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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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## ♪ The hills are alive.... ♪

I must confess that I am not a great fan of the Goodwood Festival Of Speed and I haven't attended for many years. I know that it is an opportunity to see some extremely rare cars and get close to some very famous racing drivers, providing you can force your way through the other 20,000 people who are trying to do the same thing! Ultimately though, it is mostly museum pieces being driven at non-race pace up a hill. The sight of Jenson Button and his cronies doing tyre burn-outs really doesn't get my juices flowing.

I did attend this year though, as a result of falling for yet another of Gareth Jex/Scott Brownlee's barmpot projects. "Brian, would you like free admission to the F.O.S. for three days?" "Sounds good to me, can Mrs Editor come too?" "Of course. Oh, by the way, could you help run the hillclimb for a few hours during the weekend?"

Thus I found myself spending three days smiling at children as they hurled slot cars into the stratosphere! At a conservative estimate I re-slotted the cars at least 2000 times over the weekend and the members of my local club were most surprised when I tried every trick in the book to avoid marshalling duties the following Friday!

On the plus side I did manage to escape for long enough to see loads of cars tackling the hillclimb - well, 10 of them to be precise! I also got a quick glimpse of 'Our Nige' surrounded by several hundred autograph hunters and those very nice people at Toyota provided some snazzy team shirts for us all.

No matter, it is always a treat to see how much people enjoy playing with slot cars. Set up a track virtually anywhere and there is always a long queue of children of all ages (6 to 65 and beyond) waiting to have a go. Scalextric is coming up for its 50th birthday next year - Fred Francis would surely be highly pleased with the enduring appeal of his 'extraordinary toy'.

**And Finally** - The Goodwood Revival approaches fast - now that really does get the juices flowing and if Gareth thinks he is going to persuade me to help run an attraction there then he really is barmy!

*Till next month*

*Brian*



by  
**Rob Smith**



# MESSAGES FROM MARGATE

Just a few new models this month but as one of them is the DBR9 I really don't mind!

## **C2644 Aston Martin DBR9 No57**

The car modelled won its class at the first attempt at the Sebring 12 hour race in 2005 driven by David Brabham, Darren Turner & Stephane Ortelli. The Scalextric version is finished in Aston Martin's particular shade of metallic green with yellow details used to tell the team cars apart. The model just bristles with detail with vents and grilles beautifully moulded all over the car. The front wings are especially

good with fine louvres over the wheels (to let the brake heat out) and the trademark vents in the side (to let engine heat out). As well as being a winner in the various GT1 championships, this is a sure winner on the Scalextric track too. To learn more about the DBR9 visit the official site at [www.astonmartinracing.com](http://www.astonmartinracing.com)

## **C2727 Ferrari 156 F1 1961 No3**

Another welcome addition to the classic Grand Prix stable is the fabulous Ferrari 156 from 1961. This time it is racing number 3 and is finished in red, of course. ➡➡





### **C2572 IRL Dallara Andretti Green Racing No11**

Another Dallara livery in green and white from the Andretti racing stable with 7-Eleven logos. The simple single seaters are fast and robust but it will be interesting to see how the new A1GP cars compete with them when they are released in the next few weeks.

### **Set Cars**

#### **C2730W Porsche 911 GT3R No89**

#### **C2731W Porsche 911 GT3R No44**

These two cars are from the C1184 Porsche GT SuperTuned set and come with the yellow 20K motors. C2730W (the Team Sebah No89 car) has been released as a solo car without the tuned motor but is otherwise identical. The C2731W Flying Lizard car will be released as the Collectors Centre car for 2006 complete with the tuned motor. This should arrive in the Autumn.



#### **C2753W Mercedes McLaren SLR**

Sometimes the cars included in sets are not available as solo releases and careful examination of the catalogue is required to spot them. In set C1185 Supercars is an absolutely gorgeous SLR finished in black. The stunning black paintwork shows off the chrome details to perfection. It is a great set too with the SLR paired with the red Ford GT for a real supercar battle. There is no news from Hornby as to whether this will be a solo release in the future. In my opinion it is too good to miss.



## SSD

There are several new Digital ready cars now released too and these are:

C2649D Renault F1 2005 Team Spirit No5

C2735D Audi TT "Purple"

C2737D Porsche Boxster "Blue".

Other than the fitment of the SSD chip they are identical to the standard releases.

## Coming Soon

The next releases should be the first four A1GP cars. However, I was surprised to see the official notification for the new Seat Leon last week. This means that the car is not too far from release and is probably on the way from China now. The first one we will see is C2704, a Red Bull livery WTCC car as driven by Jordi Gené in the first race of the WTCC 2006 series at Monza, Italy. From the pre-release Hornby photos the Red Bull livery looks good in blue and yellow with Telefonica logos too. It's great to see a new touring car in the range and hopefully we will see lots more of them in the future.

## Next Year

2007 will be Scalextric's 50<sup>th</sup> anniversary year which is a tremendous achievement for any brand. This achievement needs celebrating properly so we are asking you how you think it should be recognised. Ideas might include (but are not limited to):

- Special car(s) – if so what would you like to see? Old, new, classic, modern, gold plated?
- Would you buy a limited edition at £300?
- A book or other publication
- An event of some description
- A race series or championship event
- Tee shirts, mugs, mousemats, etc

Obviously, at this stage there are a number of exciting projects already being worked on but this is an opportunity for you to make your suggestions.

Please email me: (hhliaison@nsc.co.uk) as soon as possible with your suggestions. I will present the best ideas to Hornby and do my best to encourage them to do it! Don't forget this is something special to celebrate 50 years - don't just send me a list of cars you would like them to make. I look forward to your thoughts. ■





**S**hort and sweet this month with three new cars released.

### **Ref 62090 Seat Leon WTCC 'Jordi Gene'**

The WTCC really seems to be capturing the motor sport world and SCX have released this new car in a striking livery of the team Red Bull with Spanish driver. There is a whole host of details to admire on the model with aerials, big rear wing, vents etc etc. The car is in blue with bold yellow over the rear arches, door panels and front bumper. A painted driver, full roll cage, gear stick and electronics box are all visible inside. A full review to follow by Peter Emery.



### **Ref 62070 Mitsubishi Lancer EVO V111**

What can we say, another Mitsubishi, but this is the latest incarnation complete with double ➡➡



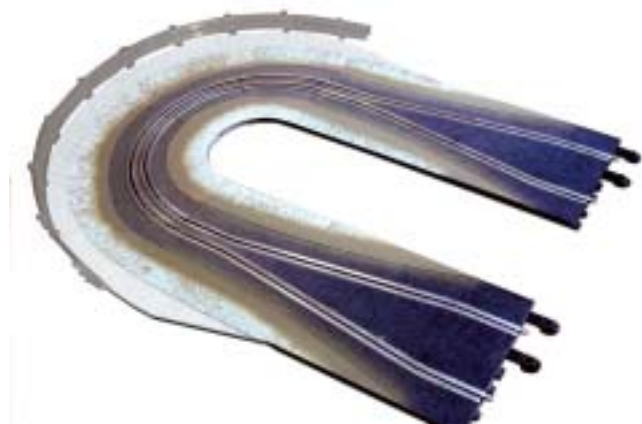
rear wing as driven by the Finnish driver Harri Rovanpera in the 2005 Rally de Catalunya for the Mitsubishi/Ralliart Team (he finished 10<sup>th</sup>). Red body with silver roof, bonnet and door panels. All the aerials, vents, cameras and logos are there. Another contender for Slot Rally GB?

### **Ref 62050 Vintage McLaren F1**

Vintage release of the old 1970 Exin mould. This has to be the shortest run F1 car ever. Just 7 minutes. Brian will give you the full run down when he reviews it later in the year. Limited to 4500 units in a presentation box and numbered leaflet with history etc.

### **Ref 88620 Supersliding Inner Curve set "ice effect"**

The snow track seems to be popular with home track users and this new section compliments the existing "ice effect" standard curve ref 88100.



The rails are made from aluminium and therefore give no magnetic effect. The surface is smooth with a mud effect inner and outer border. Barriers are included. We will be using this section of track in one of the stages at Epsom.

Also due very shortly are the new liveried Citroën Xsara WRC 'Loeb' 'Go' in blue, ref 62310 and Citroën C2 JWRC 'Dani Sordo', both look stunning if, like me, you like rally cars. The Xsara is in fact already out – I have mine, but the C2 seems to be delayed slightly.



### **Stop Press**

Details are sketchy, but it looks like SCX are going to celebrate their 25th Anniversary with a 1981 Audi Quattro 'Lombard RAC Rally' 'H.Mikkola and A. Hertz' The car will be a limited edition and is due around October. ■



# 1981

Audi quattro  
LOMBARD RAC RALL  
H. MIKKOLA  
A. HERTZ

25<sup>th</sup>  
anniversary  
LIMITED EDITION





**T**he release schedule has now levelled out, which has been helped by the recent release of the Team Brumos set originally scheduled for March. There are 9 new models/sets to report on which includes Fly's third new model of the year.

I reported last month that the special edition Alfa Romeo Giulia GTV (E802), which was produced for the "Salon Internacional del Automovil de Madrid" show, was only available in Spain. Well, guess what, it is now available in the UK and probably also available elsewhere in the world. As far as I know it is still limited to 500 units and limited stocks are available from most leading retailers at the time of writing. That will teach me to believe what I read on that great Mecca "eBay"!

## Team Brumos

First off this month is the eagerly awaited Team 13 set. As usual with these "Historic Team" sets, both cars are presented in the customary blue leather-look cardboard display box with an outer sleeve picturing their real-life counterparts.



Both cars are mainly white with blue and red stripe graphics. The #59 car is a Porsche 911 Carrera, driven by Peter Gregg and Hurley Haywood, taking part and winning the 24hr Daytona race in 1973. Whereas the #61 car is a Porsche 934, driven by Peter Gregg and Jim Busby, taking part in the 24hr Daytona race in 1977 finishing 10<sup>th</sup> overall. Limited to 1300 units, it is a very attractive and desirable set which is sure to be a good seller.

## Rally Racing

Following hot on the heels of Fly's second new model for 2006 from last month with the BMW M3 E30 comes the third brand new model for this year, the Porsche 911 Evo racing series. Once again, like its predecessors in the Evo racing series, these cars are built purely for the racer, especially the rally racer. Apart from the adjustable sprung mounted motor housing, they have the addition of a sprung mounted guide, a 14v 18k rpm 100ma motor with a "Fly Racing Rally" sticker wrapped around it and a driver and co-driver moulded into the Lexan interior. The other features are much the same as the other Evo racers in the range, which includes a light ABS plastic shell, interchangeable alloy crowns (27z fitted), type D racing tyres and black strontium wheels. Although they are built for racing they do have some detail parts fitted to them like head/tail lights, wing mirrors, windscreen wipers and door handles. The first two cars available are as follows:

Porsche 911, white (Fly 131).

Porsche 911, yellow (Fly 132).

⇒

## Other New Releases

### **Porsche 917 LH, blue/white #3 (A1404).**

This is the Le Mans 1970 test car version of the car represented in the Team 12 set released by Fly earlier this year. Whereas the team set car is painted in blue with green swirls, this version is blue with white swirls. The other notable difference in the livery is the omission of the "Martini" logos.

### **BMW M3 E30 "Fina" #18 (A1702).**

Third in the series of this new model released by Fly last month. This is the best livery to date, mainly in white with red and blue broken band lines. The added attractions of this version are the four spotlights on the bonnet and gold wheels. Driven by Marc Duez with co-driver Alain Lopes, they managed to finish 8<sup>th</sup> overall competing in the Rallye Monte Carlo in 1989.

has been a long time coming. In fact the same picture used in the catalogue had been used recently by various retailers/importers to promote this model.

**MAN truck "Motorex" #12 (Truck 56).** A simple white livery this one with light blue graphics down the side pods and sunscreen. Driven by Markus Bosiger competing in the ETCC in 1999.

The third and fourth models in the anniversary collection are also available. Once again, these cars are displayed on a blue plinth with a numbered certificate stuck to the white backing card, and have the anniversary emblem stamped on top of the left hand front wings.

**Porsche 911 GT1 Evo, gold/black (A2003).** Le Mans 1997 test car.

**Ford Capri RS Turbo "Jägermeister" (A2004).** Driven by Klaus Ludwig finishing 3<sup>rd</sup> in the Nurburgring DRM in 1982.



**Lister Storm, white #20 (A404), Mil Milhas Brasileiras 2002.** A very nice livery this one, decorated in white with grey chequered flag graphics down both sides with the addition of a half dressed dolly bird pictured on the bonnet. This particular livery first appeared on page 16 (not page 3) of the 2003 catalogue and

## Incoming

At the time of writing the BMW M1 "Pooh" Procar 1980 (A1305) is available in Spain and should be on general release by the time you read this. More details on this next month. ■





In celebration of the Azzurri conquering the world of football last month, the August edition of Ninco News has a very Italian flavour..

## Cavallino Rampante

Ninco have just announced the release of two very special self-assembly kits. Both are based on one of the most beautiful sports cars of today - the Ferrari 360 Modena. Each kit will feature similar standard parts but will be supplied with the body in the instantly recognisable Ferrari red (50408) or the increasingly more popular Ferrari yellow (50409). So, why offer these cars in kit form? Well, if you think about this it makes perfect sense: whilst it is common knowledge that Ninco make the best production slot-car that can be raced straight from the box, I'm sure very few racers will be satisfied with this and I'd be happy to make a small wager that most will dismantle their car, only to rebuild it again, this time tailored to their individual style of racing. In many instances, standard parts will be cast aside to be replaced by tuning components such as those available from the extensive range of ProRace axles, gears and bearings. An un-built kit allows such parts to be fitted first time rather than retrofitted. As these will be the first type of standard kit to be released by Ninco, there should be an interest from collectors too.

The first two releases are set to be in solid colours free of sponsor logos but with subtle Ferrari badges positioned where you might see them on any road-going version. This allows the beautiful uninterrupted curves of the Pininfarina designed bodywork to be truly enjoyed.

For those who wish to personalise their car using decal sheets, aerosols or airbrushes, the possibilities are endless. Take a look at pictures of these cars on the Ninco website:

([www.ninco.com](http://www.ninco.com)) - they were enough to convince me to place my pre-order.

## From Modena to Verona...

For a chance to compete in this year's Ninco World Cup, qualifying rounds will be held during the NSCC/Toyota weekend at Epsom in September. Full details will be distributed so please let me know if you are interested in the opportunity to race against top teams from around the world. The final will be held during the Model Expo in Verona (Italy) over the first weekend of December and will be in the form of a six hour endurance race. Half of the teams competing will be from the host country so the Italian contingent will have a good chance of taking another World Cup this year! If you want to be in with a chance to make a serious challenge, contact your Ninco distributor for all the details. At least one team (*possibly two?*) from the UK will be guaranteed a place in the final.

## Italian Roots

Continuing with our Italian theme, other recent announcements include the future release of two new Go-Karts, Tony (50420) and Birel (50421). Both are well known in the world of karting as manufacturers of kart chassis, equipment and accessories and (*like me!*) are of Italian descent... These two offerings are a welcome return to a real fun form of slot-racing.

⇒⇒

As well as in Europe, Tony Kart have a wide network of distributors and are very popular within the American go-kart scene. The involvement of Birel in karting can be traced right back to the fifties when the sport was first introduced to Italy. Umberto Sala - the owner of Birel - recognised the potential of the sport and over the years developed his company from a carpentry firm into one that now produces over five thousand kart chassis every year!

## Inno Di Mameli

I can't let this edition pass without mentioning the fantastic Hill Climb track on the Toyota stand during the recent Goodwood Festival of Speed. Top marks to those who helped out in the build of this track – it was absolutely awesome! Built entirely from Ninco track sections and using the Ninco Pole Position lap timer, it performed faultlessly over all three days. More than three hundred people per day tried their hand at setting the fastest lap and we even managed to persuade Ricardo Zonta to have a go. “So where is the Italian connection?” I hear

you ask. Well, seeing as the World Cup final between Italy and France was on Sunday, to bring good fortune to the Azzurri I secretly set the Pole Position lap timer to play the Italian national anthem at the end of each timed lap.

## An even longer “longest track”

I noticed in last month's *Bits & Pieces* that the official record for the longest slot-track is 2550 feet (777 metres). I failed to see the point of going for a record 3593 feet (just 1100 metres) when Ninco have already shown that they can assemble a circuit of 2000 metres and run a car around this powered by just one standard Ninco transformer. In actual fact, in June of this year they broke their own record by putting together a circuit made up of 5,335 sections totalling 2,250 metres in length. That's 1.4 miles or 7,382 feet!

*The Italian connection..?* It took seven minutes for the Ninco Mosler Club Car to complete one lap of the circuit with the timer recording the lap as it went “pasta” finish line! ■



# Kits 'N' Bobs

## A round up of recent kit and resin releases

By Phil Insull

**I**t seems to have been a very busy month for new releases, with lots of new kits arriving here at Insull Towers. However, a holiday to Spain including a somewhat disappointing trip to Barcelona's slot car shops, followed by a weekend at the Festival of Speed has left me very little build time in which to complete these kits to show them here in Kits N Bobs but I've done my best. I have also managed to gather some interesting news including the announcement that Slot Classics of Spain are about to add two versions of the Lancia Aurelia B20 to their range of exquisite resin kit and ready to run limited edition cars. These should be ready for shipment towards the end of August but get ordering quickly as the production run will be limited to 400 units.



OCAR's new 1959 AC Ace, Ford Anglia & TVR Taimar V6 kits

Next up are some actual releases from OCAR available from our friends at World Classics Limited (Classic Slot). The AC Ace 1959 Le Mans car shown above finished seventh in the hands of Ted Whiteaway and John Turner to win the 1501-2000 cc. class that year, and of course formed the basis for Carol Shelby's later Cobra series. Also available are the Ford Anglia Broadspeed and the TVR Taimar V6 shown in the same picture. All three are, as normal these days, designed to fit onto a PCS32 chassis, and come with interiors, drivers' heads, headlights, and screens and, in the case of the Ace, a few metal detailing parts.

More unusual is the news from Pendle Slot Racing that they will be stocking the new Catmark NASA Lunar Rover (yes the one that went to the moon on some of the Apollo missions). The Rover will come complete with two astronaut figures and a lunar landscape presentation box; already some bright sparks are planning a CCCP conversion so they can have Astronaut vs. Cosmonaut races.



The Reinecke Motorsport 1965 Impala with decals from Slotcars4U

Last month I brought you pictures of the Reinecke Motorsport latest releases, and now I can show you the completed Impala, finished as the Ray Fox Engineered, LeeRoy Yarborough car from the 1965 Southern 500, thanks to some fine new decals added to the Slotcars4U Darkside range. I even managed to get three autographed cars and some very favourable comments from none other than Richard "The King" Petty down at Goodwood, having reproduced three of his mounts using Slotcars4U decals on repainted Carrera slot cars. Also from across the pond comes news of some great deals from E.J.'s Hobbies on their re-releases of sixties classic slot cars including Eldon's Dodge Coronet kit in 1/32<sup>nd</sup> and Monograms 1/24<sup>th</sup> GT sports kits. Also from the States comes word that the Auto Art 1/32 Shelby Concept car has hit the shelves so expect to see them here in the U.K. very soon.

Talking of stuff promised for the U.K., MMK/TKP have their Citroën DS Rallye available in kit form, while Protoslot have ➤➤



**Protoslot's 1951 Aston Martin DB2S Coupe kit and BMW 507 kit**

their 1951 Aston Martin DB2S on sale here, along with the BMW 507 sold under the Rally road brand. As you can see from the picture the Aston is a handsome car, but my BMW still has its third coat of paint drying as I type these

The MRRC Chaparral 2Fs have now arrived, at least in the limited two car sets, with other versions to follow soon, while the Scaleauto Toyota GT Ones have sold out at most dealers already. Also going well both off the stockists' shelves and on the racetracks are the Mosler GT900Rs from racing specialists NSR. While they're not cheap, these NSR cars look to contain all high quality parts and are really aimed at the more serious racing end of the slot car market, probably too quick for an old duffer like me but I hope to get my hands on one soon for a track test and review. Newcomers Slotter have also delivered the goods with their Lola T280 and T290 cars being available here in the U.K. already.



**Slot.It's new liveries for the Porsche 956 and 956 Hightail and Sloters LolaT290**

words so it was a bit rushed to say the least. Again as with all Protoslot kits the numbers tend to be limited and they're great quality so they sell out fairly quickly. A name we don't see so frequently these days is Top Slot, but they have a new ready to race release in the form of the Porsche 917/30 in orange STP colours as raced by Jo Siffert.

To close this month I thought I'd bring you pictures of the excellent new Porsche 956s from Slot.It. The high tail Jägermeister sponsored car has all new mouldings to match its great looking livery, while the Boss sponsored car retains the earlier body style but looks mighty fine with its classy pinstripes. ■





As mentioned back in March, American company Round 2 have released six new cars based on the hugely popular TV series 'The Dukes of Hazzard' which was adapted from the somewhat more serious 1974 movie 'Moon runners'. For the series, which ran from 1979 until 1985, the illegal alcohol storyline gave way to more lighthearted goings-on with both organic (Daisy) and inorganic (General Lee) eye candy on view. Whilst various Dukes and police officers were pretty much interchangeable, the sister and car remained the show's staples as the bright orange '69 Dodge Charger tore up the countryside and Daisy tormented the deputies.

The General Lee car has been made in H:O scale before, by Ideal and the car looked pretty good except for the far too small front wheels. Although Dodges, especially Chargers, have been covered extensively, it has been many years since that last General. The 2006 version does not actually owe its existence to the 2005 movie, which starred Jessica Simpson and Johnny Knoxville, but to the huge wave of nostalgia sweeping the USA in most fields of culture (which I guess made the movie viable too). The founder of Round 2, Tom Lowe, has tapped into this wave with some veracity and in doing so made himself a pot of money whilst making a lot of forty-something males very happy. To his credit, once the relationship with parent company Playing Mantis no longer fitted what he wanted, he bailed out, and purchased the Johnny Lightning range (which was his 'baby' anyway) to start from scratch with at Round 2.

With his main passion being slot cars in any case, but his feel for the right mix of fun and bottom-line thinking still intact, the move makes sense.

Whilst in an ideal world there would be less novelty H:O cars being released, in this instance I'm prepared to reserve judgment because Mr. Lowe (using the name Autoworld, itself an iconic brand from the sixties and seventies) plans to release lots of cars in the future and some will be more 'serious' in nature. Providing, of course, the DOH cars and other releases meet sales expectations. Releasing three versions of two vehicles may seem cynical, but the tactic has worked before. The nostalgia starts right from the word go with packaging, the clam shell ➡➡



Johnny Lightning vs Autoworld packaging

box design carried over from the Johnny Lightning days but now with artwork featuring Autoworld logos that match exactly those from the famous catalogue as well as accurate DOH circa '79 logos.

The chassis is the same too, based on the Aurora Magnatractor design (with its bizarre Horizontal gearing) that dominated the US scene until chassis with in-line motors took over. Traction, which ironically is very minimal, is again provided by curved magnets either side of the 'pancake' motor. The chassis seems very backward in design to European eyes, but the design forms the backbone to a huge scene in the USA where guys of a certain age can race them at all sorts of levels and claim back a bit of their childhood. Even the racing oil used back then has made a comeback! Certainly the literature of the day shows that Aurora and its rivals were in touch with their customers to a degree you do not see now and the forums abound with comments of these companies 'looking after you' when you were a kid.

Driving a pancake car takes a fair bit of getting used to. Even a magnet nut like me would admit the top speed and handling looks more in keeping with the real world, but the cars are not always smooth and true out of the box. Once these issues are addressed, then they can be a lot of fun. You cannot really 'push' them hard so you have to drive more within the car's abilities and use patience if you want to beat the next guy. I don't hold with the concept that they require more concentration as a full blown magnet car at a typical EAHORC meeting is quite a handful, but it is a different kind of concentration that is required.

The bodies are very well done and, as you would expect, a massive improvement over the Ideal versions. Pity the chrome grill on the General is 'proud' and not inset as it should be, a limitation of the manufacturing process more than laziness would be my guess. The 'real' Charger is a very long car, but the usual H:O trick of making things look proportional when they are not has been very well done here. Much has been made of the front wheels and tyres being changed since the Johnny Lightning days,

but they certainly look better and racers can always swap in a thinner front set if they wish to. Ride height on the General is pretty good, I guess people will run them as-is given that there is not much to be gained in lowering a car that has long overhangs and therefore will not be the best handling H:O car out there. Roscoe's police car is also pretty good although the car itself looks a little boxy next to the svelte Charger.

Changes under the new company include a stiffer plastic being used in the chassis, wider pick-up shoes with a step in them and the aforementioned wider wheels. Then too the tyres are much softer, which threw up some interesting results on the test track. My best Johnny Lightning car, fitted with tyres lifted from the AW car, lapped 2% faster than its previous lap record. However, I found the new chassis faster than the old but a lot less forgiving. Swapping the shoe designs over did not seem to dial that out so I have to conclude it could be a result of the stiffer chassis. The racer in me leans toward bedding in the new chassis, running the new rear tyres but old fronts and getting used to that combo.

The six cars in the series are the General Lee in both 'clean' and 'dirty' versions as well as a 'White Lightning' version where the chassis, wheels and tyres are white. The police car completes the set with three versions along the same lines. The Lightnings may sound strange, and look (in my opinion) pretty bad, but they command big prices on eBay already. The dirty cars look better, but it is a shame the effect on the General has been applied left to right as opposed to (the more natural) front to rear. The lack of extra 'dirt' behind the wheels shows too. EAHORC has added a 'pancake F1' class to its racing so it remains to be seen if anyone takes it up. Whilst I will probably always prefer the faster in-lines with their big magnets, it is certainly refreshing to try something else and I applaud Round 2/Autoworld for what they have achieved, so long as more performance-friendly cars are released in the future. For those who want to know, I can confirm both bodies will fit on the Tomy SRT/Turbo chassis. ■



**H**aving had some holiday this past month as well as being very busy at work due to the sale of the company I work for and the World Cup going on, I must confess I have not been monitoring the eBay screen as much as previously this year for this report. Numbers of listings continue at levels near those reported earlier in the year so it has turned into a bit of “panic stations” getting it done this month, but as a saying I got in an email this past week said, “A calm sea never produced a skilled mariner.”

## Changes ahead!

Following on from my “shop” comments in previous reports and identifying a trend it seems the eBay team have been doing similar research themselves and have come to the conclusion that they need a bit of a shake up in this area in order to, and to quote them, “Maintain a healthy balance between listing formats on the eBay marketplace.” Their announcement was a shake up to the shop listings format which potentially limits exposure in the slot car category for major sellers of slot cars with the shop listing format as well as significantly increasing final sales fees for these listings. (Thanks to Stephen at Slot Car Wales for pointing the impact of this out to me). My quick calculations show commission will be around £1.60 to sell a car for £20 and £2 for a £25 car from August in shop listing format with a gallery picture. With margins already squeezed by seeming oversupply of new slot cars this will surely limit the amount of BIN shop bargains? Ebay are realising this too and they have also announced a new format, ‘eBay Express’, to be launched just before Christmas this year for professional sellers offering items at a fixed price. The good news however is there will be no extra charge to list a shop item on there though I am sure if this takes off it will not last. Ultimately I

guess eBay hopes that this site becomes a one stop site for shopping for everything new? I am not totally sure about this idea though. In theory it could be good from a buyer’s point of view for a new item if you had all the sellers showing their offers making it easy to compare for a one off purchase, but I suspect repeat buyers of similar products such as slot cars will more often than not go to their known reliable suppliers first, and thus limit the potential of this format. It will be interesting to see how it develops.

## Postage

Linking in to the previous section, another issue potentially to hinder the eBay process this month in the UK is that postage charges are changing due to “Pricing in Proportion”. This means that Scalextric cars will now cost more to post, so sellers make sure you review your fixed price P&P rates or you may lose out! Postage is an issue that is often a bone of contention and mentioned on various message boards. It has been recognised by eBay that this dodge is being increasingly used by some sellers as a way to get round selling fees. Mind you I have not seen many slot cars for £1 BIN with £25 P&P but maybe next month perhaps? My buying tip for this month therefore is always try to take into account the selling price plus P&P before bidding for something as buying something higher priced can end up being cheaper once P&P is considered. Also look for compulsory insurance fees required for shipping which further adds to the cost and is usually buried in the listing fine print. Having said that, despite paying £10 P&P and “insurance” on an SD memory card that cost less than a £1 to post, I was very happy myself to get a top of the range Sandisc 1GB card for less than £20 total from a UK seller and many others have done so likewise. (Check eBay if you are after memory⇒⇒)

cards as currently they seem around half the price of on-line shops and your local supermarket store.) Similarly having won a MB TVR 40<sup>th</sup> Catalogue anniversary car for \$21 in the US I was quite happy to pay \$20 shipping to the UK though I did ask first if that was the correct amount as it was more than I usually allow.

Following on from the search theme last month I thought I would just take a note of some of the different ways Scalextric was spelt for the purists. I am sure there are more, but the 9 miss spellings I recorded were Scale electrix, Scalextrix, Skalectrix, Scalelectrics, Scaletirx, Scalextix, Scaletrix, Scalectric and Scalectrix. By far the most popular misspelling is Scalextrix and is actually used by one of the big sellers on some of their listings - intentionally I guess. This search turned up a set of three of the small trophies fetching £8. You would have missed out on an "A Team van" had you stopped there that went for £10.50 under the second most popular miss spelling Scalectrix. (A conversion of some kind) Incidentally, on this TV theme and if you are a David Hasselhoff "Hoff" fan and want a figure to go with your Knight Rider car check out a Corgi die-cast car offering in 1/35 scale that comes with a figure that is a good likeness and scale. An opportunity there for a Scalextric seller I am sure. Generally though not many bargains in these misspelt categories, and usually from sellers with some negative feedback, so care with your bidding here.

## Accessories

Besides the usual main manufacturer scenic accessories as well as the increasing amount of scenic items listed by smaller specialist sellers (do have a look to see what is available if you are about to embark on a landscape exercise), it is amazing what crops up in the "slot car" category over a month. Toilet booths are a nice addition to a detailed landscaped layout but both Brian and I were amazed to see the detail being incorporated in one particular listing. Separate ladies and gents complete with working wash basins, dryers and lighting it looked the real

thing. In fact it was! At £50 the reserve had not been met however, and I suspect this was a little large for most scenic layouts anyway.

## Prices

Some items continue to remain out of favour like the Scalextric Moto GP bikes even for the new improved models which are only fetching half RRP. To pick up on last month's Journal Revell PR item, one journalist invited was obviously not converted into a slot car fan and sold his freebie cars on eBay making over £130 for seven cars. In the US a few Slot.It three car Le Mans sets have appeared with Rothmans tampered on and with the "Racing" stickers supplied unused separately - which is opposite to the commonly accepted known format release of this set but selling prices seem not inflated. Onto prices then which are MB unless stated:

Racer Ferrari 412P £92.01 (RTR car)

Racer Ferrari 250LM £96.75 (RTR car)

Porsche 911 GT3r Red Bull C2275 Rare

Scalextric Fly £94.01 (This provoked some discussion on the message boards about rarity of this car.)

Ninco McLaren F1 GTR Fina NC-2 Red/Wht/Blue Scalextric £75

Slot.It NewMAN Porsche 956 Limited Edition £72.05

Scalextric Racing Classics Series Bentley (C242) £64

Slot car storage case for Scalextric, Ninco, SCX etc £30.57 and £46.07 (SCX display case from same seller at different times. Were you looking at 5am to get the cheaper one!?)

All below finished during the World Cup Final. Scalextric Leyland Truck Chrome Parts - New - Unopened £13.06 and £13.54

Scalextric Scooby Doo The Mystery Machine Van/Car £23.22

Ninco 50320 1/32 scale slot car VW Golf policia £14.95

Lastly, and I realise it is not slot related but this follows up on the World Cup theme from last month, was a full size replica of the Cup all the way from Argentina for £99. (Look under seller "opentango" if you want one of these!) ■



# Glorious Goodwood!

## NSCC Hill Climb at Festival of Speed 2006

By Gareth Jex

Way back, when Scott Brownlee (Toyota) and I were discussing ways of promoting Slot Rally GB there was talk of a simple slot car circuit for some of the Toyota drivers to play on at Goodwood and pose for the odd photo opportunity with slot cars etc. At that time no firm ideas were set and the idea waited until we got approval from the powers that be at Toyota for us to have our display.

What I didn't really bank on was a, "Full steam ahead, make it big and we will replace the F1 race simulator on the main stand!" Once this had been decided I realised that we needed to produce something outstanding for Goodwood. I think we pulled it off.

You will have seen, a few months ago the excellent team of NSCC volunteers building the track at one of our supporter's workshops (First 4 Exhibitions). I said it then, but I will say it again, the effort, hard work, travel and especially time spent by all those who came along can not be stressed enough. Without these volunteers we would never have been able to build something of this scale.

The entire display was finished on the 17<sup>th</sup> July with Paul Yates building the set of steps required so visitors could see the top of the track. Everything was checked, packed away and the unit put into storage ready for collection. I went away on holiday the next weekend and returned the week before Goodwood. Typically whilst I was away on holiday the doubts and concerns set in, will it still work? What condition will it be in when we see it?

Whilst I was away Adrian Leggett prepared nine of the Teamslot Toyota Celicas for visitors to use on the day. Our early testing had shown that the best way to run these would be no magnet, very loose front axle and well run in. Toyota bought and paid for all the cars used and all prizes. My thanks to John from ClassicSlot Ltd for sorting out all the cars at short notice.

Final last minute emails flew back and forth during the few day before the event, but by Wednesday I had everything we needed, passes, uniforms, cars, tools, spares, laptop, DVD player etc, etc. Basically a very full car.

Adrian and I set off bright and breezy Thursday morning to drive to Goodwood and await delivery of the units which we thought would be delivered at 8am. We arrived on time, but the track didn't. A simple mix up with the delivery company had me pacing back and forward with a slightly concerned feeling until they arrived with the first two sections at 11.30! "Where is the rest of it?", I asked. "Oh - it didn't fit on one truck, the second is on its way!" Sure enough, half an hour later it turned up - minus the display screens! This, I must admit, was a bit of a problem, because you can't actually fit the screens after everything has ➡➡



been put together so we waited. Thankfully the screens and a tin of paint (needed to cover some scuffs) arrived shortly after and Adrian and I started work.

My concerns over set up time were, in the end, not a problem as we set up and tested everything by 5pm in only 3-4 hours and spent a few minutes tinkering with scenic material and painting.

Off home for a good night's sleep ready for the start – or so I thought! My darling daughter Lottie (10 months old) decided that dad really didn't need any sleep and picked today as her first ever sleepless night! So there I was – car full of slot car stuff and a noisy baby driving up and down the A31 at 1.30 in the morning – to no avail I might add, my wife took over at 3am and I slept on the sofa! Ah, the joys of parenthood!

So it was slightly bleary eyed that I greeted Adrian and Peter Solari at 7am the next morning to drive down to the show. We met up with Richard Winter at the gate. The car parks actually open at 6am and gates at 7am, but there was no way we were going to open for business

that early. Early visitors to the event clearly thought differently and there was a queue waiting for us to arrive! A quick 10 minutes pep talk and we were off with our first customers.

We started off giving visitors two practice laps followed by their timed lap, but quickly changed to one practice and one timed lap. After an hour or two it became very clear where we needed to marshal. Basically all the corners! Slight exaggeration, but the cars flew off all over the place, especially coming down the hill. The tight hairpin on the left became a serious problem and we added some of the Ninco mesh barriers to avoid serious harm coming to any one marshalling there. One thing was very clear though, kids pick things up quickly! We had all ages, probably from around four all the way to 65! The kids on the first lap generally went too fast straight away, coming off on the very first sweeping left hander, but with encouragement and advice from the marshals they soon started to put in some respectable laps and we officially opened the fastest lap competition at 9am.



We had a steady queue of visitors, mainly kids and families, but some NSCC members and some serious enthusiasts during the morning and none of us had time for a break. Never have we been so pleased to see Mr and Mrs Editor when they arrived after a 5½ hour journey from Norfolk. Straight into the breach and Mrs Editor's soft and kind handling of the children was much appreciated. "Have you done this before?", "Do you have Scalextric at home?", "Nice and steady", "Watch the corners", "Watch out for the snow at the top", "Well done, that's really good" – you get the idea. Christine's 30 years teaching experience shone through and, before long, the rest of us had learnt the script by heart!

Toyota had arranged for all of their drivers to make appearances on the stand during the day and during these times we had to shut the display to allow for additional security barriers to be installed etc. This gave us a small break in proceedings, but also gave us the opportunity to ask the drivers to have a go on the hill and sign some cars for prizes at Slot Rally GB. Björn Waldegard (World Rally Car driver) and Japanese F3 driver Kazuki Nakajima, son of former F1 driver Satoru Nakajima, popped along on Friday, neither had the opportunity to have a go on the Hill, but Björn kindly signed an SCX Toyota Celica Mk1 (actually the Carlos

Sainz car!). With the driver presentations done and the autograph hunters satisfied we ran the competition until 5pm when we declared the winners in the under 13 class (Joe V) and adults class (Matt Bennett 15yrs!)

We continued to let visitors have a go until about 6.30pm when we decided enough was enough and called it a day. 365 people had a run on the hill that day with no problems, cars fine, track fine, marshals tired, but fine.

Back to my house for a well earned beer and rest (after 1½ hours in traffic!).

Saturday morning we were up bright and early (feeling much better after a full night's sleep – Lottie went to her Grandmothers!). Strangely quiet in the back of the car – I think the marshals were catching up on some sleep. Jamie Coles also joined the ranks of tired helpers for the day. Again a queue had formed as we arrived so after our pep talk we went straight to one lap practice and one lap timed. The queue never stopped – all day, with the exception of a couple of VIP racers!

First up was F1 driver Ricardo Zonta who, after signing autographs and a Scalextric Toyota F1 car (another prize!), kindly agreed to have a go on the hill. Like all before him his practice lap had some offs, but on his timed lap he did well with only one off on the down hill hairpin (like everyone else!). His time - 34.2 sec. Not fast enough for him and he said he could do better, but his PR team had other ideas and he had to leave.

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Toyota F1 test driver Ricardo Zonta besieged by autograph hunters - well, Gareth and Jamie!



Careful - it's a steep descent



Ricardo Zonta tries his luck



"King of the castle" - Peter Solari commands the heights



Real rally car to keep Gareth happy



One hell of a trampoline



Clockwise from top left - prize winners on Sunday , ear candy , Björn Waldegard signed car and sand sculptures



VIP guest - Lord March (below)



Next up was the main man himself, Lord March, who was doing the rounds and popped over to see how we were getting on. After a brief chat he agreed to have a go, but admitted that his sons would no doubt set a better time! Up he stood on the steps in his overcoat before his PA reminded him that he was actually racing and should be properly attired – rightly so! Off came the coat to reveal his full race overalls. The crowd loved it and cheered him on. Again not the quickest lap of the day, but a very respectable 34.9 sec time. I must say that wasn't the first time I had met Lord March, but he appears to be a most genuine guy who really takes an interest in the event and gets involved. In my opinion the Festival and Revival are THE best events in motor sport and he is to be congratulated for his sterling efforts!

We pressed on and again had over 300 visitors during the day. Also, our first mechanical breakdown but I'm pretty sure it was our own fault. Some of the more regular visitors had a tendency to take great pleasure in throwing the car off the track especially on the last lap after they crossed the line – normally ending with the

car being launched into the crowd or onto the floor. Clearly this was not ideal, but not a lot we could do, so we began to take the precaution of placing our hand on the track just past the finish line to catch the car. This worked, but didn't stop the kids still giving it full throttle when the car was stationary. Result – one stripped gear. Only one, I might add, during the entire weekend.

During Saturday I did manage to have the odd 10 minutes break and popped over to see Scale Models and the Hornby stand manned by Rob Smith. Familiar faces greeted me at Scalextric and it was apparent that more than one of our visitors spent the entire day walking between Toyota and Scalextric attempting to set fastest laps! Whilst out and about I popped into the Unipart stand behind us and found a rather nice Scalextric digital set up, fully scenic with three Unipart delivery vans as cars. Apparently they were converted Nissan 350s. Nigel Mansell was a guest of Unipart and so were his sons who by all accounts spent over an hour battling each other on the track for the best time, must be in the blood!



White van man rules on the Unipart stand



No other slot car tracks that I found, but I didn't get to see everything. I did manage to borrow one of the Team Toyota scooters and drive up to the new rally stage, but after 15 mins of battling my way up there, they closed the stage due to an accident. I was lucky enough to be driven on the stage at the Press day earlier in the year in a Fiat 131 Abarth. The stage is great and a welcome addition to the event, I just wish there was a better link up to it from the main area.

Sunday gave us some fresh faces to man the display with Simon Moss and Stephen Langford joining Christine, Brian and me. We were a little late in arriving, but thankfully Peter Solari came back on Sunday for a look round and had arrived before us to set up – thanks Peter.

Sunday was noticeably quieter, probably due to the awful morning weather which probably put people off coming, but it cleared around lunchtime and another good day was had by all.

Notable visitors included what seemed like half the West Sussex constabulary - each taking his turn on the rostrum while his colleagues stood beside him making 'wah wah' noises!



We decided to give the entire top five fastest laps prizes on the Sunday and a real battle started between the top ten with them queuing and re-queuing for a chance to better their lap times. The leader board changed many times and one very early young visitor was most upset to find that the time he set at 10.00 had been beaten later in the afternoon. (we gave him a prize anyway!). Again the competition finished at 5.00 and we had an awards presentation with the Toyota girls, who helped all weekend.



Gareth with Toyota girls - has the man no shame?

We closed early at 6.00 to allow us a break to dismantle and have a go ourselves. A small competition was set up for the stand crew and the girls took it relatively seriously! Brian and Christine left for their long drive home and Simon and Stephen helped me to pack up. In all it took only 30 minutes to clear away and take the bits back to my car.

All in all a great weekend, just under 1000 visitors, some signed cars, prizes for the weekend and a few new members signed up. This was really the NSCC's way of thanking Toyota for the loan of their venue later in the year and a promotion for Slot Rally GB. We gave away over 1500 flyers to interested parties and met up with some NSCC members on the day. The only real regret is that not enough adults had a go. To be expected I suppose, but on the whole, once pressured into doing it, those that did enjoyed it and tended to go again.

My time? – no idea! I had several goes of course, but normally just to test the cars after an off. A good result was around the 25 - 28 seconds mark. Best time all weekend was an incredible 23.9 seconds set by Alan Proud from Woking Slot Car club on Saturday. I suspect this will be beaten at Slot Rally GB, but not by much. Sub 20 seconds will be very hard to achieve. The hill will be used as one of the stages at the weekend and then open to the public.

## Thanks

Many people to thank for their combined efforts in making, running and setting up the whole experience. I'm bound to miss out some if I try to list them but you all know who you are. ■



**T**here have been some amendments to Racer's release schedule, including two previously unannounced models.

The current release schedule is as follows: -

RCR26 – Ferrari 330P - Official car #19 Le Mans 1964

RCR27 – Ferrari 275P - #144 Nurburgring 1000 kms winner 1964

RCR28 – Ferrari 250 LM - NART #8 Reims 12hrs 1964

RCR29 – Porsche 935 K3 - Jägermeister DRM 1980

The Jägermeister Porsche 935 was previously listed as catalogue reference RCR27, with the brand new previously unannounced Ferrari 275P now taking this number. The other unannounced model is the NART Ferrari 250 LM, which will take RCR28. This will partner the previously released Reims '64 winning 250 LM "Maranello" car, race #7 (RCR19A). The above three Ferraris are currently scheduled for

release during July/August, whereas the Porsche 935 K3 is due for release in September.

If anybody has any of the above on pre-order, check with your friendly neighbourhood slot dealer to make sure you get what you ordered.

## David Piper

Now available is the RCR25 Ferrari 412P. This is the David Piper car, co-driven by Richard Attwood competing in the 9hr Kyalami race in 1968. Painted in "Piper green" it is certainly a stunner and brimming with extra detail not seen on previous 330/412P models. This includes front and rear photo-etched winglets, re-worked wider rear wheel arches and a cooling duct protruding from the side of the driver's window. Combine this with the detail already present and you have a highly desirable slot car. For all the modellers out there it is also available as a pre-painted kit. ■





## RCR20 – Ferrari 250LM “David Piper Racing” 24hr Le Mans 1968

By Simon Moss

Ever since I took an interest in “Racer” and the models they produce, there has always been a desire to drive one around a slot track. Even though I have a “modest” collection of them, due to their cost, they have always remained firmly in the cabinet. They are hand built in Italy by a small group of skilled enthusiasts, with each model being produced in limited quantities. With “Racer” for a company name, a helmet and gloves for a logo and a production run of famous teams and winners, there is definitely a racing heritage surrounding the company. Anybody that has previously bought one of these beauties knows they look fantastic and can appreciate the quality and

detail that is put into them. Most of the models are available in three different formats, ready-to-race, pre-painted kit and unpainted kit. The model I am reviewing is a ready-to-race version. The big question is - do they perform as well as they look, or are they best left as a shelf queen? To discover what secrets lie beneath the shiny paintwork, I set about purchasing a review model from MRE.

### Le Mans

The Ferrari 250LM under review is modelled on the “David Piper Racing” privateer car (race #21) that took part in the 24hr Le Mans endurance race in 1968. Driven by David ➡➡



Piper and Richard Attwood, they qualified the car in 28<sup>th</sup> position with a time of 4 mins 2.0 secs. Because of strikes in France, the 1968 Le Mans race was postponed from its usual date in June to 28<sup>th</sup>/29<sup>th</sup> September. The weather during the race was mainly warm and dry with some overnight rain.

During the race the car had its fair share of problems and lost time when a stone became jammed between a brake calliper and the wheel. David Piper was particularly keen to finish the race, despite further time lost caused by the battery being overcharged due to a faulty regulator. In contrast co-driver Richard Attwood thought, "We're not going to finish in the first six or three or whatever. I don't need to finish way down the field." With the Piper car running on wire wheels, the "NART" entered car in comparison was running on smaller disc wheels. Attwood went on to say, "They were much faster than us down the straight, their 250LM was cleaner through the air, and then we would pass them again through the corners

because we had better grip. We didn't need the wide tyres at Le Mans – we just needed top speed. It was so frustrating and then in the middle of the night it began to rain heavily." In fact he was more than willing to retire the car and had to be dragged out of bed to do his early Sunday morning stint. After 24 hours of racing the partnership had completed 302 laps, finishing 7<sup>th</sup> overall (2<sup>nd</sup> in the Sports 5000 class), 29 laps behind the winning "Gulf" Ford GT40 (race #9) driven by Pedro Rodriguez and Lucien Bianchi.

## History

In brief, the Ferrari 250LM has a rear-mounted 60 deg V12 3,285cc engine with single overhead camshaft per bank of cylinders, chain driven with two valves per cylinder. Transmission is through a five-speed gearbox and the chassis is a multi-tubular space-frame with independent front and rear suspension by double wishbones and coil springs.



The chassis number of this car is #8165 and was the last 250LM to be built. It was originally painted in red and loaned out to "Scuderia Filipinetti" in 1966. Factory modifications included lower front, larger air intakes, fog lights under Perspex covers, modified suspension and, according to one source, fuel injection. Willy Mairesse and Herbert Muller drove it in the 1966 Nurburgring 1000km race and thereafter it was sold to David Piper, who subsequently painted it in bright green. The reason that David Piper paints his cars in bright green is because he simply likes bright colours and has no bearing on the fact that in his early years he was sponsored by "BP". He dislikes British Racing Green, being too dark. When Piper bought the car, it was on carburettors and with no sign of fuel injection ever being fitted. He continued to race the car, extensively modifying it to improve road holding and reduce weight until his accident in 1970. He returned to historic racing with the car in 1980 and still owns it today.

## Presentation

The complete package is presented in a brown cardboard box with the "Racer" emblem filling the entire top face. On one end of the box there is another sticker displaying details of the car inside. Lifting the tab of the cardboard box reveals a plastic display case wrapped in bubble wrap. Remove the bubble wrap and one is met with pure awe and beauty. At this point in the proceedings your jaw will drop, and you will be sharply reminded of this fact. Once the clear plastic cover is removed from the plinth the model can be given a closer examination. The plinth, in which the model is firmly secured to by means of two screws, is also made of plastic. Also attached to the plinth are two alloy plaques. One is a "Racer" logo, which is situated on the front right hand corner. The other is mounted parallel to the side of the car displaying information on the car, race, team and drivers. For reference, the plinth and cover are the same as those used for "Spirit" slot cars. Overall a very nice presentation package complementing the model, without taking all the glory.

## The Model

The finish on this car is second to none, in fact it is so good there is no evidence to suggest that the markings and numerals are actually decals. Painted in "Piper" green and fitted with gold wheels, it certainly looks a stunner. All the decals are of a high quality, with crisp printing and are thick enough not to allow any of the green under-colour to show through. The numerals and drivers' names especially being pure white. Exterior detailing includes black edged headlight covers, photo-etched windscreen wiper, number lights on both sides and rear right quarter, and an exquisite rear end which includes plastic red lights and painted photo-etched grills. Racer's own alloy hubs and resin inserts, which are painted gold, fit inside gold alloy rims finished off with photo-etched spinners and "Goodyear" tyres complete the wheels. Just like their original counterparts this model and the other Piper 250LM available (RCR21) are fitted with the larger diameter wheels. In comparison, and again like their original counterparts, the other 250LMs in the range are fitted with smaller diameter wheels. Racer produces their own hubs for this very reason and does not use commercially available ones.

Interior detail is also to a high standard, which includes blue painted seats, steering wheel, gated gear lever, fire extinguisher, detailed dials and my favourite bit, a Ferrari badge in the centre of the steering wheel. An open helmeted, detailed driver in white with separate detailed seat belts completes the interior.

Turning the car over onto its roof you are faced with eight screws. Four of these hold the chassis to the body, the other four secure the motor mount to the chassis. It is easy to see which screws are for what purpose as the ones which secure the chassis to the body are screwed through elongated slots, whereas the motor mount holes are round. Each of the four main fixing posts moulded to the underside of the body shell have red plastic inserts fitted into them.

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The chassis is flat, simple and well laid out. The Slot.It V12 sidewinder motor is mounted into a Slot.It motor mount which is forward of the rear axle with a 2mm clearance between motor and axle. The wires from the motor to the guide are routed via a channel down each side of the chassis and are held very securely. There are 3 magnet positions available to experiment with. One is beneath the rear axle directly behind the motor, the centre position is 5mm forward of the motor with the forward position being virtually in the centre of the chassis. The magnet is fitted in the centre position as standard from the factory. The guide is 15mm forward of the front axle and has a turning arc of between 150-160 degrees. Drive is through an 11 tooth brass sprocket, meshing with a red Slot.It 36-tooth crown gear.

## On the Track

The majority of testing was done on my "Mosshill" circuit, which is made up of 90% plexytrack and approximately 95ft in length. Power to the track is supplied through a standard Scalextric Sport powerbase/transformer. The controller I used throughout the test was a "Professor Motor" (PMTR2051), which can be adjusted for throttle response.

When I placed the car onto the track for the first time and bearing in mind what this model cost, two questions sprung to mind. Would I have the courage to open the throttle fully down the straight, and how deep would I brake into the corners? All four tyres touched the track and there was virtually no body roll when you pressed your finger onto each corner. I kept the car in its original "out of the box" format, with the magnet situated just forward of the motor. The only preparation I did was to oil the motor and axle bearings, although to be fair they already ran very smoothly. I squeezed the trigger gently and the car rolled forward. The first thing that was evident was a clattering noise from the guide rubbing along the bottom of the slot. After finishing the remainder of the lap I removed the car from the track and proceeded to sand the guide down a little. I repeated this procedure a few times over to avoid sanding the

guide down too much. Once the guide was to the correct depth the car ran a lot quieter and testing could resume. Due to the strong magnet the car was very stable and predictable on the circuit. In fact it was too stable and it drove just like any other slot car with a strong magnet fitted. It wasn't long before I was driving the car at near enough full speed and braking late into the corners. All my previous inhibitions had now been quashed. Despite an ever-increasing confidence welling up inside me, there was also an overwhelming fear that at any time the car could suddenly break away and have a high-speed impact. To slow the car down and give more sense of control, I removed the magnet. I am always a great fan of slot cars running without magnets, and it came as no surprise to find that the car was a pure joy to drive in this configuration. Power sliding was now very easy to achieve and I soon found that the soft tyres were beginning to lose their treads. One disappointment was the "Goodyear" decals on the tyres curled up and peeled off. The flexing in the soft tyres must have caused this. An annoying thing of note was that the car was making a squeaky/rattling noise when the four screws were done up tightly. This was simply cured by loosening them by half a turn. This noise was not apparent when the magnet was fitted. I then decided to change things once again and reintroduce the magnet, but this time in a different position. The magnet itself is a kind of "U" shape (similar to the ones fitted into Slot.It and SCX cars). In its standard form it is fitted "U" down. By removing and turning it up the other way so it is "U" up and refitting into the forward most position, will allow the rear end to slide and at the same time retain the benefits of the magnet. The magnet is now slightly raised of course (albeit by 2mm or so), therefore downforce is not so great. I know we are talking in measurements similar to the size of a gnat's wotsit here, but I found it made a difference. Once again, similar to the original set-up the car was very quick, but with the addition of a slight tail slide when pushed out of corners. I discovered that no matter what you do with the magnet, in/out, forward or back, this



car just keeps coming back for more. Of course the car had its moments of de-slotting, just like any other slot car, but there are no annoying handling traits, only offs caused by driver error. By the end of the review I had completed over 2000 laps and enjoyed every one of them. The soft treaded rear tyres had now become very grippy slick rear tyres and were looking very scuffed indeed. The front tyres were also showing signs of wear, but this was very minimal in comparison. Out of all the possible magnet positions etc, I only recorded the lap times of two of them, they are as follows: -

Magnet in forward position ('U' up) - 9.84 secs  
No Magnet - 10.64 secs

## Scale

It has often been said that Racer cars are not to 1/32<sup>nd</sup> scale. As far as this review goes I will only comment on the 250LM.

The "Scarlet Passion" book I have states that the 250LM is 13 feet 11 inches long, 5 feet 7 inches wide and 3 feet 8 inches in height. This equates in metric to 4270mm, 1700mm and 1115mm respectively. I don't know whether these figures are common for the entire fleet, but I guess they would be very similar. I carefully measured my review model by placing the car onto a sheet of paper and butting each end up against a right-angled edge, i.e. a small rectangular box, marking these points with a pencil and then measuring between these two points with a ruler. This was repeated in exactly the same fashion for the width. The height was trickier to do, but a measurement was taken using a ruler and a small rectangular box. The metric measurements I came up with were; length 136mm, width 62mm and height 35mm. Because of the cars shape the width does vary significantly along its length, so I took an average measurement. The way I worked out the scale measurements was to take the actual measurements of the real car, divide this by 100 and then multiply by 32. For example, length 4270mm, divide by 100 = 42.7mm, multiply by 32 = 136.6mm. Compare this figure to my actual measurement of 136mm, and allowing for my crude measuring techniques you have a

virtual match. The width was not quite so close coming out at 54.4mm, compared to my measurement of 62mm. This was not a surprise as it is not known at what point the real cars measurement was taken. The height was once again very accurate coming out at 35.7mm, compared to 35mm. Although there is an 8mm difference in the width (possibly due to inconsistency in the measuring point), overall I would say that this model comes out at 1/32<sup>nd</sup> scale.

## Conclusion

Whether you decide to collect or race these cars they excel in both areas. If they are bought to race then they will be driven just as hard as any other slot car. I found I was continually pushing harder and harder each lap and ended up racing it (albeit against a ghost car). A major factor for this was the "Slot.It" running gear combined with "Racer's" own excellent soft tyres. Being made of resin it is heavier than a plastic car, which helps to make it feel more solid and stable on the track. These cars are definitely built for racing and are not just designed as shelf queens. Let's not forget that Racer have an official driver who races these cars to great effect in the Italian classic championships. To find two identical racing Ferraris is very difficult and the same can be said for the Racer models. The individualism on each model, from the wheel diameters to the finer detailing obviously has an effect on the pricing and often goes unnoticed. In a world of hard to please slot fans it is a route which Racer have decided to take, which must be commended. I set out to do an honest and neutral review and to highlight "the good, the bad and the ugly". Built by cowboys they most certainly are not, but they will cost you "A fistful of dollars" and for "A few dollars more" you get something which you will treasure for years to come. I honestly found it difficult to find any negative points. The Racer/Slot.It combination is a partnership made in heaven and long may they continue. Scarfiotti/Parkes, Stewart/Amon and Torville and Dean are others, to name but a few....."Torville and Dean !" ?? ■



Sir,

After reading the review of the C2643 Ford Escort RS1600, which pointed out the mistake with the wipers, I must confess that I hadn't noticed this myself.

Maybe when the Timo Makinen version comes out later this year it will be left hand drive to make the wipers correct. The other mistake was also highlighted by the review, if Tony Mason had actually been reading his pace notes they would have been excluded from the rally as the RAC was then a blind rally and pace notes were not allowed, he should have a good old OS map on his board! That said the MK1 is a very good effort from Scalextric.

All we need now is the Roger Clark 1976 Escort MK2 RS1800 Cossack sponsored car. The MK2 Escort is one of the most successful rally cars ever and deserves to be manufactured in 1/32 scale by one of the main slot car makers. The market for such a model and the various liveries must be huge, so what are the manufacturers waiting for?

I am, yours etc,  
Nic Ayre

.....  
Sir,

First: Like the new cover, congratulations to the composer - and the man who chose to use it...

Second: What's with Rob Smith saying (of the Scalextric RS1600) "For the pedants out there, the wipers are the wrong way round"? If a firm as big as Hornby, with all the money they must spend on a new moulding, can't get the wipers the right way round, what hope is there for the rest of us! Inexcusable.

Third: I haven't got a Japanese Car or a Digital Chip I want to fit to it but on page 28 surely it matters which metal contacts on the left and right hand sides you solder the various coloured wires to? To my simple mind one pair of contacts must go to the pickups and the other to the motor, so getting the wires back to front would make the electrickery flow backwards through the incomprehensible innards - wouldn't it? Or doesn't it matter which way it goes? Mind you, as a bloke who used to watch snooker on black and white TV, I should be able to work out the colours from the b/w photos...

I am, yours etc,  
Bill Grigg

.....  
Sir,

Thank you to those of you who responded to my appeal for feedback on how interested you are in the scenic aspects of making circuits. I am grateful to you. (It is still not too late. Visit [www.slottrackscenics.co.uk](http://www.slottrackscenics.co.uk) for a copy of the questions.)

One or two of you said you would like to hear about the results. Currently the same appeal is going out in Racer magazine and so I am still gathering feedback. I also plan to take a larger version of the questionnaire to the show at Epsom on 23rd and 24th September. After that I will send a note of the results to this magazine.

I am, yours etc,  
David Jessett





# Update

By Gareth Jex

**H**opefully, if everything has gone to plan, you should have a colour flyer in this month's Journal for the weekend. Primarily this isn't for you! The full details of the event are also published in the Journal in the normal Swapmeet section. This flyer is for you to give to anyone you think may be interested in coming along or taking part. Perhaps you could put it on your work, school notice board? Give it to the next door neighbour or fellow club racer. Anyway, please try to get this flyer into interested parties' hands. If you need more – let me know.

## Competition

I have received and accepted just over 70 entries for both Saturday and Sunday so there are still places available if you or someone you know wishes to enter. Remember you do not need to be an NSCC member to enter, but it does cost £1 more. Entries will be accepted on the day (subject to max number), but it is far better to apply in advance.

Those who have only entered one or two classes may also enter another class up to a maximum of three each day.

Full details are on the dedicated web site: [www.slotrally.co.uk](http://www.slotrally.co.uk) (including pictures of all the cars eligible in each class). Prizes are still being arranged and negotiated and will be on display at the event.

## Tracks/Stages

Now we have the Goodwood Festival of Speed finished we need to turn our attention to the remaining tracks/stages. By a long way the Goodwood 'Hill' was the most complex of any of the tracks and stages, in comparison the others are pretty straightforward, but still need

work. In total we have about 8 other tracks to build, including two, part completed, routed tracks; the others are all off the shelf track and simply need laying out and fixing to boards.

Once again First 4 Exhibitions have kindly offered (been persuaded) to loan us their facilities in Uxbridge. I estimate that two weekends will be plenty of time to complete the remaining tasks.

**12<sup>th</sup> & 13<sup>th</sup> August**

**19<sup>th</sup> & 20<sup>th</sup> August**

I need volunteers! The more the merrier and the quicker it gets done. You don't need any modelling experience or DIY skills (although it would help) tools are provided and we have all the track and materials we need. Happy helpers who do come along to help will be invited to a special Saturday evening event during Slot Rally GB and get free entry into the weekend.

Many thanks to those clubs who have confirmed they will be bringing along their tracks for the weekend, including;

Melton Mowbray Club  
Wolverhampton Club  
QSCC 'Quorn' Club  
Woking Slot Car Club  
Slick Slot racing  
SDRA

⇒





Individuals who have loaned us their own tracks include Reuben Forrester and Zipp (you know who you are!)

If you or your club has a track that you think might be suitable, please get in touch.

## Swapmeet

The two tables available advertised last month have now been taken and we are once again 100% sold. Traders who have booked tables should have received their full info packs and details in the post. If you have not received yours please get in touch as soon as possible. Also for those who have not paid yet, please do so as soon as possible please.

## Special Edition Cars

As you know Peter Solari has been working very hard with the new Ninco club car and I understand that these should be ready for collection at the weekend. The very limited edition Teamslot Toyota Celica in NSCC/Slot Rally GB livery will also be available at the weekend, some will be prizes for competitors the others will be sold. To be honest there are only

50 being made so we will be discussing the fairest way to sell these at the next committee meeting, but they will only be available at the event, not by post.

## Helpers

At the event we will be at full stretch, the committee and most of our wives/partners are helping out, but we can always do with more help. Once again Croydon Model Railway club are assisting us and will also be bringing along one of their layouts. If you can lend a hand, manning the door, running a track, etc do please let me know, even if only for a couple of hours.

## Reminder

Don't forget the weekend is not run for profit. Surplus money is donated to the Children's Trust Charity. We gave £3200 last year and hope to do more this year. We can't do it without your support. I personally do not intend to run another event next year (due to family and work commitments), so we may have to wait a while for the next one. Thanks in advance and hope to see you and your friends in Epsom. ■



# H:O Racing - the first time

By Adrian Leggett

**H**ave you ever promised you would do something for somebody and then wondered how you were going to carry it out? This was how I'd been feeling since the NSCC 25<sup>th</sup> Anniversary event last May, when Deane Walpole of the EAHORC invited me to race at his club. I had tried the H:O track at Epsom and was surprised by how much I enjoyed it and how challenging it was. Talking with Deane over the weekend I was impressed with his infectious enthusiasm for H:O racing and decided that I must give this a proper go. He added me to his emailing list with dates for the next races but as they were announced there was always a reason why I couldn't go, either due to family, work or club commitments. Finally the June 25<sup>th</sup> date looked promising. My only concern was that my wife was working that weekend and it would mean taking my five year old son, Jenson, with me. Deane said, "No problem, the more the merrier." So, 'Game On' then.

Our esteemed editor had suggested that I stay with him for the night before to break the journey so I made the necessary preparations for a day's slot car racing. Packed both my Parma throttles and.....er.....that was it!

Unfortunately for me and Brian, I was unable to leave Guildford as early as I would have liked so we missed out on the F1 Stock Car racing held at King's Lynn that evening. But on our arrival, Brian got the barbecue out, his partner Christine and my son sorted the rest of the food while I helped empty a couple of beer bottles. We could not have been made more welcome so thank you again both of you.

After an excellent breakfast Brian guided me to King's Lynn Conservative club where I was reintroduced to Deane and the other club members. They had already built the four lane circuit on Friday and had made it compact to take into account the possibility of a low turn

out of members and make it easier to marshal. Something to do with a minor football game somewhere in Europe I believe.

My son and I were loaned a couple of NEXTEL (née NASCAR) racers to practise with and it began to dawn on me what I had let myself in for. Just trying to stay on the track reminded me of how challenging H:O racing is. The format of the races is different from that of my local club in Farnham but basically it's down to the most distance covered in three minutes, racing on each lane. With nine people ready to start, the first class was Tyco Formula 1 where Jenson and I raced lane specific club cars and it soon became apparent that there were some seriously quick racers here. The fast guys were completing 30 laps or more while I managed 25. It was disconcerting to be lapped every five laps but at least I was consistent and this ensured me a place in the B final. Now here I made a huge mistake. Not knowing the format for the finals I was asked to choose a lane from the remaining two but I didn't remember which one I had my best race with. In the end it didn't matter as Deane Walpole and John Ovens raced into the distance and I clashed with John Kelly while Deane was lapping us. All good fun though.

After the supplied lunch the other members had to choose which closed wheel class they wanted to race in. For Jenson and me it was back to the club cars and a bit more practice. Come the races I soon found out that the NEXTEL cars were the fastest on the track with some blisteringly quick times from Martin Hill, who would ultimately win the class final by nearly three laps. The MR1 can class club cars varied in their performance with the red lane car the fastest of the four. These cars are apparently the fastest of the lot but certainly not in my novice hands. However, I surprised myself by narrowly beating Deane in one heat by a close two car lengths to win my first H:O race. Cool! ➡➡

The can class final was contested between myself, my son and John Ovens. Now I remembered my mistake from earlier about lane choice so this time I chose the red lane, where I had won previously. John and I battled closely for the first couple of laps but then he had a couple of offs, allowing me to build up a lead that I unexpectedly maintained to the end.

In the Sports GT final Jamie Kelly beat father John convincingly as John tried a different car from the one he had used in the heats. Jenson's racing improved steadily throughout the day and after completing 14 laps in his first race, he managed a good solid 20 laps by the end. He even attempted to try his hand at marshalling in the afternoon but unsurprisingly got a little confused as to which lane to put the car on once it had come off. Still, we've all been there though haven't we. This was his first ever competitive slot car event and he finds himself equal fifth in the Can Class Championship, ahead of Brian Rogers! As a father I can feel quite proud of his performance during the day. It can't have been easy to endure a 300 mile round trip so that his dad can race other grown men with tiny plastic cars.

After packing away the track and tables, trophies were awarded. Yes! Trophies! Proper metal trophies! Wow!

Now, I think I'm realistic enough to realise that I'm far from the best H:O racer and the low turn out rather flattered my performance. When more racers attend, a larger track is constructed so I'm sure that will sort the men from the boys.

I would like to extend my gratitude to Deane for inviting me and making us feel so welcome. Thanks also to John and Jamie Kelly, Jim Kelly (no relation I think), John Ovens, Martin Hill and Dave Rouse for the friendly atmosphere in which we raced. I would also like to return the invitation to them to race at Farnham if they're ever in the area on a Wednesday evening.

I can highly recommend to anyone who has never tried H:O racing to give it a go and you'll be surprised at how much you'll enjoy it. You can check out the excellent web site at [www.eahorc.com](http://www.eahorc.com) for all the race reports and championship standings, plus there is Deane's brilliant H:O chassis guide. I never realised there were so many different types!

I believe that one of the stages for the forthcoming Slot Rally GB will be an H:O circuit with appropriate rally cars, so that should give some of you H:O virgins food for thought!

My next task is to buy some Tyco track and cars for myself so I can practise for when I return to King's Lynn, hopefully in December. I'm really looking forward to it. ■





## Reinecke Motorsport Kits

By Phil Insull

Normally I would only look to perform a review of one car at a time, but I have just purchased four new kits from Reinecke Motorsport and have decided to review all four as I can't decide on just one.

For those of you unfamiliar with Reinecke Motorsport they are based in the United States and have produced a series of fine resin body kits of Trans-am cars based on the Scalextric Camaro and Mustang chassis. The kits come with clear moulded screens and a resin interior. Decals are available either from Reinecke themselves or from Slotcars4U, a decal specialist based here in the U.K. Two of the latest Trans-am cars are the 1970 Pontiac Firebird and Ford Maverick (a fantasy T/A car, as these never really raced in the series), and recently they have branched out into historic "Darkside" Nascars. "Darkside" is the common reference given to Nascar racing between 1948 and 1972 when Bill France stepped down as President of Nascar in favour of his son Bill France Junior. The first two cars chosen are both Chevrolets, these being the 1965 Impala and 1966 Chevelle. The choice of these two is something of a surprise as the 1965 Impala was nowhere near as successful as its predecessor, while the Chevelle only saw limited success. These two kits again come with clear screens and a resin interior, and in both cases are designed to fit onto a Carrera historic Nascar chassis with minor modifications.

One of the beauties of the Reinecke range is that the mouldings are sharp with very little flash, and need only a quick trim and wash before they are ready for painting. Equally the moulded body posts are set so that if the recommended chassis is used there is very little need in most cases to modify it greatly, and they are therefore very easy to build, even for a newcomer to kit built slot cars. I followed the advised chassis for the Nascars and the Firebird,

but, with an eye to a bit more performance, I chose to fit the Maverick with a 1/32<sup>nd</sup> brass Parma Excalibur chassis and a ScaleAuto boxer motor, with Slot.It axles and gears. This required me fitting new body posts to the shell as the mounting points are different, fortunately the Excalibur comes with four posts which were easily resin bonded into the correct positions.



The Maverick underside with Excalibur Chassis, and ScaleAuto motor

The bodies and interiors were then painted, and assembled onto the chassis. The colour schemes chosen were the dark blue BF Goodrich "Tire bird" of the late, great Jerry Titus for the Firebird. A fantasy Terlingua Racing Team light blue livery was chosen for the Maverick, as the car never officially ran in Trans-am. The livery for the Chevelle is the Smokey Yunick prepared Gold and Black 13 car which was qualified on pole position at the 1967 Daytona 500 by Curtis Turner at over 180 mph. A lot of mythology surrounds this car, with legend having it that Smokey built it as a 7/8<sup>th</sup> scale replica as the car did not fit a body template taken from Bobby John's Chevelle. More knowledgeable Nascar aficionados however point out that while Smokey had altered some of the bodywork, it still conformed to a template taken from a stock rental Chevelle, and the Bobby John's Chevelle body template was subsequently tried against ➡➡

some Chevrolet dealer stock and a good number did not fit. For the above three the decals came from Reinecke Motorsport and Slotcars4u, while the Impala is currently plain white, as I await a new set of decals from Slotcars4u for the Ray Fox engineered Impala driven by Lee Roy Yarbrough.

Having completed the four cars it was time to take them to Wolverhampton and try them out. First onto the Ninco track, where base line times were established with a Scalextric Mustang and a Carrera Torino, with the Mustang being around 1.3 seconds per lap quicker than the Torino. The Firebird has a barely modified Mustang chassis underneath it and uses the same motor and magnet and unsurprisingly lapped within a few hundredths of the base time set by the Mustang. Equally the Chevelle and Impala, both using stock Carrera chassis, motors and magnets, lapped either side of the time set by the Torino, with the Chevelle being around a tenth quicker and the Impala around two tenths slower. In all three cases the kit built cars handled very much like the donor cars from which the chassis was taken. The Maverick, however, had a problem as I had built it with our wooden routed track in mind, complete with a deep wood guide, and so it wouldn't run in this form on the shallower Ninco plexy track.



**From left to right, Chevelle, Impala, Firebird and Maverick**

Moving on to the wooden track I again posted some laps with the base cars, this time the Mustang was around two seconds per lap quicker than the Torino using an MRRC 35 ohm controller. The Firebird again ran well

although it did pull to one side under heavy deceleration but, despite this, I managed a lap time identical to that of the Mustang. I then swapped the rear tyres for a set of Ortmanns and took another half second off the time, along with curing the problem of pulling left under braking. Sadly I then tried the Ortmann tyres on the Mustang and went half a second quicker again. Next I ran the Maverick, and while the motor had bags of torque I was finding it a real handful to control and failed to string in a complete timed lap, so I again switched the rear tyres for Ortmann's and this time used a custom built variable controller, which made the Maverick much easier to drive. Now I was cooking, nearly three quarters of a second quicker than the Mustang within just a couple of laps, and by the end of the stint some one point one second quicker. Finally to try the Chevelle and Impala, I switched back to the MRRC controller and put together a couple of solid but unspectacular runs. The braking effect on all Carrera cars is virtually non-existent so you have to roll the car through the turns, the standard Carrera guide also is a little shallow for our wooden track and I didn't want to risk damaging my newly built cars so I ended up around four tenths slower than the Torino with both.

In summary then these are easy to build kits, and they will make excellent additions to any slot car enthusiast's Trans-am or Nascar stable, offering the chance to have something different from the norm, particularly as each kit has a number of possible different decal sets that can be bought separately for them.

The performance is pretty close to the stock standard cars they use for donor chassis, and if you want something with a bit more zing you can easily use some form of metal, or PCB chassis, together with a hot motor, to make them really fly. I'm looking forward to doing some more Reinecke kits; I just hope the Mercury Cougar and maybe a Ford Galaxie are amongst their future releases. ■





## Ref 6198 Tuning Car 2

By Jamie Coles

In the old days “tuning a car” meant getting your hands and almost every other part of your body caked in grease, oil and blood so you could be fastest away at the traffic lights.

Nowadays it is the art of modifying and transforming a car to express a unique, personal style almost along the lines of the Custom Hot Rods from the States in order to stand out from the conventional cars – and not necessarily improving the performance of the cars.

To get an idea of the sort of thing in real life just take a trip around any out of town shopping centre which has a Halfords and you’ll see some of the ‘Youf’ of today with their lowered suspension, modified wheel arches and exhausts to see what can be done with a Peugeot 205 or Vauxhall Corsa! To top this art form off there are a number of other options available – spinning wheel-hubs, when the car stops the wheel hubs – usually shiny, continue to spin. Also the addition of various neon lights under the car add to a car’s, and therefore the owner’s, individuality.

SCX have now released the second of their tuning cars and this is loosely based on a Vauxhall Astra. In the last Journal Gareth intimated I was not entirely sane with my like of these vehicles – possibly if there was a co-driver he would change his mind! The benefit for a reviewer of this type of car is that there really is no real-life model to compare it with – so I can only go on looks and performance.

I’ll start with the performance – and the gutsy RX4 motor coupled with low profile silicone looking tyres lets you give the car a really good thrashing around the track. Straight out of the box – or rather off the horrible twist-and-pull thingy that SCX have – and the car does not go that fast but sticks almost too well to the track for my style of racing.

Of course these cars are more for show, and with the lights off in the room the bright halogen blue headlights and red rears together

with the eerie green neon under the car make it look fantastic. However after a couple of laps I want to see how it performs – off with the magnet and it is taking corners really well and really driving well.

### Now to look at the car

The new style SCX box with an angled plinth is an excellent way to view and display the car – reminds me of the little plastic stands you used to get to slot into the Airfix aeroplanes! The bodywork is flowing and some spectacular mouldings have been added to the standard “Astra” shell with somewhat over the top front spoilers – after all these cars are designed to look good.

The paintwork is white with a two-tone pale purple and smokey blue which follows the flowing lines of the car. The rear windows are quite dark and with the chrome effect bumper and triple exhaust it does look a moody car. Inside you can see the stereo system and the muscle man driver – can’t see if he has the Burberry baseball hat, ear-rings and tattoos though! Judging by the way he is sitting and the visor over the top of the windscreen he can’t actually see that much. Sadly some of the tampo printing is not as good as with other cars around the rear wheel arches – and this may be because of the type of pearlescent paint used.

As a whole this is a fun car to have and certainly gets a lot of attention when I run it – my only concern is that it needs to be run to see the effects of the lights and neons but we haven’t got a class to race it in – Modified Modern DTMs anyone? However as I doubt many club racers would buy this car and on a home track it would compete just fine with any other SCX two wheel drive car – maybe even a rally car!

As usual many thanks to SCX for the opportunity to review this car which is an unusual addition to the collection, but it does keep racing fun. ■

# Robert Manzon's Ferrari 625

By Bill Grigg

Last Christmas my wife bought me a book about Robert Manzon, the highly capable 50's French grand prix driver. Manzon spent most of his career driving for Amédée Gordini and scored some creditable results with what were never really better than second string cars, but in 1954 he strayed from the fold and bought himself a customer version of the new Ferrari 625. The 625 was the 1954 Ferrari works car, an update of the 500 which had been very successful in the previous 2 litre formula and fitted with a 2.5 litre engine. Manzon's was painted in French blue and raced under the Ecurie Rosier banner in company with Louis Rosier's own Ferrari. The bad news for Ferraris in general in 1954 was the return of Mercedes-Benz to the Grand Prix scene, but Robert's claim to fame was that he finished third behind (a very long way behind!) two Mercedes in the French GP at the very fast Reims circuit and beat the works cars.

The blue Ferrari caught my imagination and I wondered if I could build a slot car version. My resin moulding skills are non-existent (though I entertain faint hope for an imagined future) but Mac Pinches made a Ferrari 625s kit, and the 's' was one of the basic 500s revised yet again as a 1955 Ferrari works car. Comparing the two bodyshells I thought I might make something near enough right to satisfy me, although not perhaps bearing close scrutiny. So I bought one of Mac's kits and set to work.

The obvious external changes that Ferrari had made to tidy up and update the 1954 car were to raise the cockpit sides, fit a wraparound screen, bob the tail, recess the filler cap, fair in the rear suspension, replace olde worlde louvres with simple ducts for ventilation and lower the exhaust pipe to run along the bottom of the body side instead of at just under driver's left elbow level. Remember this last point for later. ➡➡





So, all I had to do was lower the cockpit sides, build up the front of the cockpit and fit an aero screen, lengthen the tail – well, you're ahead of me.

The most difficult part was lengthening the tail, not so much with sloshing filler into the vertical and horizontal formers I made, but getting the resultant mass (mess?) smooth and symmetrical. That done I cut down the cockpit sides, built up the scuttle with more filler, carved off the suspension fairings and filled in the air vents and exhaust exit hole. Plasticard and wire remodelled the suspension and surroundings and individual strips of plasticard were shaped and superglued on to represent louvres. Then the bonnet bulges were re-profiled to 1954 style and the exhaust pipe exit re-cut, the pipe being reshaped to suit. Oh, and M. Manzon had been driving in shirtsleeves when chasing the Mercs, so I trimmed the driver figure to suit.

Next I made mountings for a Scalextric Sledge motor which neatly fills the shell, cut some axles to the correct length and attached the Ninco Classic 32 spoke wheels (washers from Wilco's for brake drums), Ortmann tyres and set up the guide to what I hoped was the correct height.

Then things came to a grinding halt as it was still winter and conditions were far from ideal for spraying.

Come the warmer weather, subjectively about six months later, and I eagerly prepared my shell for spraying with acrylic car aerosols. The rather unusual feature of the Manzon machine in the 54 French GP was that, as well as numbers on nose and tail in the conventional positions, it had a number on the scuttle. At least, it did on the right hand side which is the only side I have photos of. Trying to do things as accurately as possible I decided to spray the whole thing white, stick circles of masking tape over the number roundel positions and then spray blue. I carefully did just that with my five masking circles and ended up with pretty good roundels on nose, each side of the tail and each side of the scuttle. It was only when I came to fit my remodelled exhaust pipe that I realised it went straight across the middle of the left hand scuttle number.... what a memory.

I haven't yet had the heart to try a respray and, anyway, who's to say there wasn't a number under the exhaust pipe on the original. Sounds very probable to me. Do I sound convincing? ■

# Le Mans Classic 2006

By Colin Spark

Thursday dawned chilly and overcast, so the prospect of driving down the M20 with the top down seemed a little daunting.

Having overslept, and now chasing the clock, we virtually threw our weekend clothes into the car and, to save time, left the top down.

Our 3 litre V8 Triumph Stag burst into life, having been suitably fettled the week before by Bob Rackham, and we flew down the motorway hoping to catch our allotted Tunnel crossing. Yes it was bloody cold!!

The steady stream of classic cars heading the same way, at a more sedate pace, were rudely awoken by our blue missile on the outside lane and as we arrived at the Channel Tunnel our crossing had already been called. Fortunately it's only a half hour wait for the next one.

Arriving in France we immediately peered out of the train window and the top up/ top down debate was solved. Blue sky and sunshine greeted us and remained for the whole journey to Le Mans. In fact pretty much for the whole weekend.

The run down to this event is always like being in one of those "Eye-Spy" books we used to have as kids, and my pages were being rapidly ticked off with all the wonderful cars on the road. There was a good chance of finally getting a Chieftain's badge, forty years too late!

By early afternoon the mind-numbing péage was too much, so we joined the Route Nationale and realised rather quickly how slow rural France can be. However, we had no records to break and we soon began to chill out and enjoy our toodle through the countryside, arriving in Le Mans with plenty of time left for pizza and beers.

## Paddock Pass

Friday is Practice Day and if, like us, you've purchased the very necessary Paddock Pass you can go into all the various paddocks and get up close and personal to all the cars being entered

in the event. This is the third time this bi-annual event has been organised and having been to them all it never ceases to amaze me how many cars there are. More to the point, it's amazing how many people are prepared to thrash these irreplaceable gems around the full Le Mans circuit, Mulsanne straight and all.

The highlight of the day for me, was standing behind the gold 1966 GT40 that had the rear bodywork removed, while they ran up the engine. The car was sitting on axle stands and a technician was sitting in the car, steadily running the engine, whilst in gear. Then this other brave soul crouched down between a rotating rear wheel and a red-hot exhaust and removed a tiny dipstick to check the oil condition.

The noise was incredible and the heat unbearable, yet the technician wasn't fazed by any of it and continued to dip and re-dip until satisfied. (See below)



3 o'clock was the start of qualifying and the paddock main entrance became organised mayhem. I didn't know which way to look and gave up taking photographs as there was too much to see. I made the mistake last time of spending too much time behind the lens and missed so much of the action.

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Being there, in the thick of it, with all the noise, the smells, the heat and excitement will *never* be captured by camera or video. Trust me.

## Died and gone to Heaven

Saturday, 4 o'clock, and the grandstands were heaving. The first "Plateau" got proceedings underway with cars from 1923 – 1930. The drivers, all wearing racing whites, performed a proper Le Mans start, much to the delight of the crowd and we watched 4.5 litre Bentleys, Talbots, Delahayes and all roar off into the distance.

This year an extra 10 years had been added to the cut-off date, so cars up to 1979 were now eligible and BMW M1s were in abundance.

There were six groups ("Plateau"), each one covering a decade. Each Plateau races for an hour and then returns to the paddock until their next allotted time. This way, each group gets two daytime and one night-time session.

The final group, Plateau 6, got their first run at just after 11pm and as they came through the start straight, on their first full lap, I thought my eardrums would burst!! Pardon!

## Never enough

Sunday saw us back at the track in time to catch the last three groups, these being our favourites. It still seems strange watching half your Fly collection roar past in front of your eyes, scale 1/1.

For me, the best group was Plateau 5 as it was full of GT40s, Lola T70s, Cobras, Corvettes and so on. It seemed that anything that was big, loud, with a huge engine, and ridiculously thirsty, fitted into this group. Oooh it makes the hairs stand up on the back of your neck!

Sunday 4pm and it was all over for another two years. The silence on the track and emptiness of the grandstands as we walked back to the car park was rather eerie.

I'll be back in 2008 to watch it all again because one day, when the Eurocrats get their way, it will be gone forever. Get yourself down there before it's too late.

Sometime over the next few weeks I'll put some more pictures of this event on my website at [www.rsslotracing.com](http://www.rsslotracing.com). ■