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Moving the goalposts

Strange thing sport - 19 Premier Division football teams fail to beat Arsenal for a whole season and the North London players are hailed as immortals; 21 Formula 1 drivers fail to beat Michael Schumacher/Ferrari for five successive races and everybody says it is boring and they should change the rules!

Yes, Grand Prix are just a tad soporific at the moment but there have always been periods of dominance by one driver and/or team throughout the history of motorsport. Eventually their reign comes to an end as somebody else gets their act together; Schumacher and Ferrari can hardly be blamed for being the best in the business at the moment.

I do, however, see a similar situation arising in our own little world of toy plastic cars with the current proliferation of "race specification" models. Fly, Ninco and Spirit are selling stripped down products built purely for racing and it is starting to cause some consternation at my local club. To my way of thinking they are outside the spirit of Scalextric type racing with their minimal decoration, lightened bodies, hot motors and Lexan interiors; in fact they seem to be heading inexorably towards the type of blob cars used in BSCRA type events. Fine, if that is the type of racing you want but anathema to the vast majority of normal club members.

They haven't caused us too much of a problem as yet - two people are running Fly racer Capris at the moment which are 1/2 a second a lap faster than normal saloon cars but they have yet to complete more than two races without breaking down. If they eventually become reliable though it will probably lead to one make racing as everybody climbs on the bandwagon. Your views on the subject would be most welcome.

And Finally - I actually watched the entire Monaco GP without falling asleep. The high spot had to be Fernando Alonso, in the aftermath of an 180mph accident, giving Schumacher Jr. the finger as he spun to a halt. That is some classy racing driver!

Till next month
Brian

Editor

Brian Rogers
27 Paige Close
Watlington
King's Lynn
Norfolk
PE33 0TQ
Tel/Fax:- 01553 813090
e-mail:- editor@nsccl.co.uk

Trade Advertising

Adrian Leggett
Roseville
Westwood Lane
Normandy
Guildford
Surrey
GU3 2JG
Tel:- 07773 967333
between 09:00 - 18:00
01483 810102 evenings
e-mail:- sales@nsccl.co.uk





A very quiet month with very little happening on the new product front and so a very short Messages From Margate this month.

The first of the new MotoGP Bikes are in the warehouse in Margate and should hit the shops in just a few days time. There are some changes to the proposed range with C6014 and C6015 deleted and C6016 and C6017 added. Next month I hope to have a definitive list of the bikes and riders we will see during 2004.

Sport World is just entering the next testing phase with some real customers trying it out and I have an invitation next week to have a go myself. So there will be more to report on this topic next month too.

The first pictures of the historic Vanwall and Maserati cars look great with tremendously detailed wire wheels. These will be available in two versions – a standard crystal case version and a limited edition version with special packaging. Look out for these in the Autumn.

### New items

#### C2585 Ford Taurus "TA" #84

#### C2586 Ford Taurus "Unity" #48

These ASCARs are based on liveries raced in the Days Of Thunder series in the UK. C2585 is a camouflaged, TA sponsored version as raced by Ben Collins, the Scalextric brand manager. C2586 is white with a draped Union Jack flag over it. Both are very eye catching liveries and have generated lots of interest wherever they have been shown, especially by the younger fan.



They are the first versions of the Ford Taurus issued by Hornby and have the inline motor and small magnet. This is because they are virtually indestructible and replace the silver and black Robot Racers seen last year in the Bash'n'Crash set.

#### C2580 Porsche 911 GT3R Seikel Motorsport #83

This car ran at Le Mans last year and looks really good. Predominantly white the car features a black swirly pattern and really finely printed sponsors logos. ➡





*Pre-production shot of the new Vanwall - yes it will have a driver*

### **C2521 Lister LMP 900 #20**

The standard version of the new Lister has now been released. As mentioned before the car has several new features and Hornby are keen to receive our feedback on how well they work. If they are good we will see them on future releases and if not then it is back to the drawing board. To recap, the car has a sub-chassis carrying the motor and back axle in close registration. A single screw holds the sub-chassis in place and can be loosened to give some free play between the sub-chassis and the body work. The wiring to the motor contains a small plug that needs separating to remove the motor. The magnet is stepped to give a low downforce effect on the straight and a progressively stronger effect as the tail slides out.

Please let me have your thoughts on the success of these new features and I'll pass your comments back to the team at Hornby.

### **Competition**

The competition to find the error in the catalogue certainly had many of you searching hard and some of you must know the catalogues inside out. Much to my surprise two errors came to light. The first is on page 8 where C2417

Williams F1 has a missing airbox and TV camera. The second is on page 19 where C2545 TVR 400R has a missing windscreen wiper. A few of you spotted both of these items ... but the winner is Phil Underwood 1382/93. A prize from Hornby will be on its way to you soon.

### **Letters**

I really enjoy receiving your letters, emails and phone calls and passing your ideas onto Hornby. Most of the correspondence seems to revolve around new versions of classic cars and the variety of suggestions ranges from hugely successful cars with a global following to rather obscure cars known only to the real enthusiast. With the Vanwall and Maserati Hornby have signalled their intent to create other classic machinery so perhaps you may find your choice in next year's catalogue. Thanks to Brian Mitchell, David Yerbury and Dave Wisdom for their ideas recently. I liked David's request for a knobbly Lister Jaguar and Dave's Capri RS2600 ideas but personally I would like to see the proper Paddy Hopkirk Mini Cooper S made with current slot-car technology. Keep your ideas and comments coming in. ■



# Loughborough Swapmeet and AGM

By Gareth Jex

Seems like ages ago now, but I thought I would give you all a quick heads up to let you know how the Loughborough swappie went.

At the last committee meeting we agreed to take a little bit more of an active role at NSCC swapmeets and this was the first event that we put this into practice. That meant we had to be there on time! Rob, Adrian and myself woke with the birds and drove up to Loughborough with a car loaded with the new NSCC exhibition backdrop display, posters, leaflets, flyers and give aways! – Give aways? (more later).

This was actually the first swapmeet that I have ever been to early and not as a punter. All the normal crowd was there setting up their stalls and displays with the odd early trade going on between dealers, it must be said that this was not as prevalent as I had thought it would be, which in my opinion is a good thing!

We set up our table at the main door with the exhibition display opposite and a table in front displaying some of the excellent Scalextric promotional material that would be auctioned later in the day. We had the NSCC laptop with us to access the membership list and lots of blank membership forms. Posters were displayed outside to remind visitors that this was a members only event and we had several people asking for membership forms before the doors opened.

There was a good queue building when we opened the doors and let the visitors in. At this point it is worth mentioning membership cards! **Please, please remember to bring your card with you!** Those who did went straight in (picking up their raffle ticket!). Those who didn't have their cards (or had old ones) had to wait for us to check the membership list. Individually this doesn't take too long, but if there are ten people waiting to get in it takes a while. We signed up

several new members on the day and only had one visitor decide not to join – he didn't come in.

New and existing members were each given a raffle ticket for a free prize draw 'goody bag'. Content included a number of manufacturers brochures, stickers and a 1/300 limited edition plain green Beetle. The draw was at the AGM and you had to attend to claim your prize. No real surprise then to see so many faces at the AGM! I am told that we had more than double the normal number attending!

The AGM went well with all committee members present, it didn't take too long (honest), some members asked some questions regarding the Hornby weekend, 25<sup>th</sup> anniversary weekend and the race championship.

Rob Smith explained details of the new club car; details of the finances were presented by Bob and Richard gave a quick speech about the general state of the club. All in all everything seemed in order. A reminder was given that we are looking for a new editor! Brian is happy to carry on for the short term, but we do need assistance. We then drew the raffle, two goody bags went to new members and one to an existing member. The meeting closed and sandwiches were served.

Back down to the swapmeet to hold the charity auction! Hornby very kindly supplied all manner of promotional material, posters, flyers and a factory approval model of the latest Porsche 911 GT3R. Richard did a sterling job of shouting up the bids and in total we managed to raise just under £300 for Hornby's chosen charity "Cancer Care".

Due to my commitments at the NSCC table and the AGM I must admit to not actually getting much time for shopping! I did manage to part with far too much cash for a minty MG Metro Ternco – thanks Phil! However there ➡➡



*Want to buy a used car Mister?*





*The  
Chairman  
doing what  
he does  
best -  
extracting  
money for  
charity*

did seem to be a number of rare cars up for sale including a Cummings Jag which found a new home.

Loughborough University is a very good venue and it appeared that this year the place had been given a lick of paint and really looked very smart. I look forward to next time! Next

year's AGM will be taking place during the 25<sup>th</sup> Anniversary weekend, once again I will entice you to attend with the carrot of the odd freebie and some nice sandwiches! It's your chance to ask questions and make comments. See you there? ■

# Traders travels

By Robert Learmouth  
(Westwood Models)

I had a distinct sense of déjà vu the other day when I read a safety notice advert placed in the paper by Mattel regarding its Batmobile vehicle. "The Batmobile has tail wings on the rear end of the product that have rigid points, which may pose a potential puncture or laceration hazard to young children". It seems the toy industry as a whole didn't learn from Hornby then!

Daft display cases continue to hit the streets. Worst offender by a country mile to date was the recent Spirit two-car Ferrari set. This comes in a very chunky Perspex case that weighs in at a whopping 1.5 kg before any packaging. Several examples I've seen were delivered to dealers with a crack in the back too - not surprising bearing in mind the pathetic outer cardboard box it comes in.

The Slough event finally came around during May. We achieved our main aim of welcoming some new faces along with several dealers commenting that they'd not seen most of the visitors at events before. This was borne out by feedback from the visitors themselves, several of whom expressed delight at discovering a 'new world' of slot-cars that they'd thought only existed on Ebay previously. We had well over 100 visitors through the door and the NSCC captured a number of new members on their stand. Chris Galton brought a huge 40-foot circuit with him that drew much admiration and the NSCC Carrera championship circuit also had its first outing. The charity auction raised £310 with the signed Renault F1s still to arrive and due to be sold on Ebay. Thanks to everyone for their support for this event and helping to make the day a bit different. We hope to achieve a similar feel to the event that Jon and myself will be organising in Swindon next year on January 9.

Highlight of this month's Ebay action was a pair of Bugattis from the same seller. Auction 1 featured a complete car but with the front 'prongs', as the seller put it, broken off. Auction

2 featured a body shell/underpan only but this one was intact and came with a complete Auto Union bodyshell too. The auctions made £1650 and £920 respectively. Brave money to lay down when the pictures didn't reveal the full condition of the cars/parts. The routine crazy money has long gone from Ebay but occasionally the odd auction still manages to do it. A used but boxed C138 Williams F1 fetched £130 with no less than 3 bidders battling it out at the top end of the money.

Pictures of the new Vanwall and Maserati are now up on the Scalextric web site. They are very definitely not re-issues! Scalextric are also inviting you to suggest which classic car should be next in this series. There are some fantastic suggestions already posted in but my favourite is the '1968 Hillman Hunter GLS - London - Sydney Marathon winner'. If we can't have that I'd make do with an Escort Mk I; Hornby will need shooting if they don't get on and make it this time! This car is the most requested obsolete product from Westwood Models by some considerable way. But please can we have the Hunter too...

## Evesham NSCC Swapmeet

You may well have spotted by now that Evesham has not appeared in the event calendar yet. Steve Pitts has decided to call time on organising it but has kindly given me his blessing to take over the responsibility. Unfortunately this was worked out a little too late to claim the regular spot with the proximity of Bishops Stortford and Milton Keynes 2. I am continuing to look for a suitable slot in 2004 but the likelihood is that the event will not run again now until September 2005 for which I will get the stake in the ground early.

I know this is a popular event with many members due, in no small amount, to the enthusiasm which Steve brought to it. I hope I speak for everyone when I thank him for the effort he has put into this event over the years. Evesham will return. ■



**61440**  
**Champ Car World Series**  
**Patrick Racing 'Servia'**

This is a brand new model incorporating the same tilting chassis as used in the Dome, two-wheel drive with adjustable magnet and steering front wheels. Based on the livery used by the Spanish driver Oriol Servia who raced for Patrick Racing during the 2002 series and posted the fastest lap of the championship at 373.5 Km/hour. The model is red and white in colour with the driver helmet in yellow with red stripes.



It should be noted that this is different from the Spain only released Dallara (which is based on the Jaguar Chassis). Release date May 2004, this is the first of several new Champ Cars from SCX.

**61480**  
**Ford Mustang – "Vintage"**

These annual offerings from SCX prove very popular with collectors, they are based on cleaned up moulding from the original Exin models (first released in 1974 ref 4049 in five colours plus different shades and colours for the Made in Mexico models). This year's car will be limited to 4500 worldwide in the SCX branding. Presented in a metallic maroon presentation box with a silver Mustang horse the car looks great for display. As with recent vintage cars it is powered with a revised RX-1 motor.



This car is based on a 1964 American Hot rod. Overall in red with yellow flames front and rear and the outrageous motor cutting through the bonnet (or hood!). Massive chrome exhaust pipes pop out from under the body up the sides of the doors (how is the driver supposed to get in?)

More detailed reviews on both these two new models will follow. ⇨⇨



## Two bits of good news this month!

News reaches us that Tecnitoy's are releasing the 'X' crossing track section in a Le Mans track pack enabling Le Mans starts for four lane tracks. At this time this is Spain only, but I'm told that an SCX release is on its way. No confirmed dates at this time.

SCX Digital is planned for a UK release date of June this year. Tecnitoy's are planning a UK launch and press campaign – details TBC. To precede this launch Tecnitoy's and Bachmann have kindly given us a prototype Digital set to play with! The one we have is the standard basic set with an offset oval, three cars, lap counter, power and control. We plan to take this to all NSCC Race Championship events and as many Swapmeets as we can. The first outing was at the Slough event in May. Even after the kids tried their best to destroy the set it still works (all be it with a few wings missing!). If you fancy a go get in touch and I will try my best to make it available. ■



*Jamie Turley manning the SCX Digital demo track at Slough*



## 61490 Subaru Impreza WRC "World Champion"



**Reviewed by Jamie Turley**

**A**fter waiting for the latest journal to arrive and drop through the letter box, no doubt you will find yourself settling down and eagerly flicking through the pages in anticipation. Only to groan when your eyes temporarily halt upon the car adorning these pages and scream "noooo not another Subaru!"

Come back! Trust me, for the two of us that remain (*hello mum*) we are in for a treat. "Why?" I hear you cry, allow me to explain. To start with, this particular car featured is the winning car of the 2003 World Rally Championship, driven by Petter Solberg and co-driver Phil Mills. The

model chosen by SCX is the car that won the Rally of Great Britain, clinching the 2003 World Title in the process, a rather special and memorable model, no doubt pleasing collectors and racers alike.

From first impressions SCX has utilised some artistic licence by opting to livery the now traditional blue and yellow SWRT livery with a snow weathered appearance. I say licence as this particular model requires the individual to overlook the reality that there was, sadly, no snow during the rally of Great Britain last year! Perhaps a mud effect would have been more fitting?

Then again, covering up the tampon printing with weathering effects hides the high standard of decoration on this model. The decals are nicely detailed, even the very small sponsor logos are clear with no signs of smudging. My only criticism is the yellow is of the wrong shade, more like custard rather than the luminous yellow used on the real works Subaru.

Surprisingly, every single sponsor has been included although some may have moved due to the manufacturing process. For example, the most notable (when really looking hard and comparing to photographs) is the front number plate which appears on the grille rather than the front spoiler.

Despite the incorrect weathering, the presentation of the model and the overall effect is eye catching although of personal choice. No doubt designed to set the car apart on both the collectors and retail shelves, aiding easier identification of the new SCX WRC Impreza.

Aside from the livery, there are subtle changes and not so subtle changes compared to SCX's previous Subaru models, most notable is the outrageous, rear spoiler with numerous vertical slats and used with great success, including last year's rally of Great Britain.

Of the less subtle changes, what struck me immediately was how low to the ground this model is; the new chassis, including engine and exhaust detail, appears to ensure near minimum ground clearance thus lowering the centre of gravity. Also, the low slung appearance is greatly enhanced by SCX's persistence in fitting their current models with wheels that really fill the wheel arches, which in my opinion greatly improves the aesthetics of the model.

Wrestling the SCX apart which was screwed very firmly together, revealed the standard motor driven 4 wheel drive system, powered by the RX-81 motor, with a 9:21 gear set up. Whilst open, I carried out the usual preparation, lightly applying oil to the gears and bearings in an effort to reduce the characteristic noise of SCX cars and, once done, headed towards the Ninco track.

Initially I took it easy around the track, running the car in and admiring the Xenon lights that never fail to impress and then set about testing the car properly.

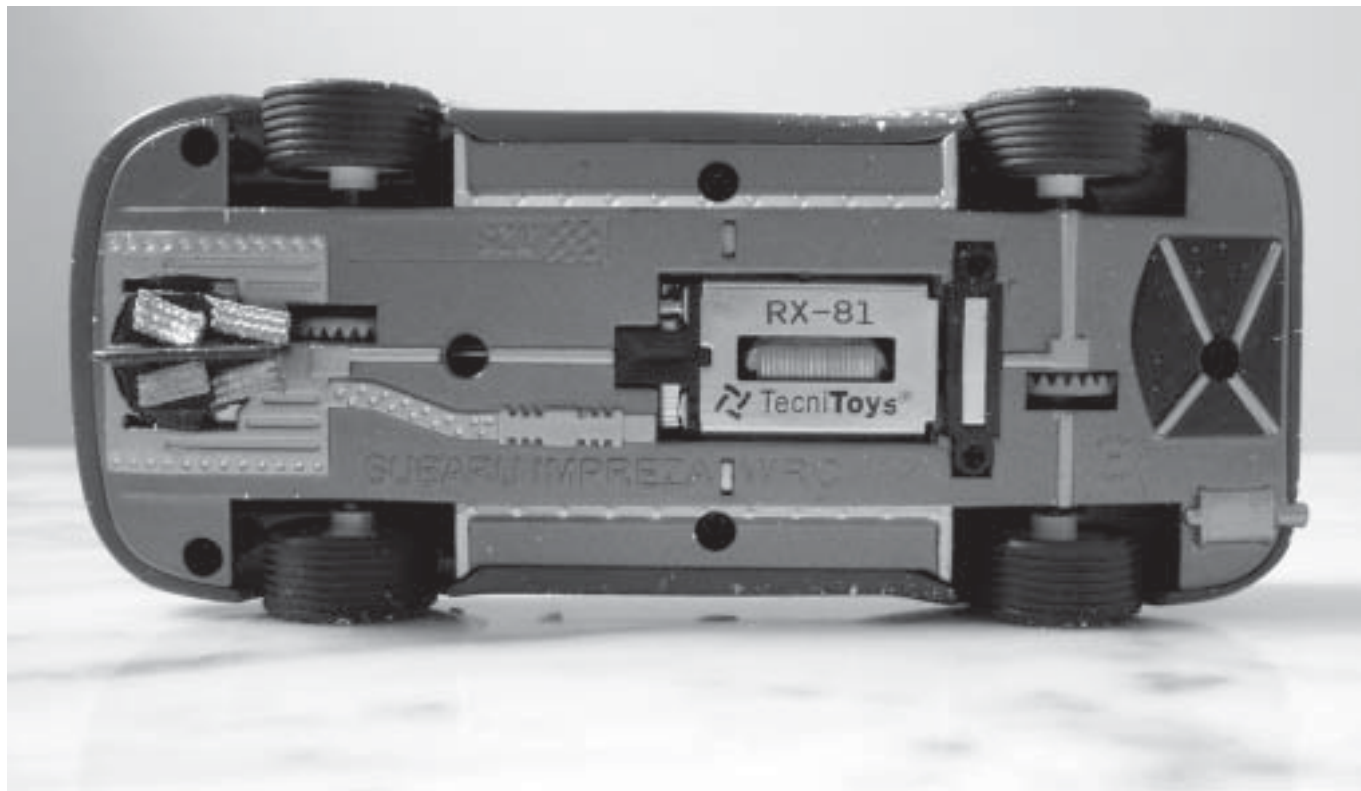
Straight away I started to find a rhythm, leaving braking as late as I dared, time and again the car would faithfully make the different radius turns with minimal fuss; this sounds rather =>



strange, but was one of the characteristics that impressed me the most. Any car that is both sure footed, providing an easier work load for the driver and quick must be a bonus!

With previous experience of SCX cars they appear to max out reaching top speed relatively quickly; the same applies here although, when running similar cars, this in my opinion is a moot

The cars, with minimal fuss, work and they work well. They are also pretty strong judging by the review car, prising the car apart was a mission alone! During the test it coped well with any off track excursions, even the antennae remained, although bent they were easy to straighten later. After many laps, I came to the conclusion that this car is potentially a firm



point. Anyway, you could always remove the magnet, which is simply held by two screws, to regain a little more top speed. Better still, by carrying out this alteration, you can reintroduce handling characteristics more in keeping with the model.

Removing the magnet transforms the car; whereas before with the magnet the car was predictable and sure footed, now you have to contend with the rear end wanting to overtake the front, especially under heavy braking and exiting sharp turns. Initially one of my fears, although quickly quashed, the car choosing to slide progressively rather than roll without a magnet fitted, avoiding squashing the three radio antennae that protrude from the roof!

contender to dethrone the mighty SCX Citroën which dominated last year's modern rally class. Time will tell.

Finally, these cars are good value for money, even more so with the steadily improving quality; including neat touches such as Xenon lights, whilst maintaining competitive prices, is significant. SCX continue to maintain their reputation of producing some of the finest all round rally cars. Could it be due to the close racing on offer and high fun factor whether racing box stock or modified? The possibilities are there, what more could an enthusiast want?

*Can anyone tell me why all the manufacturers are so obsessed with bloody Subaru? They are threatening to take over from Dodge Vipers as the most prolific slot-car.* ■





From Peter Solari

A little over a year ago, my first Ninco News article was published in the NSCC journal and its aim was to bring you “news, reviews and the latest information” about the Ninco range of products. With the deadline for articles being 2-3 weeks before the journal hits your mat, it’s always a challenge to include items that haven’t already leaked out... however, this time I’m pretty sure to be one step ahead with a scoop picked up during a recent trip abroad.

A few weeks ago, I paid a visit to The Hobby Company’s new home - a fantastic purpose built facility set in a very peaceful part of Milton Keynes. Whilst they are not open to the public, they have a great business showroom with all the latest Ninco products on display including a working track. I mentioned my forthcoming trip to the Spanish F1 Grand Prix and before you could say “Fernando Alonso”, a meeting had been arranged to visit the very heart of the Ninco operation.

Staying in the centre of Barcelona gave me the opportunity to visit all the slot-car stores I have only read about and prove that aside from amazing architecture, culture and history, this city really is a place that anyone remotely interested in the hobby should visit at least once in their lifetime! Some of the stores are true gold mines for the collector.

The Ninco factory is situated between the town centre and the main airport. It is a modern-looking red and white building with over 5,500m<sup>2</sup> of floor space housing Ninco’s design, development, administration, assembly, track production and stores. The early success of their product resulted in them soon out-growing their original site and a few years ago they acquired this building which satisfied their criteria for a new factory as well as offering room for further expansion.



*The impressive Ninco building*

I was met by Ninco’s Export Manager, Albert Foz and later joined by Juanma Muraday, their man responsible for “Communications” - everything from product announcements to overseeing the Ninco website. The factory tour started with a visit to the assembly line where trays of all the current release car bodies were neatly racked awaiting assembly; anthracite 911s, silver CLKs, white/blue/red 934s, blue/silver Pro Trucks, silver CLKs, blue M3s, white M3s, silver CLKs, red/yellow/silver Clios... hang on a minute, *silver CLKs???* Okay, we’ll come back to that one.

The assembly area is a surprisingly calm place with each operator sitting at their work bench meticulously assembling components taken from a variety of trays in front of them onto the car body, interior tray or chassis. It was at this point that I began to realise just how much manual work goes into the assembly of each and every car. Take a quick look at one of the new Porsches... how many parts do you think go into the assembly of that car? 10... 20... 50? It is actually closer to 100 and some of the parts like the door mirrors or driver body are hand painted too!

⇒→

Quality inspections are made on each car at every stage of production and each assembled car is track tested before being fitted into its display case. This ensures that every Ninco car will work directly from the box.



*CART bodies on their way to be lacquered*

Ninco are well known for producing cars with a beautiful high gloss finish that seals in the colour and any printed decoration. It was nice to see where this happens and meet the people responsible for this. Although the majority of painting has been automated, there are still parts that require manual spraying. Both types of spraying are carried out in a relatively small area of the production facility but keeping the painting and lacquering process in-house ensures that the high quality of finish is maintained. Interestingly, the new Porsche 911 and 934 has one area on the rear spoiler that has a matt finish to reproduce the look of the original full size car. This means that the part is first painted in the body colour, then sent for printing, before returning to the paint shop for the high gloss lacquer. It then returns to the paint shop a third time for the matt black edge to be painted on.

The next area of production was where all the track sections are moulded and assembled. Each section is formed by a specific set of high-precision tools before going on to have the rails carefully aligned and fitted in place. The machines are capable of manufacturing both the standard and mud-effect Raid track sections. Close by is where the tracks and sets are all finally packed using special systems for sealing the packs of track sections and long conveyors forming part of the set assembly line.



The vast warehouse extends beyond the footprint of the main office building and neatly stores every component from tiny door handles to the large polystyrene set cases. This leads to the shipping department where a number of pallets were waiting to begin the first part of their journey that would ultimately lead to a club, living room, garage or loft!

Time had quickly passed but before leaving I was treated to a look around their showrooms. The first included a superb display showing one model of each car produced by Ninco starting with their very first Renault Clio. There were also various demonstration tracks from basic 2- and 4-lane circuits to rather interesting Rally/Raid tracks complete with challenging hills and





valleys. The second room had every current product including spare parts, cars and fully assembled track sets. I was privileged to get my hands on the three latest cars from Ninco; The beautiful Porsche 934 (50332), Ford Pro Truck (50329) and Renault Clio (50337). The level of detail on each of these cars is outstanding.

The 934 is based on the same body shell as the 911 but there are a number of differences which are more evident when the cars are placed side by side. Aside from the obvious front and rear spoilers, the 934 is fitted with a full roll cage, aerodynamic door mirrors, and slick tyres mounted on multi-spoke wire wheels.

The Pro Truck has an astonishing level of detail both in the moulded components and within the print. Even the dashboard is printed! Likewise, the Clio also excels in print detail. Very fine sponsor names and logos appear on each corner of this car and even the co-drivers notes are visible.



*Clio print detail on front wing*

So, what about those silver CLKs? Well, during our discussion, I was informed about the latest car to be included in the successful ProRace series. Ninco will soon be releasing a ProRace Mercedes CLK GTR with hardened axles, ball-race bearings and the super NC-6 motor. The body and chassis will also be modified to allow them to be run loose by adjusting the metric fixing screws. The initial car will be predominantly silver with limited



*Clio's co-driver notes*

markings to allow for custom decoration; *whether it is from an airbrush, decal sheet or a piece of coloured tape will be entirely up to you!*

Ninco cars are designed primarily to race from the box on Ninco track, although a wide range of accessories are available to tune the car to suit other track surfaces. With this in mind, Ninco are particularly delighted to be included in the forthcoming NSCC Race Championship where “out of the box” cars are raced on matching manufacturer’s track. They are also very keen to hear your comments and receive feedback about their product range. They have recently conducted a survey through their website -[www.ninco.com](http://www.ninco.com) - to learn more from the people who buy or use their products. If you have any comments or suggestions, please feel free to send them directly to me by email - [PTSolari@aol.com](mailto:PTSolari@aol.com) - or by post via the NSCC editor’s address.

### **Limited Edition Special Offer**

Ninco are prepared to offer a special price for any NSCC member wishing to purchase their Club Car this summer. Contact me before the end of July and I’ll send you further details. ■



# **NINCO** *track test*

## **50338** **Ninco Porsche 911 Turbo** **A car to be seen in**

**Reviewed by Paul Edmunds**

**H**ave you ever wanted to own a 911 Turbo? It is one of many classics even young drivers know all about. Put it with Jaguar E types and AC Cobras - they look as good on the road today as they did back in the 60s when they were first to be seen. You tend to collect cars on a theme; I like the older cars that I dreamt of driving back then (being the sixties). Recently I have had a passion for 911s of different makes and categories, all of which are very sporty. I was then shown this one from Ninco.

### **For Sale.....**

“Porsche 911 Turbo. Metallic anthracite grey paint with black trim; no rust to be seen on this one anywhere. Four wheel pro-shock suspension, stage five engine and new rubber all round – low profile of course. 20x10 on the rear, 18x9 on the front. Left hand drive on a Swiss plate (will need to be ‘sva’d’ for British use) and tinted glass all round”

I thought it sounded too good to be true, so let's try it out on the Mussel Bay Raceway at King's Lynn. Looking around the car, it is as advertised but in my eye it sat very high. Most 911s you see on the road look low, not this one though! Still let's see how it runs. A very careful start, nice and slow, I do not want to do any damage. Gently around the bends at the beginning then on to the straight part of the track. There is more than enough power in the NC5 motor. As fast as it accelerates so it seems very sharp on braking. I feel a smaller motor in a car like this would be better suited. I went cautiously round the bends because I did not want to roll it on my first outing. I felt very cool behind the tinted windows – there was no need to wear shades! I hope the air conditioning works because there is no factory fitted sunroof.

I am driving round the track and looking forward to getting faster. I have been told that on a good day you can get 140 mph plus out of a 911 turbo – whoops, must stop daydreaming and concentrate on the raceway (I don't want to scratch the roof), I must rely more on the car's pro-shock independent suspension. 10-15 minutes pass by very quickly and I am still on all four wheels but like I said before I am very slow on the corners.

Anyway, I get to take it home to have a go on my local roads at my own speed and have a look under the bonnet. Two screws hold the body to the chassis so it separates very easily. The big pink NC5 speeder motor is very prominent, then you see the four pro-shock suspension units. The front axle has four brass bearings - two each side, one for the suspension and the other for the chassis location which is elongated to give movement. The rear axle also has four bearings - two for the pro-shocks and two for the axle to chassis but on rising they seem to move forward in an attempt to keep the gears in mesh. It looks to work very well. The slot guide is sprung to move with the suspension in travel, it too works very freely. A button magnet is fitted between the front axle and motor so on the home track it just lets the back out a little bit on the corners.

### **Sold**

A few things that would improve it are working lights, a less powerful motor and lower suspension. But, in reality, I can't see many people buying this one to use. It is so pretty that it is not a car you are going to race but one that you cruise the track and be seen in.

If you can't afford a real one then this Ninco version is the next best thing. ■

# Ebay watch.....

By Tony Frewin

The wonderful world of Ebay!... I guess the majority of NSCC members have now at least viewed the vast slot-car offerings for sale on Ebay. I got hooked a few years ago just finding unusual colours/variations and the rarer limited edition/overseas offerings. This then led to buying and more recently I've taken the plunge and put a few of my swaps up for sale.

Ebay has taken a bit of a bashing in these pages but my experiences of this auction site have been positive; I've bought some great cars, made friends but most of all I've broadened my Scalextric (my main slot-car interest) knowledge, both in terms of product and pricing.

I suggested to Brian that I write a regular/occasional page listing Ebay auction results and items of interest, and he agreed to give it a go. Also, if you have spotted something unusual Ebay wise that you think may be of interest to other members, drop me a line at:

tony\_frewin@hotmail.com

This slot can include anything Ebay, so let me know your thoughts.

To kick off, I've selected a random snapshot of sale results from the last month, including not one but two C70 Bugattis!! Also, notice the difference a box can make to pricing....:-

C322	Maestro gold	MB	£20
C2148	Ferrari F40 'Rangers'	MB	£26
C2140	Subaru burgundy l/e	MB	£26
C2061	Aston DBR black l/e	MB	£29
C282	TR7 black 'toys r us'	MB	£29
C6	Panther blue	VG	£36
C137	Sierra police car	MB	£36
C9	Ferrari blue	VG	£36
C2069	Lambo 98 range presentation.		
		M	£42
C2069	Lambo 98 range presentation.		
		MB	£110
C??	Mustang 03 range presentation.		
		M	£57

C??	Mustang 03 range presentation.		
		MB	£150
C84	Triumph TR4 blue	Very poor!	
			£87
C340	Rover marshals car	MB	£100
C68	Aston DB4 blue	VG	£140
C83	Sunbeam Tiger	MB	£142
C64	Bentley black	VGB	£166
C8	Lotus Indy red	looked mint	£166
C96	Auto Union white	VG	£336
C70	Bugatti blue	VG	
	but front prongs missing		£921
C70 Bug	and C Auto Union yellow; fair; chrome, 1 Bug wheel and possibly other parts missing.....		£1650

Happy Ebaying!!!!





## Storm in a tea cup? Lister Storm LMP900 review

By Marc Abbott

On the Scalextric website it is billed as the “*Blistering Lister*”, a headline that claims a lot, and at first glance it does seem to sum up this little beauty rather well. You’ll either love the shape of this car or hate it. Its lines are very distinctive.

The car features some of the best tampo printing I have ever seen, set off against a very glossy black, which unfortunately gets full of fingerprints almost straight off: mental note – must start wearing gloves whilst racing slot-cars! My eyes are still pretty good for my age (wrong side of forty) but I couldn’t quite read the small type areas, so resorted to a printers’ eyeglass. I’m pleased to say that if I were a 1:32 scale Scalextric marshal, the miniature lettering would be perfectly legible!

Amongst other features is an “*exciting new design on the chassis, allowing you to remove the engine and rear axle on a sub-chassis. This enables you to carry*

*out general maintenance and those all-important tuning tips without dismantling the entire car!*” Well, that sounds like a great idea, but I thought there might be another benefit too - more of that later though. The best part of this new feature (for me anyhow) is that you can remove the motor simply by unplugging the wires from a section on the top of the motor. You can, if you wish, reverse the wires and drive the other way around the circuit, but I’m not sure if this a good idea, as the lights won’t work when you do this, so it might be shorting something.

Hornby are also advertising the fact that different gear ratios, tyres and motors will be available in the future, which is about time as some of their rivals’ power units are leaving the Mabuchi well behind in the power stakes. The motor, in fact, is mounted slightly to one side, placed directly behind the driver. This is because the bodywork is too low to accommodate it anywhere else!







There is only one magnet with this car. Gone is the little button affair that allowed you to install two magnets and produce a downforce that must have really taxed the bhp of the motors. Instead, there is a single bar magnet that can be fixed in just two positions; behind the motor or just behind the guide. The look of this magnet is also a new design, resembling the ones you can buy from a rival brand.

Going back to the exterior of the car, another nice touch I noted is the new style aerials which are made of rubber; this means far less breakages when the inevitable crash happens

at the end of the main straight. On the negative side though, the headlamp glasses aren't secured in very well. One of them popped out when I removed the upper body for inspection. All that holds these delicate pieces in is a smear of glue – I think they should have had a small moulding of some kind to help them stay put (the same might be said of the MG Lola, the headlight glasses for both sides of that car are on the floor somewhere at The West London Scalextric Club! ⇨⇩)



Looking around and under the rest of the car, all seemed well put together and finished. No nasty excess plastic, all the panels sat properly in place, plus some very soft tyres. I was concerned by these as they seemed a rather loose fit on the rims and envisaged them slipping on the wheel at high speed; a prediction which proved correct on my first test run. You could hear the motor whining, turning the hubs faster than the tyres, thus reducing its top speed. Easily fixed though with a bit of glue, but that's something your average punter won't know about and I think Hornby need to make sure future releases have a much tighter fitting tyre.

For those of you that love your detail, the wheel hubs and tyres were all very round and true and on my model at least required little or no sanding. The accuracy of the 'brake discs' is excellent and they really stand out through the wheels which all adds to the great finish of the car.

First runs in the car were favourable – the car ran faultlessly and was very easy to control, although I noted that I couldn't get anywhere near my MG Lola's times. If you really try to push it, the front end has some tendency to understeer the car out of the slot.

Maybe it would be worth sanding the front tyres heavily to help keep the nose down – the racers out there will no doubt do this anyhow if they choose to use this car in competition. I tried moving the magnet to the forward position to cure the problem, but couldn't get to grips with the obscure way the back end handled. There

isn't, unfortunately, a mid position for the magnet which I think might have been a better bet.

Removing the magnet altogether made the car very tail happy. I was surprised that the soft tyres had so little grip. I put on some from a rival brand which proved a lot better (and tighter on the rims), but now of course the front end was lifting even more. I suppose if you're in to driving 'magnetless' you'll need to add some weight at the front.

Back then to the drop chassis section as mentioned above, I thought this might make chassis set up easier, allowing the rocking movement necessary to get the car going really fast. Loosening the screw does indeed help but not as much as I expected – you'll still need to slacken off all the others too – however, there's little or no bounce on the rear anyhow and as yet Scalextric cars don't usually allow much on chassis tune up in this way, because they're an all round too tight fit.

The guide is bound to be a winner with everyone, although I'm sure that the more serious racers amongst us may still endeavour to fit a more traditional hard-wired affair. The new design, which I presume will be fitted to all new models, allows a greater angle of turn, seems much less stiff and just as easy to change as the older 'quick fit' variety. I'd still like to see longer braids and also made of copper, if only on the sport version. Another bonus of this guide is that it runs well on Ninco track. The older versions would get very stuck on tighter corners because

of the limited turn angle and also the width of the blade. I have a sharp hairpin on my home layout and the car gets through there with no problem at all, so perhaps rather unintentionally, Hornby have increased the potential sales to rival users!

Back to the driving - this car is an undoubted good seller for the home user market. It looks the business, performs very well and, more importantly I suppose, will be easy to drive on any circuit. In fact turning in constant good laps times is very easy and perhaps after a while boring. As I said before, to make a modern car de-slot, with all the downforce they have nowadays, you really have to do qualifying laps every lap, until you eventually just overdo it. I tried racing it against my young daughter, with her using a MG Lola, and we circulated lap after lap, stuck like glue with only my greater experience in slot-car racing making me pull away by about three straight sections every lap. Yep what's needed is more power, or perhaps kids have it too easy these days – let's just ban all magnets eh?

Taking it to the West London Scalextric club and Burnt Oak Slot-car club unfortunately showed up this car for what I described earlier. With the magnet removed, it struggled for grip, couldn't put the power down and was hopeless in the corners. If Hornby are happy continuing making splendid looking cars for the home market, then fine, you couldn't blame them for it. However, in order to compete against the Nincos, Flys and Proslots that were flying past me then I think they're going to have to look at one main area – the chassis. It's impossible to set up for club racing and be competitive. You can change the wheels/tyres, fit in your own guide and maybe add some weight (if rules allow), but it'll never be as sure footed and easy to drive as a Ninco Mercedes CLK. They've promised to supply faster motors, but that won't do any good in an ill handling car!

I don't like criticizing Hornby for their efforts, as they've made great advances with their cars recently and should be applauded for the way their models have come on so far – just compare them to the cars produced only about

10 years ago. I just don't want them to sit back and rest on their laurels, after all they've been around far longer than anyone else and have, I suppose, kept the hobby alive. How many of us started our slot racing careers with a Scalextric set at home? Probably 99% I should think.

However, I am always open to hear other people's views and was pleased to see that the first day of the Scalextric "British Grand Prix" at Dover, would be using these cars, generously supplied by Hornby. I couldn't wait to see how I fared against everyone else using exactly the same car; in the back of my mind I was really expecting to be lapped a couple of times in every run.

We ran them bog standard with magnets (unless Adrian Norman knew better and had sneakily put in some upgraded motors – they did seem quick) and this is where the car came into its own. Obviously, modern Scalextric cars are designed to run on Sport track and I must say that, apart from a few minor problems, they were a real joy to drive. We had a very long, quite technical circuit and, with a quick flick, the cars had no problems navigating the few very tight turns. I think I'm right in saying that the only part of the car that couldn't really stand the fierce pace set by the drivers, was the pinion. So perhaps this might encourage Hornby to fit metal ones in future. With all of us having the same cars to drive, it soon sorted the men from the boys – it never ceases to amaze me how quickly some drivers manage to get a car around a track that they've only seen for a few hours beforehand. Oh well, there's always next year!

In conclusion, if you're thinking of buying a race tuned version of this car, I'd do so quickly I think, for I'm going to take a guess and say that this is going to be a good seller for Hornby. It got a lot of admiring glances from members of the public that came in to watch during our race heats, especially the youngsters; they simply loved the speed, coupled with blazing head and tail lights blasting down the main straight and then back under the shadows of the bridge section. So, not so much of a 'storm in a tea cup' after all! ■



# Spirits in the Sky

By Aaron Foord  
of Gaugemaster

Spirit are becoming a more and more recognized name in the world of slot-cars, and they have two new models which should appeal to a very wide range of collectors and racing enthusiasts alike.

The first is the SPT300401 Oreca Dallara Showcar, primarily in the carbon-finished Playstation test car livery. Featuring beautifully detailed 12 spoke wheels and disc brakes along with precise tampon-printing this model is very pleasing to look at. Upon further inspection, you will see that there are only two screws holding the chassis to the body, to give that opportunity for body-movement that many of the racers like so much. There are four other screws visible from the base of the model, but if you remove the body you will see that these hold a separate mini-chassis for the motor. Spirit are fully aware that different people want different motors, and so there are two separate motor chassis that can be fitted to this model and the one supplied has a standard can motor and two magnets, both of which are easily removable if required. The rear axle has plastic wheels, brass bearings and the aluminium and plastic crownwheel is held on by

two allen screws, again because the spares range now features a number of different crownwheels that can be fitted as optional extras. Also on the 'extras' list you will find a lightweight cockpit, aluminium wheels and lightweight axles to enable you to part transform your standard car into a 'Racing' version.

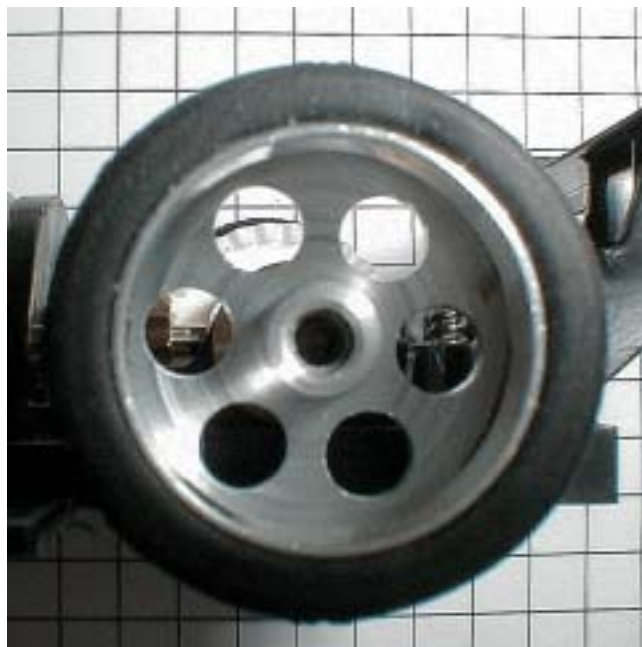
With a recommended retail price of £37.95, this model should prove even better than the current range of Ferraris, Lolas and Reynards and is well worth a look.

The other new releases are SPT200309W and SPT200309Y Reynards in white and yellow colours respectively, designed and released to compete with cars such as the Slot.It range and the Fly Racing range. More and more of the manufacturers are producing specific 'racing' models now, designed purely for the club racer who wants to tune and tweak his car to achieve optimum performance, and Spirit are no exception. The advantages over their standard car are numerous: to begin with, the model has the new lightweight body, weighing only 20 grams against the standard body at 24 grams. The cockpit is a Lexan moulded one, and =>



all the wheels are aluminium with low profile soft compound tyres fitted. Axles are hollow and the wheels and crownwheel are secured by allen screws. The motor is held in a mini-chassis like the Dallara to give the option of different motor fittings and the unit supplied is rated at 26,000 rpm. This model has two magnets fitted, either or both of which can be removed very easily as they simply clip into place.

There are a number of new optional extras to fit the range of Spirit cars, including hollow axles, brass pinions from 7 to 11 tooth, plastic and aluminium crownwheels from 23 to 31 tooth, as well as the new compound tyres,



aluminium rims, motor chassis and lexan cockpits. Bodysells are also now available separately in their listings.

Although a relative newcomer to the hobby, Spirit are proving they can produce high quality models at a good price, and that they can mix it with the big boys as far as performance is concerned. This new Reynard would be a perfect competitor for the Fly Racing Lola B98/10 or the Slot.It Audi, and I feel would probably surprise many with the results! ■



# Norman's conquest – revisited

**N**orman Griffiths – who oversaw production at Havant from 1964-1971 – continues with memories of his career, particularly those glorious days of sixties Scalextric.

Paul Strange reports

## Part 5: attention to detail

Prior to his full-time appointment as general manager at Minimodels, Norman Griffiths had already been involved in improving detail on Scalextric cars as far back as 1961. As a troubleshooter for Lines Brothers, Norman believes he was called in at some stage to advise on the moulding of the C64 Bentley 4.5 litre and the C65 Alfa Romeo 8c 2300. The extensive detail on these beautiful models stemmed from the experience gained on moulding detailed locomotive bodies at Margate.

“Detail increased while I was working on the trains,” recalls Norman, as we continue our chat at his house in Broadstairs, Kent. “Our then director John Doyle went over to the States with some of the trains that we were making at Margate. He went to one of the big toy shops in the States and when they saw the trains that he had with him, they referred him to the toy department. Now as far as he was concerned, these were models, not toys! He came back most irate! We had a big meeting, big blow-up, and so on. He’d brought with him some of the model trains from other manufacturers that he’d found in the States and said, ‘Can you make something like this?’ (pointing to a particularly detailed train). I said, ‘No problem at all.’ So he said, ‘Right, I want the next model you make to be like that.’

“On the back of this train there was a chain hanging down. And he said, ‘When you’ve made it, I want to hear that chain rattle as it goes round the track!’ And we went on from there on the

detail side . . . it became ridiculous. On one model there was a plaque 80 thou long and 60 thou high on the cab. In there I had to engrave, ‘Built Derby 1962’. It was a big feature of the Toy Fair that year and was shown under a magnifying glass, so that everyone could read it. Our trains were made from scaled-down drawings of the actual locomotives. If there was a nut – we would show it – and it could go down to 6 or 8 thou, with a bolt 3 thou coming up through it.”

This experience stood Minimodels in good stead as the range of Scalextric cars flourished in the mid-60s. “The detail we built into the trains was the forerunner of the detail on the Scalextric cars like the Bentley, Alfa, Aston Martin and so on. I improved the detail more and more when I arrived at Scalextric. The sort of detail you see on those particular cars could well have come through me.”

Norman was mainly involved in the high-volume lines, such as the Formula Juniors, so he has fewer memories of the low-volume cars, such as the Bentley, the Alfa, the Auto Union and the Bugatti. “Mail order wouldn’t want them for a start, so therefore they were never a volume production. At one stage I did own a gold-plated Bentley. Scalextric ran competitions and so on at exhibitions and the gold-plated Bentley was given away as a trophy to the driver of the day.”

⇒







*The extensive detail on the C64 Bentley and C65 Alfa Romeo stemmed from the experience that Norman Griffiths and his staff gained from moulding model locomotive bodies at Margate.*

I mention that collectors are always on the lookout for these very rare items, and that pre-production moulds, rare car colours and colour variations are equally sought after. Were the variations deliberate?

“No,” says Norman. “One-offs did occur on many, many occasions because when a mould was put up, the previous colour in the injection cylinder was injected into that particular colour and someone would say, ‘Oh that’s a nice one!’, so I’m sure that variations in colour were accidental rather than designed.”

And what would have been the cost of a typical mould in the 60s?

“Take the D-Type,” says Norman, picking up a C60 Jaguar D-Type that I’ve brought along to jog his memory. “The underpan and the body were moulded on one mould; in other words, two sides of the mould – top and bottom – and at the time that mould would have cost £1,100-

£1,200, probably around £30,000 in today’s money. And we’d gone over to a better type of plastic for it, too. Originally we used to use polythene and styrene, but on some of the cars we went over to more intricate detail, which needed more expensive plastics.”

But no matter how much improvement was made to the detail of the cars, the handling of some of the vehicles remained a problem, particularly those with the round-pin guide.

“Nothing could be done at all to improve the handling,” says Norman. “The cars were overweight, some were oversized and there was no way in which you could coax them round, let alone race them round. Realistically, things like the lights on the Aston Martin, the Ferrari and the Lister Jaguar were a bit gimmicky, weren’t they?” ■

*Next month: gimmicks, innovations and the Johnson Blue Can Motor*

# 2 Down 62 To Go!

**Report from the first Open round of the NSCC Race Championship by Gareth Jex**

Sunday 16<sup>th</sup> May saw us hold the first open round of the NSCC Race Championship at the Slough slot-car swapmeet and show organised by Robert Learmouth and Steve Cannon.

The event was held at the Haymill Centre, Burnham, just outside Slough. Two halls were used, the main one being full of traders' tables; the second mainly had the NSCC display, other tracks and a few traders' tables.

It was by far the biggest NSCC promotions effort we have done to date and we had a comprehensive display including our exhibition display backdrop, two new double sided display cabinets full of approximately 300 cars, a rally circuit, the four lane Carrera Championship circuit, Championship Car display and the SCX Digital demo track.

We had planned to set all this up on the Sunday morning prior to opening. With luck, Robert called a week or so before to say that we could get in to set up on the Saturday evening. In hindsight, had we not been able to do this, I think we would have really struggled to get everything sorted before the first customers came in! Luckily I roped my cousin in to help on the Saturday evening and Richard Winter, Adrian Leggett, Jenson Leggett and James Turley arrived bright and breezy on Sunday morning to help out.

## THANKS !

At this point I must say a very big thank you to two of the Championship sponsors –

“First Four Exhibitions”. They have nothing to do with Slot cars and very kindly supplied (free of charge!) all the new track base boards and lent us a large van for the weekend – with out their help we would not be able to display any of the tracks.

“Graphic Express” supplied (free of charge) the exhibition display pop up system.

When taking up the position of promotions I knew I would get my hands dirty, but I must admit Sat/Sun was hard work! The base boards for the tracks are huge and heavy and both days were hot! Apologies to those unlucky enough to see me and the guys sweating when we were unloading/loading!



## Slough we have a problem!

As I said, this was the first time we had set everything up and at this point I must let you know that I couldn't get the Rally track working! It appears that two cross over track sections in a one lane rally circuit doesn't work! Of course I realised this too late and did not have time to get it working on the day. I will remedy the problem in time for its next outing.

The Rally circuit didn't work but the other two tracks certainly did. This was the first time any of us had set up a Carrera track and I must admit to being very impressed. The four lane circuit supplied by Carrera (via their UK distributor Nikko) was clearly marked up for installation and once constructed was great. Very flat track and good connections, even if we didn't use all the track clips! At just under 5 metres x 4 metres this is a big circuit with some great sweeping curves and tight returns along with a long straight and bridge section. The track was supplied with Carrera track timing and lap counter bridges and these worked perfectly. ➡➔

We used the Carrera Championship Car - the Ferrari Enzo with both magnets and box standard, the only additional work we did was to oil the bearings and moving components. Early laps by James and myself indicated that a lap time of just over 5 seconds was going to be pretty good.

We charged £1.50 for ten laps and most people had a few extra practice laps prior to their timed runs. Now it has to be said that some took it more seriously than others! Most of our customers were children visiting with their families and inevitably the cars regularly came off and some at very high speeds (I didn't think to add side barriers round the base boards, but will do now!). After an hour of heavy use I really did expect to have to go and get four more cars from the van, but they were virtually indestructible. Occasionally after a very heavy off (normally after the bridge crashing full pelt into the showcases or Adrian's groin!) the polarity switches needed a flick, but apart from this all four cars performed well all day (we did have to replace one braid). They look a little

second hand, no mirrors and lots of red paint on the roofs, but they all work now and we will use them again, pretty damn good!

Due to the rally track not working we used the Carrera circuit for the fastest lap and times were noted as people completed their ten laps. We had about 40 people set times and the lead changed several times during the day. Racers could choose which of the four cars they wanted and fastest laps were set by two different cars. At the end of the day we had two winners!

Jacob Wright and John Watts set times of 4.87 and 4.97 seconds respectively and both will be invited to the Championship finals next year. Congratulations! Even Derek Cooper couldn't beat your time (even with a bit of tyre cleaning!).

## SCX Digital demo track

As I mentioned a while back Tecnitoy's (via their UK Distributor Bachman) promised to supply a digital track as soon as they could. This duly arrived at my office two weeks prior to Slough. First Four made up another base board and James was 'volunteered' to set up and man the







display. The Digital set supplied is, in fact, one of the original specification (the SCX UK version will be an updated spec), but in general terms they are the same. An offset oval with three DTM cars plus timing stand, power and controllers etc.

### **A real pounding**

It didn't take James more than 20 mins to set the whole thing up and read the instructions for programming the cars. He played (tested) the system prior to visitors coming in. The track was used all day by all kinds of visitors from children to interested racers. As I think will be the norm for all the digital systems the cars get a real pounding, not only from offs, but when hit or hitting other cars on the same lane. This said, James had little repair work to do during the day, main problems seemed to be motors popping out of their mounts after very heavy offs. The set worked well all day and many people asked for additional information. (see Shipment from Spain for more details over the next few months).

The track will be taken to any NSCC swapmeet that we can have space at, so feel free to have a go.

### **NSCC showcases**

After the last Hornby weekend it was decided that the NSCC should have a couple of nice (flat pack) showcases for members to display their collections at various NSCC events. Two units have been made and we used both at Slough. Cars on display included all the Fly Vipers, a great display of Slot Porsches, the complete NSCC car collection, and an assortment of other interesting slot-cars.

We will be taking these display showcases to as many NSCC events as possible, they are lockable so if you have something of interest to show please let us know.

### **Charity auction**

Towards the end of the day, Steve announced the start of the charity auction. The NSCC supplied several of the Championship cars along with two Scalextric green Beetles to be auctioned off in aid of Fundación Víctimas del Terrorismo Víctimas 11 M - a Spanish charity raising money for the victims of the recent bombing attack in Spain. On the day £315.00 was raised and I understand from Robert that a couple of further items will be auctioned off on Ebay for the same charity. Thanks to everyone who bid and thanks to our sponsors for the supply of the cars.

All in all a very hot, but very enjoyable day out; we spoke to a number of existing members about the race championship and signed up several new members on the day. Many people took away membership application forms so hopefully we will have a few more members soon.

Needless to say if you fancy helping out next time, please let me know, everyone is welcome! What's that deathly silence?

See you next time – London International Slot-car Show, Sat 3<sup>rd</sup> July, Orpington. ■

# BITS AND PIECES

## Wacky Racers

Strange what turns up ! - a non member found this 'Wacky Racers' motorcycle in a job lot he purchased in Kent. He sent it to me hopefully to confirm that it was a factory made prototype or a model for consideration for a themed set. People at Margate have no recollection of it but it is nicely made and does not look like a home job. Although based on C282 it has a magnet and the larger wheels fitted to later motorcycles - a good conversation piece. I am not really into Wacky Racers characters but I am told that the driver is Dick Dastardly and the passenger Muttley the dog.

*Roger Gillham*

## F.A.Q.

Following my request for a volunteer to help the less experienced amongst us with their questions Chris Holt has bravely offered his services.

You can contact him by post:

16, Hillside Road

Storrington

West Sussex

RH20 3LZ

or via email: [Holtchris959@aol.com](mailto:Holtchris959@aol.com)

He will try to answer any questions or point you in the direction of a "man who can". Feel free to ask any slot related questions - no matter how elementary - we all had to start somewhere. He will also do an occasional summary article for the Journal if he gets enough interest.



# Scalextric NASCARs

By Gary Clift

In response to our editor's dreams in a recent editorial about banked eight lane digital (awesome idea), and a call for new NASCAR liveries, well there are three Ford Taurus (not Torus, as on Getslotted website!) and three Monte Carlo liveries due this year. The latter is meant to be a new mould, based on current model shape. (The previous Monte Carlo body shape as made by Hornby is actually now a Lumina in the North American market). The catalogue numbers are: Taurus: C2594/5/6; Monte Carlo: C2597/8/9.

So, what liveries will they be in? What a question, as Pontiac are no longer officially competing in NASCAR. Ex Pontiac teams are therefore either now racing Chevrolet (still General Motors), or have switched to Dodge (Daimler Chrysler owned) or Ford. As Hornby have not made a Dodge (yet?), some teams that were previously represented can no longer be produced. See the second part of the list below.

Of the teams that were previously produced, some have switched drivers, sponsors, car make, or all of the above! For example, Robert Yates Racing (RYR) used to run Texaco sponsorship, with #28. Texaco have now switched over to

Chip Ganassi Racing, under #42, with Jamie McMurray driving. M&M's is now #38, with Elliot Sadler driving for RYR, to name just two off-season changes.

So here is a list of the current Ford and Chevy teams, indicating if they have been made by Hornby before. We can only really speculate what they may do, but from a personal point of view, I would love to see both Dale Earnhardt Inc and Richard Childress teams represented, as well as Jeff Gordon's Hendrick Chevy, and Robert Yates Racing cars. All of these are top, winning teams, and are a glaring omission from the Hornby NASCAR grid. But of course that big cuss word comes into play, i.e. licensing! Here's hopin'!

As an aside, if you ever thought that Mark Martin's #6 Ford never raced with "Pfizer" livery, as opposed to Viagra, then you'll be pleased to know that it has actually raced as Pfizer, namely at Rockingham this year. So it is a "real" livery, whereas Rusty Wallace's Miller Lite #2 never raced as "Rusty". So the downside of doing Little E's DEI Bud car is that it won't say Bud, but "beer" or "burp" or something!

Happy draftin' 'n' rubbin'.

List of current Chevrolet and Ford teams/drivers, indicating if previously produced by Hornby.

	TEAM	DRIVER	MAKE	PRODUCED?	
				TEAM	DRIVER
	Haas CNC Racing	Ward Burton	Chevrolet	N	Y
#1	Dale Earnhardt Inc.	John Andretti	Chevrolet	N	Y
#01	MB2 Motorsports	Boris Said	Chevrolet	Y	N
#01	MB2 Motorsports	Joe Nemechek	Chevrolet	Y	N
#4	Morgan-McClure	Jimmy Spencer	Chevrolet	Y	N
#4	Morgan-McClure	Kevin Lepage	Chevrolet	Y	N
#5	Hendrick Motorsports	Terry Labonte	Chevrolet	Y	Y
#6	Roush Racing	Mark Martin	Ford	Y	Y
#8	Dale Earnhardt Inc.	Dale Earnhardt Jr.	Chevrolet	N	N
#10	MBV Motorsports	Scott Riggs	Chevrolet	Y	N
#15	Dale Earnhardt Inc.	Michael Waltrip	Chevrolet	N	N
#16	Roush Racing	Greg Biffle	Ford	Y	Y
#17	Roush Racing	Matt Kenseth	Ford	Y	Y



	TEAM	DRIVER	MAKE	PRODUCED?	
				TEAM	DRIVER
#18	Joe Gibbs Racing	Bobby Labonte	Chevrolet	Y	Y
#20	Joe Gibbs Racing	Tony Stewart	Chevrolet	Y	Y
#21	Wood Brothers Racing	Ricky Rudd	Ford	Y	N
#24	Hendrick Motorsports	Jeff Gordon	Chevrolet	Y	N
#25	Hendrick Motorsports	Brian Vickers	Chevrolet	Y	N
#29	Richard Childress Racing	Kevin Harvick	Chevrolet	N	N
#30	Richard Childress Racing	Johnny Sauter	Chevrolet	N	N
#31	Richard Childress Racing	Robby Gordon	Chevrolet	N	N
#32	PPI Motorsports	Ricky Craven	Chevrolet	Y	Y
#38	Robert Yates Racing	Elliott Sadler	Ford	N	Y
#48	Hendrick Motorsports	Jimmie Johnson	Chevrolet	N	N
#84	Hendrick Motorsports	Kyle Busch	Chevrolet	Y	N
#88	Robert Yates Racing	Dale Jarrett	Ford	N	N
#97	Roush Racing	Kurt Busch	Ford	Y	Y
#99	Roush Racing	Jeff Burton	Ford	Y	Y
#133	Richard Childress Racing	Mike Skinner	Chevrolet	N	N

Dodge teams that used to be either Ford Taurus, Pontiac or Chevy Monte Carlo, produced by Hornby:

#2	Penske Racing	Rusty Wallace	Dodge
#12	Penske Racing	Ryan Newman	Dodge
#14	A.J. Foyt Racing	Larry Foyt	Dodge
#22	Bill Davis Racing	Scott Wimmer	Dodge
#23	Bill Davis Racing	Dave Blaney	Dodge
#43	Petty Enterprises	Jeff Green	Dodge
#45	Petty Enterprises	Kyle Petty	Dodge
#77	Penske/Jasper Racing	Brendan Gaughan	Dodge

# H:O racing alive and well!

By Deane Walpole

As many of you know H:O racing has been around for a number of years, going right back to the Aurora stuff and earlier. Here in the UK the scene has never been very 'big', it's always been 1/32<sup>nd</sup> scale's poor relation but a few hard-core organisers have kept things going. There is always the hope that H:O will emerge as the great undiscovered secret, as it has in North America.

Once such band of guys is the club I belong to, East Anglia H:O Racing Club (EAHORC). So how exactly are these 'little kids toys' made into something that you would not mind racing? If we stick to magnet cars, which dominate the scene in Europe, most of the work involves throwing the rear tyres away, blueprinting the chassis and finding bodies, which help the handling. If a standard 'Tomy' such as the one below was given some Michael Ortmann rears



ground to an OD of about 11.5mm (.452"), and the standard fronts ground to about 8.9mm (.351") the performance takes a leap already way beyond a toy. Sort through three or four chassis for the best armature, fit a body like this one and



you are pretty much there. As with any kind of racing there are lots of little tricks to try to eke out another tenth (or lose yourself in a mass on confusion!)

At EAHORC we realised the way to get the best out of these cars was to build huge layouts, sometimes up to 200ft long.



*One of our medium sized tracks*

After all, it's the smallness of the cars that enables such massive scale sizes to be achieved so why not take advantage of it? Of course all that track needs lots of power so we have dedicated power supply units for each of the four lanes plus 'jumper' track to help spread all that lovely, regulated power around. Drivers are able to use their own controllers, although we do limit this to resistor type only. We are also introducing computerised timing this summer. In short, everything that 'proper' racers would expect is there in H:O in some way.

In this way these slot-cars have been taken way beyond toys and we race the widest selection of chassis anywhere in the country. The racing is extremely cheap to get into; a full season could be done on £50 although the travelling and accommodation side of things costs far more! It is relaxed and with an emphasis on having fun. If you would like to have a go contact me ([slots@bglawns.com](mailto:slots@bglawns.com), or by phone on 01268 573377), I will be happy to help you get started. You don't actually need to purchase anything to begin with, as club cars and controllers are always available. In addition check out our website at [www.bglawns.com/eahorc.htm](http://www.bglawns.com/eahorc.htm) ■