 20x12 F1 size F22 compound, PT30 being a 20x11 size F15 compound and PT31 being the 20x11 size F22 compound.

Electronics wise Slot.It has been working hard with new developments for 2010 with two exciting new concepts. First is an addition to the Oxigen Digital system with a new modular unit which can be plugged into the Slot.It controller turning it into a wireless or radio link control system operating on the 2.4 GHz technology. This allows freedom of movement around the circuit and has been developed to allow compatibility with popular digital and =>

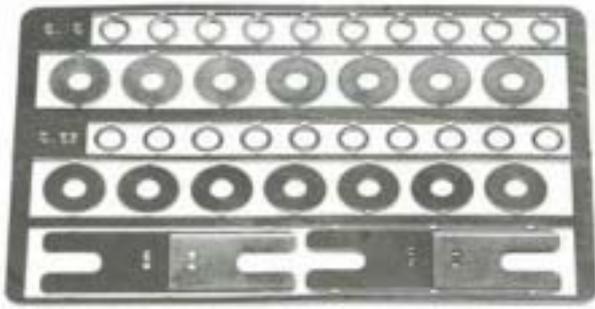


Ferrari 312PB Ickx and Regazzoni



Pilot Ferrari F40

Loads of goodies for the racer and tuner as I mentioned earlier with the CS10T6 (McLaren), CS12T6 (Audi R8C) and CS14T6 (Nissan 390) Evolution 6 type chassis all now available. The CS15L is a new light-weight cockpit interior for the Mazda 787B, while the CH46 is a new evolution cockpit for the F40.



Pa47 Spacer set

analogue systems as well as Oxigen. Secondly Slot.It in conjunction with DS has developed a second module which fits outside the hand controller and is used with a receiver box to provide direct telemetry information to be transmitted to and from the car. This module also has an mp3 interface, which allows the driver to plug their mp3 player in and listen to the lap information while they drive.



New Flat 6 motor types

Next for those of you interested in the U.K. Slot.It Challenge organised by Pendle Slot Racing the 2009 results were as follows:

Seniors

- 1st Shaun Mitchell (North Staffs) 196 points
- 2nd Nick Hirst (Pendle) 191 points
- 3rd Lee Andrews (Slot Maniacs) 188 points

Juniors

- 1st Lewis Gough (Wolves) 80 points
- 2nd Toby Parson (Pinewood) 73 points
- 3rd Elliot Alcock (North Staffs) 69 points

Well done to all the drivers taking part over the 5 rounds and I was particularly pleased to see Wolf Junior Lewis Gough win the Juniors title and Wolves regular Lee Andrews pushing Shaun and Nick all the way, also pleased to see Wolves Juniors finishing 6-7-8-9-10 in 2009 and hope to see them do even better in 2010.

The 2010 U.K. Slot.It Challenge dates are now confirmed as 13/14th March Pinewood,

17/18th April North Staffs, 5/6th June Llantrisant, 17/18th July GT Raceway, 4/5th September Pendle, and rounding off the season on 23/24th October at Wolves.

Finally this month news that a Slot.It 24 hours Group C meeting has been planned in conjunction with Pendle Slot Racing at the old Wolves Strykers venue where 16 teams will be battling it out over 24 hours on 1st and 2nd May 2010. For more details go to Pendle Slot racing's website(www.pendleslotracingclub.co.uk/challenge) for information.

Some breaking news as we go to print from the Nuremberg Toy Fair with new releases from Slot.It for 2010. In addition to the Chaparral 2E, and 1991 Le Mans Jaguar XJR12s we should be seeing the #30 and #32 blue and white, #33 green and silver and black Estoril test versions of the Nissan 390 GTR. A new liveried Sauber being the #63 blue Michelin sponsored car from Nurburgring 1987 and #54 Alfa Romeo 33/3 Brands Hatch 1971 winner. Two new additions to the limited Le Mans Winners series will be the #7 Newman Porsche 956c from 1985 and most exciting of all the Le Mans 1969 winning #6 gulf GT40 is a completely new model. The other completely new model will be the Toyota 88c which will initially be the #98 car from Daytona 1989. These later three are expected to be much later in the year and I will bring you estimated release dates when I get more information, but expect them to sell like hot cakes. Finally many thanks to AB Gee Limited and Slot.It for this month's pictures. ■



Chaparral 2E



Anglo American Racers Plymouth Barracuda Trans Am #48

By Zilver Paad

As soon as I saw this car I was in love. I just love Trans Am cars from '69 through '72. For our younger readers a little explanation may be in order.

What is Trans Am? Trans Am was a racing series created in the USA by the Sports Car Club of America in 1966. It was originally the Trans America Sedan Championship and catered for a two class competition for production saloons (sedans to our American cousins). Run to the FIA Group 2 Touring car formula the smaller, under 2 litres class saw action by Porsche and Volkswagen, Alfa Romeo GTA, Datsun 510, Mini Coopers, Saabs and Lotus Cortinas.

The big bangers, which were limited to 5 litre or 302 Cu In engines, initially saw Ford Falcon and Mustang, Chevrolet Nova, Plymouth Barracuda, Dodge Dart, Pontiac Tempest, and Mercury battling it out. The golden years were undoubtedly 1968-1972 when the Trans Am series was probably the hardest fought championship on the planet. In 1970 every single Pony car was represented, with the best teams and the best drivers available.

The contestants were a who's who of American racing; Bud Moore Ford Mustangs with Parnelli Jones and George Follmer, Chaparral entered Chevrolet Camaros with Jim

Hall and Vic Elford, Anglo American Racers Plymouth Barracudas with Dan Gurney and Swede Savage, Mercury Cougars with Charlie Rainville and Bruce Jennings, Roger Penske AMX Javelins with Mark Donohue and Peter Revson, Ray Caldwell's Dodge Challenger with Sam Posey, and the Pontiac Trans Am with Jerry Titus.

As ever you can take a look at Youtube for some exciting action videos and pictures or visit the Trans Am home site at: <http://www.transamseries.com/homepage.htm> for some great pictures of restored TransAm cars still racing today.

SCX enter the fray

There have been quite a few TransAm cars released into the market over the last few years with Hornby and Carrera being pretty prolific. You can have a large slot car collection by just going after every Camaro that is out there. Up until now SCX has not had a model in its line up but #63580 and #64420 address this with two great releases. Both the number #48 Dan Gurney car and the #42 Swede Savage cars are available right now with a Limited Edition Citrus Green Road car also soon to be available if you look very, very hard for it!

After almost smashing my way into the box to take a look at the new release all I can say is MORE PLEASE SCX!





What a terrific slot car! It has a nice paint finish, nice crisp tampon printing, some nice detail no hang on make that great detail and a terrific stance, there is no doubt this car looks good, but will it run as good as it looks, I wonder?

Look Closer

The body looks a pretty good representation, mean and low with the correct issue Minilite style mag wheels. It is carrying all of the correct decoration right down to carrying another toy company's logo. Now that is dedication to a scale representation.

The interior is a bit sparse with just a rather bland looking driver, steering wheel and gear lever, roll cage and a minimum of dashboard



detail but hey, who sees it when the car is running? The front spoiler looks nice and accurate but I am not sure how well it will stand up to the rough and tumble of racing, time will tell.

Turning the car over we find the normal SCX 4 braid sprung guide positioned well forward of the front axle line. Good. That should result in a nice easy to drive car. The⇒





front wheels revolve independently on stub axles, another good thing provided there is no slop. My sample had pretty much zero slop. The wheels and tyres are wider and larger at the rear as per the original prototype. The chassis is equipped with a motor 'pod' allowing the motor and back axle to rock a little bit independently of the body. This is yet another good thing for handling.

After removing three screws I separated the chassis from the body to find the normal SCX copper connecting strips between the motor and the guide. An RX 42B motor was fitted; these are quite a lot better than the earlier SCX motors but like the others are best after an extended running in period. The easiest way to get your SCX car going well is easy – thrash it as often as possible; it will soon loosen up nicely. The motor pod is provided with spherical axle bearings, presumably to allow them to self centre in then bearing holders.

Before running the car I lightly sanded the rear tyres to true them and remove any release agent that would otherwise impair the grip and then ran in the whole chassis for a number of hours at low voltage to bed everything in.



Track Thrash

OK, now we are ready for some fun, I did try the car on track with the magnet still present for oh, two minutes. It drives OK and was slightly more interesting to drive than most magnet cars. This 'Cuda is more fun, allowing a little bit of tail out action even with the magnet fitted. I guess that would mean it would be murdered on track by other TransAm cars from other companies with high power track magnets fitted. But magnets are for fridges aren't they? After removing the two screws just in front of the rear axle the magnet was liberated for use on the fridge door and a proper test can start.

What a great car. It handles very, very well, much better without a magnet than other Trans Am cars which rely on track magnets for handling. I reckon that softening up the rear tyres or fitting aftermarket hop-up tyres, and adding a bit of lead would make this a really good wood track car. I can't wait to find out and I will make sure it is in my box the next time I visit a club with a wood/copper track.

This is by far the best SCX car I have added to my collection since the Ferrari 360GTC and that is high praise. On a small home track it would be hard to beat and great fun, on a larger track the 42'B' motor ensures it is no longer an embarrassment on the straights. So all I ask is can we have a Dodge Challenger or a Penske Sunoco AMX Javelin next please SCX? ■

email: ebaywatch@nsc.co.uk

In reviewing my January information I would say it has been a month with perhaps fewer bargains at the top of the market as more listings have succumbed to what I would term as “mental money bids”! As a result these dominate the prices and discussions this month and it should be realised that not all car prices have gone northwards. A combination of newer buyers (should this be called the James May effect) and established collectors have fuelled the demand for these fancy prices which will please eBay and sellers alike.

Stats!

Incidentally I saw some “stats” on how eBay is doing overall on revenues this month, and the last quarter of 2009 proved to be lucrative for eBay, as the company’s revenue increased by 16 percent compared to 2008s fourth-quarter numbers. In all, eBay had \$2.4 billion in revenue from Oct. 1 to Dec. 31, bringing the company’s total revenue for 2009 to \$8.7 billion. I shall have to try and work out another month how much is slot cars unless anyone else has the figure already? It looks as though many slot sellers are seeing similar results as eBay so maybe this is proof that the recession has officially ended as they said in the news this past week? Listing numbers in the U.K. were boosted by some 2,000 plus on the free listing day in the middle of the month to just over the 13,000 mark.

Bargain or not?

Following on from last month I spotted a Scalextric lotus 49 that only made £50. This was the green no 7 Hill version however it must be said and perhaps is the first sign that these are heading towards prices of the Gold Leaf car? It was not all easy selling though as a Mighty

Metro set unused starting at £50 or £100 BIN went unsold not surprisingly perhaps to long standing slotcar addicts. Whilst on the subject of Metros a dozen red and white ones in various states of repairs made £30, whilst nine blue ones made £35 on Saturday night.

A Slot Classic Pegaso Spyder in red CJ20 made a heady £2,150 on Sunday night at month end. (150407575756) It was supposed to be a one off road car with a passenger made by the factory and looking very nice it attracted many bids. A silver Mercedes Spyder of similar pedigree made £2049 (150407575351) Making similar money but perhaps a little more surprising was a nice boxed yellow Auto Union that again attracted lots of bidders that drove the price up to a quite unbelievable £2,555 on Sunday night. As with almost all the winning bids I report on, I don’t know if they actually got paid for or not though.

Perhaps the nicest item listed, and to wet the appetite of the dedicated early Scalextric collector was a lovely boxed red Tinplate Healey. Now there is a bit of a story behind this in that it came from a special collection with some links to the factory sales reps of the time⇒⇒





it transpires. From the photographs you can see why it made a very nice £1,475 on Sunday night (250569248306).

Lastly, as there are a lot more prices this month, the newly released Scalextric 2010 range presentation Mercedes cars have been appearing and attracting bids in the range of £150 to £200 at the moment.

Prices as listed and spelt on U.K. eBay unless stated, with the time and auction ending day.

SCALEXTRIC SUBARU THE MOTORIST CENTRE VERY RARE 1 OF 50 £322.50 (MB Sunday night 230416095509 another made £180 on Wednesday night)

Rare Scalextric T45 Parmalat Roadtrain C335 MB £321 (Sunday night 270510159510)

Spanish Scalextric SCX TT Nissan Patrol REPSOL 7304 MB

£300 (Sunday night 300383447440 another made £285 same night)

scalextric ferrari 1/24 boxed mint ex shop condition £1,131 (beautiful! On Sunday night 220534330687 the seller has had sold several of these from old shop find!)

Scalextric BUGATTI ORIGINAL MINT CONDITION GREEN £1,027 (described as De Havilland issue on Sunday night 110475945836)

SCALEXTRIC FE OFFENHAUSER - YELLOW - 1/32 \$560 (New Zealand seller on U.K. eBay on Saturday night. Complete but poor chrome 250558465349)

TRIANG MINIC MOTORWAYS RM925 ROAD RAILER SET BOXED RARE £594.50 (Maroon plastic version MB but seller

admitted one bit had been used Thursday night 220537058413 red version £280 BIN previous week)

SCALEXTRIC FORD GT 2007 LIMITED EDITION 151of 200 RARE! £239.45 (Sunday night)

batmobile tri ang spot on batman \$360 (Italian seller on UK ebay on Monday afternoon 170422883874)

FLY Real Silver Very Limited Edition Dodge Viper £210 (1 bid Sunday afternoon)

Vintage Scalextric 007James Bond "Baddie" gunman figure £200 (Good paintwork! On Saturday night 270509585742)

CARRERA EVOLUTION 1/32 MASERATI A6GCS RARE L/E M/B N/R £195.50 (Sunday night 160393086140)

Spanish Scalextric SCX TT Buggy ESSO #55 7307 MB £190.90 (Yellow model Sunday night 300383448008)

scalextric james bond mercedes 190sl 007 excellent £155 (Repainted black and clearcoated on Sunday night 220534766260)

VANQUISH LOTUS 72D FITTIPALDI #5 '72 JOHN PLAYER 1:32 £149.95 (BIN x 2 plus others £132 and £101 on auction)

Slot.it CA09c Porsche 956 KH Norising - Special Edition £134.55 ("European Endurance Championship 2009 Team Member" on Thursday afternoon 290386646899)

scalextric panther excellent car looks unused £125.89 (In blue unboxed on Saturday night 220534756617)

Scalextric Accessory Packs. £75 (24 60's packs including several name board packs on Tuesday night 250555475984)

Scalextric sport challenger c1859 mercedes CLK Black £73.01 (used but as new on Sunday night)

Scalextric crossover Very good condition £6 (1 classis crossover track in good condition Sunday afternoon)

Scalextric C241 Alfa Romeo £60 (unboxed excellent red car on Sunday morning Danish seller on UK ebay 330390678970)

Scalextric C242 Bentley £54.53 (Glued exhaust Sunday morning as above 330390678677)



Scalextric C305 Bentley £77 (P&G glued exhaust as above 330390678397)

Cox Model Racing Catalog - 1967 ORIGINAL No Reserve \$45 (with 2 new product lines bulletins in excellent condition from US seller early Saturday morning 200426996699)

VERY RARE 1960 ORIG. TRIANG SCALEXTRIC 4TRACKS +BOOKLET £3.80 (rubber track with number 1 catalogue but with bit torn out on Saturday night 300383119893)

An Enthusiasts' Guide to Scalextric £7.25 (Excellent 1st edition Gilham book on Saturday night Just outbid! 260532146874)

Scalextric PROTOTYPE Ferrari F430 BLACK RARE LOOK !! £79.79 (On Wednesday night 250556996203)

VINTAGE TRIANG SCALEXTRIC SEALED BOTTLE OF SHELL OIL. £22.06 (Monday night. Relisted as seller said buyer thought it was a lot bigger and sold for £11.50! 180451566085)

VINTAGE TRIANG SCALEXTRIC A/233 ENTRANCE BUILDING.

£84 (Excellent but tiny chip in one corner on Monday night 180451567736)

Scalextric Grande Bridge 4 Lane Complete VG AU\$390 (Australian seller and eBay on Thursday night 200430667605)

RARE HISTORY OF ELECTRIC MODEL ROADS & RACETRACKS £35 (very good condition one bid on Saturday night 190363958407)

Hornby Scalextric Original Trade Leaflet 1984 Spiderman £0.99 (A rare leaflet that has made £15+ in the past but went unsold. However on checking it seems the listing was ended early by the seller and bids cancelled so maybe it did go to a good offer outside eBay)

States Of Jersey Police Scalextric Vauxhal Astra £102 (Not an Astra before you get excited about a new LE! but the normal Vectra on Tuesday night 170430381739)

SCALEXTRIC JAGUAR XJ8 FLOW TEST £227.99 (Clear body finished with Castrol screen and wing on Wednesday night 320471978073) ■