



No. 334 JANUARY 2010

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WWW.NSCC.CO.UK

THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Happy Anniversary to Us!

So firstly Happy New Year to all of you, I hope you all had a enjoyable Christmas and New Year and that you perhaps got some slot cars in your stocking?

Moving rapidly on, this year promises to be big year for the NSCC, as you may be aware 2010 is the 30th year since forming for the Club and there are some exciting things in the pipeline by way of celebrating this fact.

You will no doubt know that there are a number of large events planned this year by some of the larger retailers/ dealers which promise to be great events in their own right and hopefully we will support these where we can to ensure 2010 is a great year for all members, plus there are the usual array of swapmeets etc. to keep us busy and to tempt us to part with the cash.

Some breaking news for you all is that there is to be a special Limited Edition commemorative car, which is in the final stages of approval and on which we will soon be providing further details. But in the meantime I can just say it will be a stunner and hopefully follow the success of last year's Ninco Lotus. We hope that existing members will agree once details are released and will wish to purchase one, but we also hope to use it as a promotional "tool" to encourage new members to join "our" club and thus broaden the appeal of the NSCC.

To further assist this we are also in the process of agreeing other merchandise promotional items and organising our own events to be run alongside the likes of Brooklands and Donington where we will be in attendance.

Finally, as well as the NSCC 30th year, it is also my own anniversary of 12 months since taking on the role of Editor, which despite the hard work is still proving enjoyable so again I would like to thank all those people who have assisted me in settling into the role and for their patience when the gremlins have crept in over the last 12 months.

So until next month  
Jeremy



# FIRA SLOT CLASSIC SWAPMEET

SUNDAY MARCH 14TH, 2010

PLACA MAJOR,  
VIC,  
BARCELONA,  
SPAIN

TIMES: 09:00 - 14:00

STALLHOLDER ENTRY; 08:30

FREE ENTRANCE

COLLECTORS' TABLES  
(APPROX 1.5 X 1 MTR)  
AT NO CHARGE

Please note that this is a non-profit event. We have the support of the Council of the City of Vic, who provide the venue and tables, and so we hope to have no fee for the stallholders, or just a nominal one.

The event will take place under the arches of the Placa Major (Main Square), at the very centre of the city of Vic, with plenty of cafés and restaurants around.

Vic is located some 70 Km to the North of Barcelona, has good train connections and has a nice cathedral, museums and a Roman temple which are well worth a visit.  
(see <http://www.victurisme.cat>)

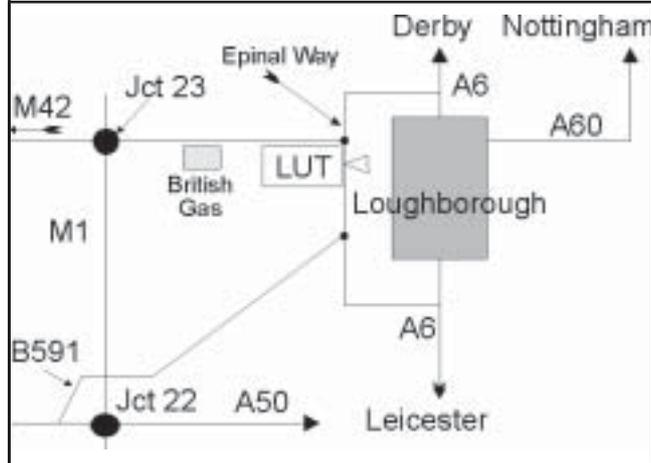
Contact Eduardo Casas-Alvero at:  
[casasalvero@ub.edu](mailto:casasalvero@ub.edu)  
for table bookings or any further  
information.

**OPEN EVENT**

# LOUGHBOROUGH SWAPMEET

SUNDAY MARCH 28TH 2010  
EDWARD HERBERT BUILDING  
LOUGHBOROUGH UNIVERSITY  
LOUGHBOROUGH  
LEICESTERSHIRE  
LE11 3TD

TIMES:- 10:00 - 14:30  
STALLHOLDER ENTRY:- 08:00  
NSCC MEMBERS ENTRY £2  
NSCC MEMBERS **ONLY** TILL 11:00  
PUBLIC ENTRY £3 (AFTER 11:00)



Tables cost  
£25 for 6ft frontage  
Details and cheques to:  
Andrew Staniec  
7 Aston Green  
Beeston  
Nottinghamshire  
NG9 6LG

Tel:- 0115 8772911 (after 6 pm)  
Email:- [a.staniec@ntlworld.com](mailto:a.staniec@ntlworld.com)

All telephone bookings to be confirmed in writing within 24 hours. Please send an S.A.E. if you require a receipt. Please make cheques Quorn Slot Car Club.

**NSCC PRIORITY EVENT**





Sir,

I write with reference to Peter Emery's article in the NSCC Journal No 333 December 2009 on the Ferrari 250 GTO and Ferrari P4/412P.

The following information is to help Peter and maybe clear up the confusion on The P3-P4 family of cars.

Just for clarity I have not got into chassis numbers. Also I have not prefixed the cars 330 since it does not really matter they were all 4litre V12 engined (3967cc to be precise).

I think the way to tell these cars apart can be split into their time scale and visually.

#### TIMESCALE

1966

1) The P3:- Was a 4 litre V12 24 valve 420bhp engined car Lucas fuel injection, ZF gear boxed and dished wheels that raced for one season 1966. Winning Sebring, Monza, Spa and the Nurburgring.

There was no interim car between the P3 and P4 called the P3/4.

1967

2) The P4:- For 1967 season a new car was developed the P4. The first full spec (see P4 coupe details below) official P4 was built using ironically a P3 buck. This 'works' car was built as the Spyder. It was the winner of the first 1967 race the Daytona 24 hour (No 23). It crashed at LeMans (No 20).

Three true new P4 coupes were built.

They had new sleeker bodywork (including the Spyder), improved 4 litre V12 36 valve engines developing 450 bhp running with Lucas injection and Ferrari's own 5 speed gearbox. It ran on wider Campagnolo star pattern wheels.

3) The 412P(P3/4):- For the private teams

Ferrari provided what it called the 412P. The private teams called this car the P3/4. Some were built using the previous seasons P3. Some were factory built to the same specs. But the 412P (P3/4) whatever its history is the same race car built to the same specs.

They were fitted with the P4 bodywork. The older 4 litre 24 valve engine with webber carburation developing 420 bhp and using a ZF gearbox also running on wider Campagnolo star pattern wheels. The 412P(P3/4) was a backup support to the Ferrari works P4. In the same way the Ford MKIIB were used as backup to the Ford MKIVs at Le Mans.

#### VISUALLY

1) THE P3:- Had a much bigger headlamp area. Its rear spoiler was not across the whole of rear deck. It had when used on the Coupes two separate ones. On the front top lip there is only one central vent. The bottom of the rear deck lid and the bottom of the door are inline.

2) THE 412P(P3/4):- Had the sleeker P4 bodywork fitted. On the front top lip there is only one central vent. The bottom of the rear deck lid and the bottom of the door are inline. In all other respects it looks like a P4.

This is true whether it was factory built or was a converted P3.

3) THE P4:- The 'Works' P4 Spyder had the P4 bodywork including the full spoiler across the tail. On the front top lip there is only one central vent. The bottom of the rear deck lid and the bottom of the door are inline. Thus giving away its P3 heritage.

The three Works P4 Coupes had the P4 bodywork including the full spoiler across the

tail. On the front top lip there are two vents. The bottom of the rear deck lid and the bottom of the door are about a couple of inches apart (the rear deck being above the bottom of the door presumably to clear the Lucas injected engine? Why then was this not done with 'Works' Spyder that had the same engine?).

When the true P4 raced at the BOAC 500 in Spyder form (the first P4 (P3 buck) Spyder having been written off at Le Mans No 20) the body spec for this car was similar to the coupes. Including two top lip vents and a raised rear deck lid from the bottom of the door.

I do hope this clears up the confusion. And I am sorry I could not be more verbose.

Incidentally the 23735 Carrera GT40 referred to on Page 19 #57 is a 1967 Ford MKIIB.

I am, yours etc,  
Allan Feldman

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Sir,

The story is finally out after weeks of speculation and was told to me by a reliable inside F1 source. After Brazil all the Brawn personnel went back to the Factory for a wind down party after their unbelievable 2009 season. Who would have thought that they would have walked off with the drivers and manufactures titles at the start of the season.

Anyway the party was in full swing and very jolly and a lot of the employees were enjoying the Brawn indoor pool facilities including Jenson.

In walks the Boss and asks if anyone would like to see the 2010 mock up in the workshop. Most of the people present stopped what they were doing and sauntered over to the workshop. The dust cover is pulled back and there in all its glory is the 2010 mock up for all to see. Jenson sidles over to look at the new offering but as he nears it a look of horror comes over his face. There for all to see on the bonnet of the gleaming new car is a German towel with the monogram MS on it.[ shades of a Spanish package holiday springs to mind] In a flash

Jenson is out the door and on his mobile to Mr Whitmarsh to see if he can escape the Silver Arrows team.

Will it be out of the frying pan and into the fire? time will tell.

How will he stack up against team Hamilton who knows. It is all set fair for a great season with the German dodgem driver [neck permitting] strutting his stuff for team Germany and a rather more talkative Spaniard in the Scarlet Ferrari. I think Jenson will get a lot of support from inside McLaren as not all of them are taken with someone prone to the odd Pork Pie.

Gentlemen Start Your Engines.

I am, yours etc,  
David Yerbury



# MESSAGES

## FROM MARGATE



email: [factory@nsc.co.uk](mailto:factory@nsc.co.uk)

**By Jeremy Naylor**

So with 2009 just over and the usual mass release of new models prior to Christmas by Hornby, I can now bring you the news of some of Hornby's plans for 2010, which I believe, potentially indicates a exciting year ahead with some great new cars and sets scheduled throughout the year despite the current economic climate, here is a summary of some of the highlights.

### **1:32 Scale Scalextric START sets**

First up then, is the 1:32 Scale Scalextric START sets. These sets are being released as a budget introduction to the World of 1:32 Scalextric and are aimed at the younger enthusiast who has limited pocket money to spend and perhaps who is not yet fully fledged into the world of fully detailed 1:32 cars that are on offer, whilst perhaps not liking the world of Micro Scalextric.

The track is similar to the current Scalextric Sport track, but I have been told is cheaper to produce and is simpler to connect and disconnect. At this stage I do not know if the lower planned retail cost means the product feels or looks cheaper, but I do know it will be compatible with the current Sport track via an adaptor piece. However the track geometry is different to the current range, so how compatible the two systems are will remain a mystery until it is released.

The cars are all super resistance similar to the current range and thus have no internals and limited external detailing, but should be tough enough for the younger racer. The

throttles are also different, and these will have a skill control option, which will allow the speed of the cars to be restricted for the novice racer.

There are three planned sets, being rally (£59.99 R.S.P), grand prix (£69.99 R.S.P) and endurance (£79.99 R.S.P) formats and each set will allow you to construct multiple circuit options which maybe 4, 6 or 8 alternative circuits dependent upon price level.

### **James Bond**

These new releases are sure to be a popular seller and will no doubt appeal to the fans of the cult James Bond films as well as the Scalextric collector alike.

The new 007 set features the classic Aston Martin DB5 from Goldfinger and the modern DBS from Casino Royale.

I understand that both cars will be offered as fully detailed and super resistant examples, plus the Aston Martin DB5 fully detailed example will be similar to the 1960s example and feature a fully operational ejector seat (activated when passing the special trackside bollard) and manually-triggered rear bullet proof shield. Also I have been assured that the front mounted machine guns will be located in the right place this time! These should be available midyear and are priced at £ 99.99 R.S.P. The Aston Martin DB5 is also to be sold as a single car Limited Edition model.

### **Limited Editions**

Hornby are continuing with the theme this coming year of highly collectable new Limited Edition products in twin packs.

### **Aston Martin Gulf twin pack**

This will feature a pair of Aston Martin Racers, being the stunning Aston Martin DBR9 (GT1) and the Lola Aston Martin (LMP1). These championship-winning cars are presented in their iconic Gulf Oil racing colours; it has been given the suffix C3055A.

### **1955 Jaguar D type and Mercedes-Benz 300 SLR twin pack**

This set will feature the 1955 British racing green D-Type Jaguar, one of the most iconic of cars and successful British racing cars of the era alongside the Mercedes-Benz 300 SLR, its most notable rival during the period. It is aimed at commemorating one of the most dramatic eras in motorsport history.

### **Jenson Button Brawn GP Car**

Another British World Champion, and so another hot release, The 2009 FIA Formula One World Championship winning Brawn GP car, driven by Jenson Button is available exclusively to Scalextric, this is to be a Limited



Edition (perhaps similar to the Hamilton 2009 models?) but I am unsure as to whether it is to be presented in a box similar to last years Lewis Hamilton car, but still it is welcome release.

### **Formula 1 Cars**

A number of new formula 1 cars are also planned, both classic and new, already mentioned of course above is the Brawn GP car as a Limited Edition, but also due for release are the new 2010 McLaren F1 cars of Hamilton and also Button.

For the classic enthusiast there are the →→





Williams FW15c of Prost (1993) and the McLaren MP4-6 of Senna (1991) as well as another Lotus 49.

the range of beautiful “classic” cars including a further Ford Escort MK 1, a Ferrari 308 GTB, Ferrari 330 P4 and a Holden L34 Torana.



### Endurance Cars

Other interesting new car releases from Scalextric will include the Audi R8 GT3, a Ford GT and the awesome Mercedes-Benz SLR McLaren 722 GT, which is also this years Racer Magazine members car, to join or renew your Club membership visit [www.scalextric.com/club](http://www.scalextric.com/club) for more details.

There is also planned a further increase to

### American Muscle Cars

Again Hornby have continued with these this year and as well as the usual line up of race variants including a new Camaro, there is the 1969 Dodge Charger of Dukes of Hazard fame, the General Lee, so now we need a replica of Rosco’s police car to recreate those famous chases around Hazard County.



### Super Resistance Cars

A fresh injection of Super Resistant cars to complete the 2010 line up is planned which includes all those released in 2009 but in new



liveries plus a couple of entirely new additions. Of note is a further range badged as Top Gear, which includes the Nissan GT-R and the Porsche 997, whilst two completely new car in the guise of a Subaru police car and an Audi R8 GT3 should compliment this popular range.

### **1:64 Micro Scalextric**

Again Hornby are continuing with the movie tie-ins for 2010 releases and particularly it would appear with Disney/ Pixar by producing a Micro Scalextric set inspired by the Toy Story movies, this new set will no doubt appeal to the younger racer and will recreate all the magic and fun from the much loved and indeed still popular films. The set will be priced at £49.99 (R.S.P.).

Another interesting release in Micro Scalextric and a further tie-in is My Sims Racing, which is based around the hit EA video game, the MicroScalextric MySims™ racing set

will have an M.S.R.P. of £39.99 and will feature Chaz and Morcubus in their respective wacky vehicles.

### **Scalextric Catalogue**

Finally to see the entire new 2010 Scalextric range, the new Scalextric catalogue should be released in the 2<sup>nd</sup> week of January 2010, and if you are a member of the Racer Club a copy (minus price list) will be sent out to you, otherwise contact your local stockist to get hold of one, but I can provide a list of all planned releases as follows, with a couple of planned special cars missing! ■



<b>Item No &amp; Description</b>	<b>Scale</b>	<b>Avail Qtr</b>
<b>SCALEXTRIC SETS</b>		
C1249 Scalextric Start -World Rally	1:32	2
C1250 Scalextric Start - Grand Prix	1:32	2
C1251 Scalextric Start - GT Endurance	1:32	2
C1253 McLaren	1:32	3
C1256 Digital Lane Change	1:32	2
C1254 007 James Bond	1:32	3
C1255 Extreme GT	1:32	3
<b>F1 CARS</b>		
C3043 McLaren F1 2010 Hamilton	1:32	3
C3046 McLaren F1 2010	1:32	3
C3048 Brawn GP 2009	1:32	2
C3051 Ferrari 2009 Raikonen	1:32	2
C3052 Ferrari 2009 Massa	1:32	2
<b>LIMITED EDITION CARS</b>		
C3055A LIMITED EDITION: Gulf Oil Aston Martin Le Mans twin pack	1:32	3
C3058A LIMITED EDITION: 1955 Jaguar D-Type & Mercedes SLR Le Mans	1:32	2
C3091A Aston Martin DB5 (007 Bond)	1:32	2
C3047A Brawn GP (J Button)	1:32	2
<b>STREET SUPER RESISTANT CARS</b>		
C3067 Ferrari F430 (Super Resistant)	1:32	1
C3068 Subaru Police Car	1:32	4
C3069 TOP GEAR Lamborghini Gallardo (Super Resistant)	1:32	3
C3070 TOP GEAR Nissan GT-R (Super Resistant)	1:32	3
C3071 TOP GEAR Porsche 997 (Super Resistant)	1:32	3
C3072 Nissan GT-R (STANDARD, Super Resistant)	1:32	1
C3073 Mini Cooper (Super Resistant)	1:32	1
C3074 Porsche 997 (Super Resistant)	1:32	1
C3075 Lamborghini Gallardo (Super Resistant)	1:32	1
<b>ENDURANCE SUPER RESISTANT CARS</b>		
C3045 Audi R8 GT3 (Super Resistant)	1:32	2
C3078 Lamborghini Gallardo GT (Super Resistant)	1:32	1
C3079 Porsche 997 (Super Resistant)	1:32	1
C3080 Ferrari F430 GT (Super Resistant)	1:32	1
<b>ENDURANCE DETAILED CARS</b>		
C3081 Jaguar XKR GT3 2010	1:32	3
C3060 Audi R8 GT3 (Detailed)	1:32	2
C3010 Mercedes Benz 722 GT	1:32	1
C3082 PRO Performance Car 1 (Aston Martin DBR9)	1:32	3
C3083 PRO Performance Car 2 (Chevrolet Impala SS)	1:32	3
C3084 Porsche 911	1:32	2
C3011 Peugeot 908 (2009 Le Mans winner)	1:32	1
C3085 Ferrari F430 GT2	1:32	2
C3063 Aston Martin DBR9	1:32	2
C3086 Porsche RS Spyder	1:32	4



**Item No & Description**

**Scale**

**Avail Qtr**

C3088 Ford GT

1:32

4

**STREET DETAILED CARS**

C3089 Aston Martin DBS

1:32

1

**RALLY DETAILED CARS**

C3090 Ford Focus WRC Eddie Stobart

1:32

2

**CLASSIC DETAILED CARS**

C3092 Lotus 49

1:32

4

C3093 Caterham

1:32

2

C3094 Williams FW15C (Prost, 1993)

1:32

4

C3095 McLaren MP4-6 (Senna, 1991)

1:32

4

C3096 Ford Lotus Cortina

1:32

3

C3097 Ford GT40

1:32

3

C3098 Ferrari 330 P4

1:32

1

C3099 Ford Escort Mk 1

1:32

4

C3100 Mini

1:32

4

C3101 Holden L34 Torana

1:32

2

C3061 Ferrari 250 GTO

1:32

1

C3102 Eagle Gurney-Weslake

1:32

4

C3062 Ferrari 308 GTB

1:32

1

**TOURING CARS**

C3103 Mini Cooper S

1:32

2

**USA CARS**

C3044 1969 Dodge Charger Dukes of Hazard

1:32

1

C3106 1970-73 Camaro

1:32

4

C3107 Classic Ford Mustang

1:32

4

C3108 Classic Camaro

1:32

3

**ADDITIONAL CARS**

C3131 Jaguar XKR GT3 Concept (Super Resistant Race Livery)

1:32

3

C3132 Porsche 997 Triple X (Super Resistant Race Livery)

1:32

3

C3133 Caterham R500 Blue (High Detail)

1:32

4

C3134 Audi R8 GT3 Rosberg (Super Resistant Race Livery)

1:32

3

C3135 Lamborghini Gallardo GT-R MRP Motorsports

(Super Resistant Race Livery)

1:32

4

C3136 Ford GT-R Black Swan (High Detail)

1:32

4

C3113 Ford Escort Mk1 Mexico Red (Collector Centre)

1:32

3

C3128 Super Resistant Twinpack: BMW Mini (Blue/Yellow)

1:32

3

C3129 Super Resistant Twinpack: Nissan GT-R (Red) /

Porsche 997 (Blue)

1:32

3⇒





**Item No & Description**

**Scale**

**Avail Qtr**

C3130 Super Resistant Twinpack:Lamborghini Gallardo

(Orange/Blue)

1:32

3

C3139 Scalextric Start Twinpack: Rally

1:32

3

C3141 Scalextric Start Twinpack: Single Seaters

1:32

3

C3140 Scalextric Start Twinpack: GT

1:32

3

**SCALEXTRIC PUBLICATIONS**

C8172 2010 Scalextric Catalogue

1:32

1

**SCALEXTRIC ACCESSORIES**

C8525 Scalextric Convertor Track

1:32

2

C8526 Bulk Pack Straights (x4)

1:32

2

C8527 Scalextric Start Track Extension Pack (x2)

1:32

2

**MICRO SCALEXTRIC SETS**

G1061 My Sims Racing

1:64

3

G1062 Power Champions

1:64

3

G1060 Top Speed

1:64

1

G1063 Toy Story

1:64

2

# Ninco World Cup 2009

By Graeme Thoburn

After a well organised event in 2008 at Silverstone, as well as the preceding qualifying events, it would have been expected that this year's event would run even more smoothly. Alas, due to communication problems between the U.K. importer, A B Gee and Ninco, the organisation was left until almost too late. I received a 'phone call from A B Gee at the end of September while on holiday in Portugal asking if I would be willing to host the U.K. qualifying round at our club in Essex. The only date available was November 1<sup>st</sup> and predictably no-one entered. As far as I could see, the event, as far as U.K. participation was concerned, was "dead and buried".

I then had a couple of conversations with Adrian from A B Gee and it was decided to try and raise a team if some form of sponsorship could be arranged. This wasn't forthcoming until the 11/12<sup>th</sup> November leaving very little time to arrange travel etc. let alone raise a team in 9 days. Thankfully, Keith Fishenden and Keith Farr managed to arrange time off work at very short notice. My wife spent hours on the net looking at cheap flights etc., A B Gee supplied three Ford GTs and Peter Solari gave me the Xlot Porsche 997 that has been up and down the country on test.

I hastily set the GTs up with different gear ratios and hoped all would be OK. The Xlot

was an unknown quantity and, as I had no spares, had to be left until we arrived in Gran Canaria.

In the early hours of Thursday morning we caught a plane to Gran Canaria, picked up a hire car and drove to Las Palmas where we spent the rest of the day on the beach, sleeping.

Friday dawned and we set off for Santa Brigada where the racing was to be held. Santa Brigada is a small town in one of the higher areas of the island and is very picturesque. We eventually found the municipal sports centre and the biggest slot car track I have ever seen. Scary to say the least and our hopes of a top ten finish seemed impossible.

Well we are here now so let's do our best! two 2 1/2 hour practice sessions were allowed, one for each scale of car. I found Andy Cole, the Ninco Englishman working in Spain, to get some information on gear ratios for the Xlot Porsche. 50 euros later we had two gear sets, a drive belt and a set of hard front tyres which were quickly added to the car.

We all got chatting to members from the other teams and found them all to be very friendly, especially the Swedish, South African and Argentinian teams. Practice time for the 1/32<sup>nd</sup> scale and relaxation was over. The NWC is organised very strictly and every team has to have its "Marshal" in situ at the correct time.⇒⇒





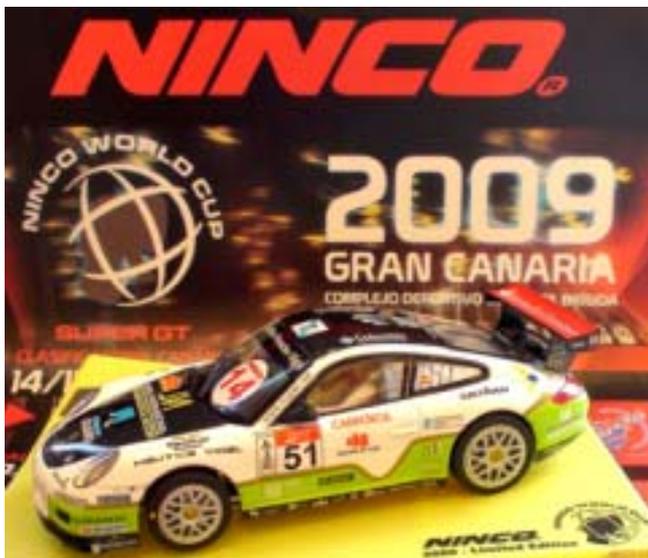
This position corresponds to the lane number you are using and every team practised for five minutes in each lane. The two Keiths worked out the preferred lanes for each racer and it was decided that we would each race 2 stints in the hope that we would have “dialled in”. We felt that come race day the fewer changes the better. Practice for the Ford GT went fairly well and we all felt comfortable with the car setup and our race pace. The 2nd practice session with the Xlot didn't go as well, the front end de-slotting too easily and 15 minutes before scrutineering I borrowed a tyre truer and hurriedly reduced the front tyre diameter. Both cars passed the most

stringent checks known to man and with a lot of patience from the scrutineers, I eventually fitted the new motor and set the ride height correctly on the Xlot.

The Keiths tackled “SuperPole”. Definitely not for me!!! The results were disappointing, 14<sup>th</sup> in both classes. Never mind, let's go and grab a bite to eat and down a few beers, tomorrows another day.

After the above mentioned sustenance we arrived Saturday morning for warm-up and the big day, full of trepidation as a reasonable result seemed beyond us. Before racing began we were





treated to some traditional local music and dancing (with one extremely pretty young lady) and the presentation of the teams.

The 1/32<sup>nd</sup> race began and I started on lanes 16 and then 14 and to my complete surprise we finished the first 20 minutes in 7<sup>th</sup>. Fishy took us to 6<sup>th</sup> in the next 20 minutes and we hovered between 5<sup>th</sup> and 8<sup>th</sup> until a tyre came off with just over half of the race completed. Fishy quickly replaced it but worse was to happen in the next stint. The car began to make an awful noise and virtually ground to a halt. Disaster, the gear has stripped. Panic and a change as soon as possible but not a complete cure. Another 20 or so laps and the “noise” has returned. This time a change of pinion and gear. Back on track....not for long. The car stops completely so the motor is changed but this isn't the cure! My temper is severely frayed and withdrawing from the race seems the best option. Fishy gets “marshalling” relief and come to help and we find that the problem is the motor mount wearing causing the motor to move horizontally and therefore ruining any chance of a decent gear/pinion mesh. After re-taping the motor we struggled on because we were determined not to finish last although 14<sup>th</sup> isn't a lot better!

At this point, as far as we were concerned, the NWC is over. Having little experience of the Xlot we didn't fancy our chances at all, so, off to a local bar for pizza and beer ruing the day so far. Well the rest of the day was much better than could possibly have been expected. It



turned out that we had set the Xlot up almost perfectly and we had a fantastic race culminating in a last gasp change of position from 6<sup>th</sup> to 5<sup>th</sup> thanks to an excellent stint from Keith Farr. The team was elated and it almost felt like winning. The presentation was quite spectacular with indoor fireworks and every participant was presented with a Limited Edition Ford GT.

A free buffet and bar was laid on at a local restaurant where we met the mayoress and other local dignitaries. We were also presented with a large holdall full of locally crafted gifts plus T-shirts and baseball caps from Tony Ponce Motorsport who also own an excellent shop crammed full of slot cars and models in Las Palmas.

Sunday morning saw us drive down to Maspalomas where there is a small but interesting race circuit along the shore. Local racing drivers took us for a couple of laps in the VW Beetle fun cup cars. Great fun! This culminated in Keith Fishenden buying a drive (for an undisclosed fee) for 15 minutes practice and a 30 minute race. Unbelievably and much to the joy of the three other Englishmen present, Keith came a brilliant 2<sup>nd</sup> capping a very enjoyable few days.

On behalf of our team I would like to thank Adrian at A B Gee, Andy Cole at Ninco and everyone from the island of Gran Canaria who made us so welcome (I am sure I will pay another visit) and lastly the Keith's for agreeing to make up the team at such short notice.

PS: apologies if this has bored anyone, it was Peter Solari's idea! ■



# Micro Scalextric Set Pro Rally G1055 in 3D!

By Basil Wales

The article by Deane Walpole in the October NSCC Journal demonstrated the critical interest now being shown in the Micro Scalextric range, elevating it to a more adult level of involvement. Those in the original suggested age range of 3 to 7 would hardly know what a Focus is, let alone the current sponsors of competition versions. Hornby's interest in getting so much of the detail right in their latest Pro rally set G1055 is to be applauded and bodes well for the future of this compact scale.

As soon as I assembled my set on the attractive base mat I realised that the crossover was an unfortunate choice in that it invited crashes rather than some competitive enjoyment. Also I missed the pleasure of a lap

counter to record a measure of achievement on this interesting and compact circuit. Both these omissions are easily rectified, either from a suitable earlier set if you have already caught the bug or as new parts from your friendly Scalextric Dealer. The relevant Part Numbers moulded onto the bases are L7553 for the two additional long straights and L7702 for the lap counter. These are sold packaged under Part Numbers G101 and G130 respectively. The crossing track then needs to be raised a couple of inches, sorry 50mm in new money to clear cars running on the lower track. The Lap Counter will fit neatly into the space shown for the Chicane, which must then be discarded to preserve the connectivity of the rest of the track.

Not content with the pillars provided in





some sets for this I have designed some attractive ramps specifically for the Micro track to give a more visually acceptable layout that will give some satisfaction to more adult users. Careful colouring and the use of readily available flock materials with model trees will give a realistic scene, as shown in the photographs and so coming closer to simulating the real rally stages that these cars would have encountered. Sculptured mounds designed to fit inside the Hairpin and the Hazard tracks, again bearing

some foliage, give a visual reason for the detour the cars have to take, all adding to the scaled realism.

I have spent many hours carefully moulding the Ramps and Mounds so if anyone would like copies for their own use I can get them reproduced to order, with advice on the best way of achieving a greater degree of realism with these excellent sets. If junior's interest in the basic set is beginning to falter there can be few better ways of encouraging him or her away from the computer console than to launch into some practical development of the scenery I have shown. Fix it all to a 5'3" x 4'3" plywood or MDF baseboard so that it can rest on the spare bed or be hinged on a bedroom wall and you have the availability of instant use that could never be achieved with the original 1/32<sup>nd</sup> scale. You will then realise that all this is on offer for half the price and a quarter the area of 1/32<sup>nd</sup> scale. What more could you wish for in today's difficult times? Call me on 01865 863297 if these sculptured accessories sound to be of interest and to see what else I have developed. ■



Email: [carreracomer@nsc.co.uk](mailto:carreracomer@nsc.co.uk)



First off may I wish both my faithful readers and fellow Carrera enthusiasts a very happy New Year and a sincere hope that you got all of the (Carrera) slot goodies you hoped for at Christmas! I have just a few new goodies to tempt you with and start the new year RIGHT.

In the 1:32<sup>nd</sup> scale 'Evolution' range a real eye burner is the #27291 DTM Mercedes driven by Scotland's own Suzie Stoddart in a



Nissan GTR GT500 #27297, both of these cars have all of the normal Carrera Evolution refinements such as moveable magnets, power reverse switches as well as head and tail lamps.

These two cars also feature in the CA25162 'GT Performance' set with a huge 7.4 metres of extra wide track, guardrails, transformer and controllers – all set to go.

One for the kids to use up Grandma's Christmas money gift is the Carrera GO #61123 Mario Kart DS Peach Royale set featuring Mario and what looks suspiciously like Penelope Pitstop in yet another PINK car, where will it end?

More hopefully next month when I will bring you more details of Carrera new releases for 2010 along with photographs of the these releases and I know that the Editor has a number of Carrera reviews coming through for us to look forward to so until then farewell. ■



rather dashing PINK! Wow, you would certainly be able to pick your Merc' out of the pack in this colour scheme!

And to partner it what about #27292 the Audi A4 DTM as driven by young master Rockenfeller in an almost sombre Red and silver finish.

A couple of GT cars might be more to your fancy? How about the racing version of the awesome McLaren Mercedes SLR? Model #27298 would look good alongside the JGTC



So firstly a Happy New Year to all members, but before we start with the 2010 news, a look back to last month.

### **“Another year over...”**

As 2009 drew to a close, a fun time was had at the local primary school during their Christmas Fair. As it was scheduled for a Friday afternoon (as against the usual Saturday), I was unable to run the event due to work commitments and so the reins were handed to my loft-racing pal, Paul. This meant we had to set up (*and test!*) the circuit the night before.

A suitable 2-lane track was designed – challenging but not too difficult – and we went about assembling the track across all the tables within a classroom commandeered for the following day. Cars chosen for the event were the Ninco-1 Chevrolet Ultra WTCC cars as they would be driven hard by novice drivers – exactly the type of environment Ninco-1 is designed for.

The track looked great with all the borders and barriers in place and so a quick ‘track-test’ was carried out (this took almost as long as it took to assemble the layout – how time flies when you’re having fun!). To keep things in→





order, the Ninco Pole Position lap timer was used. Set to run for 1-minute, the challenge was to complete as many laps within this time. We reckoned this would give around ten laps for each driver. It must have been torturous for the children the following day having to see the track all set up in the classroom but not use it until the Fair started.

I am reliably informed that the event went without a hitch, with the fifty-pence pieces flowing in throughout the full 3-hours. The only battle scars on the Ultras were one broken and one damaged rear aerofoil (*inevitable methinks!*). Before taking the track apart that Friday evening, Paul and I just had to give the circuit another “test”... *well, it would have been rude not to!*

### **“And a new one just begun”**

2010 gets off to a flying start for Ninco with the release of the new shape Renault Mégane Trophy. This very sporty body style could be seen in the 2009 competition and will again be used in this years series. The last Ninco Mégane Trophy was a real success and a popular choice for club races; I was lucky enough to see the full-size New Méganes compete at Silverstone last year and if the grid was anything to go by, there



are a number of superb liveries that Ninco can base future models on but the first Ninco-1 versions to hit the track are the #5 “Polaroid” (55010) and the #17 “Terratorium” (55012).

As with all Ninco-1 cars, windows are blackened to hide the fact there is no interior but exterior print and paint finish are to the usual high standard. This lightweight race car has basic components fitted which includes the special Ninco-1 motor, the NC-11, rated to just 16,000rpm at 14.8V. Easily ‘digitalized’ this New Mégane offers real one-make-series racing.

### **First lights**

Continuing with the Ninco-1 theme, another new release is a ‘Highway Patrol’ version of the Corvette C6. Labelled as “Policia” (55011), this high-gloss black and white Police car is the first of the Ninco-1 series to be fitted with lights; not just head and tail lights but intermittent flashing blue and red roof lights too!

### **Collectors’ Specials**

Following on from the successful 2009 Ninco World Cup, a special commemorative edition of the 1/32<sup>nd</sup> Ford GT car used in the competition is released. The “Ninco World Cup 2009” (50544) is a ‘Lightning’ car with clear Lexan chassis, lightened interior tray, 33/11 gear ratio



and NC-5 Speeder motor with silicone guide cables. To assist handling, 15” alloy wheels are fitted on the front axle and 17” alloys with 20.5 x 11.5 slick racing tyres on the rear. This is definitely one for the collector and racer out there.

Just before Christmas, another special edition car from Ninco was announced. This Acura has high appeal to collectors as it has been produced in limited numbers in collaboration with Catalan television network TV3. A few years ago a similar special ‘TV3’ edition Mosler was released and as before, this one can only be purchased by Ninco Club members via the club’s website. The Acura “TV3” has reference number 50539.

### **“It’s oh so quiet...”**

Yes, it’s that time of year again when all goes quiet as Ninco prepare for the big one. This year’s Nuremberg Toy Fair takes place between 4<sup>th</sup> and 9<sup>th</sup> February 2010 and traditionally Ninco like to keep news of developments and launches for the New Year under wraps until then. Therefore the February edition of Ninco News may be a bit slim so if you would like to make a contribution on anything Ninco, please feel free to send me your article. ■



# Slot Rally GB "The Championship"

**F**arnham Scalextric Club, Wolverhampton Scalextric & Slot Car Club and Wye Valley Scalextric Club are pleased to announce the Slot Rally GB 2010 Championship.

Bringing together the following Slot Rally events into one minichampionship;  
**Wolverhampton - "Slot Rally" - 28th March 2010.**

**Wye Valley - "Summer Stages" - 13th June 2010.**

**Farnham - "Slot Rally" - 12th September 2010.**

**Wye Valley - "Winter Stages" - 7th November 2010.**

Each club will hold its own event, run to a common set of rules. Entry into the Championship costs no more than the cost of entering the individual events (£3 per class entered per event). Your best 3 scores from the 4 events will count to the championship so you don't have to

**By Gareth Jex**

go to every event. Prizes, trophies and a **Limited Edition (50) Teamslot Lancia Stratos** will be available to entrants to buy. Free race box stickers are available to entrants.

Detailed rules and regulations are posted on the Championship web site at; [www.slotrallygb.com](http://www.slotrallygb.com) and there is a discussion page on the Slotforum also for any questions you may have.

## **Entry.**

Please book your place with each event organisers as soon as possible and when you book, please advise them that you are entering the Championship.

Whilst we can't hope to emulate the Spanish slot rally Championships we hope this is the start of something bigger in the U.K. If any other clubs would like to host a round during 2010 (prior to 7<sup>th</sup> November) please get in touch with Championship organizer Gareth Jex or any club in the Championship. ■



**SLOT RALLY GB**  
**2010 CHAMPIONSHIP**  
**WHERE EVERY SECOND COUNTS!**

**4 Venues, 6 Classes, 32+ Stages, Prizes.**  
**Limited Edition Car Available Only to Competitors**  
**See [www.SlotRallyGB.com](http://www.SlotRallyGB.com) for further information**

**2010**  **2010**  
**SLOT RALLY GB**



# 1970 Chevrolet Chevelle SS & 1977 Pontiac Firebird "Trans Am"

By David Lord

This review is totally different to ones I have done before, as I had been sent two cars to pit against each other. Both cars are Carrera so they should be a good match.

## Chevelle

First, the Chevelle, not really much to look at, in fact you could even say it is quite ugly. From a side view the wheelbase seems to short and that is some overhang past the rear axle! Then I turned it round to look from the front, and there is something about that front grill that I just love, I can't quite put my finger on it, but it makes me forgive the rest of the car's little oddities.



The driver has a wing mirror (of which there is a spare supplied in the box, along with braids and a sensible size guide). Not much to say about the paint job as this is a road car in gold and just has white stripes along the bonnet and boot. The tyres have a white stripe around and set off the 5 spoke wheels nicely. I'm not too impressed with the windscreen wipers as they are moulded as part of the windscreen and don't actually come up far enough to be seen properly over the raised bonnet.

The wheelbase or front of guide to rear



axle is 99.5mm and the guide is actually in-line with the front axle, something not always done with slot cars, something of a personal choice for me. Do you go with the separate stub axles and the guide in between the front wheels, as this car has, or are you a solid axle person with the guide slightly forward of the front axle? Front track is 54mm and rear is 56mm and a ride height of 45mm when on track. Strangely the widest point on the car is at the front at the wheel arches and is 60mm.

There are nice chrome bumpers front and back, with 2 chrome exhaust pipes coming out from the rear.

Inside we have a half length David Soul look alike wearing a pair of sunglasses. The usual Carrera flat tray arrangement. Not much detail on the dash, no gear stick, but being a 'yank tank' it's probably automatic anyway. There is a large rear view mirror, probably so you can get out of the way of cars that can actually achieve real speed.

Underneath this car, and the comment I





am about to make is my own opinion, is I feel where Carrera have taken a backwards step, with the motor pod now being done away with. I contacted Carrera and asked why this had been done, the reply was “the majority of people had been asking us to reduce the weight. We have long discussed this issue, we have also obtained opinions from third parties, and almost all advised us to change this into a fixed chassis.” Ulrike Scholz Assistentin Technik Carrera.

The magnet arrangement has also been changed a little and is no longer adjustable in height / distance from the track. The car now has a 26mm magnet set in front of the rear axle and a 34mm magnet set at half way along the chassis. Four Screws hold the chassis to the body where the reversible polarity switch and the space for digital conversion remain the same.

Onto the track and the car is very hoppy around the bends with no magnet effect, on the straights it is quiet and smooth as all Carrera cars are. The car is fitted with lights front and back, but I did not notice this at first. The rear lights show up better than the front, both are quite poorly executed. The front ones problem seems to be down to the thickness of the lenses, the rear, I think is due to the size (5mm x 2.5mm).

Lap times are a very difficult 9.98s with lots of roll and de-slotting. I tried to loosen the chassis as there is no pod any more, to allow a little roll but the fit is so snug to the body that this is difficult to achieve without trimming the chassis a little, which for a review I am not prepared to do. I trued the tyres and added a little oil, I say a little as the car was already lubed up with some kind of grease. Times and drivability both improved and on the first 25 lap run achieved a time of 9.35s and then on my

second 9.19s. Not the fastest or most fun car I have ever tested! I think Carrera should have a rethink about the areas where they could shed some weight and bring back the pod.

## Firebird



This is a bit more my era, as the Chevelle was from the year I was born, funnily enough I can't remember too much from being a baby.

You could say the words “Pontiac Trans-Am” to just about anyone and they would instantly think of this car. The paint job is silver with a blue Phoenix on the bonnet. This takes me back to another racing pair I remember as a child with the colours of silver and gold. Didn't we all have the Le-Mans Porsches?

Anyway, back to the Pontiac. It has the words 'TRANS AM' across the sun visor, double sun roof with support down the middle and a kicked up rear boot lid / built in spoiler. The wheels are true to the original, but do seem a little plasticity and are shod with 21mm x $\rightarrow$





6.5mm tyres. The car came with two wing mirrors, one of which fell off during testing and will probably never be seen again.

Front and rear track are the same at 54.5mm with a wheelbase of 104.5mm. This increase in length is because, unlike the Chevy the Pontiac has a solid front axle, so the guide set up has to be slightly forward of the axle. The magnet set up is the same as the Chevy, again with no adjustment.

Inside the driver has got to be a mini Burt Reynolds wearing a yellow shirt and a huge black Stetson. The dash has more detail than the Chevy and there is a gear stick, no rear view mirror though. But let's face it, in the Trans Am you only need to look where you are going as nothing would catch you.

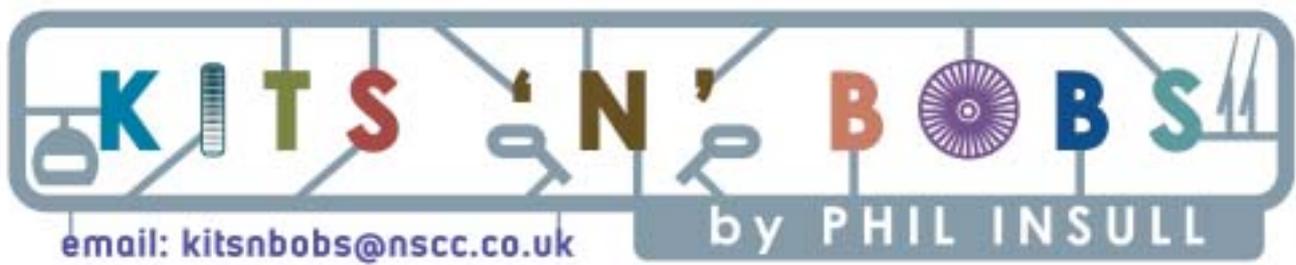
Track test time. This car also has lights that are very difficult to see if they actually work. The rear ones are brighter than the front and show through the large striped lenses. The four front lenses are only 2.5mm x 4mm and seem too thick to let much light through.

This car is definitely the easier of the two to drive and is not as tippy around the bends. It feels quicker, but when lap times were noted there was not a lot in it, with the out of the box time being 9.79s, only .2s quicker than the Chevy. Again I tried in vain to loosen the chassis,



I'm in two minds on this one, first, it is nice that a model fits together well, but when it comes to tuning, you shouldn't need to have to take a knife to the chassis to create the roll needed for smoother cornering. I'll let you make your own decisions on that one. Tyres were then trued and oil added in the relevant places and back out on track to a fastest time of 9.35s, a bit more truing and 9.15s was attainable. As I said, it feels quicker, but the two cars are actually a good match. Just to throw in another comparison I got my Carrera 350 GT Mustang out, which is old and well used. 25 laps and I could only get a best time of 9.85s, so, the racing should be even and good fun with these cars. I think I'll get myself a Carrera Stingray to make a nice set of four for club racing. ■





Welcome to the first Kits 'N' Bobs of 2010 and I hope you have had a great Christmas and New Year and have like me resolved to do something about the backlog of projects on my workbench get more built this year.

To start off here are three from Penelope Pitlane that I have managed to finish over the holidays. First we have the Stutz Black Hawk, mine is modelled on the #5 machine driven by Guy Bouriat and Phillippe De Rothschild to fifth place (Behind four Bentley's) at Le Mans in 1929, alternately this can be reproduced as the #6 machine that retired in 1930 or the un-supercharged #1 machine which finished a fine second in 1928. Next up is the 4.5Litre "Blower" Bentley I have chosen to finish mine as the #9 car driven by Tim Birkin and Jean Chassagne at Le Mans in 1930. This car set the fastest lap but sadly the strain on the engine proved too great and the car retired being classified eleventh with victory going to Barnarto and Kidston in the



**Penelope Pitlane Chenard et Walcker 1100**

reliable older "speed six" model. Both kits are superb with moulded on wings, lots of fine details and white metal parts for radiators, headlights, windscreens, etc. Both mine utilise the recommended Penelope Pitlane Chassis and period style wheels with wire inserts and were surprisingly very straight forward builds given how complex the detail looks. Both are very accurate to 1/32<sup>nd</sup> scale (The Stutz being a huge machine in real life) and look great with Penelope Pitlane period drivers in the cockpits. I'm sure we'll see a good number of these at the Wolves "Brooklands" event in November. I did say I'd built three and the last of the trio is the Chenard et Walcker 1100, which was highly successful during the mid-1920s. In fact these quirky little machines won the Biennial cup in 1924-25 and Triennial cup 1923-4-5 having dominated the up to 1500 c.c. class. In all three years at Le Mans these cars ran with wire wheels but they also raced successfully elsewhere using the aerodynamic "disc" wheels winning "La Coupe Boillot" at Boulogne in 1925 and 1926 and the 1926 Grand Prix San Sebastien. Mine is modelled on the #3 machine from the San



**Penelope Pitlane Blower Bentley & Stutz Black Hawk**



### Ghost Models Marcos with new Penelope Pitlane "13 inch" alloys

Sebastien G.P. but variants include the #12 car from this race, #6, #35 and #36 from Boulogne as well as #49 and #50 from Le Mans. Again the kits are well detailed with fuel caps, wheel disc inserts, lights, etc. and again are designed to fit on a Penelope Pitlane chassis. Rear track is very narrow and I did carefully take some thickness out of the shell of mine to allow a little extra room.

One other car I managed to finish is the Proto Slot "Ghost Models" Mini Marcos from Le Mans 1967; this #50 car was driven by Chris Lawrence, Jem Marsh and Tim Lalonde but retired after just three hours with a terminal gearbox leak. The Ghost Models version comes with interior/driver windscreen, lights, and excellent decals to reproduce either this green

version or the 1966 blue and yellow entry. The chassis is a much shortened PCS32 and very fortunately wheels are the brand new Penelope Pitlane "13 inch" scale alloys which are perfect for this model. I stuck with the Ghost Models "Minilite" inserts but Penelope Pitlane have also introduced their own version of these inserts to suit the new small wheels.

Across now to Bratislava and MTR32 where Milan has more new cars out in the form of the 1976 Mirage Ford GR8, 1988 Ford Spice SE 88C and the 2009 BMW Riley Mk XX, all three are hand built to Milan's exacting standards and are available to order now. Next stop is Spain where recent newcomers Model Masters follow up their earlier De Tomaso with a resin version of the Opel Manta 400 in the →



Zagato's new Aston Martin Project 214 (Picture courtesy of Zagato)





**FF-Models Rover P6 (Picture courtesy of FF-Models / David Wisdom)**

guise of the #6 blue and yellow Phillips sponsored machine from the '82 Hunsruck Rally. Available as unpainted kit or ready to run numbers are limited and should sell out quickly as did the De Tomaso. Back to France and first up MMK who have a new prestige line with a black RTR 1938 Talbot T150SS, which looks superb but will certainly be expensive and via the GMC Slot label MMK have also produced #15 Ferrari 250 SWB from Le Mans 1960 and #36 Ferrari Dino 206 from 1966, with a version of the GT40 Roadster due to follow in the spring. Meanwhile an old name from the past has returned with news that Top Slot are due to release two new RTRs these being the TS7001 a 1954 Pegaso Z102 Berlinetta Touring and TS7002 a 1953 version of the same car. Both are limited to just 300 units worldwide and will undoubtedly sell out fast, contact Pendle Slot Racing if you want one in the U.K.

Here in Britain we have some excellent

modellers and two have turned their attention to providing kits for us mere mortals. First of these is a new Aston Project 214 from Graham (aka Zagato) the first of production prototypes of these are simply stunning as you can see from the photo and I will bring you more details next month once I have built mine and have more information on availability / costs etc. Next comes a range of body kits from FF Models ([www.ff.models.web.com](http://www.ff.models.web.com)) which is the work of top class motorsport artist and slot modeller Steve Francis. The range of kits already includes a 1965 Lola T70 Spider, '63 Scirocco-BRM, '63 BRP-BRM, '62 Lotus 24, '62 Lola Mk 4, '62 BRM P578 "Stack pipe" '63 Le Mans AC Cobra, Austin Healey Sprite MK2, MG Midget MK1 and the '72 Bill Shaw Rover P6. In addition FF Models have produced a resin toilet block, marshals hut, 60s driver, vintage driver, 60s box type transporter, open back transporter, open tow trailer and white metal detailing parts for sixties F1 cars. As you can see from the



**Model Masters Opel Manta 400 (Picture courtesy of Model Masters)**

picture of David Wisdom's built up Rover P6 these are quality shells with a high level of accurate detail.

Next we come to plastic RTR cars and the Cartrix have announced the imminent release of the Ferrari D50 in the guise of Peter Collins 1956 French Grand Prix winning machine. Revell have issued another limited (U.S. Version) Ford Fairlane this being the #17 David Pearson's car which is available in limited numbers in the U.K. via MRE. NSR have released a new Porsche 917k Daytona '71 set with the Martini sponsored cars of #3 Marko / Lins and #4 Elford / van Lennep. They also have a new Abarth Punto S2000 Monte Carlo IRC 2009 version and the blue #4 version of the Ford Mark IV from Le Mans 1967 this being the Hulme / Ruby car which retired after 8 hours following an accident; these are all available from Slot Box.

Finally for this month there is news of new equipment in the form of the Area 3 Slot Racing tyre truer and Pendle 1/32 Car set up plates both of these are available from Pendle Slot Racing. ■



## Ninco Mosler MT900R GT, Nextel, Dutch Super Car Challenge By Pete Shepherd

This latest release from Ninco is part of their new “Lightning” (lightweight) range. The car features “Pro race” parts including a transparent chassis, lexan interior, easy fit motor wires and NC5 motor. The chassis is in angle winder configuration. In my opinion this has been designed to take on the Slot It and NSR GT’s.



I tested the car at my local Tendring Slot Club in Colchester on their GT night. I usually run a standard (non lightning) Ninco Porsche 993 which I feel I am getting the best out of. To be fair, this is a well run in car and I have made some tweaks but kept all of the original parts. I made sure I got to the club early so I was able to put some laps under the Mosler’s belt and iron out any bugs.

The Mosler is lighter than the Porsche but not significantly. To me it looks as if both cars are set up the same, they are both Angle

winders and are fitted with the same motor and wheels. The Wheelbase on the Mosler is longer and the track is wider. Looking at these facts I felt the Mosler should be quicker once it was set up properly.

After initial testing the Mosler was not as quick nor as easy to drive as the Porsche, although not a million miles away and with some tweaks I felt I could get it to go at least as fast if not quicker. One thing we all noticed was that the Mosler was very stable through the corners however the NC5 was not as quick out of the bends as some of the other motors being used in the NSRs and Slot Its etc. I suspect if I was to change the gear ratio this would not be a problem. I ran the car in several heats and it improved which each one. A fellow member noticed that the car was lifting its nose under hard acceleration and it almost de-slotted on more than one occasion, this was cured by adding about 5 grams of lead just under the front axle. This also improved the driveability of the car





and the lap times came down. I still didn't think it was any quicker than the Porsche but, as I said before, the Porsche is really well run in and I have it set up very well for the club's Carrera track. So the comparison isn't completely fair. But by the end of the night I felt the Mosler was just about as quick as the Porsche and with some improvements would be a better car.

The Mosler's general appearance is of a good standard but I don't think it is in the same league as cars from manufacturers such as Fly or Scalextric. The finish on the model and clear coat cannot be faulted. As far as liverys go though I think this is quite disappointing, not that striking and I would certainly choose a different colour scheme over this one. Obviously if you are a racer this will not bother you too much. As this is a lightweight racer it doesn't offer much in the way of an interior, it is much the same as the ones you would get in the Fly racing series. It is painted black, made of lexan and not very detailed but you can at least take it out and paint it if you like. Now this is fine Mr Ninco, but why have you decided to black out the windows? It makes the car look much more toy like and spoils the whole appearance in my view. I would understand if the car had no



interior, but there is one there, yet you cannot see it! I can't see a reason behind it other than it may be a clever trick from Ninco as it gives you the opportunity to take out the interior and make the car lighter, but I'm not convinced this is true.

As I said at the start of this review I would imagine that the lightweight design has been produced to take on the NSRs and Slot Its of this world. Slot It cars retail at around the same price and I think offer better value. A Slot It will run faster than the Ninco all day if they are both used in standard "out of the box" format and I think until Ninco start using motor pods in their cars they will always be playing catch up. To be fair to Ninco a lot of clubs probably run Ninco only classes and I think the Mosler would do very well in one of these as it is a good handling car and by no means a snail. ■



## Aspects of Modelling - Slot Car Racing

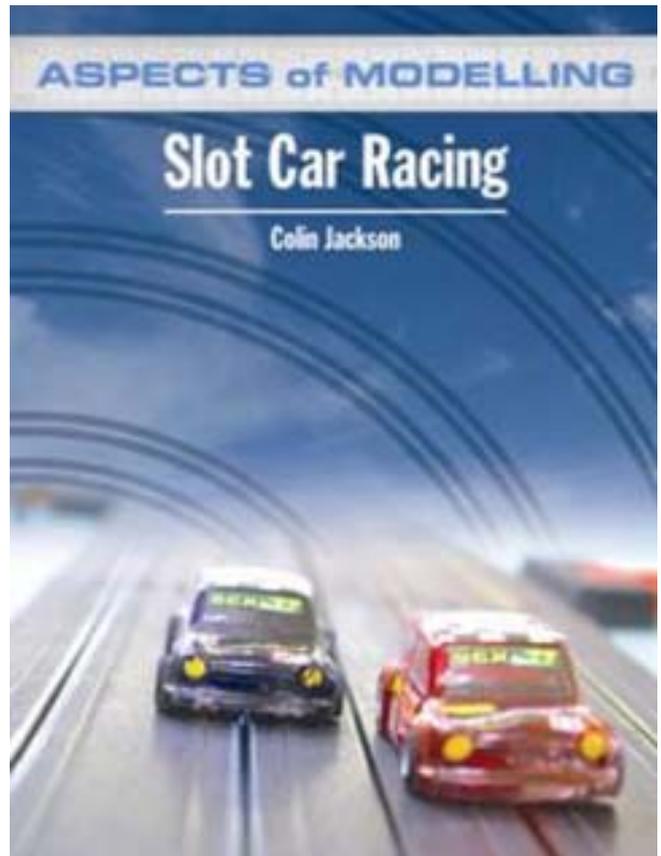
Reviewed By Jeremy Naylor

This latest title on the subject of slot car racing and all that it entails arrived just before Christmas direct from Sue Frost of Ian Allen Publishing and so as one who doesn't participate in club racing (largely due to lack of time and perhaps knowledge of all the rules and preparation etc.) I thought I would review it and see if I could get an insight into the experience of "proper" slot car racing.

The book itself is from the "Aspects of Modelling" range which in the past has covered other shall we say more popular hobbies, but has now decided to expand the coverage by including slot car racing and is written by Colin Jackson. It is a soft back glossy paged affair approximately A4 in size and has some 96 pages with 7 chapters covering pretty much all aspects of slot car racing, including a wealth of detail on the cars themselves both scratch built and "off the shelf" examples, tuning and maintenance of cars, hand throttles and controllers, building club level tracks and slot car clubs themselves. There is also a Glossary on some of the technical terms and Appendix providing further detail on the BSCRA rules and hints and advice for establishing your own racing club.

As I have already said, I am no club racer, although I did attend one evenings racing with Brian Rogers last year, which I thoroughly enjoyed, so I was keen to read up on all the various aspect of car building, preparation and maintenance.

This book, in my opinion appears to cover all aspects in quite some detail but also it is well described and easy to understand. There are plenty of colour pictures and some technical diagrams to show you the various stages of preparation and building of particularly the cars and power throttles/ controllers, plus a very detailed chapter on track building etc. with some useful tips on connecting multiple sections and levelling the bases for either permanent or transportable layouts.



Most of the book is aimed at the world of 1:32 scale racing, although there is mention of both 1:64 and 1:24 scales and some information on racing and preparing these also.

The author clearly has used his vast personal experience of slot car racing in the writing of this book and indeed he does mention many clubs both past and present with which he has had personal experience racing on and being involved with particularly in the chapter on clubs and tracks where he details what does and doesn't make a interesting and challenging circuit for members.

The book is priced at £ 14.99 although I am sure you will be able to obtain it for less if you shop around and as it was released just in time for Christmas I'm sure some of you may already have received it as a gift, if not and you are interested in racing slot cars I would recommend it even if you do not participate at club level but only race at home, as some of the tips may give you a winning edge. ■

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Happy New Year to you all and I hope you may have picked up a bargain or two over the festive period or at least got something slot related for Christmas if you have been kept away from the screen. This year I hope to bring you in a separate article details of how to get started with buying on eBay as I have had a couple of requests for that kind of information. If anyone has got anything particular they would like covered then by all means drop me a line. I will include a few explanations in the column as I go along as well, as I am aware new readers may not understand all the acronyms and don't want to be waiting for that article to decipher what I am talking about. Well comparing listing numbers on U.K. eBay with a year ago they are remarkably similar having dropped to around the 9,500 level at Christmas with it split almost exactly into one third auction only, and two thirds Buy It Now (BIN). Similar results are seen in Germany with some 22,000 listings but in the U.S. around half the 12,000 listings are auctions though you see lots more listings consisting of shop inventory items if you hit the BIN button.

### History for Sale?

I am sure most of you must have heard of the James May Brooklands record breaking Scalextric track and may have wondered what happened to all the track that was used. Well it seems one seller has secured a load of it and has been selling it off in job lots of 20 straights on eBay. By my reckoning there have been around 100 lots of 20 straights sold in December for generally between £40 and £70 plus £7 carriage so there should still be time to pick up a job lot if you want a piece of record breaking track as there were nearly 15,000 bits of track used according to the book just published on the record attempt. Mind you there were lots

available for £60 BIN including P&P at time of writing as well if you did not want to be outbid or pay more in an auction! (It really is amazing that buyers fail to check the sellers other items BIN prices before getting carried away with bidding) Another seller early in the month listed 20 at £25 and then £32 BIN and perhaps undervalued his wares surely? I also spotted another selling claiming to sell a pair of James May straights for £7.99 but I could not back up the story of the seller to confirm this. Incidentally this seller had bought over 30 sets of Scalextric in December alone, probably for splitting judging by the items they were selling.

Talking of history there was a job lot of Fly memorabilia on the Wednesday before Christmas that went for a rather low £52.70 I thought. Consisting of a small blue pin Fly badge which I have seen and reported on in the past, it also had with it a clock and a brass mould of a Porsche GT1 which were gifts from the company according to the seller.

Well I thought that Scalextric lorries with trailers seemed to be fetching good money lately in the U.K. but it seems that similar Carrera models attract far bigger money on German eBay. One truck in green with white trailer described as Carrera Transpo Thermozug GRÜN ohne Schalter, new in box made 604.99€ on the Monday night before Christmas. (290381545770) Checking out other trucks including forklifts in the "transpo" range, I found prices between 50€ and 200€, so I guess this is a particularly sought after version or one lucky seller got an early Christmas bonus?

Whilst on the subject of German eBay, perhaps one of the Scalextric bargains of the month that will be repatriated to one of our members on these shores was from an Austrian seller. It was a very nice looking original⇒⇒



James Bond box that made 168€ on Wednesday night (220525313311). Some instructions two days later from the same seller made 13.70€.

On the Scalextric front the superb Gold Leaf Lotus 49 continues to attract bids up to £80 with the recently released green and yellow Hill car also firming up in price to between £35 and £40 with the odd car making £42. Maybe this is because there are some stories doing the rounds that there are not many more of these regular cars than the Gold Leaf Lotus so don't leave it too long if you don't want to be paying over the odds for an example. At this time of year it is perhaps more obvious to spot the new slot buyers by some of the prices fetched. Someone was willing to pay £19 for a pair of Scalextric grey speakers with lugs plus £2.95 p&p and another got carried away bidding £46 for a Pioneer Bullitt Mustang when it was available from the same seller for £36 BIN. Looking seemingly overpriced was Schleicher's Slot Car Bible in almost new condition that fetched £32.52 on Christmas eve but a quick search to my surprise showed that prices were double that elsewhere on the net for similar used examples if you could find one, so look after your copy if you have one of these!

### **Slot It**

The "Newman" LE (Limited Edition) Porsche continues to attract buyers around the 100 Euro level on German eBay and just under £100 in U.K. One car that attracted higher bidding though was a Limited Edition Porsche 956 in a Warsteiner livery that I had not seen before. It was on German eBay so perhaps was not have been spotted by so many club members and had a reference of CA09C. However it was not the normal gold example but was yellow and supposedly a Limited Edition of 60 produced for a Slot It final in Tacoma in the U.S. last August. Check out 170416806315 or email me for a picture which I have saved to see what you got for 185€.

Prices as listed and spelt on U.K. eBay unless stated, with the time and auction ending day.  
SCALEXTRIC Collectable STS 4X4 PEUGEOT 205 T-16 REF2206 £493.21(MB

example on Sunday night)

SCALEXTRIC 1ST 1959 CATALOGUE SINGLE SHEET & PRICE LIST £51.25 (Not a number 1 catalogue but a sheet pre-dating that, including price list on Wednesday afternoon 250551529143)

Vintage Scalextric Refreshment Kiosk Boxed £77.60 (Scalextric on front counter version and no stickers on Tuesday lunchtime)

Scalextric BUGATTI ORIGINAL MINT CONDITION YELLOW £1,131 (Described as "De Havilland issue" on Sunday night 110471299344)

Scalextric Alfa Romeo 8C ORIGINAL MINT RED NSCC CLUBCAR £285.67 (Not correct wheels though on Friday afternoon 110471302512 - the same seller had relisted what looked the same car that had sold for £290 the previous month)

OLD RARE 'SCALEXTRIC' TIN BADGE £31 (55mm "BOAC World Championship contender" badge on Sunday night 370296567837)

SCALEXTRIC FERRARI TINPLATE FORMULA ONE CAR GREEN £301 (Excellent example with driver on Friday night. Blue one went for same amount that night as well 150391923263)

VINTAGE SCALEXTRIC C 72 B.R.M RACING CAR +ORIGINAL BOX £73 (Blue near mint model but what a price! 300379241331)

ELECTRA C4-11 IN RACING GREEN-THE ONLY ONE?? £195 (Unboxed bargain perhaps? on Thursday night 140367157867)

SCALEXTRIC FE OFFENHAUSER - YELLOW - 1/32 \$1,205 (Australian model made in Hong Kong from New Zealand seller on Saturday night 380188296812. A dark blue example with broken exhaust made \$540 at same time 250548598197)

Lastly if you want a Scalextric mug for your morning coffee and can't get one done yourself, there is one seller doing a few retro designs for £4.99/£5.99 plus £2 p&p and another doing a picture of the C579 Rally Cross set Mini's for £8.99 inc p&p. Just search for "mug" in scalextric and slot cars on UK eBay! ■