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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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It's the taking part that counts..... allegedly!

I have attended every single NSCC/Hornby Weekend since I have been editor, thoroughly enjoyed every one but, until this year have never won a single thing. Not a touch in the raffle and never higher than mid table in the racing. The quiz? You must be joking and as for the auction, let's just say that I have never been inclined to increase the mortgage in order to buy the items on offer!

All change this year though - Quiz champion! Well, sort of - as the racing was a team event I figured that my best chance in the quiz was to persuade our entire dinner table to pool their resources. My fellow diners included Andy Carmichael and Jon Hewitt, Scalextric anoraks both, so it only needed a little help from the rest of us to ensure first prize - a special car used in some recent TV adverts by BT. This of course was where my cunning plan fell to the ground - do you cut the car into eight pieces? So we did the decent thing and returned the car for sale in the charity auction.

The racing, as usual, was a total disaster. Having taken an overnight lead in excess of 150 laps our team managed to snatch defeat from the jaws of victory and ended up in 3rd place nearly 100 laps adrift of the eventual winners. My lips are forever sealed as to the identity of our team captain (no, it wasn't me) who managed to replace the Subaru's magnet in the wrong place! Have you ever tried driving a Scalextric rally car with Magnatraction at the front? It is not a pretty sight believe me.

As always though, it was great to meet with fellow members and argue into the night over a pint or six - particularly Pete Emery of the "Racer" club. Anyone who knows about the finer points of Lambretta scooters and agrees that Villeneuve (G) was a true racing God is OK in my book!

And Finally - Sincere thanks to Rob Smith for an excellently run weekend and all at Hornby for their whole hearted support of the event. Here's to the next one!

Till next month

Brian



by
Rob Smith



MESSAGES FROM MARGATE

Oh dear! What on earth am I going to write about this month? With only ONE new model on general release in the past month news is very thin on the ground.

C2734 Ford GT Road Version

The one new release is a 3rd coloured version of the Ford GT. This one is yellow with bold black stripes from front to back.



C2734N Ford GT Pace Car

However, we mustn't forget the ultra-rare car kindly produced by Hornby for the annual NSCC / Hornby weekend. This is a variation on the road version with *NSCC Pace Car 2006* down the side instead of the usual *Ford GT*. Only 48 of these cars have been made and each comes with a numbered certificate signed by Adrian Norman at Hornby with the name of the attendee on it.

Sport+ Tuning Shop

As you will read elsewhere in this issue we all had great fun trying the new Sport+ Tuning Shop parts at the NSCC/Hornby event and the cars got faster throughout the weekend.

Your local retailer should now have these parts in stock. A full kit comes in a large flat box containing six each of the available parts. Some retailers have found that the cost of the whole kit is too high and if they ask Hornby really nicely they can order the spares in much smaller quantities. With the kit comes a leaflet which describes all of the parts available and their application – so I won't list them all here. Each part comes in a square tube clearly marked with the contents.

Motors: There are 20, 25 and 30K motors in both the normal (SP) and small (FF) sizes. Each is colour coded to help scrutineering. ➡➡



Gears: There are two sets of pinion gears, one each for the SP and FF motors and there are five different ratios available. They can be used in either sidewinder or in-line configurations but note that for sidewinders you have to match the spur gear too. There are five different ratios for the spur gears. For in-line configurations there are five contrate gears giving 25 different gear ratios to play with.

Axles: To fit the new gears you must also change the axles to the new tubular 3mm items. There are five different lengths in each pack from 45 to 55 mm in length.

Wheels: Because the axle diameter has increased from the standard 3/32nd inch new wheels are also required. These come in packs of two in four different sizes. The wheels come with tyres.



Tyres: Tyres can also be bought in sets of four and there are six different sizes available. These tyres can be fitted to the standard wheels.

General: There is a sprung guide available and the amount of travel can be governed by the screw fitting. A silicon wire pack, body screws pack and an additional magnets pack make up the full set.

Two items not yet released are the motor carrier for the Lister LMP or Maserati MC12 and the Gear Puller; this should be a great tool and contains compartments to store all of your spares too.

I know from some of your letters that you have been trying the parts with great success and member Brian Mitchell achieved amazing results with his Ferrari F2004 and a 20K motor and revised gearing. Please keep your feedback coming in.

Coming Sometime

There are two changes to the catalogue in the A1GP range. I wonder what happened to poor old Brazil and Portugal.

C2709: A1 GP Team Brazil - Change to A1GP Team Switzerland.

C2742: A1 GP Team Portugal - Change to A1GP Team Canada.

In addition there have been 10 new models announced. I need to stress that these new models are only tentatively announced and that there is no guarantee that they will actually be made. However a number of the bigger dealers are taking orders for them. Obviously these are not the final names for these models.

C2758 Aston Martin DBR9 (red nosed)

C2757 Ford Escort Mk1 (new livery)

C2756 Mercedes-Benz SLR McLaren (safety car)

C2759 Chevrolet Camaro (New Zealand livery)

C2760 Ford Mustang (new livery)

C2755 Ford GT40 (new livery)

C2761 Jaguar Performance XKR (new livery)

C2762 Séat Léon (new livery) 1

C2763 Séat Léon (new livery) 2

C2764 Séat Léon (new livery) 3

I wonder if the Séat Léons will be only available in Spain???

Spelling

I always enjoy receiving your emails and your comments do get passed on to Hornby but please spell the email address correctly. The address is hhliaison@nsc.co.uk. If you spell it incorrectly it goes into a huge spam filter at our service provider and may never see the light of day. I have just discovered that a couple of Ramsgate weekend applications ended up there so please spellcheck carefully! ■



Exclusive!

In August 1994, Ninco produced their very first special edition car. It was a 1/32nd scale replica of the Renault Clio 16V that raced in the popular Clio Cup from that era. Moulded in yellow, only 500 units were made, all of which could only be purchased by members of “the most prestigious slotter club in all of Europe”. That club was *(and still is...)* the NSCC. Not surprisingly, the car sold out very quickly and is now one of the most sought-after cars from recent times.

Now, some twelve years on, Ninco will again design, build and supply an exclusive club car for NSCC members. For the past few months, they have been busy working on the design of this car and all has now been agreed with a launch date set for the end of this summer. An official order form will be sent out with the May issue of the Journal but just to whet your appetite here are some preliminary details...

Only 500 units will be produced. The decoration is exclusive to the NSCC. Each car will only be available to NSCC members, *(one per member)*. Here is a snippet of the car... *Do you know what it is yet?*

⇒



April Cool

For those of you who love to tinker with your cars searching for that optimum set-up, this month sees the release of two kits just for you; ProRace Mégane GT (50406) and Lancer Rally (50407). Both are supplied with two bodies, one finished and ready to fit to the chassis, the other plain white and unassembled with a lightweight interior. The chassis is fitted with an NC-6 motor and each kit includes a variety of ProRace axles, gears, pinions and wheels.

Two of the three Nissan 350Z Super GT series cars are also due for release this month. These totally new body/chassis cars look set to cause a stir in the JGTC grid, so far dominated by the Toyota Supra and Honda NSX.

Shock and Awesome

The last of the car releases for this month is the beautiful black, white and gold livery of the “Koni” sponsored Mégane GT Trophy car (50414). Koni are recognised worldwide as manufacturers of high quality shock absorbers and ride systems, not only for cars but also for buses, trucks and trains! This is the fourth livery of the popular Mégane Trophy series and is fitted with the NC-5 angle-winder motor.

And Finally...

The “asphalt” MasterTrack system (20125) is released this month in a large, robust plastic carry-case.



This ‘professional box’ is the same as that proposed for the N-Digital Master Track system. The set comes complete with sixty-seven pieces of track made up of different length straights and different curve types, allowing circuits up to 12.8m long to be built. Bridge supports, crash barriers, a transformer and two throttles are also included... just add two cars from your own collection and away you go! ■



I had a slight scare this month when my wife informed me there was a bird fluttering around in the loft. My first reaction was of my collection and circuit being deposited on. I rushed home from work and, after a 30 minute stand-off, managed to lure the winged assassin out using some bread as bait.

Further details of the 10th Anniversary collection have been released. Many are sought after liveries of models that had previously sold out and now difficult to find without paying a premium. This collection may have an effect on the value of the original models, but will obviously depend on your point of view. Also, a competition to win some Fly limited editions. A

little thought and deduction is required, but shouldn't be too taxing. The idea came from a colleague at work by the way, so blame him if it's too difficult.

Recent Releases

The remaining models from the February flyer are now available: -

Ferrari 365 GTB/4 "Daytona" (A658), 6hr Watkins Glen 1974. This is a very colourful livery in red, yellow and green, with red wheels. Like most of the Daytonas in the range, neither the plinth nor label mentions the fact that it is a Ferrari!

⇒



Chevron B19 (GB25), Japanese grand champion series 1971. Driven by Hiromu Tanaka in a very attractive orange livery. This is the first Chevron to be fitted with rear fin aerofoils. A very similar arrangement to the Ferrari 512 Coda Lunga.



Chevrolet Corvette C5 "Tuning" (A752). This model is much better viewed in black and white. The colour is rustic gold, with purple flame graphics decorating the bonnet and both sides. The interior, wiper blades and wheel rims are purple, whereas the seats and steering wheel are yellow. Try and picture this briefly, then move on swiftly. Being synonymous with the range of road car Corvettes there is no driver figure. Only the "cabrio's" have ever had driver figures fitted.



Looks better in B & W

Porsche 911 GT1 98 "Jever" white (Fly 113), Ochersleben 1998. Driven by Armin Hahne and Michael Bartels. Another in the ever-growing line of Evo-3 lightweight racers, fitted with the spring mounted engine cradle. This livery has not been previously released in standard form, so should appeal to the collector. This particular version has no magnet but could easily be fitted with one if required.

What's Next?

The following cars listed on the March flyer should be available by the time you read this: - Ford GT40 Mk.II, blue (A765), 24hr Le Mans 1966.

BMW M1, white/blue (A1304), Procar 1979.

Porsche 917LH "Martini" silver (A1403), 24hr Le Mans 1971.

Porsche Carrera 6, blue (A1502), 24hr Daytona 1966.

Marcos 600LM, blue (A2001), 24hr Le Mans 1995. First of the anniversary collection.

Team 13 "Team Brumos", Porsche 911 and 934, 24hr Daytona 1973 and 1977 respectively. Saleen S7R "Coronita" yellow (Fly 11) in the Lightweight Evo racing series taking part in the FIA GT 2003 championship.

Schedule for April

Fly have announced their line-up for April. They are as follows: -

Porsche 917/10 "Martini" silver (A170), Interserie 1974. At last I hear you say.

Dodge Viper GTS-R "Playstation 2" blue (A210), 24hr Le Mans 2002.

Alfa 147 GTA Cup, red/yellow (A745), Cesky challenge cup 2004.

Porsche 934 "Pink Piglet" (A936), 24hr Le Mans 1981.

Joest Porsche, blue (A2002), 24hr Le Mans 1996. Second of the anniversary collection.

Mercedes-Benz Atego truck "Hasseroder" (Truck 37), FIA ETRC 1998

Porsche 911 GT1 98 "Vaillant" green (Fly 114). Evo-3 racing series.

10th Anniversary Collection Update

Fly have now released further details on the line-up for this limited edition series. Remember that all of these cars have been previously released under a different catalogue number. I have quoted the original numbers in brackets, as a reference, and the month in which they are scheduled for: -

A2001 (A22) – Marcos 600LM, blue #70 – March

A2002 (A41) – Joest Porsche, blue, Le Mans 1996 winner – April

A2003 (A54) – Porsche 911 GT1 evo, gold #25, Le Mans test car 1997 – May

A2004 (A145) – Ford Capri RS Turbo “Jagermeister” – June

A2005 (SM3 and Team 03) – Porsche 917K “Gulf” #20, Le Mans 1970 – July

A2006 (C27) – Ferrari 512 CL, Red #5, Le Mans 1970 – August

A2007 (C31) – Lola T70 Mk.3B “Sunoco” #6, Daytona 1969 winner – September

A2008 (A121) – Corvette C5R, silver/black “Goodwrench” – October

A2009 (A101) – Lister Storm, blue/white “Datasonix” – November

A2010 (A85) – Dodge Viper GTS-R, white/black “Playstation” – December

Competition Time!

Courtesy of Monarch Lines and Gaugemaster Controls, there are three prizes up for grabs, all of which are Fly limited editions:

E903 Porsche 911 “Trece”, E1501 Porsche Carrera 6 “Nurnberg special” and E651 “Gaugemaster” twin set containing BMW 3.5 CSL/Ferrari 365 GTB/4. All you have to do is work out the model number of the Fly car I am describing from the clues given in the following paragraph. To make things easier, the model in question has been released within the last 12 months.

“I’ve managed to scrounge a little sleep and a much needed break from this long, gruelling race. The headlines in the morning newspaper are that of the Apollo 14 mission returning to

earth, and the UK going decimal. Looking out from the motorhome the sun is rising from behind the Dunlop Bridge and in turn is glinting on the big wheel at the fair. I must return now and take my next stint behind the wheel. After qualifying in pole position, the pressure is on us to deliver a good race result. Many race fans that recognise me instantly greet my walk back to the pits. The car is easy to spot coming down the pit lane with its very distinguishable livery. She is not looking good with what looks like oil dripping from the engine. Pedro gets out of the car and is shaking his head, which could mean the end of the race for us. The German team boss signals the end, and now it’s up to the #19 sister car to take the honours, and give our American sponsor some more exposure”.

Closing date for entries is 20th May. You can enter by email to simon.moss60@ntlworld.com, by telephone on 01480 350818 (evenings after 7, weekends when I’m in), or by post, addressed to 1 Ouse Road, St Ives, Cambridgeshire, PE27 3FT, UK.

The winners names and prizes will be drawn at random and announced in the June issue - Good luck! ■





Hollywood is often slated for some of its more dubious endeavours and rightly so. Sometimes though it can get it right and last summer's blockbusting 'Batman Begins' (which took \$352 million at the box office) is a case in point. The film's makers seemed determined to halt the slide which had seen each sequel from the original 1989 film get progressively more laughable, box office success notwithstanding. As such, they brought in a director and cast meaty enough to get that job done. Coupled with a proper budget and decent script, all the ingredients were in place. Well nearly all, the other things would all have been in vain if Batman himself and his vehicle had not 'worked'.

Within the framework of the film, the 2005 Batmobile (or Tumbler to give it its correct name) works extremely well. So much so that it becomes one of the stars of the movie. But it only takes one look at it to see it would be extremely challenging to make into a slot-car, something faced by both Mattel and Scalextric. Coupled together with a Gotham Police Dept Cruiser, the tumbler is the star turn of sets from both companies with the Hornby set coming out as comfortably the better of the two. The Scalextric set comes with dark purple track, not the choice I would have made personally. It may look good as part of the set but, with no expansion pieces available, you are faced with extending the layout with standard black pieces.

Looking at the set in terms of its target 'audience', Scalextric give purchasers pretty reasonable value for their £30. The box art is first rate but there is no misrepresentation as the



Well designed, classy box art

set itself is clearly shown from several angles and there are side on pictures of the two vehicles. The contents are well laid out and the track snaps together on its playmat in 3-4 minutes. Whilst there might not be many straights, there are three types of curve and a squeeze track. The hairpin is a lovely, solid piece of kit and I have long thought it one of the best pieces of H:O track by any manufacturer. The split track works OK, but I would have liked it to be followed by another squeeze to increase the challenge. ➡➤



From nothing to this in six minutes!

The cardboard tunnel looks OK for what it is (a more substantial item would have cost more and required a bigger box) and I was able to make the hairpin more of a challenge by re-positioning it slightly, thus making the corner 'blind'. The controllers are solid enough (much better than past Scalextric controllers I have used) and there is plenty of power. Like the movie though, everything comes back to the tumbler, does it cut the mustard? Scalextric must have realized early on that they would have to make a bespoke chassis and seem to have embraced the fact. The chassis is longer, thinner at the rear, has no front axle (this is mounted in the body, an ingenious solution) and includes the car's exhaust. The wheels are unique as are the tyres, even the traction magnets sit very slightly lower. All this effort results in a good looking vehicle which performed just as well as other Micro Scalextric cars on my own test track.



Cruiser is a little oversized



The detailing of the Tumbler is quite high, and the matt black finish flawless. If you have seen the movie you will know the Tumbler looks very different the first time we see it, and I do think Scalextric missed a trick not bringing out two versions. Nonetheless, a very good model of a difficult subject.

The police cruiser is mounted on a standard wide chassis with stock components and looks close to the movie car, the flashing purple light being a nice touch. It does, in my mind, look too big – I don't think it should be longer than the Tumbler. All in all a nice set that ticks all the right boxes, shame they could not have included two more 15" straights (but then I say that about nearly all H:O sets!) By contrast the Mattel Batman items are poor. I thought they looked good until looking more closely at the real things on DVD and, now, seeing the Scalextric versions. The cruiser has a decent enough paint job but they simply lifted an existing Camaro design for it and it looks completely wrong. The Batmobile is even worse with bad proportions (which really shows in a side-by-side with the Hornby effort), too much gold paint and terrible wheels.



Mattel show how not to do a Batmobile

Look closely and you will see the rear wheels are actually plastic covers, these hide the skinny wheels behind which drive the car (badly). It is these vehicles more than anything that show how well Scalextric got the job done. ■



Update

from Gareth Jex

I thanks to those who have already sent in their application forms for the Slot Rally GB, so far so good. Try not to leave it too long please as I know there are a number of non-members who are waiting to get a place.

As I mentioned last month our new Webmaster Mark has been very busy building a website specifically for the weekend event including the class lists, pictures of all the RTR cars, maps, details etc, etc.

For those of you who do not have web access here is the current list of RTR slot rally cars in each class.

Jaguar	XK120	Ninco
Lancia	Fulvia	Teamslot
Mercedes	230SL	Carrera
Mercedes	250SL	Reprotec
Mercedes	250SL	Scalextric
MG	MGA	VIP
MG	MGA	Revell
Porsche	356	Ninco
Porsche	904	Carrera
Porsche	904	Scalextric
Renault	Dauphine	Teamslot
Saab	96	Hobby
		Classic

Classic Pre 1970

Alfa	Giulia	Fly
Alfa	Giulia	Teamslot
Alpine	A110	Scalextric (Fr)
Alpine	A110	Teamslot



Saab	96	MMK
Sunbeam	Alpine	Scalextric
VW	Beetle	Pink Kar

Historic Pre 1980

Austin	Healey 3000	Ninco	Alfa	GTV V6	GOM
Austin	Healey 3000	Scalextric	Alpine	A310 V6	Scalextric (Fr)
Austin	Mini Cooper	SCX	Austin	Mini Clubman	Scalextric
Austin	Mini Cooper	Scalextric	Citroen	2CV	Pink Kar
Austin	Mini	Scalextric (Fr)	Datsun	240Z	Scalextric
Austin	Mini	Scalextric fwd	Fiat	124 Abarth	SCX
Ferrari	250 GTOR	Pink Kar	Fiat	124 Abarth	Teamslot
Fiat	850 Coupe	SCX	Fiat	131 Abarth	Scalextric (Fr)
Fiat	1000	Reprotec	Fiat	131 Abarth	Teamslot
Fiat	1000	SCX	Fiat	131 Abarth	Polistil
Ford	Cortina	Revell	Ford	Escort Mexico	Scalextric
Ford	Mustang	Carrera	Ford	Escort Mk1	Scalextric
			Ford	Escort Mk2	Carrera

Ford	Escort Mk2	Teamslot
Ford	Fiesta Mk1	SCX
Lancia	Stratos	SCX
Lancia	Stratos	Teamslot



Ford	Sierra Cos	Scalextric
Ford	Sierra Cos	Teamslot
Lancia	037	Fly



NSU	TTS	Revell
Opel	Ascona	Carrera
Porsche	911	Carrera
Porsche	911	Scalextric
Porsche	911SC	Fly
Porsche	911SC	SCX
Porsche	911SC	Ninco
Porsche	911T	Fly
Porsche	914	Carrera
Renault	R12 Gordini	Scalextric (Fr)
Seat	124 2000	Teamslot
Seat	Panda	SCX
Seat	Panda	Teamslot
Simca	Rallye	Teamslot
Triumph	TR4	Scalextric
Triumph	TR7 V8	Scalextric

Lancia	037	Scalextric
Lancia	037	SCX
Lancia	Delta Integrale	SCX
Lancia	Delta Integrale	Teamslot
Lancia	Delta S4	Polistil
Lancia	Delta Safari	Teamslot
MG	Maestro	Scalextric
MG	Metro 6R4	Scalextric
MG	Metro 6R4	Teamslot
MG	Metro	Scalextric
Opel	Manta	Teamslot
Peugeot	205 T16	Spirit
Porsche	928	Carrera
Porsche	959	Scalextric
Porsche	959	SCX
Renault	5	SCX
Renault	5	Spirit

Rally Super Car Pre 1990

Audi	Quattro	Scalextric
Audi	Quattro	SCX
Audi	Quattro Sport	Teamslot
Audi	Quattro	Teamslot
BMW	M1	Fly
BMW	M1	SCX
BMW	M1	Scalextric
BMW	M3	SCX
BMW	M3	Scalextric
Ferrari	288 GTO	Scalextric
Ferrari	288 GTO	SCX
Ford	Escort XR3i	Scalextric
Ford	Fiesta XR2i	Scalextric
Ford	RS200	SCX
Ford	RS200	Scalextric



Renault	5 Turbo	Fly
Renault	5 Turbo	Teamslot
Rover	3500	Scalextric
Toyota	Celica 4WD	SCX
VW	Golf GTi	Carrera



Modern Post 1990

BMW	Mini	Ninco
BMW	Mini	Scalextric
Citroen	C2 JWRC	SCX
Citroen	Saxo	Ninco
Citroen	Xsara Kit	Teamslot
Citroen	Xsara WRC	Auto Art
Citroen	Xsara WRC	SCX
Fiat	Punto	Ninco
Ford	Escort Cos	Scalextric
Ford	Focus WRC	Auto Art
Ford	Focus WRC	SCX
Ford	Focus WRC	Scalextric
Ford	Focus Evo	SCX
Hyundai	Accent WRC	Cartrix
Hyundai	Accent WRC	SCX
Mitsubishi	Lancer Evo4	SCX
Mitsubishi	Lancer Evo7	Scalextric
Mitsubishi	Lancer Evo7	SCX
Mitsubishi	Lancer WRC	Ninco
Peugeot	206	Auto Art
Peugeot	206	SCX
Peugeot	306	Ninco
Peugeot	307 WRC	Ninco
Peugeot	307 WRC	Scalextric
Peugeot	307 WRC	SCX
Peugeot	307 WRC	Carrera
Porsche	911 GT3R	Ninco
Renault	Mégane	Scalextric
Renault	Mégane	Ninco
Renault	Mégane	SCX
Renault	Clio Mk1	Ninco
Renault	Clio Mk2	Ninco
Seat	Cordoba	Ninco
Seat	Cordoba	SCX
Seat	Ibiza	SCX
Seat	Ibiza	Teamslot
Skoda	Fabia	Scalextric
Skoda	Octavia	SCX
Subaru	Impreza	Scalextric
Subaru	Impreza	SCX
Subaru	Impreza WRC	Auto Art
Subaru	Impreza WRC	Ninco
Subaru	Impreza WRC	Scalextric
Subaru	Impreza WRC	SCX
Subaru	Impreza WRC	Teamslot
Toyota	Celica GT4	Teamslot
Toyota	Celica GT4	GOM

Toyota
Toyota

Celica GT4
Celica GT4

Ninco
SCX



Toyota
Toyota
Toyota
VW

Corolla WRC
Corolla WRC
Corolla WRC
Golf GTi

Ninco
Scalextric
SCX
Ninco

Raid Dakar

BMW
Ford
Hummer
Mitsubishi
Mitsubishi
Nissan
Peugeot
VW

X5
Pro Truck
H1
Pajero
Pajero Evo
Patrol
405 T16
Touareg

Ninco
Ninco
Cursa
Ninco
Ninco
SCX
SCX
Ninco

Don't forget this is the list for the RTR cars only, not the scratch built. Anyone wanting to build a specific car and is not sure or cannot prove rally provenance should get in touch well before they start building, to give you some ideas Jaguar SS100, MGB, Austin A40 etc, etc.

Those of you who can help in the construction, decorating of the rally track for Goodwood please get in touch, we have confirmed the following specific dates Saturday May 20th, Saturday 10th June, Sunday 11th June and Saturday 17th June. If you can come down to the Uxbridge area and lend a hand you are most welcome. ■



Sir,

I was intrigued to read your editorial in the February Journal. I too remember the eager wait for the new Scalextric Catalogue and the hours spent musing over each page. However, unlike yourself, I was totally enthralled by the latest catalogue, which I believe to be the best ever. I have spotted at least six 'must haves' and was completely surprised by the A1GPs, Aston Martin, Jaguar and yellow GT40 – thank goodness I have not managed to procure one of the German ones on Ebay yet! Perhaps there is an advantage in not being too closely involved with the manufacturers as you, and the rest of the hard working committee at the NSCC, obviously need to be.

Finally, with reference to your noted spelling error. My son, who is into bikes, pointed out that the set information on pages 12/13 is incorrect for the picture and track plans. I hope anybody wishing to purchase these sets looks more closely in the shops.

I am, yours etc,
Pete Wilson

.....

Sir,

I was sorry to read that Colin Spark has retired from the Carrera Corner column. His articles were always the ones I looked forward to the most - mainly in the hope of being informed that they (Carrera) were going to take the UK market seriously.

⇒⇒

They can't even send their club newsletter out in English so I can see why Colin felt he had an uphill struggle.

Carrera have had some top cars (1/32) and it's a shame that they don't recognise the benefits of the NSCC and its audience.

I am, yours etc,
Andy Clarke

.....

Sir,

It is with deep sadness that I have to announce the sudden death of popular Wolverhampton club member Chris Jurkowski. Chris, 51, who suffered a heart attack last Saturday 18th March. He will be sorely missed by all at the club, particularly by his close friend and colleague Phil Parkes and all of the Thursday night regulars.

Chris was a great supporter of the club and was looking forward to the two upcoming classic events so as a mark of respect we will be holding a minute's silence before we commence on Sunday May 14th and awarding a Chris Jurkowski memorial trophy during the event.

Our thoughts and prayers go out to Chris's family and to Phil as they face a difficult time in the coming weeks and months.

Goodbye Chris, one of the nicest guys I've ever had the privilege of knowing, may you rest in peace.

Phil Insull



Another month has shot by and it only seems a couple of days since I have seen the March issue and now need to do my next report. I hope I am doing my bit to add a bit of variety to the Journal which I think is still ever improving and not a reprint of a year ago as one contributor suggested in a post on Slotforum this past week!

This last month I was lucky enough to attend the recent Hornby weekend at Ramsgate and I must say a big thanks again to all involved, particularly Rob Smith and Adrian Norman. A great occasion, it was interesting to compare the auction at the end of the weekend with auctions on Ebay. There were a number of different lots that appealed to the collector mainly. This resulted in some serious big money bids on exclusive items and the odd bargain just like I see on Ebay. I think I got the bargain of this auction when I got one of the Sport track layouts of 40 bits of track and 40 borders for £35. Now I just need to get my SportWorld set to make the most of it!

March has seen the main Ebay sites with similar or slightly lower numbers of slot-car listings to that reported last month. However a couple more of the cheap listing days in UK has kept these numbers a bit above last month's levels, but in my opinion has started to soften prices that are being realised for run of the mill items. Why this conclusion you may ask?

Well, one particular listing from a major seller had 250, yes 250 pairs of Batmobile/Police Car ex set cars for £20 and the same number of Orange Hot Pursuit Subaru at a tanner each. Before anyone writes in, yes I know you could have got this Batmobile deal at the last Milton Keynes swapmeet, but as Nigel reported there was only just over 200 people who saw that deal. (Stop Press! Just before sending in this report the remaining unsold pairs were relisted

at £19 along with the Scooby at £9 and ex set Starsky and Hutch cars at £18 for the pair). Whilst these deals are great news for vigilant buyers at the moment, a quick look at the global Batmobile slot market shows some people just don't look hard enough before buying and end up paying almost the same price for just the Batmobile itself. Looking deeper and more widely, the Batmobile market was dominated in the UK by these twin sets at £20 to £35. More than 100 Batmobile listings in the USA were dominated mainly by Aurora T-Jets with the best price by far being a whopping \$560 for 2 mint examples. Germany saw only 9 listings at 25 Euros or less split between the recent C2635 boxed Scalextric version and Johnny Lightning (JL) Thunderjet 500, but surprisingly no Carrera 1/32 Batman "Hush" cars.

I can't recall these models being mentioned in the Journal, so a quick mini review. This model (ref 27110) was commissioned especially by the German store chain Idee + Spiel and modelled on the DC comics Batmobile. It was sold at a higher than normal retail price for Carrera cars of 60 Euros and only 3000 were reportedly made. A shiny black finished model, it comes with some unique features including two LED lighted "Bat Eyes" which shine out from a Batmask on the front of the car and the rocket exhaust at the back. Nicely detailed hand painted Batman and Robin figures sit in line behind a fully glassed engine compartment which shows off the chrome and coloured engine detail. Innovative removable rubber "Batwings" on the rear wheel arches finish the model off and hopefully enable these to be raced without damage. I have not raced the example so I have got to prove this theory though! The whole item comes in an attractive DC Comics liveried sleeve. ➡➤

Moving on but continuing the “Super Hero” theme there was a pair of “lights down” Spiderman TR7s included in a collection of 17 TR7s that did not attract any bids after starting out at £599. The lot included a plain red C130 car and most cars were boxed examples. One car missing from that collection though was a “Gold Triumph TR7 promo race winner from 1978” that fetched £77.77 earlier in the month. It seems to me that there is an increasing sell off of some collections as well lately, following on from the big £30k listing reported previously. As with the TR7 collection not many are getting sold as a job lot like the full set of 27 Scalextric GT40s, including an NSCC limited weekend car, which ended at £1105 but with the reserve not met. On German Ebay a collection of 30 Fly Porsche 917Ks, including the team sets, remained unsold after a starting price of 3200 Euros failed to attract any bids. This may have been a bit of over optimistic pricing though!

On my Ebay surfing travels this month I have come across some rather different items (well to me anyway) listed. A vintage 60s Slot-car Dynamometer made in 1966 by “Southern Engineering Products” of Canton, MA sold for \$245 (BIN price) particularly caught my eye. It provided “Theoretical Horse Power” on an analogue gauge from measuring the torque by the motor. A testimony from vintage slot-car author Philippe de Lespinay said he was not aware of this item before and suggested that a car could be nicely displayed on top of the dyno which I would have to agree with looking at the pictures of the item. More items from the US included a boxed 1971 Aurora “Wheelie Trike” green machine that fetched \$228, a “James Bond 007 race set Gilbert Aurora O Gauge scale” (unboxed) with BIN price of \$699, and a Vintage Strombecker Racing Headquarters Clock/Sign that made \$304. The sign was from late 50s or early 60s and had been rescued from the bin in the late 70s by the vendor who had worked at the hobby store in Kansas where it had been hanging. In the UK a “Nichimo Slot-car Racing set super rare mint boxed 1:24” probably from the 70s fetched £134. With an excellent box and seemingly very well built

Ferrari and Porsche F1 cars looking in almost mint condition this seemed to be a very good buy to me. (Should have bid a bit more on this one!)

A few prices to finish with descriptions as listed, including some NSCC connected items:

Very rare Scalextric NSCC 2000 weekend TVR slot-car £300 (BIN - remained unsold).

Rare NSCC Alpha Romeo 8C C306 1 of only 128 MB £390 (BIN - remained unsold).

Scalextric rare C380 Datsun 260Z Bison Ltd Ed? £9.99 (seller was suggesting that this may have been NSCC limited edition model in listing description!)

Ninco Clio NSCC Amarillo y verdadero 285 Euros (Spanish Ebay)

Scalextric Kit £20.01 (MB K704 marshal post kit)

1960s K704 Control Tower kit £33.58 (sold for spares or repair)

Scalextric NASCAR #36 M&M's Pontiac £51 (this same model went for \$113 in US and 38 Euros in Germany during the month so you now know where to look for cheaper Nascar cars!)

Scalextric Mini gold and silver plated rare promo cars £362 - (reportedly made for a BMW Mini dealership 2005 sales campaign).

Vintage Scalextric sponsor sticker £11 (70s sticker sponsoring of John Bright racing).

jermy mcwilliams 99 new £5.51 (liked that description! A new boxed bike and even with £4 P&P shows that motorbike prices are severely depressed).

Scalextric Catalogue number 13 1972 £36

Scalextric Catalogue 12th Edition Early 1970s £2.25 (looked VGC but had a couple of prices written in).

Triang Scalextric Catalogue No 1 January 1960 £70.

Tip of the month - if you win the lottery and money is no object, have a look at auctions by “geronimotomas” – no wonder the slot-car Ebay novice thinks everything is worth a fortune if they do a search in this shop! ■



2006 NSCC Hornby Weekend

By Rob Smith

Planning for the 2006 weekend started on the way home from the 2005 event – how do we make it better, what will be the theme, what will the car be? Of course, there isn't much that can be done so soon and it was September before serious consideration was given to the event.

The two most pressing items were to decide the date so that it did not clash with any of Hornby's Toyfair commitments or Mothers' Day. The hotel was most accommodating so this date was soon fixed. The second decision was the car. Hornby give us 48 models so there can be no demanding on our part but the offer of a yellow Ford GT with NSCC down the sides was clearly a no brainer and the design was soon signed off. The next thought was a theme and with the Sport+ range of tuning parts due to be

released this would be an excellent opportunity to test them thoroughly amongst a critical audience.

At the September committee meeting a preference for team racing was expressed but how could this be achieved? Hornby were keen on using the SportWorld system and so a cunning plan was hatched to have an eight lane track running from a single Sport-World unit. This was achieved by using computer patch cables to move the lane extension pieces apart and four identical two lane tracks could be built next to each other acting as an eight lane track. Of course, there are no throttle extension cables for SportWorld or SportDigital so appropriate plugs, sockets and cable had to be acquired from Maplin Electronics and an evening of soldering ensued.

⇒



Sort that lot out Sportworld!

The eighth NSCC Hornby weekend was once again held at the Comfort Inn in Ramsgate which provides us with just the right balance of friendliness, good food and facilities for an affordable price so the 48 club members can enjoy a weekend of Scalextric.

Setup started on Friday afternoon and it was soon apparent that some of the track was missing. Panic set in but R3 curves were found at the factory and some borders at the local stockist. Everything worked perfectly in testing but this obviously couldn't last. Everyone was randomly allocated to one of eight teams who had to divide the racing equally amongst their team members. As the participants arrived on Friday evening there were introductions all round as people tried to find their team mates.

The racing took the form of an endurance race running from Saturday morning until Sunday lunchtime. We briefly toyed with the idea of letting the teams run all night but decided it wasn't fair to the hotel. If one of the main purposes of the weekend is to have fun, the other is to provide feedback to Hornby on their products. Over the course of the weekend each team had to have a minimum of six pit stops where the main items of the car were exchanged for the Sport+ tuning parts – motor, guide, drive-train (axles, wheels, bearings, gears), tyres, gears and magnet removal.



Pit stop time

Racing began promptly and extra laps could be won or lost for cheating, sporting or unsporting conduct and bribing me. Our esteemed editor also lost laps for driving under the

influence of Red Bull. Only one problem in SportWorld was apparent and that was an occasional power overload that stopped the system. With no resume function the lap count had to be hastily scribbled down and the system restarted – here was our first recommendation back to Hornby. Fitting the Sport+ tuning parts also caused much discussion and some great feedback for Hornby. Although there are some issues for them to address the cars were definitely getting faster throughout the weekend.

The Saturday night dinner was a welcome relaxing break and featured the quiz prepared by Jim Moyes and Adrian Leggett to puzzle and perplex the so-called experts who thought they knew everything about Scalextric. Everything that is except the questions that were being asked! Who actually does know the name of the villain in the comic book catalogue? Andy Carmichael, with the help of his entire table, was declared the winner and very generously donated his prize back to the raffle and auction to be held on the Sunday. Chris Morgan, Hornby's QA manager joined Adrian Norman for the first Q&A session where all manner of topics were raised.

As the Sunday morning dawned cold and clear the attendees staggered down for breakfast to face a morning of racing and new parts for their Subaru Imprezas. As an added distraction the teams also had to assemble a Scalextric building - as can be seen below not all were entirely successful!



In spite of everyone's efforts the racing was consistently competitive and nearly 4000 laps were completed by finish time. Eventually the "Purple" team came through to win by a small margin and won a SportWorld set for all the team members.

This session was finished with another Q&A session and Adrian was joined by the designer of the SportWorld software and Frank Martin the Hornby Hobbies plc CEO. Other Hornby visitors over the weekend include Mike Walters, the Technical Director and Paul Chandler, the Scalextric brand manager. It is a measure of how much Hornby value the opinion of NSCC members that so many senior people give up part of their weekend to come and see us and hear our comments. Design work has already begun to implement some of our feedback about the Sport+ tuning parts.



Q & A time

The racing element of the weekend closed with a "Ladies" race where green VW Beetles kindly donated by Hornby were turned into something surreal by the editor's and secretary's partners, Christine and Sandi. The cars were covered in glitter and feathers and featured suitably enhanced drivers. This racing was supported by all with suitable comments on the cars - the eventual winner being Juliette Torres, the youngest competitor present and all the way from France.



Amazing what you can do with a green beetle!

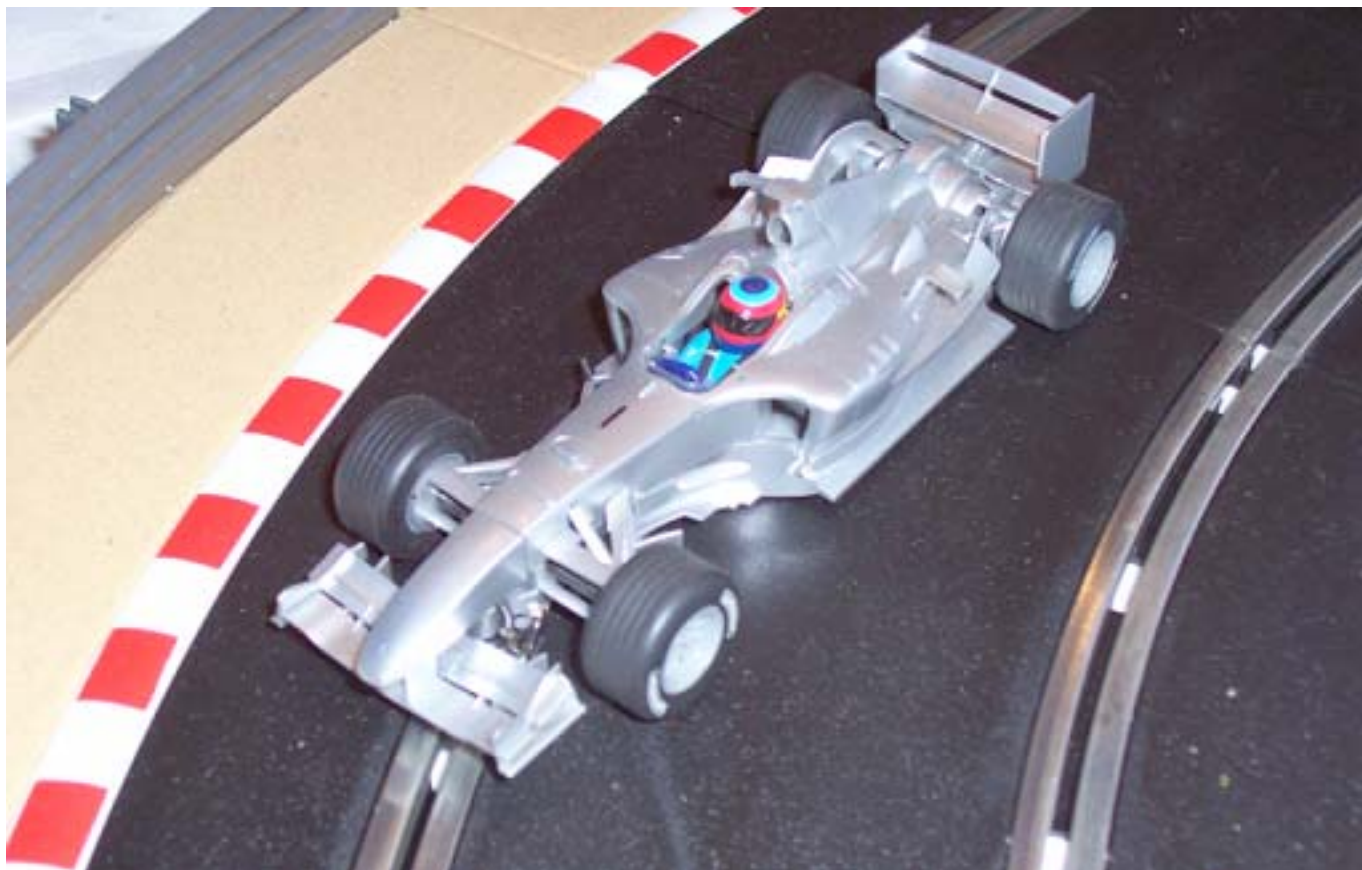
As usual Hornby donated all manner of items for the charity raffle and auction which also included some extra items courtesy of Mike Ronald, Steve Baker and Bob from the local Scalextric shop of B&D Collectables. They included unique Scalextric prototypes, cars used in the BT TV adverts, a Range Presentation car, as well as Micro cars, a Cummins Jaguar, Point of Sale material, track, cars, spares and two of the four layouts. The prototypes included a first shot of the McLaren Mercedes SLR and pre-production versions, sprayed silver of the Cooper Climax and the Ferrari F2004. The BT telly advert cars were Ford GT40s, Chevrolet Camaros and a classic Maserati and Vanwall sprayed by BT in pale blue or yellow.

The raffle raised over £500 and the auction, where the Chairman extracts as much money as possible, provided a magnificent sum with over £4000 being realised in total. All of the proceeds from the raffle and auction will go to Hornby's nominated local children's cancer charity.

Everyone departed on Sunday afternoon with an IOU from Hornby – the Ford GTs were still on the slow boat from China!

Thanks to Adrian Leggett and Richard Winter who helped me throughout the weekend, Jon Hewitt and Andy Carmichael for managing the display cabinets and putting on a superb display, Kirsty Sanderson and Pete Emery who took the photos and to every member who made the weekend such a success.

So what do we do next year? ■



Deep wallets needed for these prototypes at auction time





Bugattis galore and a GT40 used for a BT advert



A Virgin's tale

By Pete Emery

So what exactly is an NSCC/Hornby weekend and what is like as a first timer? The NSCC/Hornby weekend is now in its eighth year and I have no idea what might have taken place in the previous seven events but I have heard stories.

Some say that the invited NSCC members dance naked at midnight after anointing each other with secret oils.

Some say that a crude altar is built for worship by the acolytes from versions of the Bugatti and Auto Union models (but only in that very rare brown/orange colour combination).

Others say that they have heard weird chants and strange music after midnight at the Comfort Hotel Ramsgate on THAT weekend. Even stranger is the story of half dog, half wolf-like animals patrolling the corridors of the hotel at dead of night and giving vent to a howl of anguish that, if you lean your head just so to listen it, sounds like someone saying, "I almost bought a James Bond set MIB in 1973 for only £4 arrrrggghhhh".

So with these and other, even weirder stories, ringing in my ears I was really surprised to hear myself saying to Rob Smith on the telephone, "Great, thanks Rob, I am so pleased I have been allocated a place at the 2006 NSCC weekend, of course I can come".

Help - what have I done?

And, and, and dammit, I was to share a room with Gareth 'only here for the rally cars' Jex.

And I don't do room sharing. I really do not do room share.

No really, it's just not fair on the other person, not with my snoring.....

OK here we go

So dear readers I mounted my Italian Stallion* and rode like the wind to sunny Ramsgate arriving at Ye Olde Comfort Inn in time for

breakfast. *OK, OK I drove my Alfa Romeo to Ramsgate.

I have to say at this point that on arriving at the Comfort Inn I was surprised how much it looked like me. No really, absolutely super friendly and pretty solid but starting to look, well, just a little careworn and lived in. Anyway, with breakfast over it was time to listen to Richard, Rob and Adrian addressing the troops and outlining the plan for the weekend. It would appear that we were to be split into teams to contest a multipart endurance race using Subaru Impreza models and the new Sportworld system and the Sport+ tune up parts. Four identical, small, but beautifully marked and very entertaining Sportworld tracks greeted us. All of the four tracks had been plumbed into a single Sportworld base. By some digital trickery Adrian Norman had convinced the said Sportworld base that these four circuits constituted one eight lane raceway – hey, don't you just love getting one over anything that counts in binary!

Mind you, it (the Sportworld unit) really got its own back on us during the weekend.

Racing

I was pleased to find that after a break of around three years from regular club competition some of my old pace began to put in an appearance over the weekend. The racing was unfortunately a little sporadic as glitches with the Sportworld system made themselves felt. The racing included mandatory pit stops to refurbish the Scalextric Subarus with Sport tuning parts. Suffice it to say that the parts provided lots of feedback for the Q&A sessions later. The racing was great fun and now I KNOW that I have to get back to regular competition. Oh, and my apologies to the members of the White team who got a fair (unfair?) number of nerfs from me as I settled back into competitive slot-car racing.



Dinner

We were served some kind of an orange lump in orange sauce that I thought was one of my Goldfish but actually turned out to be foul, sorry fowl of some kind. I have to say that the vegetarian 'wraps' looked pretty appealing. Thankfully it tasted better than it looked. During dinner the assembled throng turned their attention towards the Quiz. This should be fun I thought, I have been interested in slot-cars for forty years so I should be able to answer a few.

Ahem. No. I think that there were about forty eight questions. I answered six. I got one of those wrong..... Eeeeeek!

Q&A

Throughout the weekend Adrian wheeled in various members of Hornby staff who enjoyed (endured?) a lively exchange with the NSCC members. I was particularly impressed with Hornby Super Boss Frank Martin who was very open in his session. I guess I was a little surprised that Josep, ex-SCX marketing top honcho, now Hornby Marketing boss was a no-show.

The Auction

If there was one element of the weekend that was nothing like my expectations it was the auction.

You have to remember that only 48 NSCC members attend the weekend. You have to remember that they don't accept telephone bids like a Christies auction.

And you have to remember that when you read that the 43 lots raised a total of £3845! As a slot enthusiast who has a collection rather than a collector of slot-cars I had decided that I would only bid on a couple of items. One was a prototype F1 2004 Ferrari. I thought that maybe I would bid to £100. Crikey - it started somewhere around there and in the space of a few minutes topped out at £500!

I was definitely shaken and stirred by the resolute behaviour of serious collectors with a rare item in front of them.

Home time

After listening to a quick roundup from Richard, Rob and Adrian it was time to bid adieu to sunny Ramsgate and finish my Far East trip by wending my way home to Worcestershire. Don't tell PC Plod but I managed to wend my way pretty darn quickly taking no prisoners on my way home in a record three hours..... Wow. So by 7:35pm I was sitting down to watch the Bahrain GP! And the GP gave me a great end to a great weekend.

And finally - my huge thanks to all of the guys'n'girls involved in making the weekend happen and to the super helpful staff at the Comfort Inn for err, making it very comfortable, they were a great bunch.

Oh, and please, please can I come again next year, pretty please? ■



Here's to the next one, folks

Kits 'N' Bobs

A round up of recent kit and resin releases

By Phil Insull

A bit thin on the ground this month but I do have pictures of some of the items announced last month such as the pretty OCAR Ferrari 166MM Berlinetta, and Aston Zagato.



OCAR Ferrari 166MM Berlinetta,
PCS32 Chassis.



OCAR Aston Martin Zagato

In terms of new stuff Le Mans Miniatures are due to release the 1978 Renault Alpine A443 in both RTR and Kit form, Sloter have a new long tail version of their 312PB (Ferrari) as driven by Brian Redman and Arturo "Little Art" Merzario in 1973, and World Classics have re-released their BMW 2002 having re-tooled to enable the kit to use the highly popular Pendle PCS32 Chassis. I also see that the popular Redline Aston Martin DB9Rs are back in stock

at a number of outlets in both RTR and kit form versions, and finally BMC/Highway 32 have a slot version of the old "Austin" pedal car from the 1950s. I'm not sure what scale they are in but they certainly brought back some memories for me as my two older brothers used to push me around the garden at (what then seemed) high speed in one when I was a child. As an aside I also hear that while the same company's Fabulous Dino 246 may be out of production now, there may still be one or two examples still available.

Not exactly cars, but I see that Carrera are now selling grid girl and pit babe figures to brighten up our 1/32nd world, how times have changed from Scalextric bloke in his duffle coat and bobble hat. On that subject it was sad to see the last of Colin Spark's excellent Carrera Corner features last month, but I'll try and keep you posted on any new Carrera releases through Kits N Bobs.



Galaxie, Challenger, Matador on Pro Stock
Chassis.

On a final note you may recall last month I had pictures of the 1/24th Pro Stock brass chassis, well I thought as a closing picture this month I'd show you what these chassis look like with some bodies fitted to them, here are my 1965 Ford Galaxie, 1970 Dodge Challenger, and 1975 AMC Matador converted for slot using this great new chassis. ■





Slot.It® Jaguar XJR9

By Phil Insull

When first announced around a year ago the Slot.It Jaguar XJR9 raised quite a buzz among slot enthusiasts, particularly those of us in the U.K. who recall the struggle TWR/Jaguar had through the eighties, which finally led to a much-coveted Le Mans win in 1988 with the XJR9LM driven by Lammers, Wallace and Dumfries. Pre-launch photographs of the Slot.It version were of the Silk Cut sponsored machine, however, as is often the way with slot-car releases, the first version is something different. Slot.It have instead chosen to launch their new Jaguar XJR9 in the striking white green and red Castrol livery of the #66 car driven to third place by Cheever, Dumfries and Watson at the IMSA Daytona 24 hours in

1988, some fifteen laps behind the winning #60 sister car of Brundle, Boesel and Nielsen. The real car was an awesome mid-engine ground effects machine developed by Tom Walkinshaw Racing on behalf of Jaguar and for 1988 sported a 60° V12, 5996 cc. normally aspirated motor rumoured to produce in excess of 700 bhp. and possibly some of the most spine tingling exhausts notes ever.

Thanks to the UK Slot.It distributors Pitstop Distribution I was able to obtain one of the first arrivals into the U.K. for testing and review, which, as normal, took place on the three tracks at my home club at Wolverhampton.

The box is the normal Slot.It crystal display type, with the orange outer sleeve bearing a ➤➤



The Slot.It Jaguar XJR9 Daytona 1988

Jaguar logo on the back as this is an officially licensed product. The base colour is white with green, red, black, blue, gold and yellow tampo printing providing the eye catching livery, which is pretty much spot on to the car as it ran at Daytona in 1988. The tampo printing is mostly excellent with clear crisp lines and even some of the tiny lettering being legible without the need of a magnifying glass. However, on my example there were one or two areas with slight blemishes on the green printing where the colour had not quite gone all the way to the end of a panel, but these are very minor and took some looking for. Detail features are great as we have come to expect from Slot.It, with detail parts including mirrors, roof aerial, roof indicator light, wiper, grilles, lights, back wing support, exhaust assembly and removable wheel spats covering the rear wheels.

The cockpit features a full driver figure; although it looks a bit like Watson's helmet I

always thought his was silver and red not white and red, but maybe he changed it once he stopped racing in F1. The rest of the cockpit is predominantly black (as was the real thing) however, nice touches include rivet details picked out on the spare seat, dashboard dials, and even proper ventilation holes in the side screens. Behind the cockpit, seen through the huge roof air intake, is the top of the engine with all twelve-inlet trumpets being visible and again with proper ventilation holes present on the rear bodywork. The rear wing is made up of the support, mounting plate and the main wing itself and again is accurate to the Daytona car, being mounted higher and having larger end plates than the later Le Mans car which featured a low level wing for reduced downforce. Another nice touch is that Slot.It, knowing that their products are designed to race, have included with the car a second plain black one piece rear wing that can be fitted instead of the more



The underside of the Jaguar body with wheel spat removed



detailed one when racing. This is a great idea and should be applauded, although one minor down point is that the full detail wing is not easy to remove and there is a risk of causing the very damage in changing them over that you hope to avoid by racing with the spare plain wing.

Underneath the chassis is held by the normal two screws front and rear, with the motor cradle/axle carrier held by four screws that can be adjusted to allow the motor to rock. As always this can be replaced by the magnetic suspension motor cradle for the really serious racers. Axles are calibrated and the rear hubs are aluminium, with a bronze pinion and aluminium/nylon contrate, the guide is slightly deeper than on the Porsche or Sauber and has the normal Slot.It soft copper pick up braids. However, mine was very stiff and I had to open the guide hole a fraction with a round file to get it to swing as freely as I normally like. Power is supplied by the normal in-line Slot.It 26,000 RPM motor, although this can be changed for various other motors for those who feel the need for it. The wheel inserts are black five spokes with tiny yellow Dymag logos printed on them and the soft compound tyres have the Dunlop logos on the sidewalls.

On The Track

I tried the Jaguar out on Wolverhampton's three tracks, firstly on the new Slot Fire circuit. With its magnet still in place I managed to produce some consistent laps with no more than a few hundredths of a second separating the Slot.It Jaguar from its Sauber and Porsche sisters running a standard set up. Without a magnet on the Slot Fire produced much the same result, lap times being around 1.5 seconds slower for all three cars than I'd managed with the magnet. Next up came the Ninco plexy circuit, first of all with the magnet and again lap times were incredibly close for all three cars. While the Jaguar's speed was not a problem it was making an occasional clunking noise over some of the rougher track joints. This noise was being caused by the rear wheel spats catching over

some of the track joints, partly because the front edge of the spats sit fractionally lower than the rest of the bodywork. The solution was simple - run with the spats removed. Taking the magnets out of the three cars did make a change; while the Jaguar and Sauber were producing similar times the Porsche somehow managed to lap 0.25 seconds quicker and for the life of me I can't explain why, equally strange was the return of the clunking noise when I refitted the spats even though the back of the Jaguar was not now being pulled down by the magnet, in fact on one occasion this caused the Jaguar to de-slot on the bumpy Ninco straights. Finally, on to the copper tape-routed track where the first notable thing for all three cars is the need to change the standard guide for a deep track version to stop them de-slotting. Having done this I found that yet again I was able to produce lap times within a few hundredths of a second with all of them. I was able to produce some slightly quicker times by changing the front tyres for low profile zero grip ones and removing the spats, which probably sheds a couple of grammes in weight and stopped the wheels rubbing against them slightly under heavy acceleration out of the corners, but we are only talking tenths of a second, and changing the front tyres on the Porsche and Sauber had a similar effect.

Conclusion

In summary this is very quick and highly detailed slot-car, and provides a great stable mate to the Slot.It Sauber and Porsche. I personally think the Jag is the best looking although, as a Brit, I'm probably biased and I do have to say that for robustness I'd stick to racing the Porsche in competition as the Sauber and Jaguar back wings are likely to suffer in the event of a rear end shunt. While the racing wing is a very nice touch the Jag just doesn't look right when fitted with a plain black wing. Unusually for a reviewer I tend to purchase my own cars for review so I can honestly answer the question "Did I think the Slot.It Jaguar XJR9 was worth the money?" My answer is honestly yes I do. ■



C6014 John Reynolds Suzuki GSXR1000

By Dave Yerbury

This is the machine ridden to the British Superbike Championship Title by the highly consistent John Reynolds in 2004. A vastly experienced rider of 500cc GP and Isle of Man fame. He took the title in 1991 then the BSB title again in 2001 with the Red Bull Ducati Team. So far he has clocked up a total of 37 wins, 13 poles and 43 fastest laps.

This machine with its in-line four engine delivers 210 bhp - good for about 200mph and a kerb weight of only 162 kg less fuel tank.

The BSB championship came about after declining attendances forced the circuits to take back the championship in 1995. The formation of the MCRCB (Motor Cycle Racing Control Board) presented a united front to drive the sport forward as the compelling spectacle that it has become today. After an initial pilot programme, regular TV coverage followed on Sky, Eurosport and ITV. With the attraction of star riders like Nial Mackenzie, Championship sponsors such as Cadbury, Aiwa, Toshiba, Red Bull, Virgin, INS, Rizla and Halls among them helped a degree of professionalism also.

Top bike manufacturers were attracted by the series and the sales it could produce. In 2003 rule changes allowed in 1000cc machines which made the series more attractive. In 2004 Dorna Sports, commercial rights holders of the Motor GP, signed an agreement with the MCRCB to take over the rights until 2008 thus giving the series the stability it needs.

Shortly before Christmas the phone rang awakening me from a pre-bedtime nap, "Brian here, would you like to review...."? Cutting him short I replied, "Just send the Ferrari P4 express delivery". "Sorry, it's a motorbike". Urrgh!

It duly arrived a few days later and I must admit my disappointment did not last long. Being a partial motorbike fan and former Foggy

fan club member it impressed me straight away. A look on the BSB site confirmed that the boys down at Margate have got it just right with all the decals in the right place even down to the Michelin printed on the tyres. It would not look out of place in a collector's cabinet. Now, on to the important part - does it handle better than the old ones?

The answer is Yes! This brand new mould is a lot more defined than the earlier examples and modifications have been made to improve the handling. This is done firstly with the new magnet holder under the motor towards the rear. This enables the round magnet to be positioned in any one of the three openings. Also obvious is the addition of a pair of stabilisers, which come out from under the magnet holder and face rearwards. They are made from black wire with the ends being coated in plastic. Once in motion they are barely noticeable. They do clearly have a dramatic effect on the handling; in the main it stops the guide from lifting out of the slot. This now enables the bikes to corner rather well instead of visiting the scenery every time a corner was approached.

These new magnet holders and stabilisers are available as a spare part from the factory and can easily be fitted to the earlier bikes, with only a small locating hole to be made in the engine cowl. So get your old ones out of the loft and fit these parts and your unloved bikes will be transformed into very enjoyable racers. So much so that a couple of clubs are running classes for them.

So if you fancy a change, switch onto ITV this year as the programmes are scheduled for Sunday afternoons and the three Bank Holiday Mondays. For more thrills and spills and a bit of overtaking it's definitely worth a look. ■





MRRC Chaparral 2F

By Phil Insull

On a hot sunny afternoon a man in a white driving suit and a white Stetson is sitting in the shade provided by one of the open stalls down in the bottom paddock at Goodwood House. He has a Texas drawl and is talking enthusiastically to a thirty-something English race fan about some of the beautiful white cars sitting beneath those open stalls. These cars were some of the most fantastic, innovative racing machines ever built, and they were the product of the fertile mind of the man in the Stetson hat.

The cars are Chaparrals, the man in the Stetson is Jim Hall, and the Englishman is me. That day was fantastic as I got to meet a legend and to see his creations blast up the Goodwood Hill, amazing too was the fact that Jim Hall

seemed happy to talk to someone too young to have seen his cars in their heyday. Jim created the high aerofoil wing, movable wings, and even the first fan “ground effects” car long before Gordon Murray’s Brabham BT46.

Of all Jim Hall’s Chaparrals (a Chaparral is more commonly known as the Road Runner – yes like in the cartoons, hence the cartoon logo was often carried on Jim’s cars) perhaps the most striking was the 2F coupe built to contest the 1967 Championship of Makes. Following on from the open cockpit 2E with its adjustable high aerofoil, the 2F was powered by a 427 cubic inch (7 Litre) aluminium Chevrolet V8. The wing was mounted on two long struts directly on top of the suspension uprights and featured a foot operated mechanism that flattened the ➡➡



The MRRC Chaparral 2F prototype



The rear panel detail showing the exhaust exits

wing on the straights, and pushed it up for more down-force in the corners. The car debuted at Daytona in February and led for the first four hours before Phil Hill clipped a wall and the car succumbed to chassis damage. There followed a season plagued by gremlins and problems for the 2Fs but finally at the last round of the season, the BOAC 500 held at Brands Hatch, the car came good with Hill and Mike Spence winning by over a lap from Jackie Stewart and Chris Amon in a Ferrari P4 Spyder. At the season's end the prototype rules were changed to a maximum three litres and the 2F was consigned to history.

Some months ago MRRC announced they would be producing a 1/32nd 2F, and at the 2006 London and Nuremberg Toyfairs the prototypes finally appeared. I for one was itching to get my hands on them and was delighted when Sean from Pendle Slot Racing offered me the chance to test and review one of the pre-production prototypes.

This is a super looking car - details include wire type wheel inserts, side air intakes, exhausts exiting through the rear panel and, of course, that striking tall rear wing. The predominantly white livery may not be everybody's cup of tea but it is authentic to the #4 car that ran at the 1967 Nurburgring 1000 Kilometres and, as MRRC themselves have told me, the car I was loaned was a version two pre-production one. They are now on a version five prototype that incorporates a large list of detail improvements to the bodywork, interior, chassis and running gear, all of which should mean that the final production version is even better looking and better performing than the one provided for this review.

Underneath the Chaparral sports a newly designed chassis using a slim line boxer type motor (similar to the Scalextric F1 and Motor-bike motors), magnet for those who like them, and adjustable side pans with integrated weights

so that the car's centre of weight can be moved to suit a driver's preference. The guide assembly looks similar to the one used on the Toyota Celica GR5 but is slightly deeper and kept the nose firmly in the slot on the Wolverhampton routed track.



The all-new chassis developed for the Chaparral

Off then to Wolves to give the Chaparral a chance to stretch its legs. I ran the car as it came with just a spot of oil on the rear contrate and bearings. Straight from the box on the routed track the car felt sharp and well balanced. I did however find myself worrying about the frailty of that tall rear wing, particularly as this is a prototype and I didn't fancy explaining to Sean or MRRC if I trashed it, so sensibly after a few laps I removed it. (It simply pushes into two mounting holes). I just hope MRRC will also do the rear wing as a spare part because the car looks great with it on, but I can see a few breakages when the production versions are raced in anger. As an aside MRRC are even planning to produce different wing support profiles to match the real cars where some were round and others were ovoid in shape. Feeling somewhat bolder I now began to explore the limits of the car and began lapping consistently quickly. I had set base times with my unmodified Scalextric GT40 and Ferrari P4 and found I was instantly able to beat these by around 0.25

seconds per lap with the Chaparral, mainly due to the terrific punch out of the corners and down the straights provided by the slim line motor. Most satisfying however was the fact that this car was a pleasure to drive on the routed track, and I just kept on lapping with it at a decent pace not wanting to stop. Finally I had to drag myself off to the Ninco track where I tried the 2F in its magnetised form; here the car seemed looser than the rival Scalextric cars, not having quite the same level of magnetic grip, but the straight line speed nearly made up for the time lost in corners. Lap times were around 0.10 seconds down on average and the car did not feel quite so good to drive in magnet form. Fiddling with the magnet and weights would probably give improved times, but I didn't want to mess too much with the prototype, so I headed back to the routed track where I could really enjoy the handling, lopping off another 0.30 seconds from my previous best in the process.

Impressions from other members were interesting, most seemed to like it although someone did comment that it looked a little undersized compared to the Scalextric cars. There is some justification in that comment although I don't know if the 2F is undersize or the Scalextric cars are oversize, but once they're running it becomes far less noticeable. It certainly now means you can re-enact the battles from that 1967 season and I have to say I really did take to the Chaparral, so much so that it was a real wrench to have to send it back. It just remains for me to thank Sean (Pendle Slot Racing) and John (MRRC) for the loan of the prototype for this review and with the detailed improvements that I know have been built into later prototypes and will be carried forward into the production versions this should be a cracking slot-car, I know I'll be buying a few!

A late breaking piece of news regards the release of a two car Le Mans set with only 1800 of these available worldwide through authorised MRRC distributors, should be well worth considering a pre-order. ■



Fly A1401, Porsche 917LH, Le Mans 1970

From our Canadian
Correspondent Gary Clift

Let's get this clear right from the start - I love Porsches, and given the choice (and the readies) would take one over a Ferrari any day of the week. And yes, that does include the glorious 250LM, 250GTO, 275GTB4, 575 etc. Complaints on a postcard to the editor please! I also love (most) Fly cars. I do, however, HATE magnets on slot-cars, and now have a huge collection of magnetic dots. The only use for these is to hold the grocery list on the fridge door. I also go off at tangents, so please bear with me!

The subject of our review this month, dear reader, is the aforementioned A1401, Porsche 917LH, Le Mans 1970. This is race #25, chassis #917-042, as driven by Elford and Ahrens, entered by Porsche Knostruktionen (Austria). Tech specs: Rear mounted flat 12 air-cooled 4907cc engine, with bore and stroke of 86 x 70.4 mm. Transmission was 5 speed. Prior 917s had a displacement of 4494cc, bore/stroke of 85 x 66mm and a 4-speed tranny.

But, before we get into the bowels of the report, here's a bit of a history lesson. Porsche

and Le Mans. Two words that conjure up a bottomless pit of history and passion, and are forever inexorably linked. Porsche's Le Mans record was already impressive. No marque has had more entries and won more times, and by 1970 had achieved almost 120 entries and more than 50 finishers. They had scored 30 class wins, four Index of Performance wins, an Index of Thermal Efficiency, a Biennial Cup and success in every category from GTs to sports cars to prototypes. In 19 visits Porsche drivers had only gone home empty handed once, in 1959, when all six Porsches DNF'd. Up to '70 their best overall results had been 2nd and 3rd in 1968 and 2nd in 1969 with the 907 and 908. In 1969 they'd lost out in the closest finish yet seen at Le Mans. 1970 promised to crown 20 years of determined effort with outright victory.

The 917 was a formidable machine, with early versions being described as "un-drivable" by its pilots. It was revolutionary for its time, much like Colin Chapman's Lotus 25/33/49/72 models had been in Grand Prix racing up to this time. It also shocked the FIA, but they had⇒⇒



left the loophole in the regulations - a production of a minimum of 25 cars might have sounded a lot to the blazer brigade at Place de la Concorde, Paris, but to Porsche it was simply a logical progression, having already built similar numbers of its predecessor, the 907 and 908. So the 917 showed their ambitions, and for 1970 they arrived at Le Sarthe with the biggest fleet, nay armada, ever seen. They brought 24 cars, including seven 917s in various guises, as well as 907s, 908s, 910s, eleven 911s and a singleton 914-6. Ferry Porsche flagged the race away, and so began Porsche's show...



Of further historical interest is that the 1970 event was immortalised on celluloid by the filming of "Le Mans", starring Steve McQueen. Steve is not only forever remembered for his Porsche and Le Mans links but, thanks to the other petrol heads classic movie "Bullitt", with another iconic automotive classic, the Ford Mustang. And yes, I love these too! These two movies have been available on DVD for a while now, being in widescreen and 5.1 DTS surround sound, and are a 'must have'. One of my favourite scenes, shot inside the cockpit of a 917, with a near driver's eye view, is heading down the Mulsanne Straight and seeing the tachometer steadily increasing, but in a 'ticking' rather than 'sweeping' motion. Awesome! (or sad, depending on your gender). Steve McQueen said at the time: "It was a bloodbath, that picture. It was the most dangerous thing I'd ever done and I'm lucky I'm still alive". This from a guy who did his own stunts!

The Race

Ferdinand Piech was convinced that if Porsche wished to beat Ferrari at Le Mans, a new car should do it. Knowing very well that Wyer (of GWA/Gulf fame) distrusted the 917LH - being the body Wyer replaced in 1969 by the 917K, and describing the 917LH as having 'the aerodynamics of a grand piano with the lid open' - Piech developed a new version of the 917LH. He called it the "streamliner". Mounted on the new chassis 042, the 4.9 Porsche 917LH of KG Salzburg set pole time in qualifying: 3'19"80 at 242.68 kph. In 1971 Piech was "fired" from Porsche AG after he built a 755HP engine without the approval of Ferry Porsche (Piech's uncle). It was a defining moment when Wyer used the same #042 chassis with an (improved) LH streamliner to qualify again on pole at Le Mans 1971, now in 3'13"9!

The 4.9 KG Salzburg Porsche 917LH with chassis 042 not only took pole at Le Mans, the car was also leading the race after the first and third hour. Then, when some wipers were already going, the team made the mistake not to go for wet tyres when Elford came in for refuelling. It offered Jo Siffert of JWA Gulf the lead, pulling away from the #25 and setting a new race lap record in 3'22"6. With a superior pit crew Siffert and team mate Brian Redman succeeded in increasing their advantage over the #25 streamliner.

After 820 kilometres, the difference was already a complete lap. Problems with a slow puncture, followed by headlight problems resulted in the #25 losing four more laps. After nine hours and 1,634 kilometres Siffert/Redman led the Ickx/Schetty Ferrari 512S Coda Lunga by four laps and the #25 by five. Struggling with deficient grip in the wet the #25 failed to take over the lead when both the Siffert/Redman and Ickx/Schetty machinery retired. At mid-race the other KG Salzburg Porsche, the #23 led by three laps over the #25 LH, followed by the two Martini International entries: the other 917LH (#3) and the 3.0L 908/03LH. Those positions were maintained until 8.30 Sunday morning..

When Ferry Porsche woke up, after 16 hours of racing he found four Porsches in the first four places, the first two being the KG Salzburg Porsches of nephew Ferdinand Piech. For the ambitious Austrian engineer it was his ultimate moment of glory, especially now the three 917Ks of John Wyer were no longer there. But at 8h30 the #25 - chassis 042 - came in with a broken inlet valve. For Elford/Ahrens the race was over. The race was won by 917K #23, chassis #917-023(C53!) of Attwood/Herrmann, after completing 2863.16 miles (4998 km) at an average of 119.29 mph (191.992kph)

Ferdinand Piech moved to Audi, where he created the racing version of the Audi Quattro, changed the standards in rallying, and later became the boss of Volkswagen. He and uncle Ferry were never close friends... In 2002 Ferdinand Piech retired from VW, having realised his ambitions.

The Slot-car

Upon receiving an email from both Simon Moss and our esteemed editor saying the 917LH was on its way to (at that time) sunny Alberta, I thought either they know I'm a confirmed Porsche nut and this was a stroke of genius, or

it was purely luck. Suddenly, memories of Goodwood, Silverstone and Milton Keynes(!) came flooding back, and I could smell the Castrol R. Excellent choice guys, and thanks very much. "Be objective", said Brian, check out its nose...

First impressions when hurriedly opening the packet on Feb 6th were of the by now standard, and thankfully still correct-sized, Fly clear crystal case with black base, and dark blue rear card. I did notice the plastic screw holding the car's floor pan to the base was held in place by a small plastic clip so as to avoid its loss. I later discovered that a lot of the releases in the past couple of years have had this, just that I hadn't previously noticed it. A nice touch, however.

On first inspection, 917-042 *looked* to be right, with Vic at the wheel, sponsors' decals in the right place and in the right proportion, etc. So far, so good. Closer inspection shows the race #25 on the right hand door to be outlined by a silver 'roundel', but not the left hand door. Upon delving into my numerous books on Le Mans and Porsche, this can be confirmed as correct.

As usual with Fly, the tampo printing is high quality, with the two Marchal 'black cat' decals above the headlamps looking particularly =>



sharp with minimal 'bleeding' of the red beneath the black/yellow lettering. The red striping around the headlamps is faithfully reproduced, with the angular look of the white tape of the full size machine surrounding (and retaining) the plastic lamp covers in place.

I was disappointed that the review model has some tampo defects: the top red stripe on the left door has a gap near its end; 'Shell' on the right lower body in front of the rear wheel is smudged. Whilst Le Mans 1970 was a dry/wet race, these two details are not authentic. They are relatively minor, but should they pass QC? On a model of this price (see later), and in today's ultra-competitive/crowded slot market, then 'no' is the answer to that one.

So then, what of the nose? Well, I can say on first glance it looks right. However, when studying the model and period photos, then it's 95% right. Please see the photos of actual car, and my comparison photos of this and the 917K.



From these, it can be seen that Fly has totally reshaped the nose. From above, the nose is more depressed into the body, moulding around the radiator far more closely. Instead of the single rad exit, there is a twin exit set further back. The removable panel (on full size car) covering this

area is also larger. The NACA ducts remain, and are slightly smaller. Also correct is the re-shaping of the rad inlet and brake cooling ducts.



When viewed from above it can also be seen that the LH has a slightly truncated nose in comparison to the K, in that the distance between the bottom edge of the headlamps and the tip of nose is shorter on the LH. Ah, the headlights....

This is where, unfortunately, the model loses its 5% accuracy. The headlamp covers are the wrong shape, and should be wrapping around the sides of nose more than they actually are. Please see photo of actual car for comparison. Does this matter? Well, if you're a perfectionist rivet counting type of guy, then yes by golly it does. If, however, you're happy that a beautiful model of a wonderful beast of precision built racing machinery can whiz around your scale Le Mans track and look the mutts in doing so, then, well, not so much. You pay your money and take your choice.

Various on-line forums have slated Fly and the model due to the nose thing. Bear in mind, though, that this particular model is of the 1970 entry, and is about 95% there, and is the only subject of this review. The Gulf 1971 entry, however, is another thing altogether...

Track Test

The car was tested on my 3-lane Scalex 1/24 track, being presently a basic figure of 8, with some standard curve esses for the tricky section. Timing to the 1000th with a DS lap counter; power from 3 Ninco 17.2V 800ma power packs (110v remember!), 1 per lane; wired for brakes with 3-pin plugs and choice of 15/30/45/60 ohm Parma throttles (60ohm used in this case); approx 60' lane length. Most Flys, with magnets, zap around in the mid to high 3 second mark, and the LH proved to do the same. Future plans include use of variable output transformers, ie 6/9/12/14V, so as to bring down speeds of models like this to a more acceptable scale speed.

This bit was totally predictable: it's a Fly; it's got a magnet. In other words, too fast (in scale speed terms) and too boring. Cars of this era do not corner as if on rails. They had body roll, and the tails hung out when cornered. This is how the model should handle! Scale speeds of over 300mph do not belong here. If you want this 'thrill', go buy an H:O set. (Complaints on a postcard to the editor...)

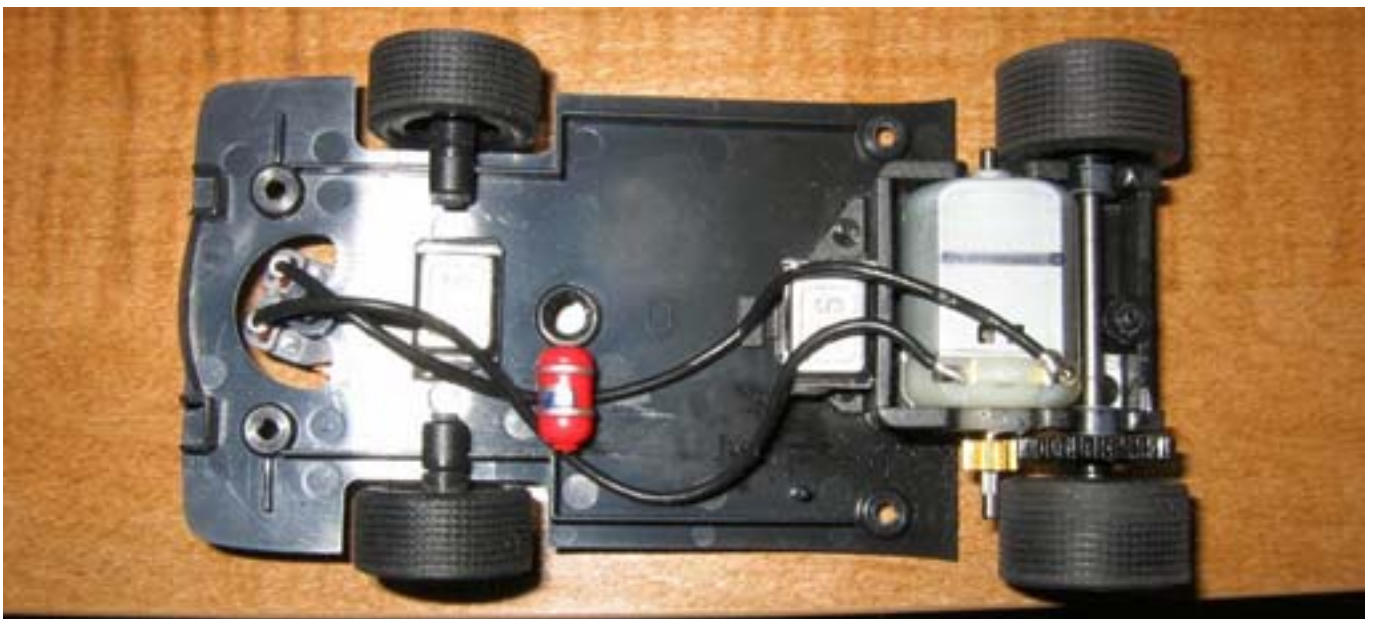
The body is held to the pan by four main screws, two at front either side of the guide, and two either side of the motor cradle at rear. The rear of the separate motor cradle is held in by one screw at the same point as the exhaust/gearbox assembly (which is minimal, due to extent of rear bodywork). The front of the

motor cradle has a lug, which fits into a corresponding slot in the pan, and houses the sidewinder motor as well as the familiar Fly-style circular magnet.

The front wheels are mounted on the now traditional Fly plastic stub axles, one per side, with rear axle being supported by plastic bushes. All standard Fly stuff.

So after numbing the brain, and after about ten installation laps, out came the trusty screwdriver, and away goes the magnet. Now we have the proverbial 1/32 scale mattress. After not completing one lap through continual de-slotting, I again removed the body and installed a weight behind and above the guide mount. This improves things tremendously, but the feel is still not right, although speed is a bit more realistic. Off with the body, and one more weight installed on top of the magnet housing. I initially put two on the underpan either side of the motor, but without trimming they fouled on the interior moulding when reassembling. Now we're talking! This is way better, the weights helping the rear stick a bit better, but due to their positioning also aiding the rear to drift out in bends in a beautifully smooth manner.

All so far without any tyre truing or axle lubing, so into the pits again for the latter. Result is an even smoother, drifting style that brings a smile to the face, and only results in about half a second drop in lap times, but a significant increase in the fun/drivability factor. ➡➡





At this point, look at the comparative photos with the K. You can see that the running gear and floor pan are exactly the same, but look how much longer the tail is. This aids in stability down the Mulsanne (Big LH), and drift factor (small LH), and when modified from box standard is a pure joy. These mods have only been a quick fix, using self-adhesive weights from Sean @ PSR in their standard shape/size. With a few more hours of tinkering, fettling and trimming then the result should be an even smoother cornering, non magnet fun fest.



So what is it with magnets?

We all know that the older slot-cars had much heavier, lower revving motors, like the Triang RX, 16D Mabuchi, etc. So when the ubiquitous Mabuchi small can was introduced in the 70s, with its higher revving nature, we then had slot-cars which were much lighter and with more power. Whilst in the full-size world this is the Racers' Dream, in the scale world it resulted in evil handling, de-slotting beasts, hence the addition of magnets to aid the grip to the track. Some of Scalextric's earlier Magnatraction cars are still great fun; think Williams FW11 and Lotus Honda/Renault and you know what I mean. These have just enough magnet power to give grip, but not induce magna-coma to the grey matter.

Now we're in an era of high revving motors, so manufacturers assume:

a) that's what everyone wants, 'cos they want to beat the other manufacturers products, so everyone wants one; and b) by putting in a high revving motor and high power magnet it produces a faster-easier-to-drive model that hides the deficiencies in its real design of being a non-handling mittful without a magnet. So if enthusiasts like us can rip their efforts apart, fiddle around with weights in strategic points, and make them far more enjoyable, why can't they produce them this way from the start? The earlier Ninco DTM's are a joy to drive and, whilst being underpowered by today's standard (use a lower resistance throttle), had no magnets at all. With the old style floorpan you could also install the SCX RX4 motor which was heavier and more torquey and is a marvellous bit of fun to race. Modern Ninco are nowhere near as good, with high revving hi-power magnets...in an AC Cobra or an Austin Healey! Please! SCX have a nicer set up, with the heavier style motor, and ADJUSTABLE magnet. Why don't the other manufacturers opt for this? A combination of this running gear set up with the crisper body mouldings and tampo printing of Ninco/Fly/Slot-It would be the ultimate in my humble opinion. Like I said, I go off at a tangent a lot!

Summary

Not the ultimate slot-car on the market, especially in this price range (£37 approx retail, though way cheaper at swapmeets). This in my mind is an expensive slot-car (\$75-more than a days skiing, or four days camping!) and should be produced to handle right as well as look right straight from the box. After about 300 laps, my example was suffering from axle-tramp as a result of the tyres rubbing on the end of the motor pinion shaft. I know I didn't true the tyres for this test, but at this level/price this should not happen. Would I buy one? When all said and done, it's a Porsche 917LH, it looks 95% right, it can be made to drive properly (which is a bit of fun too), it goes with an increasing fleet of Fly cars from the same race, so yes.

But will I buy the 1971 Gulf version?... Mmmm, not yet. I'll do my usual thing these days of buying the stuff I really want on release, and then wait for the 'special offers' when



certain models are about 40-50% cheaper. The latter is a gamble and doesn't always pay off! The bottom line though, is Fly have done a marvellous job with the 917 in the past, but may have dropped the ball with this one. And having said all that, no doubt these will be flying out of dealers' doors before you can say, "...there's no 'F' in magnet"!

Now, when's the Carrera 6 arriving? ■



Kitchen Disaster

By Karl Cornell

Some time ago I obtained a yellow C65 Alfa on Ebay quite cheaply - tip - buy the overpainted cars, you never know what is underneath! Needless to say the front wings were missing and they are not so easy to come by!

I decided to have a go at dying a blue pair yellow and set about finding a suitable dye. Apparently the best one for the task in hand is only available in the United States and guess what..... I did not bring any back from our honeymoon.

A suitable replacement was eventually found although you don't get a good match without mixing several different shades. This was going to be trial and error so, armed with various colours of dye, the next job was to buy a saucepan.

On arriving back home 'she who must be obeyed' was nowhere to be seen (or heard) so into the kitchen with the magic ingredients. The dye was added to the saucepan with the correct amount of water and was put on the gas hob to simmer; then the blue Alfa wings were added and left for 10 minutes disaster..... they had been sitting on the bottom of the pan and had started to melt. This was going to be a bit more complicated than I had thought.

Having figured out that I needed some way of keeping them up in the pan so they could move freely without the plastic touching the bottom and the dye could circulate properly, I went hunting around the house for suitable tools for the job. I came back armed with a pair of Tina's tights. My first plan involved putting the wings inside them but even I could figure out

that she wouldn't be best pleased walking about with yellow legs so they were returned to the drawer.

Plan B involved some cotton looped around the plastic wings and held up in the water by the saucepan lid - this idea was OK until the gas hob set the remaining pieces of cotton at the end on fire so I used a piece of wood across the top of the pan to tie the cotton onto and this worked a treat. All was going well until the wife come home and wanted to know what I was doing; her first thought was that I was cooking her a meal but then she spotted the yellow blobs on the draining board and worktop and was not too pleased. She also thought I was using one of her saucepans and although I explained that I had purchased a new one for the job she maintained I should have bought a complete new set and used the old ones for my experiments (sounds expensive).

Whilst I was getting the third degree I forgot about the plastic parts in the dye and, upon retrieving them from the pan, they had turned a rather nice shade of brown. So I had a choice - either blue front wings or (limited edition) brown ones! Since the first attempt I have found that the little bags you get in the Persil Tablets box work a treat and have a loop on the cord to wrap over the stick.

Don't try this at home children unless your parents are there to supervise. Remember to cover up all surfaces with kitchen towel and don't tip the excess dye down the sink..... Oooooopps!

Perhaps it would have been more sensible to paint them yellow instead. ■

Lotus 15

By Dave Yerbury

The Lotus 15 was really an upgraded 11 with a multi-tubular space frame with a stressed prop tunnel and floor. It differed from the 11 by having the engine canted over to the right to lower the frontal area of this sleek Frank Costin design. With the wrap-around windscreen and the flared in headrest the aerodynamics were greatly improved. Three tanks in the rear housed oil, fuel and battery. Spare wheel was carried in the driver's headrest. It was offered to customers with a 1.5 litre unit but the works cars ran the 2 litre Coventry Climax FPF engine.

The car I have modelled is the 1958/1959 series 2 with a revised engine installation with the engine canted only 17 degrees to the left. Unfortunately this resulted in the need for a bonnet bulge that disrupted Costin's smooth design.

Although a beautiful car it was not very successful and suffered the early Lotus reliability problems, failing to finish a lot of races with niggling faults. In May 1958 Hill managed to win at Silverstone and set a lap record of 97.56mph. At Le Mans, Hill and Allison's car was out after three laps with gasket failure. The other car of Chamberlain /Lovely suffered a misfire, spun into a bank and was rammed by Picard's Ferrari.

The most successful car was Coombs' 2 litre driven by Salvadori who finished second to Moss at the British G.P meeting at Silverstone. In September Salvadori won the Gold Cup race at Oulton Park with a lap record of 86.28mph. The works cars were struggling and failed miserably in the Tourist Trophy at Goodwood. Coombs' success showed up the works cars as under prepared as Lotus struggled trying to do too much by racing sports and single seaters without proper development and preparation.

For 1959 the series three version was introduced as a customer car with stiffened chassis and suspension changes. The 2 litre

engine still canted over at 17 degrees driven through a BMC 4 speed box . A 5 speed box available as an extra. Sales would be hard to come by as Coombs was now armed with a Cooper Monaco and began to dominate sports car events in 1959.

Team Lotus did enter some British events but results were miserable. Le Mans ended in failure when the Hill/Jolly car over revved after jumping out of gear and the Ireland/Stacey car blew its engine. 1959 was not all disappointment and Hill won at Mallory then at the British G.P sports car race at Aintree. Two wins at Brands Hatch followed - one on August Bank Holiday Monday and another at the International Meeting later in the month. By 1960 it was raced only by a few privateers with moderate success as Lotus effort was now fully behind the 18 F1 cars. It's a pity such a good looking car was not successful. Had Lotus put their full weight behind it things could have been very different.



This body is quite shallow so I used a PCS32 chassis with a Mabuchi motor which just fitted. There is not enough room for Ninco spokes so at present it's on Scalextric minilites from an FJ Lotus with low profile tyres. You could use old Airfix F1 wheels but the tyres are a bit thin. The chassis is fixed to the body with square section plastic instead of the usual pegs, as the body is so shallow. Finished in BRG or, in this case, Pequot Conifer which is fairly close it is not a bad likeness. All in all I think it came out quite well and would make an ideal companion for the Cooper Monaco. ■

