



No. 364 JULY 2012

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Car Boot Magic

To be honest, this month I have struggled to think of something to write about for this editorial, despite this though I will not fall back on that old reliable topic of discussion being the weather, but it has been pretty poor hasn't it?

Recently in a brief pause between the downpours, I did manage to get to a local car boot sale, I often attend this one, held every couple of weeks as it something to do on a Sunday morning, it keeps the kids amused for a couple of hours (as long as I let them buy something) and I do dream of perhaps finding that elusive Scalextric car, a Bugatti or a Auto Union perhaps buried among some old tat for a couple quid rather than the somewhat eye watering prices these cars truly fetch. To be honest I have picked up some pretty good slot car bargains at these events previously, for example a Micro Scalextric McLaren Hamilton set, virtually brand new for £2, a couple of My First Scalextric sets for £1 each and an brand new SCX BMW circa 1980s, still boxed and labelled up as being sold via Beatties for £3. I think though my best bargain to date, has to be the one I got last weekend. Now it may not be a Bugatti or an Auto Union, but I was pleased, having spotted it on a stall with various ornaments, books and clothes, it looked a bit out of place, certainly the seller being a rather pleasant old lady did not appear to be your usual slot car racer or collector who may own such an item.

The item in question was a Matchbox Powertrack Race and Chase set, circa 1979 according to the box lid, which had a couple of bits of damage but overall was very good, plus the inside was near mint with little use and all complete. Having been asked for £30 I eventually secured the set for £20. Having got it home, below the track in the tray we discovered a further six Matchbox Powertrack cars, all again showing very little use, plus a box of various spare parts. So a nice piece of history, plus I had the euphoria of not only finding a bargain, but that I had for once possibly got one over a car boot seller, even though on this occasion she was a very nice little old lady, but 'cest la vie'and who says you can't still get a car boot sale bargain despite David Dickinson's best endeavours!

So until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nscg.co.uk



By Pete Simpson

I've recently had a couple of requests to quote the dates when each model I report is expected to be available in the shops. Whilst I can understand this as being a reasonable desire, I gave up trying to provide dates as it proved almost impossible to accurately predict models' arrivals. Instead I've focused on the dates when each prototype or pre-production example has been on show at Margate and left the supply date to be extrapolated by readers, allowing the anticipated month or two uncertainty! However, as it does appear that the flow of supply this year has improved, I'll discuss with Adrian the possibility of trying to give the dates when specific items are due to dock in the UK. If robust forecasts are available, I'll return to publishing whatever I find. I am concerned, however, that readers may miss a release if my dates prove to be incorrect.

So, let's get onto the new examples that were on show at Margate this month. Once again, the models are coming thick and fast with five more new cars available to photograph, although all are new decorations of previously released models.

First, in terms of prototypical activities, is the second version of the MGB, C3312, one of the three MGs entered by the American Kjell Qvale for the 1964 Sebring 12 hour race. This will be the pale blue number 48 car driven by Jim Adams and Merle Brennan which started in 46th place and went on to finish 22nd overall, just behind the MK1 Cortina of Jim Clark. The names on the front wing, whilst different from



those above, are indeed correct: Frank Morrill was designated but never drove. Of the other two cars in the team, one performed better, with the British pairing of Ed Leslie and John Dalton finishing in 17th place in number 47, whilst the other, number 46, that of the American drivers Jim Parkinson and Jack Flaherty, failed to complete the race.

The car I saw was a very early pre-production version so there may be a few minor details that will be tidied but, when compared to





period photographs, the treatment of the front grill could be wrong: whereas Scalextric have two neat round holes, the actual car had a few of the radiator bars cut out resulting in square holes for the spots. One of the hardest problems with cars of this period is that, even when the original vehicle is available, during restoration some minor details can change and some concessions have to be made to the reality of production. However, the overall appearance is convincing leaving sufficient opportunity for fine detailing if a true representation is desired. This is certainly one for circuit racing fans and, as it is DPR, an ideal digital competitor to C2931, a version of a Jim Clark Cortina.



Moving forward a few years and onto the rally scene of 1986, we can expect another Ford RS 200, C3305. This, the fourth of this millennium's RS200 releases, will be a High Detail depiction of the car driven by Antonio (not Stefano as in the catalogue) Zanini and Josep Autet in the Spanish Costa Brava Rally where it retired with a leaking fuel tank. It seems that this could be the same car that was



subsequently sold to Martin Schanche for use in Rallycross. If that is the case, it was sold by Bonhams in July 2003 for £80,700, being described as being in "good useable condition": the "one careful owner" claim obviously considered to be too easy to challenge! How tempting will it be to fit high intensity lights behind each of those spots for true night stage racing?



Moving closer to today, the next three are all contemporary circuit racers from the last few years. First is the Chevrolet Corvette C6R GT2, C3288 of Larbre Competition as run in the 2011 ALMS races and, closer to home, at Le→→





Mans and at the Silverstone 6 hour race of 2011, driven by Patrick Bornhauser, Julien Canal and Gabriele Gardel. Strictly it is a C6R ZR1, as raced in the GTE AM class. Obviously, it is the same moulding as previously used, as is much of the real car, but LMS series classes were changed from GT 1 and 2 to GT Am and GT Pro last year. All too confusing? No need to worry, just buy one and enjoy driving the huge Yank Tank around the track. These models handle pretty well for their size, but become a real menace with the magnets removed. This is an HD, DPR release with a very pleasing paint scheme and a worthwhile addition to any Le Mans collection. The ACO decals have been omitted but space has been provided for those wishing to complete the correct livery. At Le Mans the team won the GT Am class by finishing 20th overall.



Whilst on Le Mans cars, there's also a new livery for the Lola Aston Martin, C3291: this time in the Muscle Milk colours of Team CytoSport's LMP1 B08/62 as run at Sebring in 2011. Driven by Klaus Graf, Lucas Luhr and team owner Greg Pickett, it was forced to retire after a collision with a GT1 car which caused overheating problems. As with other versions of this car it will be HD, DPR with lights front and rear.

The final new car for this month is yet another endurance racer: a Super Resistant Audi R8 GT3, C3279. This is the Kuala Lumpur based KK Performance entry driven by Matthew Marsh often shared with Marchy Lee and Alex Yoong. This model could represent the car in a few of the 2011 International Le Mans





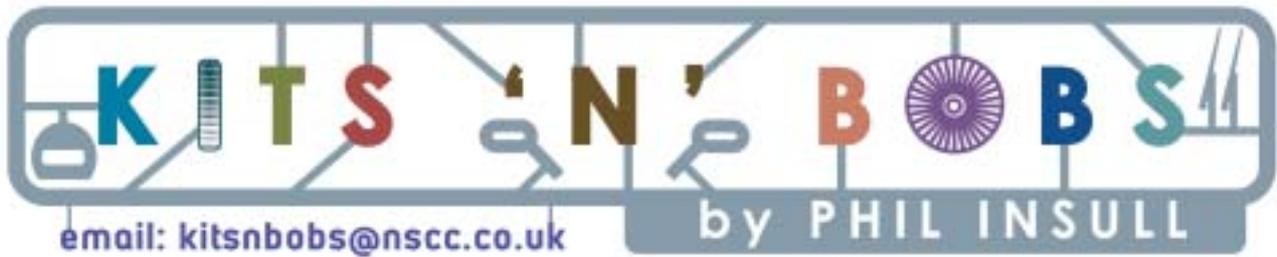
Cup (ILMC) Series races: technically it was entered as a R8 LMS rather than a GT3. The



photo in the catalogue shows its debut at Zhuhai (China) in November 2010 when it won the GTC class.

So with five months to go for this year's new models, it seems that single seater fans are either going to be delighted or disappointed as, of the cars yet to appear, no less than six will be Formula 1.

Hopefully the first rapid prototype models will be available to photograph fairly soon. Watch this space! ■



Something slightly different this month as I concentrate on recent releases from just three UK specialist resin manufacturers with a trio of mini reviews.



Penelope Pitlane MG Midget as a club racer

First up is my good friend Steve Ward at Penelope Pitlane with his new MG Midget/Austin Healey Sprite developed to produce a number of variants of these popular British classic sports cars fitting perfectly onto Steve's new Clubman chassis. Back in 1958 the MK1 Healey Sprite "Frogeye" got the ball rolling powered by the BMC A Series engine and weighing in at just 602Kg the car was a hit and was eventually replaced in 1961 by the MK2 Sprite still using the 948cc engine along with a BMC badge-engineered MG Midget MK1, by 1962 both the "Spridgets" had been up-gunned to a 1,098cc engine and now had disc brakes. 1964 saw the introduction of such mod-cons as door handles and wind up windows for the MK3 Sprite and MK2 Midget. 1966 saw the MK4 Sprite and MK3 Midget being released with a 1,275cc engine giving a heady 65 bhp in both however the Healey weighed in at 714Kgs while the Midget was just 685Kgs giving it a

better 0-60 time of 10.8 seconds and a 1 m.p.h. higher top speed of 95 m.p.h. 1969 saw the final notable change with Rostyle wheels being introduced in place of the previous steel or wire wheels. By 1971 the deal between BMC and Healey had finally come to an end and the last production cars were now known as just Austin Sprites, while the sister MG Midget soldiered on in production through the 1970s taking on the rubberised safety bumpers and emissions restrictions required to continue selling to the lucrative U.S. market.



Penelope Pitlane Midget with clubman chassis Viva

The car I have built uses the Midget MK2 style grille and just the ¼ rear bumpers and "Minilite" wheels so popular on club racers of the period, although the kit has various grille, bumper and wheel insert options to do all of the Sprite MK 2-4 and Midget versions up to 1971, the livery is a fantasy racer based loosely on a red Midget racer found on the net. The Clubman chassis is all new and is designed not just for the "Spridget" but also to enable scratch builders to do shorter wheelbase cars than are possible using the previous P.P. Chassis. Motor



layout is for Mabuchi Style in-line and I have simply used a generic Scalextric motor in the Midget (but I am also in the process of building a short wheel based Viva HA with a hotter NSR Shark motor to give it more power), the chassis offers the option of post mounting or side plate mounting for the body along with adjustable wheelbase and guide post position. In terms of performance I found the new chassis around a second a lap slower than my Penelope Pitlane Competition In-Line chassis/ NSR King Evo2 equipped VW Beetle at Wolverhampton mainly due to the motor not being as forgiving to drive, the slightly longer wheelbase on the Beetle and the slightly higher C.O.G. of the Mabuchi type mounting on the new chassis. All in all an excellent chassis for very small cars like these and the "Spridgets" are just as cute in 1/32nd as they were in real life and just as much fun to drive!



Comparison of P.P. Clubman Chassis and Competition in-line chassis

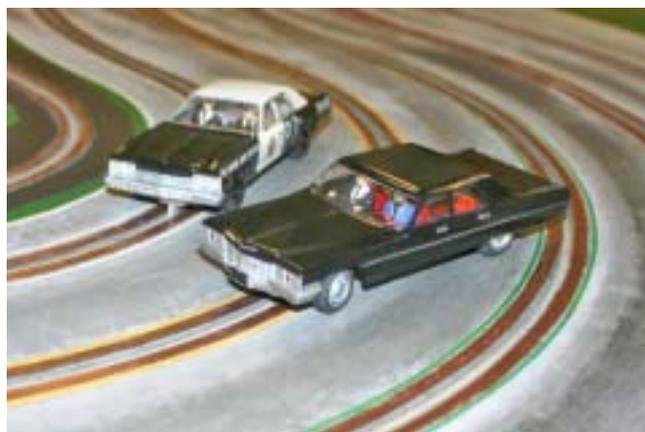
Gareth (AKA Choc-Ice) at Chase Cars has produced three new body kits to go with his amazing flexible chassis. Designed to give the proper roll and slide characteristics of cars from film and television these are simply huge fun to drive, however assembly is a bit fiddly with lots of small nuts and grub screws but it is well worth the effort to see the cars slide and roll like they should. I used two new chassis on the 1972 Cadillac and 1974 Dodge Monaco, but confess I cheated with the two GMC Vans and used PCS32's instead on both these. In 1978 Dan Ackroyd and John Belushi formed the "Blues

Brothers" band for an appearance on the US TV show Saturday Night Live, this was followed later the same year by the album "Briefcase full of Blues" and then in 1980 by the Movie based on the band, one of the stars of the film was the beaten up 1974 Dodge ex-Mount Prospect police car. In reality there were thirteen of these Magnum 440 cubic inch powered cars used in the film all purchased from the California Highway Patrol by the studio, and the famous registration BDR529 refers to a tribute to the Black Diamond Riders at 529 Jacks Street Toronto.



Chase Cars 1974 Dodge Monaco from the 1980 Blues Brothers Movie

The second car to get the full blown chassis treatment is the 1972 Cadillac Fleetwood Broughman as seen in a number of movies and TV shows as favourite transport of the bad guys. The huge Caddy was powered by a 7.7 Litre 345 bhp motor and wallows and slides around just like Gareth's fine 1/32nd scale example. ⇨



Chase Cars 1972 Bad Guys Cadillac Fleetwood Broughman



Chase Cars 1983 GMC Vandura from the TV series the A Team

The third Icon of the screen is the 1983 GMC Vandura as popularised in the TV series the A Team, the show ran from 1983-87 and as well as the four main characters BA's grey, black and red van was a star. Surprisingly some of the vans used during filming had a sunroof and some did not leading to a few embarrassing continuity moments.

Last of the four is the same van but Gareth has included decals and light clusters to reproduce the 1979 Dodge Tradesman Ambulance driven by Burt Reynolds and Dom Deluise in the 1981 film the Cannonball Run. Based on the real life "Coast to shining Coast Memorial Dash" races in America an ambulance like the one in the movie was indeed used by racers Hal Needham and Brock Yates in the 1979 event. The later Vandura model makes a very passable version and both actually drove



Chase Cars GMC van as the 1979 Dodge Tradesman Ambulance from the 1981 film the Cannonball Run racing Mr T.

pretty well with the PCS32 chassis in spite of quite a lot of high up weight. Lap times for all four are never going to trouble club racers but as entertaining models to enjoy driving round they are excellent fun. All four use Penelope Pitlane alloy 15 inch type wheels to accommodate the correct style wheel inserts included in the kits.

George Turner at G.T Models has also been busy first of all bringing us his magnificent Group 44 version of the Jaguar XJS, this was the car used in 1977, '78 and '81 by Bob Tullius's Group 44 Racing Team. During this period Bob did thirty races in the XJS with three outright wins and twelve class wins he became the first recipient of the Sir William Lyons International Jaguar Trophy. My car is based on the Bob Tullius/ Brian Fuerstenau entry at the Watkins Glen 6 hour race in 1978 which finished 7th overall, and sports the groovy looking green wheel spinners. The kit comes with body, chassis, clear Lexan glass mouldings, interior, driver, bumpers and decals. I have used Slot.it wheels and mechanicals with a Mabuchi type motor. Again the car runs very well but for clubbie performance you'd need a much hotter motor than the one I used.



GT Models Group 44 Jaguar XJS Watkins Glen 6 hours 1978

Next up is a variation on a theme with the Ford Falcon Sprint (Futura) this time done by George as the Ljungfeldt/ Sager entry in the 1964 Monte Carlo Rally. Entered by Alan Mann Racing the 4.7 litre V8 developed 285



bhp. and extensive use of fibreglass panels meant a body weight of just 1,230 Kgs. Starting from Oslo the pair set fastest stage times on all the tests up to arrival at Monte Carlo but the handicap formula used meant they were to finish second overall behind the Hopkirk/Liddon Mini Cooper in spite of a stunning drive to produce fastest time in the final circuit test around the GP. Circuit as well. Again the kit comes with everything you need bar motor, guide, axles, wheels and tyres and is wonderfully easy to put together, like the XJS my choice of motor limits performance but it is another very smooth car to drive.



GT Models Ford Falcon Sprint 2nd place Monte Carlo Rally 1964.

The third car is the 1956 Ferrari-Lancia D50 produced as the Argentine GP. winning machine shared by Luigi Musso and Juan Manuel Fangio. The #34 machine represents the only time the type won a championship GP. while still using the separate side pannier system (by the next event the panniers had been blended in to the main body) After Fangio's own car developed problems on lap thirty four Musso was called in and the car given to the Argentinean maestro who enjoyed something of a fortunate home win after late race retirements for the Maserati 250F's of Moss and Menditguy. The kit is pretty much complete including chassis and white metal parts (apart from running gear as you would expect) and makes up into a beautiful slot model, however like the real thing the short stubby car means handling is a bit on the nervous side and lap times were over a second slower than George's Alfa 158s.



GT Models Ferrari-Lancia D50 Argentine G.P. Winner 1956

That brings me neatly onto the aforementioned Alfa Romeo 158, again a wonderful complete kit very easy to put together as are pretty much all of George's range and dead easy to prepare and paint too! I wanted to do two and have used the decals supplied to produce a version of Dr. Giuseppe "Nino" Farina's number 2 car which famously won the first World Championship GP. at Silverstone on May 13th 1950, the Doctor of Law went on to become the first ever Formula One World Champion later that year.



GT Models Alfa Romeo 158 European G.P. Winner 1950

The second of the two Alfas is Fangio's #34 winner from the Monaco GP. that year. Starting from pole position Fangio was ahead on lap one when Farina spun on the wet surface caused by spray coming over the harbour wall just before Tabac corner. Farina bounced back across the track and the ensuing mayhem caused his⇒⇒

retirement along with nine others. On lap two Fangio noticed the crowd was looking away from him rather than at him (which you would expect them to be looking for the leader) and slowed down before the accident scene enough to thread his way carefully through the pile of wrecked cars and went on to score his maiden World Championship race win. Being much longer wheelbase these two behave much more consistently than the D50 and easily lapped the Wolves International track a second quicker than the Lancia-Ferrari. Motors for all three were Scalextric sport, while wheels are PCS Wires.



GT Models Alfa Romeo 158 Monaco GP. Winner 1950

Finally from GT Models we have a remix of an older favourite the Maserati 300S. This time George has produced a lightweight body shell trimming the weight down considerably and using light resin exhaust rather than white metal, and a Lexan interior. To go with this GT have launched a chassis handling plate designed to be used in conjunction with the Penelope Pitlane Competition in Line Chassis. The body makes up a beautiful car as always and mine is based on Moss's winner at the Swedish GP at Karlskoga, the chassis was duly built with the handling plate soldered in position, and my preferred NSR King Evo 2 Motor and Slot.it gears. Now I must say the car handles beautifully on the Wolves track running in the high 9s low 10s however by comparison my earlier PSK Lister using the same set up but



GT Models Maserati 300S Swedish GP. Winner 1958

without the handling plate runs nearly half a second quicker on three of the four lanes. In addition the extra weight of the handling plate on the slightly abrasive Wolves track led to the back tyres being virtually worn down to nothing after about ninety laps (approximately four races worth). I experimented by switching the older chassis set up onto the Maserati and found the car was now on average 1/10th quicker than the PSK Lister.

I'm sure that on bumpy surfaces such as plexy track the handling plate will help the car run quicker as it is definitely more stable and easier to drive but on Wolves wood track with my type of set up the marginally better handling was not enough to offset the extra weight of the handling plate in this case.



Underside of the Maserati showing GT Models new handling plate

Many Thanks to Steve, Gareth and George for their help and kindness over the past year and I hope you will enjoy building and racing their products as much as I have, back to normal with Kits N Bobs next month. ■



FLY *On the Wall*

BY **DAVID BATES**

email: flyonthewall@nsec.co.uk



The next all new Fly car will be the Porsche Kremer CK5. As you can see from the test moulding in the picture the car is well under way.



Two further versions; reference numbers 060102 and 06103 will follow thereafter. The Cologne based Kremer Brothers had considerable success, internationally with Porsches. We will look at this in more detail when the actual models arrive.

Various versions will be produced (as the pictures show) starting with Fly reference number 060101 which should be available in September.



Arriving towards the end of the year will be the Ferrari 512BB that raced at Le Mans. The red North American Racing Team (NART) entry from the 1979 race carrying number 64 will be available with Fly reference number 050101. Four BB LMs lined up for Le Mans that



year, with poor results. One finished 12th overall, the other three retired. The blue Pioneer car from 1982 Le Mans is the subject of 050102. This car carrying number 71, did not finish the race.



The Alpha series Porsche 997S is now available in the blue Febermayer version, reference number 704101, with a recommended retail price of £39.95. This will be joined shortly by more re-liveries; 704102 is the Scuderia Italia entry into Le Mans 2010. In the coming months there will be the Flying Lizards car 704103 and the IMSA Matmut car 704104 although this may well carry this year's livery by the time it goes into production towards the end of the year.



The sound car, we mentioned previously, is still under way however it was found not to be durable enough so they are beefing up some of the electronic components. It will now be launched under the Flying Lizards body shell possibly in October.

Thanks, as ever, to Terry Smith from Gaugemaster for his assistance in compiling this month's article, hopefully more to come next time. ■



Heart Of England Classic Formula 1 - Rounds 3 and 4

By Graham Pritchard

Following closely on from Rounds 1 and 2 just a few weeks ago at Wolverhampton Slot Car Club the Championship moved to the tight and twisty “Monaco like” Bearwood Scalextric Club circuit for Rounds 3 and 4 on 6th May 2012.

As well as representatives from the three central clubs of Bearwood, Wolverhampton and Great Barr we also had Mark Wain joining us from the North Staffs club for today’s meetings which meant we had sixteen racers on the day.

Mark’s remarks to me that he was using a “99p car bought off eBay” summed up the ethos of the Championship rather brilliantly I thought – cheap but enjoyable – he normally races in the Slot.it Challenge – what a difference!

The atmosphere today was again superb with everyone willing to help everyone else – Ian and I were lending cars out to racers who were struggling for various reasons so that they too could enjoy the day even though their cars were having problems.

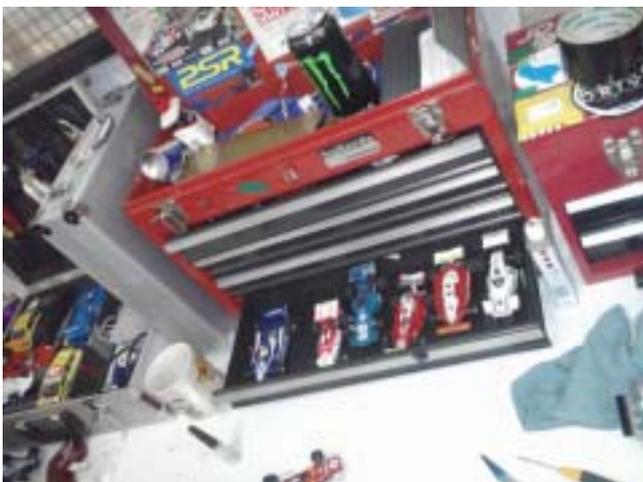
Once again there were lots of smiling faces and many rounds of applause and cheering in appreciation of some very close racing from fellow club members and new friends made on the day.

The racing format today was “fifteen laps to the flag” together with ladder finals so that anyone who had underperformed during the heats (whether due to car problems or unfamiliarity with the track) could have a chance to storm back through the finals to make up for it and if you were in the lead you could ease off a bit to avoid coming off and losing the lead as it was not “distance racing” like at the Wolverhampton rounds.

The A finals were twenty five laps of racing to the flag and in the second final at least, in common with many of the heats there were in effect two races going on at the same time for 1st, 2nd, 3rd and 4th.

The heats over the two rounds seemed to mix every one up equally with some having “easier” races and then “harder” races or vice versa throughout the day – trouble is this is hard to avoid with a low number of racers and the requirement to avoid closely following races so that you have time to race then marshal then work on your car if required before you are called back to race again.

Rounds 1 and 2 victor Andy Bartle (Tyrrell 007) managed to qualify for the round 3 finals but could only manage 3rd place today.





The winner's spoils went to James Noake (Ferrari 312B) and Lewis Gough (Lotus 77) who shared 1st and 2nd places in both rounds.

James took the winners laurels in round 3 after a race long battle with Lewis.

Round 4 was equally close with Lewis taking the win from James closely followed by yours truly (Graham Pritchard Brabham BT49) in 3rd place.

Lewis has now firmly established himself as the championship leader at the halfway point with James Noake and Andy Bartle hard on his heels but there's still all to play for in the remaining 4 rounds!

I have got to say a big "Thank you" to Will and his wife Sue for writing and implementing the necessary spreadsheets so that we could utilise a computer and printer on the day to save me having to write it all out by hand and so that you could all read it – my initials are "GP" remember, so guess how bad my handwriting is!

Many thanks also to James Noake who got



to the circuit very early and opened up for us so that the visitors could have as much pre-race practice as possible.

I hope that the remaining rounds will be as enjoyable and competitive as Wolverhampton and Bearwood have been so far.

Results Round 3

1. James Noake Ferrari 312B - 25pts
2. Lewis Gough - Lotus 77 - 20pts
3. Andy Bartle - Tyrrell 007 - 16pts
4. Jonathan Davies - Tyrrell 007 - 13pts
5. Graham Pritchard - Brabham BT49 - 11pts
6. Will Charlton Brabham BT48 - 10pts
7. Ian Howard - Tyrrell 006/010/Wolf WR1 - 9pts
8. Steve Beach - Brabham BT49 - 8pts
9. Paul Munro - Ligier JS11 - 7pts
10. Mark Wain - Renault RS01 - 6pts
11. Malcolm Scotto - Renault RS01/Ferrari 312T - 5pts
12. Nick Wixon - BRM P160 - 4pts
13. Ashley Evans - Lotus 77 - 3pts
14. James Roberts - Renault RS01/Lotus 77- 2pts
15. Ken Roberts - Tyrrell 007 - 1pt
16. Richard Woodward - Shadow DN1

Results Round 4

1. Lewis Gough - Lotus 77 - 25pts
2. James Noake - Ferrari 312B - 20pts
3. Graham Pritchard - Brabham BT49 - 16pts
4. Steve Beach - Brabham BT49 - 13pts
5. Will Charlton - Brabham BT48 - 11pts
6. Ian Howard - Tyrrell 006/010 - 10pts

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7. Andy Bartle - Tyrrell 007 - 9pts
8. Jonathan Davies - Tyrrell 007 - 8pts
9. Paul Munro - Ligier JS11 - 7pts
10. Ashley Evans - Lotus 77 - 6pts
11. Mark Wain - Renault RS01 - 5pts
12. Richard Woodward - Tyrrell 008 - 4pts
13. James Roberts - Lotus 77 - 3pts
14. Malcolm Scotto - Renault RS01 - 2pts
15. Nick Wixon - BRM P160 - 1pt
16. Ken Roberts - Tyrrell 007

Championship Standings after Rounds 3 and 4

1. Lewis Gough - Lotus 77 - 85pts
2. Andy Bartle - Tyrrell 007 - 75pts
3. James Noake - Lotus 72/Ferrari 312B - 74pts
4. Graham Pritchard - Brabham BT49 - 43pts
5. Will Charlton Brabham - BT48 - 38pts
- =6. Ian Howard - Tyrrell 005/006/010/Wolf WR1 - 29pts
- =6. Rob Wallader - Williams FW07 - 29pts
7. Paul Munro - Ligier JS11 - 24pts
- =8. Steve Beach - Brabham BT49 - 21pts
- =8. Nick Wixon - BRM P160 - 21pts

- =8. Ryan Nightingale - Renault RS01 - 21pts
- =8. Jonathan Davies - Tyrrell 007 - 21pts
9. Dave Farrow - Ferrari 312B - 20pts
10. Ashley Evans - Lotus 77/BRM/Lotus 77 - 14pts
11. Mark Wain - Renault RS01 - 11pts
- =12. Malcolm Scotto - Ferrari 312T/Renault RS01 - 7pts
- =12. James Roberts - Renault RS01 - 7pts
- =13. Dave Parish - Tyrrell 007 - 5pts
- =13. Sam Farrow - BRM P160 - 5pts
- =13. Barry Davies - Lotus 77 - 5pts
14. Richard Woodward - Tyrrell 008 - 4pts
15. Ken Roberts - Tyrrell 007 - 1pt

Under 16s Championship

1. James Roberts - Lotus 77/Renault RS01 - 22pts
2. Jonathan Davies - Tyrrell 007 - 20pts
3. Ryan Nightingale - Renault RS01 - 10pts
4. Sam Farrow - BRM P160 - 8pts

I hope to see many of you again at the next round, and a further write up will follow in the Journal. ■

NSCC Committee Nominations

By Stephen Barber (Secretary)

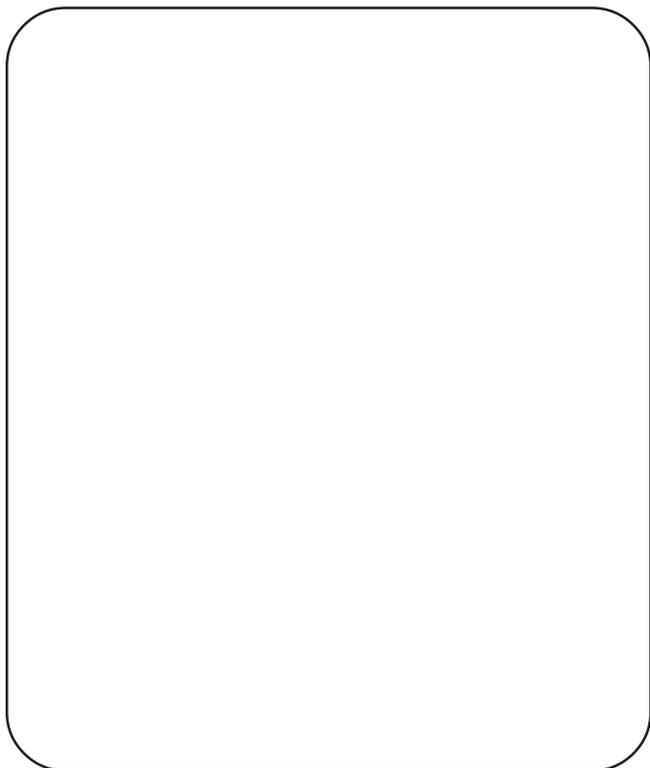
As Andy Carmichael mentioned in last month's Chairman's Chat, the Committee's term of office comes to an end in September. The following Committee members are prepared to stand for re-election:

Chairman:	Andy Carmichael
Secretary:	Stephen Barber
Membership Secretary:	Andy Smith
Treasurer:	Shaun Bennett
Editor:	Jeremy Naylor
Promotions:	Karl Cornell

The posts of Hornby Factory Liaison and Webmaster are co-opted ones, and do not require an election, and both incumbents are happy to continue in post. If you wish to stand for any of the posts listed above, please send your nomination to me, Stephen Barber, by post or email, to arrive by Saturday 28th July 2012 (contact details in the back of the Journal).

Please make sure that you include your full name and membership number, and the names and membership numbers of your proposer and seconder. In order to be eligible, all candidates, proposers and seconders must have been paid-up NSCC members since March 1st 2012.

An election will be held for any post for which there is more than one nomination. In this event, election addresses will be published (and ballot forms included with) the September 2012 Journal. Completed ballot forms must be returned by post to the Secretary by Friday 12th October 2012, when the votes will be counted by an independent observer. Candidates will be informed of the outcome as soon as is practical, and the results will be published in the November 2012 Journal. ■





FELBERMAYR Porsche 997

Pete Simpson

As a fan of the Le Mans 24 hour race, any model that portrays an accurate representation of an entry is considered as a potential addition to my collection. However, having chosen slot cars, rather than the vast range of 1/43rd scale die cast models as my medium, I do expect them to also offer a reasonable degree of capability in negotiating a slot car track. Several caveats obviously apply, depending on the accuracy of the model, its fragility and on track performance. All of these factors blend into an arbitrary level of tolerability and acceptance of minor niggles. For instance, a Scalextric model that has a closely representative livery but lacks the ACO decals whilst running straight from the box is perfectly agreeable. Likewise, a resin model at over twice the price which has superb detail representing a specific, often obscure car, but requires minor tweaks to run smoothly can also be considered as a worthwhile addition to the paddock. Clearly there is a combination of faults, details and price



which combine to justify any purchase.

Most of the high volume manufacturers seem to have pitched their wares similarly offering good detail, if not necessarily technically accurate, examples of specific race entries often compromised by the desire for their cars to survive frequent crashes. The specialist companies, with significantly higher prices, offer examples of cars intended for collecting as they are generally too delicate to risk high speed⇒⇒





crashes. The notable exception to this analysis is Slot.it, whose products are very keenly priced, represent actual race entries, and are equally at home on the track or in the show case. The other company that doesn't quite fit the overall scheme is Fly, or Flyslot as it is now known. Over the years they too have offered very accurate models which have performed very well, certainly on home circuits. As the subject of this review carries the "Alpha" banner, which I take to be a cheap, bargain range, I was quite interested to see what this new model offered.

The car, reference number 704101, represents the Felbermayr team Porsche 997 GT3 RSR, number 77, as raced at Le Mans in 2010, driven by Marc Lieb, Richard Lietz and Wolf Henzler. It won the LM GT2 class, finished a creditable 11th overall and even beat the best of the GT1 entries! Certainly a fantastic achievement when pre-race forecasts were favouring either one of the newer Ferrari 430 GTCs or a Corvette C6 ZR1 for the GT2 class win. The model captured the scheme very well, although as with other manufacturers, the ACO decals were missing: white rectangles above the

race numbers providing the opportunity to add some home printed decals to complete the livery fairly easily.

The quality of the livery on the body was not up to current standards, but probably fine if the car is to be used for racing: the now accepted tampo printing appears to have given way to an all covering sticker. This covers over the door and bonnet shut lines, creating a clear film: if this is depressed it then cracks and starts to flake off. Unfortunately, although basically pretty accurate, the printing registration was poor, some wording was blurred and the text along one sill nearly fell off the lower edge. The printing on the tyres was variable at best with one tyre being totally illegible. Looking closer I found that the tyre had not seated correctly on





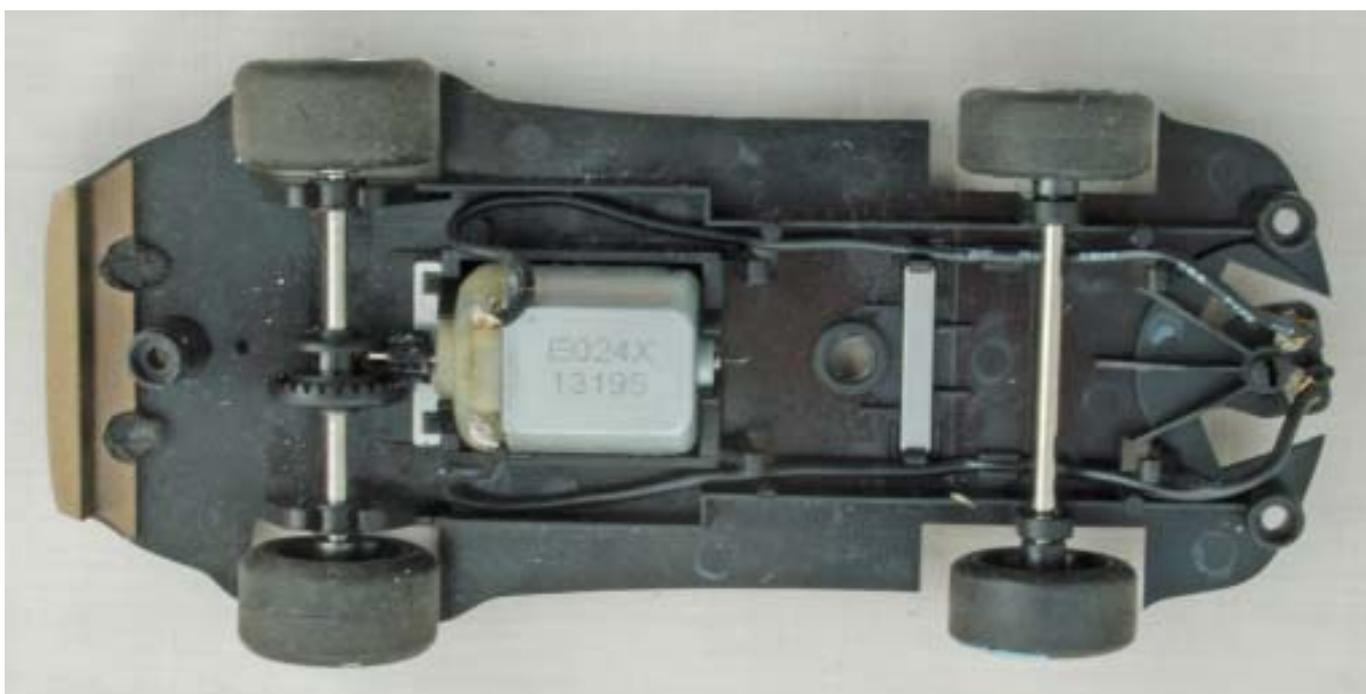
one wheel and another wheel appeared to be cracked around the centre. And, just to underline the poor quality, one headlamp was out of position and the lower edge of one side looked as though it had been caught by a soldering iron.

Performance on my home circuit, before the magnets were removed, was impressive apart from the din emanating from the guide as it negotiated the track: the eyelets for the lead wires protruded so far beyond the braids that they snagged on each track join. There was no point in continuing to use the car as the noise was horrific. It was time to take a look inside.

If the finish of the body was disappointing,

what was found under the shell was appalling! When I investigated why the rear axle bushes were loose in the chassis, I found that the chassis lugs had been filed and that burrs and debris remained on the chassis. The reason for one tyre not seating correctly was a large moulding pip on the wheel: another tyre had two moulding lumps on its locating register so that too was not running true. One rear wheel was indeed cracked all around the centre. Furthermore, it is hardly the most advanced of chassis with an in-line Mabuchi, plastic axle bushes and plastic wheels all round.

There was no point in removing the magnets, to review performance, as this example would be going straight back from whence it came. Whilst I could accept that the car is intended to be cheap, the broken wheel and damaged body certainly required a replacement. The car was returned to the supplier and a replacement promised by return. Fortunately, with mere days to spare before the Journal deadline, for submission the replacement example arrived. As I'd hoped, it was a significant improvement in most aspects although it had to be dismantled before it could manage an R1 curve as the guide leads were fixed so tight that no slack had been allowed for any angular movement. The decoration was exactly as before: poor registration, but devoid→





of any damage. With the dual magnets removed, the lead wires relocated and the tyres lightly trued it was a delight! No record breaker but it would certainly be good fun to race with its grippy tyres and fun tail out attitude.

My biggest issue with this model is in not really knowing who it is intended to satisfy: racers won't be impressed by the basic running gear, the finish isn't good enough for collectors and it's a bit expensive, considering the overall quality, for home use or to expand an existing set. The Flyslot website describes their offerings



as being “considered as authentic collectables” with “a very elaborate process in pad printing”. Maybe the website hasn't kept up to date with their latest production methods as the finish on this Porsche is certainly not matched by their claims. I did drop an email to Flyslot regarding the change from tampon printing and got a reply which indicates that they are aware of the problems and a statement that “We will try to do better in next Reference”. Hopefully, if the latest method for adding livery to a model can be improved it will help manufacturers with the cost of the low end models: let's hope the method isn't adopted for anything other than the bargain editions.

Even if my first car was a rogue example that never should have left the factory, in my opinion, if Flyslot are to recover from recent troubles, then they need to try a lot harder this model is simply not quite good enough for today's expectations. A great shame as, if this had been made to Fly's previous high standards, it could have been a superb model representing a significant Le Mans result. Hopefully Flyslot will improve this new method of decoration and return to producing excellent models fit either for racing or as shelf queens. ■



I'm no weather expert but I'm sure I read somewhere that it's supposed to be sunny in the UK during the summer months. The upside of all these downpours is that you can spend time undercover with your slot cars and Ninco should keep us from being bored with the summer release of their totally new Ford Sierra rally car as well as an array of GT racers in Ninco-1, Ninco-Sport and Lightning editions.

Absolute Beginners

Ninco-1 cars are a great introduction to the hobby with superb models that can be upgraded in line with a racer's development in the sport. Two fantastic GT racers are released this month; the Mercedes SLS and Audi R8. Both models use the simplistic Ninco-1 concept of body and chassis (*without interior detail*), to allow a focus on the mechanics of racing. Magnets can be easily removed to experience the very different effects on grip and handling. The transition to digital racing is a simple one as the extra internal space allows the N-Digital chip to be fitted. I was fortunate to witness practice for the recent ADAC GT Masters at Zandvoort where these full-size cars competed alongside other models available from Ninco such as the Chevrolet Camaro, Ford GT, Lamborghini Gallardo and Porsche 911 GT3.

The SLS AMG GT3 release is based on the "Black Falcon" (55064) raced by Kenneth Heyer in the 2011 24-hours of Spa. His father, Hans, competed and won the same event in a similar liveried Mercedes-Benz 300 SEL AMG forty years previous; both cars carried race number '35'.



The Audi R8 LMS replicates the "Kangaroo" (55066) liveried car, one of two Phoenix Racing entries in this year's Bathurst 12-hour race in Australia. Their second entry featured a black spider graphic on a white car and was just as striking. The graphics aimed to raise awareness of Australian wildlife and was a reminder of the legendary Audi "crocodile" liveried R8 (*a very different looking R8*) that won the Millennium Race in Adelaide on 31st December 2000.

Both Ninco race cars feature NC-9 motors in the 'Angle Winder' position, 12-tooth pinions/32-tooth crowns and are fitted with 17"-style wheels with 19x10 tyres on the front and 20.5x11.5 on the rear.

Back to the Future

In 1983, Ford replaced their long-running



Cortina model with a revolutionary new design – the Sierra. Dubbed “the jellymould”, this modern design set a standard of aerodynamic styling that other manufacturers inevitably followed. Within four years of the first car taking to the road, the British Rally Championship was won by Jimmy McRae in a Sierra! Powered by the rear wheels, it was a force to be reckoned with on asphalt surfaces and other world class drivers such as Sainz, Vatanen and Blomqvist regularly finished high in the rankings on loose-surface circuits. Ninco’s new model is released in the popular red and white “Marlboro-esque” livery of the car driven by Carlos Sainz in the WRC of ’87 and ’88. An NC-9 motor powers the rear wheels and all round suspension ensures excellent handling on all track surfaces. To accompany the “Porto” (50581) release, a second Sierra livery, this time a DTM version from the same era; the “Lui” (50600) sponsored car of German driver Manuel Reuter.

Summer Lightning

Turning to true competition class entries, Ninco’s summer line-up includes two track hugging race cars with “Lightning” trim. The popular Megane Trophy is released in the “PCTools” (50605) livery of the TDS Racing Team. I saw this car compete at Silverstone last year during the Renault World Series and can

confirm that the Meganes are a fantastic one make series to race either in full size or 1/32nd scale. Dutch driver Bas Schothorst is climbing the driver rankings and a solid performance so far this year sees him currently leading the driver’s championship standings in the Trophy series.

Vodafone has increased its profile in motorsport in recent years and the final car from Ninco this summer is the “Vodafone” (50604) sponsored Mercedes SLS GT3. Another →



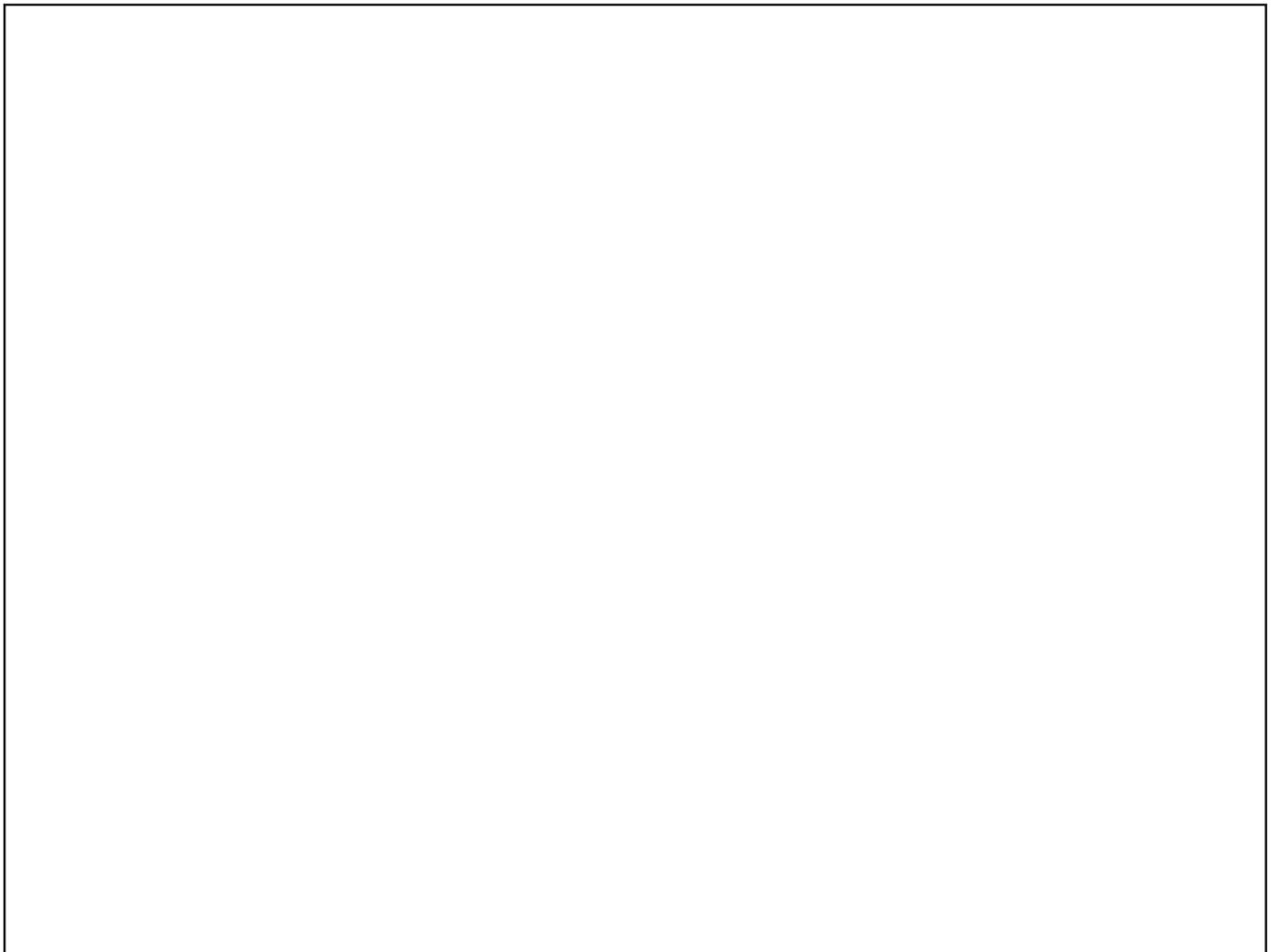


stunning livery matched by the tuning parts fitted to the Lightning range of performance cars from Ninco. Both Lightning models feature 'angle-winder' chassis with high power NC-12 (SLS) or NC-14 (Megane) motors in adjustable floating motor pods, 15" front wheels with low profile 17.5x9 tyres and 17" rear wheels with 19x10 tyres.

Finally, I hope some of you managed to

make it to the recent Goodwood Festival of Speed, I attended on the Friday and I understand our Editor went on the Saturday, if you did go I'm sure you had a great day and if you have never been you are missing a great day out, there is plenty to see and do for all interested in motorsport.

Enjoy your summer, come rain or shine! ■



NSCC Club Car 2012 - Slot It Lola B09/60 - SC22a - PAYMENTS

By Shaun Bennett

Many thanks to those of you who have ordered the NSCC 2012 Club Car. We now require payments!

Those of you wishing to pay via Credit/ Debit cards can do so via the Club website (www.nsc.co.uk). On the Home page, under the picture, is a section containing the words 'members can also buy their latest Club car [here.](#)' Clicking on this will take you to the pages for paying by card, follow the instructions and everything should be clear.

This is the safest way of making a card payment, however, you may still make a payment by card by emailing/posting your card details to me. I would recommend that if you choose this method, to send two separate emails/letters with

card number and start/expiry dates etc. in one, security code in another.

Cheque payments are to be made to "The NSCC", and sent to me if you require your car to be posted or wish to pay in advance before collecting your car at a swapmeet, remembering that if the name on the cheque is different to the members name that you will have to let me know who it is on behalf of!

Cash, cheques and card payments may of course be made on the day if you are collecting your car from a swapmeet.

If you have any query regarding payment or your order please do not hesitate to contact me via email at treasurer@nsc.co.uk. ■



1972 'Wiggins Teape Pacemaker' Ford Capri RS2600

By David Wisdom

Back in early 1972, Autosport magazine (24th February 1972) ran an article reviewing the 1971 Group 2 British Touring Car season; of which they were evidently unimpressed to say the least, describing it as 'dull' at best. However, Robert Fearnall (author of the article) sounded more optimistic about prospects for the 1972 Group 2 season; predicting it 'could be the best ever'. The anticipated entry certainly backed up these hopes on paper with strong contenders in both the smaller and larger classes. In addition, the series was to receive sponsorship from the Wiggins Teape paper company and with the lure of increased prize funds; the championship had the potential to attract consistently large grids. Unfortunately, not all of the predicted entries materialised once the season got underway, but one that did, came in the shape of a Ford Capri RS2600 entered by privateer, Malcolm Gartlan, sponsored by Wiggins Teape and driven by Brian Muir.

Also in 1972, I attempted to make my own slot version of the WT Capri using an Airfix kit attaching it to a Revell plastic chassis. At the time I thought it looked spot on, but in hindsight my memory suspects it probably looked pretty awful. However, it did not matter; at least I had an 'RS2600' to race against my Dads Revell Chev Camaro in our own 1:32 'carpet' British saloon car championship.

Fast track forward forty years and I am once again attempting to replicate my all time favourite touring car. Unfortunately, the Airfix kit is now very difficult to locate and will cost an arm and a leg if you are fortunate enough to find one. However, Ocar produce a resin Capri RS2600 kit, which although by no means perfect, does at least provide a good base to work from.

The subject of this build has a special place in my nostalgic heart having witnessed it from the trackside at Silverstone and Mallory Park on several occasions during the 1972 season. It looked magnificent and sounded glorious; the Ford RS2600 3 litre V6 being one of the sweetest engine tones I can recall from the period. The Malcolm Gartlan preparation is legendary and the car was beautifully turned out for each meeting. In addition, Brian 'Yogi' Muir was always great to watch and his on track battles with fellow Aussie countryman Frank Gardner never failed to be anything less than highly entertaining.

Perhaps the WT Capri's greatest success during 1972 was achieved away from the British mainland across the channel in Le Castellet, Southern France where Brian Muir, partnered by John Miles, won the Paul Ricard 6 Hours ETCC qualifying race ahead of the official works Cologne Capri team. For this race, the 'official' works team also included Tyrrell team mates; Jackie Stewart and Francois Cevert driving a blue liveried, Elf sponsored RS2600.

At the end of 6 hours, Stewart and Cevert finished second behind the Muir/Miles entry. Rumour has it that following the event the Elf/Stewart camp contested the legality of the Wiggins Teape car believing it to have a larger fuel tank than the works Fords. This was found not to be the case; the increased engine performance more likely owing itself to the skill and preparation of Malcolm Gartlan's chief mechanic Ted Grace, who was able to take advantage of the modified, fuel efficient 'heads' supplied by Weslake. The system was offered to the works team, but rejected owing to the increased time and labour required in preparing several cars to the same specification.

The Model

Preparation of the bodyshell involved removing a substantial amount of excess resin. As mentioned in previous articles, resin creates an extraordinary amount of fine dust when cut, drilled or sanded, so its especially important to ensure such work is carried out in a well ventilated area and always make sure a good dust mask and eye goggles are worn when dremeling out materials.



Following minor modifications to the bodywork profile, contours and detail the shell was given a final sanding down, then washed in warm, soapy water and dried thoroughly. At this point the body mounting posts were attached using lengths of plastic wall plug cut to size. The local DIY store stocks 12" lengths which are enough for half a dozen cars or so. The posts are firmly attached to appropriate areas of the bodywork using 2-part epoxy resin adhesive. The shell was then left for 24 hours ready for the next stage.

A final check for any gaps or scratches on the body was then carried out before applying the grey plastic primer. I usually coat shells with two or three layers of primer and then leave it



for a day or two to fully cure. The primer will also highlight any imperfections and these can be filled, sanded and additional primer applied.

The body was then ready for the top gloss colour. The spray can was gently heated in a bowl of warm water, and then shaken thoroughly for 2 to 3 minutes. The primed shell



was given a final wipe down with a 'tack cloth' and painted in a dust free environment (or as dust free as any environment can be). Several light coats were applied with 15 to 20 minute intervals in between each application.

After the final top coats were applied, the shell was left to thoroughly cure for several days. This allowed time to return to completing the chassis work and attaching the motor, gears, axles and guide. For convenience, I've used a ➤



Penelope Pitlane in-line competition nickel chassis for this build. Power is provided by an NSR evo 22k motor. This links up to a Slot.it crown and pinion. The TSRF guide allows an extended forward location that sits nicely behind the lower front valance and spoiler. The chassis, once the motor is located, has a good solid feel to it and although a little weighty, provides even all round balance aiding road holding.



With all the running gear now in place and tested, the finer detailing to the bodywork was then applied. This is always the best bit; it's at this stage when the model really starts to take shape. As the model will be powered using a standard boxer type in-line set up, this will not allow the inclusion of a full driver, I have been able to insert most of the drivers' torso along with a few other interior details. Bonnet catches



and wiper blades were scratch made from various grades of fuse and silver florist wire. The screen and rear window are as supplied with the kit, but I have made my own side windows using clear plastic. The twin tailpipes exiting just below the passenger door sill are made from plastic tubing. The decals were created as a favour by my very good friend and fellow slot car builder; Bryan King. Bryan has done a truly marvellous job and I believe they add the most essential finishing touch to the model.

So that pretty much concludes the project. I still have the original race charts drawn up in April 1972 on which my Dad and I recorded results for our 'BTCC' championship. Forty years later Wisdom senior is sadly long gone, but I feel sure the long awaited 'replacement' Wiggins Teape Capri would have met with his valued approval. ■





Return of the SISU Racing Truck

By Paul Crocker

After the successful return of the two MAN trucks earlier this year, Flyslot have released yet another two trucks, for us to enjoy and add to our collections. As of yet, only one truck has made it to the retailer's shelf, which is the SISU SL250 reference 201101. This particular version is based on the Division 2 SISU truck driven by Andy Lovenberry in the British Truck Racing Championship 2011. For readers who do not know, there were in fact three liveries during the same season of this truck. This truck is based on the third livery which was raced at the last round in October 2011 at Brands Hatch.



The real thing in action

Have Flyslot listened?

In a nutshell, yes. To my delight, and most probably many other truck collectors, the truck came packaged with a plastic lid and backing card, as they did back in 2007/2008, and not the cheap looking cardboard boxes that were no use to people wanting to display their trucks. The only disappointment was on the base description as the truck should be an SL250 and not SI250, and also you will notice from the previous paragraph, the truck competed in the British

Truck Racing Championship and not the FIA European Truck Racing Championship as stated.

Onto the truck, and yet again Flyslot have taken a slightly disappointing perspective in the fact that the driver's safety netting has been omitted, and the incorrect front wheel assembly has been used again, as the trucks do not run with central discs.

Model versus the real thing

After speaking to Andy Lovenberry at Brands Hatch last year, with my intentions to replicate his truck, I took many photos of his sponsor's logos to carry out this task. Well, Flyslot have saved me a great deal of time and have produced a fantastic model. But for the rivet counters out there, the differences from the real truck are as follows:

1. Front near side wing missing sponsor's logo.
2. Different font has been used for his name across the windscreen.
3. The cabin rear panel printed differently.
4. No rear window in cabin.
5. Incorrect rear wheel fairings.
6. The front wheel discs as previously mentioned.

⇒



The rear view window and sponsor details on the real thing





Rear view of cab showing the differences in sponsorship positioning and window

7. Wing mirrors are different style.

In my haste to get hold of one of these trucks for my own collection and to review, I ended up with two! Disappointingly, one of the trucks had succumb to Flyslot's poor quality control, having arrived with one exhaust mesh missing, a large lump under the paint on one of the side fairings, and rear cabin springs (to replicate hoses), detached at one end, but still a whole lot better than last time.

Onto the track

Magnet removed, it was time to test the model to see if it was up to the job. Well, after many entertaining laps, I am happy to say that I have not suffered any of the problems I had before (contrate gear moving – see my previous article April 2012 newsletter). Tyres are nice and soft giving plenty of grip but are wearing quite quickly. So Flyslot, please get your spares up and running, as I am going to need some soon.

In conclusion

Overall, another good example of a racing truck, which despite its flaws, is a great addition to anyone's collection. It's good to see Flyslot releasing the truck in the plastic lid style box, all they need to do now is re-introduce the driver's safety net and change the front wheel assembly to what was used on the Mercedes Benz trucks, and they will have an excellent product. Many thanks to Typhoon Slots and Models for supplying my review model. And don't forget the real trucks can be found on Motors TV, and in the flesh at Thruxton race circuit on 28th and 29th July. ■



A view of Flyslots latest truck, some of the sponsor details are missing to the front wings

Review - Proses TC-401 Tyre Truer and Cleaner

By John Penfold

One of the biggest and indeed the simplest improvements you can make to get the most from your slot car in terms of performance is of course to true the tyres, particularly if you use any one of the main manufacturers, where often the supplied tyres can require attention in order to improve grip as a whole.

Now of course if you are a serious racer, there are several options available to true the tyres, for example the Hudy or the Area 3 tyre truers, but these are reasonably expensive bits of kit, which whilst suiting the serious club racer may not be suitable for the home or part time racer, who currently perhaps makes do with a piece of sandpaper stapled to a bit of 9mm ply (I do!) so enter stage right the Proses TC-401.

Now I must confess I had seen this tyre truer advertised on both eBay and also Slotforum some time ago, but was slightly put off by a demonstration video of it being used with the fixing screws rotating during use and also the fact it was only available from I believe a seller in Turkey via eBay which I was a little wary of. However this tyre truer is now available from On Tracks in the UK, a very reputable dealer who I have previously purchased cars from and who have supplied this review item to me via the Editor.

The retail price is just short of £40 but On

Tracks are doing a special promotional price to NSCC members of £19.99 so what do you get for your money and is it any good?

What is in the box?



Well firstly is the tyre truer itself, a grey rectangular box with a slot for the guide, stop plate, a power socket for the mains connection (12-16Volt DC) and a recess for the sanding/cleaning sheets. The sanding sheets, eight in total some on a thicker plastic backer, which fits in the recess on the truer and others with self adhesive backing and four sheets for cleaning the tyres, again a couple on plastic backers and two with self adhesive backing to replace the others when worn.

Now interestingly there is now external power source, the only thing being supplied is the jack plug to fit the truer, you having to =>



obtain your own supply and wire it up. This would be my first criticism. I think it may well be because the truer is made in Turkey and thus shipped worldwide where different power supplies would be required for different countries so perhaps it is a logistical problem, but personally if I was buying something requiring a power supply I would expect it to come with the supply it needed (OK I know in the 1960s Scalextric used to sell the power supply separately to the sets but we are in 2012!). Anyway, fortunately I had a variable power supply which I had previously purchased for a digital camera or something, which fitted and worked, these can be obtained from Argos or Maplins for about a fiver, I think so not too much of an issue for you to purchase one.

What Does it Do?

Well obviously the aim is to true the tyres so that they are round and level, which can have a big impact on your slot cars performance on the track, in addition it also sometimes appropriate to round of the shoulder of the tyres both front and rear to prevent the tyre 'digging' into the track on corners. In addition with the soft felt sheets supplied you can also clean your nicely trued tyres before, during and after racing to remove all the debris which is ultimately picked up.

Now the Proses truer can only handle the rear tyres, as to use it the car is left intact, other truers available can do all the wheels/ tyres but obviously the car must be dismantled, plus as I have already stated these truers are considerably more expensive, for the home racer the rear tyres are usually sufficient to be trued.

The Proses truer is so easy to use, it is, and I mean this, idiot proof, you plug it in, put on a sanding pad or cleaning pad, place the car in the slot on the truer, the car then starts running, ensure you are holding the car in place and away you go. Again the only issue I can see is that you can not leave the car on the truer without holding it, whilst there is a soft felt 'bumper' stop at the front to prevent the car from flying of the truer if you do try this the car bounces around on the pads and so defeats the object of maintaining



consistent contact with the rear tyres. It could be argued you could get the same result using a piece of sandpaper but I must confess that using the truer, means your car is securely located and you only need one hand rather than having to hold the car in one hand, hold the sand paper in the other and then squeezing the throttle with either your foot or in your mouth!

Another point to note is that the truer works fine with most cars, however those with a shorter wheel base, Scalextric classic Mini for example only just have their rear wheels on the pads when in the slot, which whilst 'over' length compared to the guide length could perhaps do with being a little longer to accommodate cars with a short wheelbase.

To Conclude

So overall for the money I would say it is definitely worth having for the home racer, for serious or club racers I think it is a little too simplistic and not as thorough as the other tyre truers available, for £20 it beats the sandpaper and ply option every time, but to conclude my final and perhaps major concern would be the availability of replacement sanding/ cleaning pads, which I believe are not currently available, so when you have used those supplied you may well have to make your own and then where is the real advantage over the sandpaper/ ply option?

Finally, my thanks again go to Tim Mulhall of On Tracks for supplying the Proses tyre truer and to the Editor for allowing me to review this product. ■

email: ebaywatch@nsccl.co.uk

Hello there fellow Ebay watchers. I hope you had a better May than I did. Highlight of the month was my Wedding Anniversary. Well, that's enough of my personal information, so it's down to business, this month has been very much the same as before, which now appears to be setting a trend, so this month's layout will be similar to June's.

Metal/Tinplate

Again, these items are proving to be a popular feature on the auction front.

Item 110893597215, Scalex tinplate Maserati 250F Formula 1 GP, c.1958, in apparently very nice condition. 8 bids, sold at £51.05.

(110893595695) Scalex tinplate Ferrari 4.5l 375 F1 GP, c.1958. Again, apparently very nice condition. 9 bids on this item, sold at £66.99.

(170858787130) Scalex tinplate (Push and Go) MG TF cream in, what looks like, excellent condition. A popular item, this, with 11 bids, sold at £123.00.

(170858771209) Ferrari (Push and Go) car Scalex, red with repro. box. 8 bids took this item to sell at £25.87.

(350574123767) Vintage Scalex pre-Scalextric tin Ferrari 4.5 racing car. 10 bids, sold at £35.00.

(110897944301) 1950s Scalex tinplate Ferrari keyless clockwork model. 5 bids on this, sold at £16.51.

(110899290624) Scalex 1950s pre-Triang Scalextric tinplate Maserati. 11 bids on this one, sold at £22.52.

Minis

Minis appear to be holding their own, pricewise, at present.

(261028748352) Scalex slot car C3224 hippie pink Morris Mini Cooper. BIN £30.00. Sold.

(221043528251) Scalex Morris Mini Cooper, pink, Twigg, limited edition. 13 bids, sold at £31.00.

(221041599316) Scalex Austin Mini Cooper C76. 6 bids, sold at £20.12.

(221041597069) Scalex Austin Mini Cooper C76. 8 bids, sold at £20.11. What can I say? Two beautiful, early Minis, both in British racing green, numbers 7 and 8, and in very good condition.

(200774896686) Mini Cooper 40th anniversary, limited edition, C2244. Starting bid £59.99. BIN £100 No bids. Reserve not met.

(200769946401) Scalex C3213 1/32nd scale, classic Morris Mini police car. New. Sold at £29.75.

(380447032553) Scalex car Mini Cooper-red, number 5-fully working order. 16 bids, sold at £24.38.

(150836180905) Scalextric car Mini Cooper-racing green-number 3-full working order. 19 bids, sold at £26.00.

F1

(Nearly all Scalextric this month)

(390423080870) Old box-Triang Scalex Ferrari. 6 bids, sold at £36.66.

(390423077869) Old boxed Triang Scalex Lister Jaguar. 7 bids, sold at £36.86.

(270981439845) Excellent condition vintage '60s Scalex car C58 Cooper. 8 bids, sold at £31.01.

(270979174785) From Spain. Scalex dark blue swivel-guide French Lotus R/E C-63. To sell on Best Offer, starting bid £145.00. No sale.

(270979172854) Scalex French dark blue swivel-guide Ferrari C-62. To sell on Best Offer, starting bid £195.00. No sale.

(290719183860) Triang Scalex Cooper racing car, nice clean condition. 9 bids, sold at £12.00.

(290719183053) Triang Scalex Cooper racing car. 10 bids, sold at £16.15.

(261029149818) Yellow C-62 race-tuned, swivel-guide, Ferrari Scalextric, shark nose, 156. To sell on Best Offer, starting bid £495.00. No sale.

(290719185314) Triang Scalextric Lister Jaguar racing car. 13 bids, sold at £38.66.

(290719184472) Triang Scalextric Jaguar D-type racing car. 15 bids, sold at £39.00.

1. (290719181272) Triang Scalextric B.R.M./C59 racing car. Green. 11 bids, sold at £39.05.

2. (290719178027) Red. 15 bids, sold at £34.51.

3. (290719177007) Green. 12 bids, sold at £44.67.

The above three were all from the same vendor.

(140761017571) Scalex Collector Centre Lotus 49 C3222, Jim Clark. Never removed from box. Rare in this condition. Number 5. 15 bids, sold at £45.50 (Buyer rules the day!).

(140761570109) Lotus Type 49, Graham Hill. 10 bids, sold at £44.56 (Buyer rules the day!).

(261041317279) Scalex Ferrari shark nose C62. Starting bid £150.00. No sale.

(261041327923) Scalex Lotus C54. Starting bid £150.00. No sale.

(261041306606) Vintage Scalex B.R.M. C59. Starting bid £85.00. No sale.

(290611803839) Vanquish Lotus 72, Jochen Rindt #2, 1/32nd slot car, new. Starting bid £295.95. No sale.

(120936108651) Scalex vintage Lotus C54, green and yellow, number 6. 8 bids, sold at £32.00.

(221049259358) Scalex Maserati 250F, signed by Sir Stirling Moss. Very rare. 2 bids, sold at £56.00 (Buyer rules the day!).

Pit Babes

(200775294535) Scalex Quattro Esso Ultra Flo Supra, plus Race Queen. Starting bid £300.00. No sale.

(120933074936) Scalex + Quattro Xanavi car with Race Queen. 6 bids, sold at £82.00. Bargain perhaps as two cars here, although only one was the Quattro version complete with Pit babe.

(120933057118) Two off, Scalex Quattro cars, RayBrigg. Both with Race Queens. 10 bids, sold at £155.00.

(120930034423) Scalex Quattro-Supra-AU CERUMO livery, plus pit queen. BIN £200.00. No sale.

Aston Martin

Here we go again with the good old Aston Martin!

(261046258034) From Spain. Blood red C68 Scalex Triang Aston Martin. BIN £125.00. No sale.

(261049476249) From Spain. Dark blue E3 Scalex Triang French Aston Martin. BIN £445.00. No sale. Second-third appearance.

(300721946509) Original 1960s Scalex French light red Aston Martin. 9 bids, sold at £107.99.

(300721943461) Original 1960s Scalex French light blue Aston Martin. 7 bids, sold at £206.00. A very happy result for the vendor.

(370621093168) Vintage Triang Scalex MM/C68 Aston Martin DB4 GT. 12 bids, sold at £51.00.

(221046694263) Scalex C68 Marshall car. French, boxed, vintage, excellent condition. BIN at £1,295.00? Sold for £1000.00. Green model!

(300706738598) Very Nice Rare Yellow Aston Martin C68-E3 Sold £739.00 BIN price. Very nice with one small mark on front wing and repro bumpers.

Ferrari

(390422776581) Racer Ferrari 250 GTO yellow road car, SL05 LE 1/32nd scale slot car. 3 bids, sold at £62.50. I have to say, this seems to have gone for more than a reasonable price, as I would expect over £100.00 at least. ⇒⇒

(390432626781) Racer Ferrari 250 GTO red road car SL05 LE 1/32nd scale slot car. 2 bids, sold at £52.05. Another one!

(261029155696) Scalex Triang French Ferrari Berlinetta C69 E/4, from Spain. Best Offer £195.00. No sale.

(261029149818) Yellow C62 Race-tuned swivel guide Ferrari. Best Offer £495.00. No sale. Seem to have seen this one before, at least twice.

(261049475141) Scalex Triang French green Ferrari Berlinetta C69. BIN £445.00. Second-third appearance. No sale.

(261049477614) From Spain. Yellow C62 race-tuned swivel guide Ferrari. BIN £245.00. No sale. Repeat, the second or third time this has been on eBay.

Flat

(261040020961) White Scalex C99 race-tuned Fiat 600, w/leaflet, from Spain. £885.00 No sale.

(251066209491) Super rare vintage Scalex C99 white Fiat 660, boxed. 21 bids, sold at £161.78. Nice price, but worth it.

(261029156335) Dark red Scalex EXIN C31 race-tuned Fiat 600. Excellent condition, boxed. Best Offer £495.00. No sale.

(261029150917) From Spain. White Scalex C99 race-tuned Fiat 600 NNB w/leaflet. Best Offer £895.00. No sale.

Maserati

(280899713965) From Belgium. Maserati Tipo 61 Birdcage by Anni Mini – street red, very good condition. 8 bids, sold at £47.68. Bargain of the month?

(221049259358) Scalex Maserati 250F. Very rare, signed by Sir Stirling Moss. 2 bids, sold at £56.00. Cheap!!!!

Jaguar

(200775763922) Ninco 50520 Jaguar XK120 Ecosse blue. Note, now right hand drive. Sold. £25.00. Buyer rules OK!

(160819581814) Ninco 50587 Jaguar XK120 Donnington. 11 bids, sold at £35.90. Another bargain for someone.

Other marques

(150829638823) Fly Porsche 911 SC Rally El Corte Ingles 1981. Limited edition. 43 bids, sold at £445.00. Happy vendor, happy client, good result.

(120936108651) Scalex vintage Lotus C54 green and yellow, number 6, driver with large head. 8 bids, sold at £32.00. Nice to see these at last fetching good money.

(270981439845) Scalex vintage '60s Scalextric car C58 Cooper Climax, excellent condition. 8 bids, sold at £31.01. As the above.

(130700142915) Scalex Ford Escort Mk 1 "ZAK SPEED" ref C052. 10 bids, sold at £57.78.

(261029151964) Green/white roof Scalex C-32 race-tuned Mercedes Sports. Best Offer £895.00. No sale.

(261029152994) Scalex EXIN yellow Mercedes Wankel race-tuned, vg +b, Best Offer £95.00. No sale. This one and the item above appear to be old friends.

Track and Accessories

(120919037827) Scalex Triang K703 Control Centre Building Kit. 28 bids, sold at £144.99. Looks complete.

(300713294616) 4 figures for your Scalex layout. 3 bids, sold for £0.55. Description read "4 Figuers For Your Scalextric Layout"

(190682699892) Carrera 5X man marshall figures, ref 21115, Scalex, SCX. Best Offer. Sold at £8.00.

(170843737056) Vintage Scalex Goodwood chicane. 6 bids, sold at £21.00.

(290724816071) Scalex/Triang A/251 Paddock, boxed, rare. 15 bids, sold at £36.00. Good price for both vendor and buyer.

(230804512565) SCX Rally tent. Citroen marque/garage 88400. 20 bids, sold at £72.00.

(300714229945) Very rare, Scalex presentation trophy set – carded. Sold for best offer £75 after £125.00 BIN.

(320927750536) Scalex car collection. From Spain. 13 bids, sold £331.00. plus £40.00 postage. Check this out, with a calculator, price per. car £4.20. Not a bad deal!



Blits 'n' Bobs

(180907633133) Scalex rare vintage horse, in very good condition. 20 bids, sold at £50.00. From good stock eh?

(200770941002) Airfix Sunbeam Rapier 1/32nd scale kit. 23 bids, sold at £155.80.

I have entered this because it is obviously going to be converted into a slot car.

Well, folks. That's it for this month. Let's just hope for a warm, sunny July? ■

