



No. 292 JULY 2006



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Contents

| | |
|-------------------------------|----|
| Swapmeet..... | 2 |
| Membership Update..... | 4 |
| Diary Dates..... | 5 |
| Messages From Margate..... | 7 |
| Shipment From Spain..... | 9 |
| Ninco News..... | 10 |
| Fly On The Wall..... | 11 |
| Racer News..... | 13 |
| Kits 'N' Bobs..... | 15 |
| Ebay Watch..... | 17 |
| Bits And Pieces..... | 19 |
| Boys' Night In..... | 21 |
| Bordeaux Vintage Meeting..... | 23 |
| Digital Chip Fitting..... | 27 |
| Slot Rally GB..... | 30 |
| Cheddar Gorge Circuit..... | 33 |
| SCX Review..... | 35 |
| Another SCX Review..... | 39 |
| Fraud Cortina..... | 42 |
| PCS32 Chassis..... | 43 |
| Adverts..... | 45 |

Editor

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

Trade Advertising

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

Magical Mystery Tour

During our annual holidays to Devon it has become a bit of a tradition to stop off in Honiton for a couple of days. We stay in a great hotel and I get to spend an evening playing with toy plastic cars at Vince Feeney's track. Unfortunately, this year the club was having a week off and our usual hotel was fully booked so it was time to put a back-up cunning plan into action.

"Fancy staying in Somerset this year for a change Dearheart? I have discovered a nice little B&B in Cheddar Gorge." "Sounds good to me - book the Thursday night and I will sort out Friday's venue."

So, off we went to Bay Rose House in Cheddar and it was at this point that Mrs Editor began to smell a rat. I think the slot-car magazines scattered around the lounge were a bit of a giveaway! Somehow I had neglected to mention that it was owned by NSCC member Martin Kay and he also ran a commercial slot track a short distance away.

So, after a pleasant evening meal in the pub next door, a good night's sleep and a truly historic breakfast, I was able to spend an hour playing on the digital layout - very good it is too. I managed to post a respectable time even though the bloody pace cars kept getting in the way. If you are in that part of the world I can thoroughly recommend Martin's establishment. Mind you, as he was also forced to write an article for the magazine (see page 33) we may not be welcomed back in future!

And so, on to Christine's choice for Friday night - Glastonbury, last refuge of the ageing hippies. Nice place if you like ruined abbeys but not totally suitable for people who can't stand heights - like me for instance. Yes, it was revenge time and I was 'encouraged' to climb Glastonbury Tor - all 518ft of it. Apparently you can see four counties from the summit but it is a bit hard to judge the veracity of this statement when you are cowering in the church tower at the top of the hill wondering how you are going to manage the descent without crawling on all fours!

Till next month

Brian



by
Rob Smith



MESSAGES FROM MARGATE

New releases have been arriving thick and fast this month, including the most requested Scalextric car of all time – the Ford Escort RS 1600. Let me know what you think – was it worth the wait?

New Releases

C2643 Ford Escort RS 1600

Let's start with the Ford. Finished in off-white, with the pale blue ESSO Uniflo livery, the model represents the car campaigned on the 1972 RAC International Rally by Roger Clark and Tony Mason. You can read their names in tiny script on the front wings but I needed a magnifying glass to do so as it is so small. Rally

liveries were much simpler 30 odd years ago and there are just a few sponsors decals perfectly printed on the rear wings.

One of the issues during the design of the car was to get the chassis near enough to the track for the magnet and guide to work properly without spoiling the look of the car. This has been neatly achieved by faring away the chassis from the edges so that it is hardly noticeable.

New driver figures are a welcome addition and Tony Mason is actually reading his pace notes. For the pedants out there, the wipers are the wrong way round. I also fear that the four spots on the front will only be marginally more robust than on the original C52. However, it looks beautiful.

⇒



**C2717 Esso Utraflo Supra 2004 #6,
C2718 au Cerumo Supra 2004 #38
C2722 Calsonic Impulz Z 2004 #12**

The next three Japanese cars licensed from Takara are the other Nissan and a pair of Toyota Supras. Following requests from NSCC members, Hornby have published a guide to converting these cars to SSD using the standard SSD chip and this can be found on page 27 of this month's Journal.



C2638 Nissan Skyline GTR Calsonic

Hornby have also produced a pair of Nissan Skyline Super GT cars themselves. The first to be released is the blue Calsonic car number 12. Easily up to the standard of the Takara cars, it has a more traditional chassis arrangement and the SSD chip fits easily. To many enthusiasts the Skyline is the definitive Japanese car so hopefully this will sell well for Hornby.

**C2738 Dodge Viper Competition
Coupé Foster Motor Sports No 17**

Despite the great shape of the Dodge Viper and its excellent track performance this model is a revolting shade of green. I'm assured the real thing was exactly the same colour. Presumably to make the competition feel ill!

**C2739 Ford Mustang 1971 Troy
Promotions No 3 & C2750 Chevrolet
Corvette L-88 Sunray DX No 2**

Much more pleasing to the eye are the latest TransAM liveries for the Mustang and Corvette. The Mustang of Troy Promotions is black and white and is the later car without the extra

driving lights. The Sunray Corvette is red, white and blue. The front lights are painted to give them a hooded effect.

**C2572 IRL Dallara Andretti Green
Racing No11**

Another Dallara livery in green and white from the Andretti racing stable with 7-Eleven logos.

**H2703 Ferrari 156 F1 1961
Giancarlo Baghetti**

Finally for this month is the hardest car for you to find. It is the subscription present from the Spanish MiniAutoSlot magazine. Red, like all Ferraris should be, with racing number 50, this model represents the car raced by Giancarlo Baghetti to first place in the French Grand Prix at Reims in 1961. It is in a limited edition of 1500 and in full Sport packaging. The last Sport release? It is anybody's guess whether SuperSlot cars have a reference of S or H as it differs between the barcode label, outer sleeve and L.E. certificate.



Coming Soon

By the time you read this the Aston Martin DBR9 should be released. It looked wonderful at Le Mans and was faster than the Corvettes but too fragile and the Corvettes won again. No-one was watching an Audi lorry disappear into the far distance with such an enthralling battle in GT1. Get to watch an FIA GT race if you possibly can.

Also due imminently are the first four A1GP cars. ■



No new releases this month, the Aston DBR9, Ferrari 360 and the Vintage McLaren are all in the shops now or will be soon. That said I have interesting news about future releases.

Silently released at the London Toy Fair, SCX have up until now been a little cagey about their planned off road system but we now have pics of the prototype plans.

Those of you with a good memory will recognise the components as they are similar, if not the same, as the original SCX TT system. Moulded in a tan/sand colour the track features bumps and obstacles including humps and bumps, flexible bridge, ramp and hills. Not seen in the original system is the Oasis section of track with palm trees etc and borders.

Two new cars will be available at first, the Dakar VW and Mitsubishi, both will feature long drop arms with 40 degrees of movement to get over the obstacles. We hope to see a display set on the SCX stand at Slot Rally GB.

Also on a rally theme are much awaited details of the Chronometer Rally Pack. I really wanted to know what this pack was going to involve and now I can tell you. In the set you get

two rally turn loops for single lane racing plus a new track section allowing the car to start on a rally ramp and enter the circuit on a standard curve. Times are shown on an LCD display panel. We will be using this on at least one of the stages on Slot Rally GB. Expected retail price £50.00 available from late July (TBC).



New cars released later in the year in the Tuning series will feature interchangeable body kits to pimp your cars to your own taste (or lack of). The new Tuning set will also feature a bridge section with an MP3 player and audio speakers, no details as to what songs will be pre-loaded on the machine - sorry! ■





NSCC Club Car

The first “test-print” of the NSCC Mégane had just been completed when I visited the Ninco factory in June and I was able to take a close look. Even though the top-coat had not been applied, it looked fantastic! The print is as sharp as we have come to expect from Ninco and the yellow and silver really do go together to form this unique livery. Production of these exclusive NSCC cars is all going to plan and I can assure all those who have ordered this car that they will not be disappointed. Orders are still being taken but I can confirm that all applications received before the end of June have been successful.

Applications received from 1st July onwards cannot be guaranteed a car and will be supplied on a first-come, first served basis.

N-Digital

Whilst at the Ninco plant I was taken into their top-secret testing facility where I was able to try out the new N-Digital system. Final testing and tweaks are being carried out and launch is still on course for the autumn. *(So for those of you who were beginning to think it was a myth, believe me, the system really does exist!)* The change-over track sections fit seamlessly to the standard “asphalt” track allowing cars to sweep from one lane to another. Personally, I found the throttles comfortable to hold and the lane-change button very easy to operate. Close inspection of the cars showed exactly how neat and simple it is to install the “chip”. I believe this is a key feature of the Ninco system that is way ahead of other

brands already on the market; it requires no more skill than that needed to change the braids on a guide blade. *(Even I can do it!!)*

Software within the main control unit will offer a variety of race types, one of which includes the need to pit for refuelling. The driver is warned of this through a vibrating device within the throttle and must then stop at the designated pit area within a few laps. If this warning is ignored, the car will slow before finally coming to a halt as if it really had run out of fuel. Clever, eh?

Ninco World Cup

As promised last month, more details are now available for this year’s entry to the Ninco World Cup event. It will take place on the 2nd and 3rd of December this year alongside the Italian Model Expo in Verona. Rules are now available and closely resemble those of last year. Eligible cars are those from the JGTC range and the Mégane Trophy car. All components must be from the Ninco range of parts, either standard or Pro-Race (full specification sheets are available). NC-6 motors and Pro-Race *Shore 25* rear tyres will be supplied by the organisers.

Only sixteen finals places are up for grabs with probably half of these open to teams from the host country. The teams must include three drivers, all of whom must compete. Qualification events from different countries will be announced locally and, as indicated last month, the UK qualifying heats are due to be held during the Epsom/Toyota weekend. ■



There are eight new releases to report on this month, including the release of Fly's second new model announced at Nuremberg this year. The release schedule which Fly have set themselves has still not quite levelled out, but is looking more on track now with only the "Team Brumos" set (Team 13) to come. I have tried to make some enquiries on this set, but information on release dates etc and other future models, as you can imagine, is difficult to obtain.

Recent Releases

Porsche 917/10 "Martini" #0 (A170), Interserie 1974, driven by Herbert Muller. Older members will remember the advertising slogan "anytime, anyplace, anywhere"; well the first part of this slogan can be said here. When the Porsche 917/10 first appeared back in the 2001 catalogue, a Martini sponsored car was one of the four liveries illustrated. Five years later, here it is. I'm not sure the reason for the delay, but nevertheless it is very collectable and well worth the wait.



BMW 3.5 CSL, white #1 (A690), driven by Ronnie Peterson and Gunnar Nilsson taking part in the 6hr race at Silverstone in 1976. This is a classic livery of this car. It is decorated in white with red and blue stripes which run from the front valance along both sides and around the elongated rear wing. Many Scalextric collectors will recognise this livery from the 1970s release (C128). If you were to compare the two models you would see how much slot-cars have developed over the years!

Renault 5 Turbo "Diac" #16 (A1206), driven by François Chatriot and co-piloted by Daniel Brichot, taking part in the rally Monte Carlo in 1984. This French sponsored car is painted in beige, black and white and is a must have for any classic rally collector/racer.



Porsche Carrera 6, yellow/black #42 (A1603), 12hr Sebring 1967. Driven by Ed Hugus and John Cannon, this has to be the most dazzling livery of this car to-date which is painted in yellow with black stripes. Another feature of this model is that it has covered headlights.

⇒



Ford Capri RS Turbo “Banzai” (Fly31), white with red sunset stripes. This is a very striking livery indeed and depicts the Japanese rising sun flag draped over the entire car. As usual with these race spec cars it is equipped with the lightweight interior, racing motor, calibrated axles etc.

hand side of the car. As we have come to expect from Fly, interior detailing is of a high standard and includes a full rollcage and individual piece seat belts anchored to the rear of the interior compartment.

The two models available are as follows: -
BMW M3 E30 “Telefunken” #4 (A1701), Rally Costa Brava 1987.
BMW M3 E30 “Camac” #63 (E1701), 24hr Spa Francorchamps 1988.



New Beamer

Just making it in time for this month's report is the brand new BMW M3 E30. At the time of writing only the white “Telefunken” version is available in the UK. By the time you read this the blue “Camac” special edition will be available. Both are already available in Spain. True to its original counterpart, this model has a front mounted motor with a long drive shaft powering the rear wheels. Both models released so far have the chassis moulded in white. It has also been moulded so that two different exhaust configurations can be produced. One with the exhaust exiting the rear, the other from the right

Special Edition

This year's “Salon Internacional del Automovil de Madrid” show was held between the 25th May and 4th June in Madrid (obviously). To commemorate this event Fly has produced a special edition Alfa Romeo Giulia GTV (E802). It is limited to 500 units and, as far as I know, is only available in Spain. The car is white with race #23 on both doors and decorated with red and green show sponsor logos. I found some for sale on Spanish eBay and a couple of main stream Spanish dealer web sites, so tracking one down shouldn't be too much of a problem at the moment. ■



Racer have now released the first of their new "Racing kits" and I thought it would be a good idea this month to combine this latest news instalment with a mini review. The kits are aimed purely at the racing market, hence the name, and are a simplified version of their 'Standard' range. To date the only car to get this treatment is the Ferrari 250LM and is available in four different colours; white, red, yellow and green. Later in the year a Ferrari 330 P4 will be available. As I already have a well tested standard 250LM, I was

intrigued to compare them and, after a phone call to Sean at Pendle Slot Racing, a white version promptly arrived the next day.

Priced at around £50 they may still be beyond some people's means but are well worth treating yourself to, especially if you've always fancied buying a Racer slot-car but cannot afford the more detailed standard models. So, what do you get for your money? The contents of the box are as follows: - pre-painted body shell, chassis, axles, alloy wheels, alloy rims, resin wheel inserts, tyres, guide, copper braids, resin





flat drivers platform and resin driver. The alloy wheels, rims, inserts and tyres are manufactured by Racer themselves.

The only painting required is to the wheel inserts, driver's platform and driver. The crown gear, motor, motor mount and screws are not included in the kit. Racer's reasoning for this is to keep the cost of each kit to a minimum and that most die-hard slot racers already have these parts in their pit box. To save weight on these models the body shell is void of all detailed parts. The only detail of note is the exhaust pipes and clear headlight covers.

After I sprayed an undercoat onto the wheel inserts, driver and platform, a topcoat was then applied. I decided to paint the wheel inserts emerald green, the driver's platform matt black and the driver in white with emerald green helmet, red seat belts, flesh face and finished off with black goggles. The only gluing required is to attach the driver to the platform and then subsequently the platform to the inside of the body shell. The wheels are easily assembled by dropping the inserts into the hubs and then simply pushing the alloy rims in to hold in place. I salvaged the crown gear, motor and mount from a Slot.It Porsche 956. The good thing with this racing kit is that a number of different motors can be used. Also, if you wanted to, you could replace the chassis with a Slot.It HRS type, or come to that the Pendle PCS32 chassis.

The one supplied in the kit is Racer's own plastic chassis and is the same as the ones fitted to the highly detailed range of cars. I must stress though that this is a very good chassis and does not need replacing, but the options are there.

On the track the car felt very lively and I was able to drift around nearly every bend. In fact, on a few occasions with my over exuberant driving the car drifted very wide and used up all of the lock available in the guide. In time, when the tyres have worn down to the levels of my standard version, drifting will become more controlled as grip increases. I had to adjust the controller's sensitivity down slightly to be able to "give it some welly" round the bends. All in all a very enjoyable slot-car without the fear of damaging or losing any detailed parts.

Developments

The brand new Ferrari 275/330P is in its final development stages and should be in production very soon. The first one will have the catalogue reference RCR26. I hope to bring more news on this next time. Also available soon is the David Piper 412P (RCR25).

Acknowledgements

Finally, I would like to thank Mark Sanderson for the excellent new column header and to Marco at Racer-emmegi for kindly supplying the logo and picture. ■

Kits 'N' Bobs

A round up of recent kit and resin releases

By Phil Insull

On the resin kit front the Proto Slot Aston Martin DB2 LM51 kits should now be available in the UK in both standard and pre-painted kit form. As with most of Proto Slot's fine products the Aston kit is designed to fit onto the Pendle PCS32 chassis, and can use either Ninco Classic or the excellent PCS alloy classic wheels. Further news comes that the BMW 507 (as driven by Elvis Presley when stationed in Germany) should be available later in the year in unpainted kit form only, as should be a version of the wonderful looking Ligier JS2 LM75, which has initially been produced as a limited edition for subscribers to a French publication.

MMK / Slot France have been busy, with the Bizzarini 1965 Le Mans car, 1957 Lotus XI, 1952 Gordini 1500, 1940 Alfa Romeo Mille Miglia, and 1959 Tojeiro Jaguar all being available in the U.K. this month, with a real surprise release in the form of a 1956 Maserati 450S. Not to be outdone by their French rivals, Le Mans Miniatures have released their latest trio, these being the 1978 Renault-Alpine 443, 1967 Ford GT MK IV the bronze Hulme/Ruby car, and finally the 1937 Le Mans winning Bugatti type 57G "Tank", all being available as kits or ready to run versions. ⇨⇩



Some of MMK's latest releases





Le Mans Miniatures 1937 Bugatti 57G "Tank"

No sign yet of the NSR Mosler, MRRC Chaparral 2Fs, or Scale Auto Toyota GT1, although I am assured they're definitely all on route.

Reinecke Motorsport

Cars which did make it are the Reinecke Motorsport 1970 Ford Maverick, the 1966 Chevrolet Chevelle and 1965 Chevrolet Impala all of which are pictured below. These kits are designed to fit existing chassis, the former being for a Scalextric Mustang chassis, while the latter two fit a Carrera historic Nascar chassis. More news comes in the form of two more historic Nascars, due soon, these being the 1980 Nascar Busch cars, the Pontiac Ventura, and an Oldsmobile Omega. While on this subject, I have found a great U.K. based supplier of custom decals for Trans-am and Nascar thanks



Reinecke Motorsport Chevelle, Maverick, Firebird and Impala

to Reinecke Motorsport, this is Slotcars4U, and it is well worthwhile checking them out at www.slotcars4u.net. I have used their excellent decals on the Chevelle to produce the Curtis Turner driven, Smokey Yunick prepared machine which posted the first 180 M.P.H. pole at Daytona in 1967.

Odds and Sods

Following their introduction of the red street liveried version of the Hyundai Coupé last month, Cartrix have followed this up with black and silver street liveries, but no sign of a race version. Slot.It have released a plain white version of their Porsche 962 for all of you customising fans who want to do your own liveries. Finally a bit of sad news is that my friend and fellow Wolf Mac Pinches is to cease production, at least for the foreseeable future, of his wonderful PreAdd Historic Grand Prix body kits. These cars are little jewels, as any one who has witnessed them at events such as the Early bird will testify. I understand that at some point in the future Mac may decide to do some very limited production runs again, but for the moment that's it although he does have a small number of kits still available, but they're going fast so if you want one contact him as soon as possible. ■

Well it has been good to know that others have been reading my articles as I have this month received some more feedback. Many thanks. Besides the boxed yellow and black Scalextric Dunlop bridge for £16.50 plus unknown P&P there was a blue Scalextric TR4 that went for £42. Good price yes, but then it did have a “chunk” missing behind the front wheel arch, broken windscreen and fuel filler cap missing. This does show quite well how unpredictable prices can be on eBay, and like I have said before, no different to a swapmeet where you can find your bargains if you search hard enough, are patient, get a bit of luck and judge your bid right. For one Spanish seller this month an opportune price of 150 Euro was enough to attract a bidder for a Scale Models LE Ninco Healey when a simple search would have seen the buyer being able to buy it for much less direct! Talking of Spain the eBay market there seems to me to be a lot more specialised in its offerings rather than your run of the mill modern cars and so have a lot more higher priced starting items particularly in comparison to the UK. It could be worth sellers advertising as well on Spanish eBay for their more desirable items if they are prepared to ship internationally. However I should note that many listings remain unsold at these high prices.

Selling our Heritage?

Thanks to Stephen Daniel, who runs Slot Cars Wales on eBay, I have been forwarded some information on where sales have been going for the last three months and who thought I had been spot on with my comments. He agreed that the summer period is a quieter time of the year from his selling experience and his initial thought was that Spain was the top export market. However on completing his analysis and even with nearly 5000 feedbacks to back it up, it threw up some interesting facts even for him!

Sales for top 10 countries were as follows:-

| | |
|-----------|------|
| UK | 37 % |
| USA | 15 % |
| Japan | 13 % |
| France | 8 % |
| Spain | 7 % |
| Holland | 3 % |
| Austria | 2 % |
| Brazil | 2 % |
| Australia | 2 % |
| Germany | 2 % |

Countries where sales were 1% or less during this same period were Portugal, Canada, Italy, Belgium, Malta, Denmark, Mexico, Greece, New Zealand, Ireland, Sweden, Switzerland, Finland, S. Africa. I wonder if these were all NSCC members. This also shows it is important for a seller to ship internationally though I note many will not do this, or if they do, France often gets a particular mention for exclusion! Something to do with the French postal service I guess, though personally I have had no problems with items coming this way.

Stephen also offered an explanation of the eBay stores explosion mentioned last month. Apparently the cost for shops has dropped to just £30 a month with listing at only 3p per item per month. This probably means even allowing for sales commission to eBay on top, that it is a cheaper way to sell than having your own dedicated website developed, assuming you have enough items to sell regularly. This for me takes part of the fun out of eBay from a buyer's point of view as all the shops have fixed BIN prices generally, all be it at good prices much less than auction style listings at times.

Bargain Hunting

We all love a bargain don't we? So here goes with a few tips that might help in your quest. (Apologies to those seasoned eBayers out there who probably know most of this, but showing ➡➡



someone at work that regularly uses eBay how to do searches highlighted things not everyone is aware of.) For example, don't just limit your search to Scalextric Ferrari but try Ferrari on its own as sellers may not put in Scalextric or perhaps misspell it if they are not regular Scalextric sellers. If you are not after a specific item, due to spelling and description variances, it is difficult to capture all listings which is why I search on the main category "Scalextric and Slot car" in UK as, although it brings up more auctions, it does throw up potential bargains others will not spot on a more refined search. If you find something you like the look of and have the time left before bidding, look at completed listings for that seller to see if a similar item has been sold before and what bidders have been paying. If the seller has been selling lots of the same items don't pay over the odds but wait for the next listing. To help you wait, and if you do not view eBay regularly, add the seller to your favourite sellers list in eBay and set up an email notification in your 'My eBay'.

My routine when I sign in is to always view listings ending first just in case there are items still at very attractive prices with no or low bids. Obviously placing a bid near the auction end is no absolute guarantee of success as many buyers use "snipe" software to place their bid in the very last few seconds which is why you see items going in the last five seconds or so to the highest bidder if you ever wondered. This very often happens on particularly desirable listings of rare cars. So if you are not using a snipe bidding package, make sure you bid enough to win at the price you are happy with, not just one bid increment higher, as the next person will most probably get it with their snipe bid. (I will cover snipe bids more fully in a later column when I have experience of using this myself.) Once I have reviewed the auctions ending soonest, I have a look at new listed items particularly those with BIN prices as here you can often find the odd bargain. If you like it and it seems a bargain from a seller with good feedback and have reviewed the listing carefully, just hit the BIN button as someone else will soon do it. Listings

like this often only last a few minutes and may be a few hours at most. I have actually missed out like this before, talking to a mate about something I have just seen listed and then gone back only to see someone else has jumped in and bought it, or placed a bid so the BIN price disappears. Once a bid is placed the auction then often ends up going for a higher price than the BIN price would have been!

My last tip for buying is to have a look during the week, not just the weekend, as there are some big sellers out there for mainly newer items who take the contrary view to the shops mentioned last month and only do auctions, often only for one day. At the risk of losing out on auction bargains myself (particularly Slot-It cars), a major seller to look for is 'theSlotoutlet'. They have some very reasonable prices as well as low starting auctions and not as many people bid during the week when their auctions end coupled with very reasonable P&P which, I hasten to add, is some of the best I have seen from the many sellers I have brought from.

Just a few big prices this month as running out of space:

Scalextric PT 94 Track NR used or displayed \$189.50 (Pricey but you got 4 of these)

1/32 Scalextric #43 STP Pontiac GP Nascar mint \$165.50

Scalextric TVR Speed 12 Collection 19 cars \$630 BIN (No NSCC cars in lot)

James Bond 007 Mercedes 190-SL 700 EUR (Offered 4 times, lowered by 100 EUR each time till sold)

Vintage James Bond Scalextric Empty box from 1967 nice £317

Audi R8C Presentation 1999, Slot.IT New!!!! £92.77

Lastly a few Scalextric Miniauto Maserati and Ferrari turned up on US eBay fetching \$50 to \$60 each

No "Unmolested" auctions to report this month in slot cars though the term was used elsewhere! ■

BITS & PIECES

World's Longest Scalextric Track

The current official world record for the longest slot track is 2550 feet set by Scale Models/Jim Berry in Manchester, 2000 according to the well known Guinness book. A longer Ninco track was set up in Spain a few years ago but they either didn't inform the relevant people or the attempt was disallowed.

On 1st June a new record was attempted by 'Zoo' magazine with the support of Hornby. The attempt has not yet been ratified but it would appear a new benchmark has been set at 1.10557 Kilometres of Scalextric track (3593 feet). The Zoo drivers took over ten minutes to navigate around the massive circuit of over 3000 pieces of track. Spare a thought for poor Adrian Norman who had to crawl round on his knees putting the whole thing together!

If you have never heard of 'Zoo' magazine I would suggest that you look towards the top shelf at your local newsagent! A video of the attempt is available at:

www.youtube.com/watch?v=GD0p_aVujT4
The marshals are a lot prettier than the ones at your local club!



Two traders' tables (not together) have become available for Slot Rally GB - please contact Gareth to book.

All entries for the Slot Rally GB competition received by Gareth before 19th June have now been processed and accepted - all info and badges have been sent to competitors - if you do not receive your info pack and think you have applied, please call Gareth ASAP to discuss.

Could Dick Vincent please contact Gareth ASAP regarding his table booking.

You Couldn't Make It Up

"Most people when I tell them what job I do, say 'you lucky so and so'," says Frank Martin. After all not many chief executives are allowed to play with toy trains and **Scalextric** all day.

Daily Telegraph

You would think that if someone was writing a full page article about Hornby's financial results in a prestige newspaper they could manage to spell the company's brand name correctly!

Mac Retires - Again!

As of the 10th of June I have stopped producing Pre-Add body kits.

Thank you for your support and custom. I retired some years ago, then started Pre-Add but what started as a hobby is now a business taking vast amounts of time. Therefore I would like to step back and have a little time to myself.

*Kind regards
Mac Pinches*

Help Wanted

Martin Kay, who runs the Cheddar Gorge circuit, would like some help from any members who have experience of running charity events.

"Something I am considering doing later this year is an endurance race on the Digital track, to generate some interest and get up to six local teams to compete in something like a six hour contest to raise money for charity.

Thing is, I know these types of events take a lot of organising and I'm sure there must be some NSCC members who have run this type of event who could give me some advice on running a trouble-free event and making sure I have thought of everything?"

Martin can be contacted on: 01934 741377 or email martin@kaywebs.co.uk if you can offer any advice.



Revell – ‘A boys nite in’

By Gareth Jex

Every once in a while Brian calls me with ‘you spelt this wrong’, ‘I need this’, ‘you missed the deadline - again’, etc. Not the case a few weeks back when he called to see if I could step in as his replacement for a Revell PR function. “Friday afternoon, central London, train.... Erm not too sure Brian.”

“Slot-cars, free beer, free pizzas and page three girls!”

“Oh really! I’d better go then, on behalf of our NSCC members of course.” Such a shame he was on holiday and couldn’t attend.

So I find myself on the receiving end of an e-mailed invitation to go and see Revell’s PR agency CowPR. Jamie Coles and Alec Edge from my local slot-car club came along to hold my hand and to ensure I got home OK. We arrived a little late and were introduced to the PR team for Revell; they explained the finer points of their client’s product, all of which was interesting no doubt, but trying to concentrate on a PR guy telling you something you already know with two page three models behind him and a six lane Scalextric layout to your side is rather difficult so I made my excuses and went to race/get a beer!



Gareth with page 3 girls

The circuit had been hired from one of our members who instantly realised that we might have played before and accused us of being BSCRA members! No kidding this crew. The circuit was good, with Parma control and a range of the Revell cars, some better than others, but the best was the BMW 320i. I set a few times and was enjoying myself when I remembered why I was really here. To speak to Revell.



Jamie with page 3 girl

Some of you may recall that over the last few toy fairs I have tried (unsuccessfully) to talk to Revell in depth about closer relations with the NSCC and this was my starting point when talking to Thomas Randrup from Revell. We had a good chat about recent product, the state of the industry and so forth. I think he had a ➤➤



Oh yes - there were some slot-cars there!

very good idea as to what collectors wanted and said that Revell understood that their cars were perhaps not the fastest or best to race, but that they focused on quality representation of the real thing, i.e. making very good models. He was very aware of the NSCC and said that he would ensure better relations from now on. We discussed future models and livery plans, but he asked (understandably) for these not to be published.

With our chat finished, I returned to the racing to see Jamie taking it all too seriously and trying (and failing) to chat up one of the page three girls! We had a few more races and the afternoon was brought to a close with prize giving. We didn't win, but Alec came second and me third and a very nice limited edition Porsche 550 Mille Miglia was placed in my hands (one of only a handful in the UK at the time). Seeing as this loosely fits my Rally collecting - I'm keeping this one!

Before we left, a rather full goody bag was handed over with a few more slots, a limited edition VW beetle and a 1/18th Die cast model. Very nice! (I gave my slots to the volunteers building the Goodwood Hill climb - no rally cars!).

In all a very pleasant afternoon and my thanks to CowPR and Revell. I will keep you up to date with Revell/NSCC developments and hope to create a direct liaison.

Just as an aside with reference to last month's review of the Cortina. The white car #31 is actually based on a recently restored car (2003) as used in an Italian Vintage Sports car race. I suspect the wing mirrors are modelled on the actual car used and have just been swapped onto the Alan Mann version. With regards to the wheels - they look spot on and most recent racers would use minilites, but again these have been copied from the recent racer, I think the reason they look odd is the rear wing panel is slightly out making the arch too wide. ■

Bordeaux Vintage Meeting 2006

By Pete Shepherd

It started early, 1:45am to be precise, on Friday morning. We (my girlfriend Lucy and my mum!) had to catch a 6am flight from Gatwick. We made it on time and the flight was fine as I slept right through it! On arrival we were picked up by the organizer's son, Anthony, and his friend. They thought that there was only going to be two of us and they arrived in a Renault Clio! We squeezed the luggage and ourselves in and set off into town.

We were the first to arrive at the club apart from a Frenchman who reminded me of the doc out of 'Back to the Future'. As nothing was ready and Joel Thura had all my cars, we set off into town for some girlie shopping. Eventually

Joel arrived and I met up with him. In the evening all the British 'team' plus one American (Brad Blohm) and a Frenchman (Joel Thura) met in the Irish bar. After a refreshing pint we set off, much to Joel's disgust, to an Italian restaurant. The food was fine and the chat was good too!

Saturday. I woke like an excited schoolboy at Christmas, desperate to try my cars on the track. I walked the few miles to the club, almost getting lost in the wilderness more than once. I arrived (knackered, very hot!), grabbed my 1/32nd Iso Grifo A3/C (Bizzarrini) and put it on the track. It flew for a lap then the pinion started to slip! I changed the pinion (given to me by the ➤➤



1/32 Iso Grifo A3/C. Sebring 1965

friendly, sometimes scary Ralph Parker) and off I went. My car was flying and I felt I would do well in the racing. It used a Monogram chassis and Russkit 22 motor. I also tried the Mustang Lucy would be using; it went well and I felt that, as long as she stayed on, it would do OK. It used a Riko chassis and Revell motor. My 1/24 Cox GT40 was OK and I knew it wouldn't be the slowest so I was happy with that. After more testing the Iso lost a light cover so Joel kindly made me another one and I attempted to do the other side, which Joel finished off for me as I had to go and watch England in the World Cup. I arrived back from the England game ready for the Concours d'Elegance. I had to score the 1/32nd class. You mark the cars out of 20, 20 being the highest. I gave high marks not just for good appearance but for cars which would have taken a lot of work and cars in the spirit of the event. Lower marks went to cars which were out of scale, had big wheels etc and obviously poorly

made. I came 13th in 1/32 and 21st in 1/24. There were about 55 entries in each class. Lucy came 20th in the Concours for her 1/32nd Mustang. She did lots of the work, made the excellent interior and did all the detail paint on the body. Joel won the 1/32nd class with his stunning Gordini which he had carved from balsa wood! There were two races after the Concours. Joel was in one of these. His car was going very well, but then mechanical failure! This meant Joel was going round very slowly and he was way down the order in the racing. On Saturday night we headed to a French restaurant. Most of the entrants were there and an auction was held. This was very funny, I won a Strombecker Cheetah for a mere 26 Euros. The auction was started and finished with the best ever impersonation of an air raid siren you are likely to hear. It got your attention!

Sunday. The big day arrived and Lucy and I were up early. We made our way to the club. I



1/32 Ford Mustang





Joel's 1/24 Mecom Ferrari 250lm Sebring 1965 (above)
(Below) Joel's 1/32 Gordini





1/24 Cox GT40. Sebring 1965

again walked but Lucy stopped halfway and used Bordeaux's excellent tram service. My race in 1/32nd soon started. I was up against the very fast Derek Cooper but I felt I could probably come second (out of six). You race three minutes on each of the six lanes and your race distance is put against everybody else's. The first race got underway and it was me and Derek for the lead, he had an off but I stayed on for the whole heat. Much to my amazement I won! After that though Derek won every other heat and I came second. But I was very pleased and I recorded a very creditable 112 laps. This put me 19th in the racing. Lucy did well in her first ever race, she only put the car on its roof about five times! She recorded 91 laps. The 1/24th racing got started in the afternoon. I was in one of the middle races. It works like the 1/32nd racing but there were eight lanes, all three minutes. My race came along and I was up against some stiff opposition. I decided, because I didn't want to ruin the car, that I would try to stay on and not push to the limit. So, on the first lap, I hit the wall at the end of the straight! The next lap

someone knocked me off and by now three bits of my bodywork had come off! I carried on and managed to never come off again. I ended up fourth out of eight in my heats and recorded 140 laps, which put me just above halfway. Joel had more bad luck in his heats. Something got lodged in his lane and the guide hit it at some force. This actually twisted the chassis a little which caused the wheel to rub on the body. Eventually the wheel came off and the motor got very hot putting an early end to Joel's racing. After all the racing was completed the awards were given out. The British team did well; Ralph Parker, Andy Brown Searle, Phil Smith, Derek Cooper and finally Lucy getting awards. Lucy won the ladies award, well done! I came 13th overall in the 1/32nd and I came 23rd in the 1/24th. The scores are added together on the Concours and the racing.

So yet again another nice weekend in Bordeaux. I would like to thank Samy Beraha and Don Siegel for organizing the excellent event. We went home on Tuesday after more sightseeing and shopping on the Monday. ■



Digital chip fitting for Japanese cars

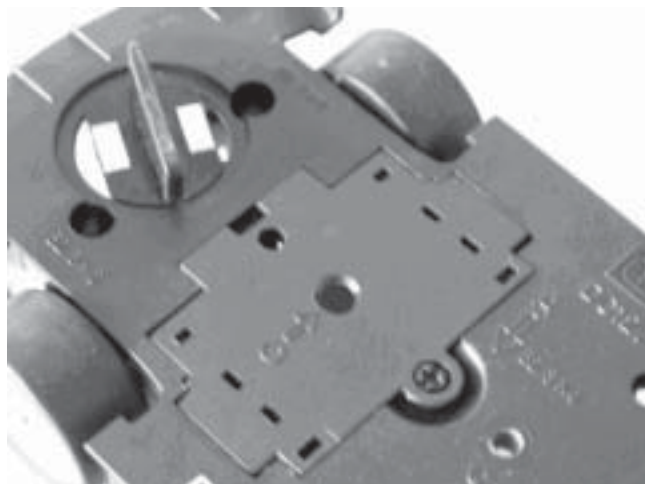
Information from Hornby

The JGTC cars released by Scalextric in May 2006 were developed to include a 'Plug-n-Go' digital chip solution for the Japanese market. The cars are available in Japan with or without a chip and are sold by Takara. In all other markets, the cars are only available with a 'blank' digital module and are sold as standard Scalextric cars. The module is fitted but does not contain a digital chip. A 'blank' module can be upgraded to digital by fitting our standard C7006 chip to the existing 'blank' digital module.

This is how it is done in a few easy steps. The car body does not need to be removed from the chassis and all the existing internal wiring to the car remains as is. You do not need to separate the car body from the chassis. You will need a small screwdriver, wire cutters, file and soldering iron. This relates to the following cars: C2717 & C2718 Nissan Z, C2719 & C2720 Honda NSX, C2721 & C2722 Toyota Supra.

Step 1. Remove digital module

Remove the dummy module from the base of the car. One screw is all that holds it to the chassis. Remove the screw then gently prise the module out vertically.



Step 2. Separate the contact clips

Separate the two halves of the module and gently remove the two metal clips.



As they are, they simply pass electricity straight through from the braid wire to the motor wire. There is one clip on each side. The next task is to break this connection so that we can insert our C7006 chip in to the electrical circuit.

Cut the clips in half to produce separated contact plates and file off rough edges. Refit the clips, ensuring that there are no touching edges between one clip and the other along the line of the cut.

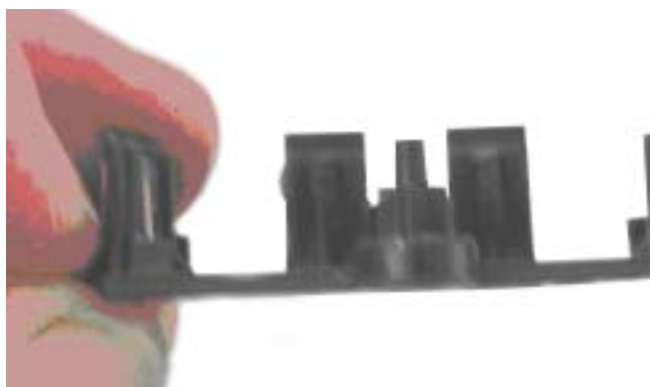


Step 3. Adjust the sensor boss height

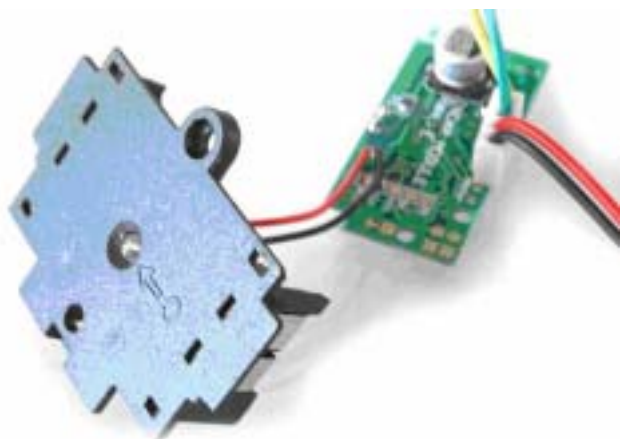
Reduce the height of the central light sensor boss by about 3mm so that the light sensor pushes through from inside and sits recessed by 2 mm in the mouth of the hole (as viewed from beneath the car).



It may also be required to enlarge the hole a little to allow the light sensor to fit all the way in so that the small circuit board holding the sensor rests up against the boss when fitted.



Offer the sensor and its circuit board up to the boss to see that fitment is good. Note that the sensor must not protrude lower than the chassis. The sensor should remain recessed by about 2mm.



Step 4. Prepare the C7006 digital chip assembly

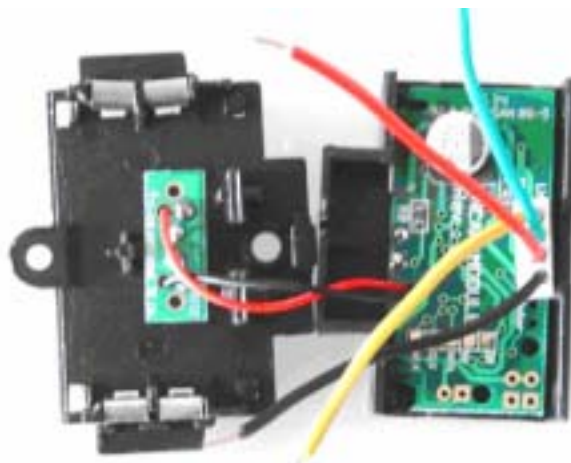
Remove the excess length of the four soldered pins that form part of the plug/socket that holds the two braid wires and two motor wires. This is necessary to allow the board not to foul the inside of the module casing. After cutting them off, ensure that there is no contact between each of the four pins.

Reduce the length of the four wires attached to the plug/socket. These wires need to be soldered to the four metal contact plates, so ensure there is enough length of wire to enable this to be carried out.



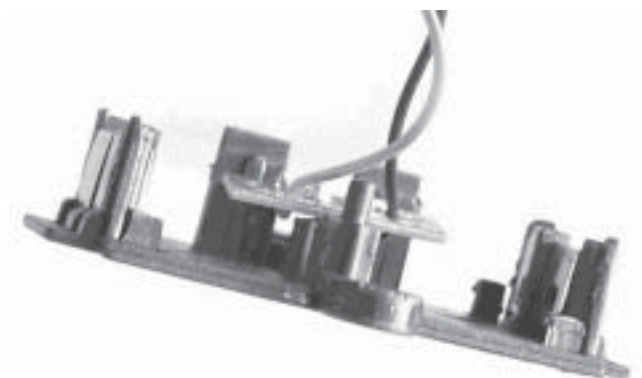
Step 5. Install the digital chip in the module casing

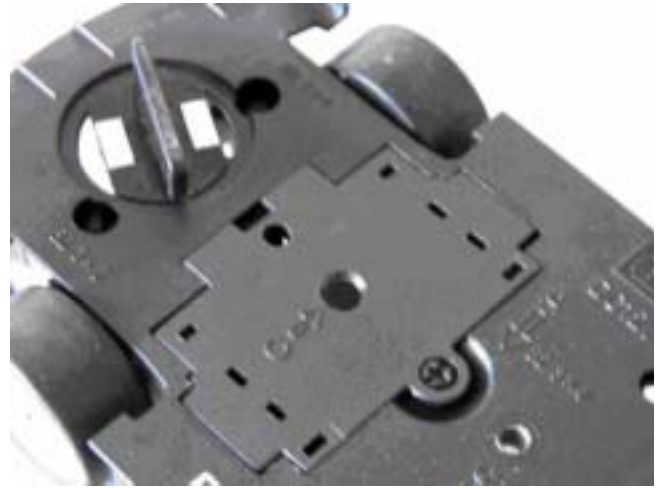
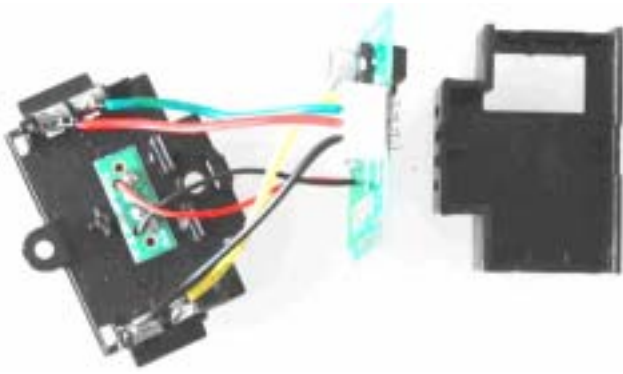
Fit the light sensor and the main circuit board to the module casing. Refer to the picture for the correct orientation.



Solder the green and red wires from the chip assembly to the metal contacts on the left hand side of the module casing (i.e. the contacts on the left-hand side of the car.) See picture of car chassis layout on following page.

Then solder the yellow and black wires to the contact clips on the right hand side of the module casing.





Step 6. Re-assembly and test

Re-assemble the two halves of the digital chip casing ensuring that the wires are neatly tucked away inside. If there is no main casing then just use the base section when assembling the electronics. Use insulating tape to protect and cover all metal surfaces from electrical shorts.

Push the module back in to the chassis and insert and tighten the screw gently.



Test the car on a digital circuit. Do not assume that it will work correctly first time. Test lane changing and breaking at slow speeds first

Fault finding

Possible error conditions are as follows:

- 1: Car goes backwards. Action: Reverse the motor wires.
- 2: Car doesn't move. Action: Check that the motor wires, metal plates, guide braids, guide blade metal plates are making contact. Also check that the motor works.
- 3: Lane changing and breaking do not work. Action: Reverse green and yellow wires. ■





My Entry

By Colin Farey

I have been an NSCC member for a couple of years and thought I would write an article based on my Slot Rally GB entry.

As a kid born in the 50s and growing up in the 60s I had a VIP raceways set, purchased secondhand by my parents as a hand-me-down from my cousins. My yellow R66 VIP club special Honda F1 was fast enough to keep up with, or beat, my friends' Scalextric cars, but I really yearned for that yellow Sunbeam Tiger. In the playground the kids held it in legendary esteem, with its top speed of 140+ mph and its "Q-car" looks of the more sedate Alpine. Nearly every high street had a model shop at the time, and I remember seeing the Sunbeam Tiger in my local model shop window and begging my mother to buy it for me but, alas, I never got one.

The VIP set was given away when I hit my teens, apart from the Honda, which I still have! Slot cars then disappeared from my life until I bought a Porsche Le Mans set some 30 years later for my son's 5th birthday which rekindled an interest.

I started collecting cars that I wished for in my youth. This included a really nice boxed UK version of a Sunbeam Tiger for which I paid ...ahem £139 on eBay, when the UK site was still in its early days (I hope the wife doesn't read this!).

This purchase brought me to my senses as I soon realised that I had got carried away and could not re-sell the Sunbeam Tiger for the amount that I had paid for it. I also began to realise that many of the Scalextric cars that I won on eBay ranged between disappointing to OK with the occasional gem thrown in for good measure. High price paid does not necessarily equate to high quality of item. I started to concentrate on buying, restoring and selling slot cars from the 1960s on eBay to part-fund my new hobby and for fun.

I also realised that my £139 Sunbeam was too valuable to play with and hankered after a more affordable version that I could use and not worry if my son sideswiped it on a 90 degree crossover. This led to the purchase of my "fun



Before!



car”, as shown in the first photo, which was purchased on eBay for the grand sum of £15.53.

Despite the relatively low purchase price (the lowest I have ever seen on eBay for a Sunbeam Tiger) the car was worse than it looks! The underside was painted with white emulsion paint, the rear wheel arches were cut, a home made guide was fitted, the windscreen, bumpers, rear and sidelights were missing and the motor and wheels were from a Scalextric TR7. My £15.53 bought me a cut body shell with original Sunbeam headlights and axles. However, at least I could play with it!

The car remained in this form until I met Gareth Jex manning the NSCC stand at the Orpington meeting. I briefly discussed entering the Sunbeam Tiger “fun car” into the Slot Rally GB with him when he showed me his pictures of permitted cars. He was keen to see a Sunbeam Tiger enter the classic class but a few changes were needed to get it into the unmodified class, resulting in a complete rebuild for the “fun car”!

At the same Orpington event I bought a new set of standard Sunbeam Tiger tyres from RS Slot racing for £6.

Once home I took stock of the situation. Luckily, the white emulsion paint scrubbed off the bodywork, but the motor, wheels, tyres and guide had to be changed for original items. I decided the best way forward was a donor car, but obviously not a Sunbeam Tiger, given the very high purchase price. So I bought a red C.80 Offenhauser RE for £13 on eBay. Given that these have a rarity factor 5 in Roger Gillham’s Scalextric book and they really go well for cars of this period, I think that they are one of the most underrated/undervalued Scalextric models of the 1960s. Maybe Indy racing just isn’t popular in the UK or maybe one day the world will wake up!

Anyway, I swapped out the motor, rear contrate gear and guide from the Offenhauser and replaced them with the home-made guide, TR7 motor and contrate that were in the Sunbeam Tiger. I then took a photo of the top⇒



After

and underside of the Offenhauser RE and relisted it on eBay at a start price of 99p “sold as seen”. I couldn’t believe it when it sold for £28! I was half expecting to see that one appear in the eBay watch column!

As all collectors will know, the original Sunbeam Tiger wheels are very difficult to find without buying a complete car. As far as I am aware, these wheels were only fitted to the Sunbeam Tiger and Triumph TR4A, both of which are RF5 and very expensive to buy these days. BTS does replicas but these are one piece and not the same as the two piece plastic originals. I had a set of Scalextric Minilites from a 1960s FJ which I fitted and, in my opinion, they look better than the original Scalextric wire wheels. As these are the same size as the originals they fall within the spirit of the unmodified class. Let’s allow a nominal £1 each for the wheels.

I also bought a new windscreen and decal set from Steve Cannon, cost £6.85 + £2.45 respectively. I think the RUSC spares are the best available, but you already know that.

I then bought a front bumper £2.35, rear bumper £2.35, sidelights £1.25, rear lights £1.25 and filler cap £0.85 from BTS, who I think are good value for money and provide a very good service.

The total cost of parts for my Sunbeam Tiger “fun car”, as shown in the after picture, is therefore now £27.88. Not too bad for a Sunbeam Tiger, RF 5 car as, in my view, it should have a higher resale value on eBay despite the cut wheel arches and wrong wheels. My estimate of the value now would be around £45, about half that of a complete, undamaged, unboxed Hong Kong car.

The big problem for Slot Rally GB is that I have rebuilt it in the only way that I know how, as a collector / restorer. If the criteria for winning were basket case restorations or current cost-value / rarity factor ratio (in the spirit of the Used Car Road Show), I may just scrape my way to the back of the grid. As I have never before raced competitively I will be pleased if I finish what looks like a very challenging event. That said, I have also restored/serviced the Offy-Raymond large can motor and it now runs at least as well as any other that I have come across as a restorer. I’d better hope it doesn’t conk out on the big day having said that.

It would be very interesting to know how the Sunbeam Tiger “fun car” would perform if properly race prepared and driven in anger by a “real racer”. I’d like to think that it would do OK! ■





Setting up a Public Scalextric Track

By Martin Kay

Cheddar Gorge Model Motor Racing Circuit in Somerset is now entering its second year of providing a Scalextric Sport Digital experience to local residents and Gorge visitors. It came about almost by accident in January 2005 when I discovered a barn-style building in the Cheese Company courtyard, just a couple of minutes' walk from my house, was available to let. It looked an ideal size to put a circuit in, and with SSD just on the market it would provide a bit of variety for tourists amongst the endless supply of tea rooms and gift shops. A couple of months later the lease was signed and the track was ready to be built.

A local carpenter built the L-shaped circuit base and a drivers' rostrum, which took about a week to complete. Work could then commence on laying out the track, which had previously been planned using Tracker 2000. Members of our nearby Gordano Scalextric club helped with this. Basic scenery was built using papier mache over chicken wire, with paint and scatter material/grass matting over the top. Nothing too detailed though as a lot of rough treatment was expected! The circuit length was about 14mtr, and the picture was completed by hooking it up to a laptop running RMS and subsequently PC Lap Counter software, which takes the output from the powerbase and puts race positions, gaps, and fastest laps onto a TV screen in real time. A smaller Micro Scalextric track was also built to one side for the younger kids, running on a coin-operated system.

Throughout the first summer the circuit was very popular, customers paying to take part in races of 40 laps, with optional qualifying beforehand, with everyone driving Audi TTs which have been painted up in the colours of local business sponsors.



Aerial shot of the circuit

The Audi TT is probably the sturdiest of all the Scalextric bodies but even so these cars took some serious ill treatment and over the season much re-soldering of joints around the guide blade was necessary. A dozen undertrays were also broken where the guide blade pivots, by drivers too eager to make that overtaking move and ending up overcooking it into the barriers. Given the large number of novice drivers visiting breakages were, however, expected and even though the cars have completed thousands of laps, they have stood up remarkably well and the original body shells are still completely intact.

The circuit was also used by a few local community groups, businesses, Scouts and so on, for private mini-championship hires. There is also a small Scalextric dealership which is starting to develop a role as a specialist retailer for digital slot-car items with the benefit of experience "from the coal face". Over the winter the circuit relied on shop sales and private hires to pay the rent as there are very few visitors to the Gorge from December to February, and for next winter awareness of these facilities needs to be increased as the winter period was something of a financial struggle.

⇒



Pit lane

This was also a good time to redesign the track slightly to take advantage of the new Pit Lane and Straight Lane Changer track pieces. Taking some inspiration from the Hornby test track pictured in the 2006 catalogue, the original six corner lane changers were kept in, and two straight ones added on the now-elongated pit straight, plus a full pit lane with three pit bays, again formed from straight LCs. Some of the new pit buildings were added in and some alterations made to the rest of the circuit to take out a couple of the more difficult marshalling points. The new track is about the same length and the lap record currently stands at 6.14s. [Your NSCC Editor has managed a respectable 6.48].

With Sport World also reaching the market at this time, a third small analogue circuit was set up with a view to letting visitors try it out on a coin-operated basis. Unfortunately after a short while it became clear that the average member of the public was not going to be able to operate the Sport World track and its computer, without some assistance. This was not going to be possible, with normally only one member of staff on hand running the digital track, so it had to be replaced with a standard analogue set-up. This has actually been quite successful and provides a cheaper and shorter racing alternative for those who don't want to go on the big digital circuit.

Looking ahead, there are another couple of years still to go on the lease, and a decision on whether to continue with the track as it is will be made towards the end of 2007. Meantime, word

is beginning to spread and private hires are now being made by people from Bristol, Wales and Wiltshire. The Gordano Scalextric club now meets at the circuit for regular digital meetings. As and when Hornby release new digital features they will be added in where appropriate, although it is unlikely that the general public will ever get to drive anything other than the Audi TTs. Customers are buying sets for themselves too, so maybe there will be an opportunity to start an exclusively digital club soon where local people bring their own cars to race.

Lessons learned? As soon as you try and set up a business like this, it's open season on your bank balance. Everybody wants money off you; rent, rates, insurance, TV licence and PRS licences (live Grands Prix are shown, with Planet Rock in the background to get customers "in the zone"), fees for the planning application, solicitors, electricity, general maintenance and advertising costs and bills from Hornby as well – it seems never ending. Also it has become clear that many beginners have trouble learning to drive a slot-car. The Le Mans Sport + tyres have been put on the rears of the Audis to give them extra grip this year, but even so, lap after lap, customers will often keep crashing at the same corner. You usually start to see improvements towards the end of a race (by which time they may be several laps down, but that's motor racing). And more often than not, in mixed races, the ladies beat the men and the girls beat the boys - so maybe a bit less speed and a gentler touch when it comes to overtaking is what is required to succeed.

Best of all, there have been some truly memorable races between evenly matched drivers, brave overtaking manoeuvres and close results with much last-lap heartbreak. Pit stop options are now available and having the big screen makes it easy to see at a glance how you are doing. PC Lap Counter also provides a basic commentary as well which is very useful. So if you are venturing down Somerset way this year why not stop by and give it a whirl – all details are on the circuit web site:

www.modelmotorracing.com. ■





SCX 61970 BMW 320i "WTCC" Jörg Müller

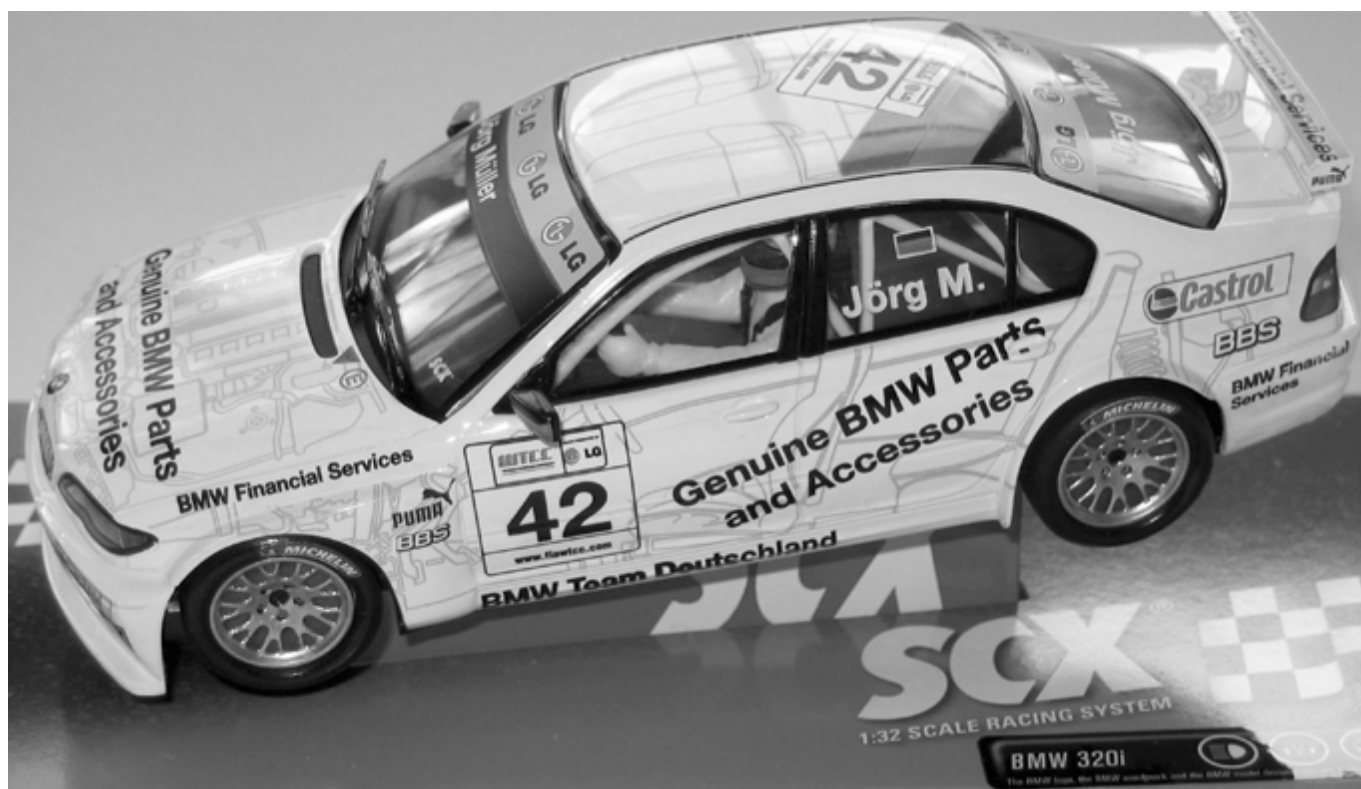
By Mark Hatton

Well, as per Gareth's request in last month's Journal, I sent my name off to the Editor to pick up the review car and here I am. While waiting for the car from Gareth I remembered that I had a Fly BMW 320i which I was sure was also driven by Jörg Müller so I thought it might make an interesting comparison from a racing and aesthetic point of view. There was nothing on the official SCX website about this car so I checked out Jörg Müller's website and the SCX model appears to be based on the WTCC car from the 2004/5 seasons, while the Fly version is based on the ETCC car of 2002. There are obvious differences in colour schemes, which I won't dwell on, just an overall comparison between the pair with a more detailed review of the SCX version.

On its arrival I quickly opened the package to get to grips with the first of a new mould from SCX. I was certainly not disappointed, my first impressions being that the car looked "right". I

especially like the newish packaging of SCX cars with the raised angled plinth displaying the car in a very pleasing way, better than all the other manufacturers' display boxes in my opinion.

Onto a closer inspection and I am still not disappointed, the overall white body with the subtle tampo printed skeletal type exposed engine bay, suspension internals, seating, etc is excellent as well as all the other tampo printing is crisp and clearly legible (depending on your eyesight) right down to the superb BMW propeller roundels on the bonnet and boot lid. The door handles protrude, just like the real thing; the door mirrors have a nice touch of having the driver's national flag on the front and a silver paint finish on the back to mimic mirroring. The rear spoiler looks a bit small to me but I'm not into getting out the slide rule to make sure everything is 1/32 scale to the last scale mm, it still looks OK and the leaping Puma logo on the end plates looks good. ➡



I particularly like the tyres with the Michelin logo emblazoned on them but I wonder how long this will last with a few racing miles under the belt? The wheel rims themselves are dished in with five wheel nut holes and slick tyres fitted all round. There are no disc brake inserts, as you get on some other manufacturers models, which is a shame but not a problem.

I also think that the front headlights look fantastic with the correct profile, black surround and xenon headlights ablaze.

The rears are just as good but the xenon illumination is less impressive. All the light clusters have a good flush finish to them as well. On some models I have purchased recently this feature has been a bit more hit and miss. I also like the classic BMW kidney grill but if you want me to be picky then the painting on the silver grill uprights is a little thin/patchy in places if you look closely enough. This does not bother me but for some rivet counters it might, I suppose. The windscreen wipers are a separate moulded detail that have been fitted onto the main shell but old Jörg must be going at some speed as they are suffering from a bit of windscreen lift off!

Inside the cabin we have a full roll cage complete with holes in the “A” frame strut to save weight! The driver has a tampo printed helmet (excellent detail again), nice seatbelt two point harness (I know it should be five, but read on...) and his hands are in the correct “10 to 2” position on the steering wheel but sadly only half a driver is installed and the rest of the internal detail is significant by the lack of it.

Underneath, apart from a token bit of exhaust pipe at the rear, there is no detailing as you find on many of the current SCX rally cars, which is a pity as I like this aspect. The guide blade is standard SCX and that’s it really. Overall, it really is a delight to see this level of detail on the SCX cars produced today and at several retail pounds less than the Fly car that I am loosely comparing it to. A quick comparison of the two cars reveals the following differences - the wheelbase and overall length are the same apart from a bit more front overhang/front bumper on the Fly. From directly above the Fly car is fatter but the SCX looks the better proportioned. The Fly has open front windows on both sides versus the closed SCX but without going into every last little detail (as the review is

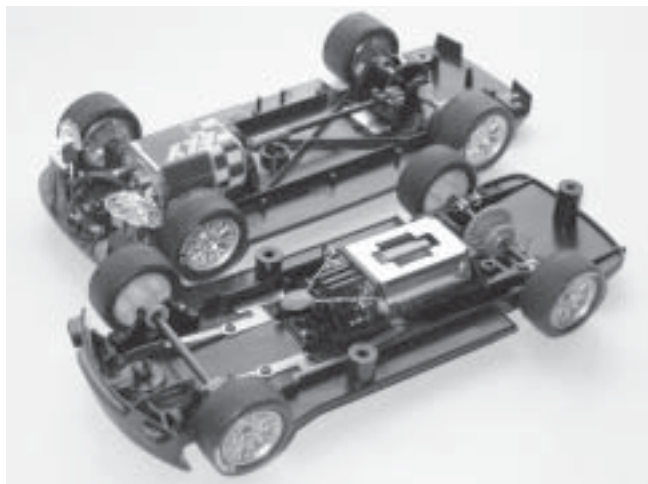


SCX is on the right



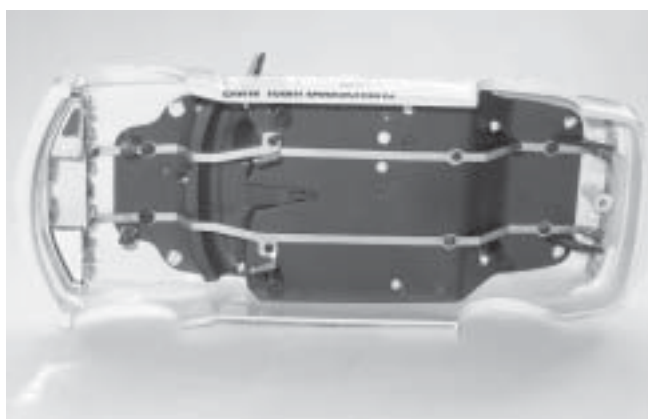
not about this) the biggest stand out difference is inside the cab, the Fly wins hands down in this department.

The other major difference between the two models is that the SCX is in-line but the Fly is front engined with a prop shaft, just like the real thing.



However, you need to consider that the standard retail price of a Fly car is some £10+ more than that of a standard SCX car. You pay your money... but this does not automatically make the SCX a lesser car. I like both models for different reasons so I'll leave the rest up to you to decide.

Over to the internals then. There are only three screws to remove from the chassis, one at the rear, two in the middle with the moulding of the chassis fitting into the front grill of the front bumper so allowing the guide blade to be as far forward as possible. The top shell removes easily and has the now very familiar SCX copper internal strip mountings for supplying power to the front and rear lights.

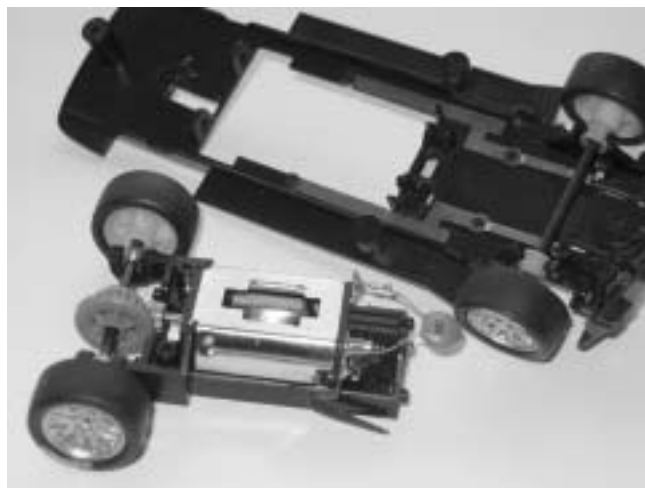


This works fine 99% of the time but I've had the odd SCX car that I've had to fix, even from new, with poor contacts. There is also the advantage of bending the strips up yourself for racing purposes but beware of doing this too often as it is easy to misalign bending the strips back and this could ultimately lead to breakage of the copper strip contacts. Not the end of the world if it does happen as long as you are good at soldering. The xenon light clusters were firmly fixed inside and looked like they would survive plenty of aggressive WTCC, ETCC and BTCC type passing and crashing manoeuvres! The rear wing and especially the wing mirrors might not fare so well if Plato driving mode is engaged!?

The connection of the guide blade to the standard RX41 motor is also the classic SCX copper strip moulded/secured inside the chassis but on this particular model the motor is installed in what SCX describe as a tilting chassis. Basically the magnet, motor and rear axle assembly is mounted in a separate cradle that then clips into the rest of the chassis.

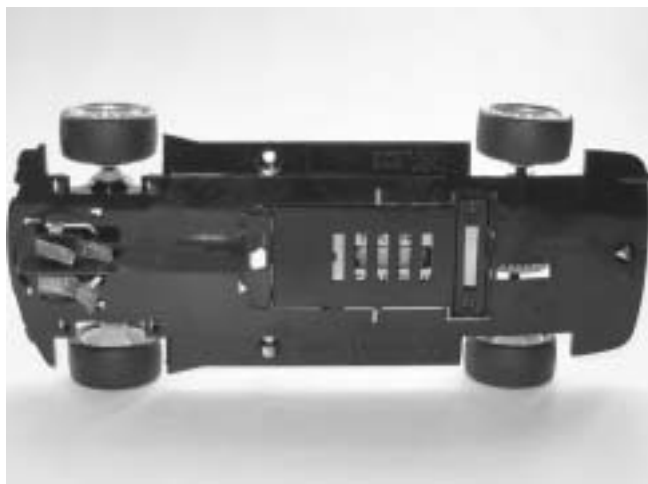
To remove the cradle from the chassis there appears to be a hard way and a not so hard way! Guess which one I tried first... One way is to hold the chassis very firmly and then use a thumb or finger(s) to push up the engine cradle end closest to the front of the car up out of the plastic lugs in the chassis. Once popped out, you then pull the cradle up and out from the lugs at the rear of the cradle/chassis area. The other way is to stick a small screwdriver in the rear chassis/cradle area, twist and pull!

⇒



Personally, I would suggest that too many removal/insertions will eventually break the mounting points at the front end of the cradle/chassis area as they look quite fine and this would lead to a: a new chassis or b: gluing the cradle to the chassis which would negate any advantage that this arrangement might have on the handling of the car.

The good news is that routine maintenance and the removal of the magnet can be done without taking the cradle out in the first place. All the gearing and mounts are firmly held together in my example, but there is a definite rock between the chassis and the cradle when installed which is what SCX are trying to achieve in the first place. Does this make the car handle better? Well let's go to the track to find out.



OK, both cars are new, fresh out the box, no adjustments and with magnets in away we... don't really go with the SCX Beemer. The power of the magnet seems superior to that of the motor even with it in the maximum up position so not much go then. To be fair I have had this before with SCX cars and the good old RX41 gets better with age in my experience but Brian wants the review this month and not next year! As for the Fly BMW it's quick and stuck to the track = no fun either.

Now for my preferred setup, magnets out and things are much improved with the SCX car. The car is quicker, obviously, but can achieve a good tail out slide with a predictable degree of fun that is easy to induce and

maintain. Things will only get better as the motor beds in and the newness of the tyres is worn off. The front end stays in the slot OK and doesn't pop out if you give it a bit of excess speed into the corner. The Fly car, well now things are reversed a little. The Fly is quicker but the combination of excessive power to tyre grip = tail spin out of the slot, at every corner if you want. It's fun to master but would be very frustrating for younger fingers whereas the SCX Beemer is so much more rewarding to drive, but ultimately not as fast. Both cars could be improved quite easily with the usual oiling, change of tyre rubber, performance gears, motor changes etc but for the racers out there then I would stick to the well known advantages of the Ninco BMW M3 GTR.

To give you some idea of the potential of the SCX tilting chassis, I purchased the SCX Alfa Romeo 156 and the Audi A4 DTM some time ago. Both are still standard minus the magnet and both have proved to be some of the most rewarding and fun cars I have to drive. For me, the tilting chassis is also better than a standard fixed chassis as it allows the body to flex around the motor cradle. I'm sure some people would disagree and prefer to knock a screw turn or two off a standard fixed chassis and top shell combination, it's a balance between personal preference and track type at the end of the day.

I strongly suspect it's not going to trouble the club racers but I'm looking forward to the SCX BMW 320i giving my Alfa and Audi a good run in the near future once it has bedded in. As I have said in previous reviews, if you stick to like for like racing then you can have as much quality racing with a good box standard car as a modified rocket ship racer.

In summary, I like the new SCX BMW 320i, it looks good and drives well straight out of the box (minus magnet) and no doubt I will be getting one or two more of them as SCX maximize their investment with several different liveries over the next few months. Now what liveries can I ask Gareth to put a word in for?

Thanks to Gareth and SCX for supplying the car for the review and Brian for printing my thoughts. ■





Renault 5 Turbo Ref 62040

By Gareth Jex

It's not that often that I get to review SCX cars any more, my interests in slots is now Rally only (for obvious reasons!) so I thought rather than send the car out to a reviewer I would review this little Group B monster myself. After all I have at least ten other Renault 5s in the collection so plenty to compare against.

History

SCX have, in my opinion, picked an odd, but simple livery for their first issue of the Renault 5 Turbo. Let's be honest, there are plenty to chose from. This model represents the car that French driver François Chatriot and co-driver Michel Perlin drove in the 1984 Tour de Corse sponsored by Renault Finance group 'Société DIAC'. They didn't win, Markku Alen brought

the Lancia 037 to the finish line a full 32 minutes before them. In fact, the top placed Renault 5 on that day was the most famous French Rally driver (of the time) Jean Ragnotti who finished third. Our car came home eighth.

But let's not be too hard on François, 155 teams started the rally and only 58 finished! The team were semi official and it would not have looked too good to beat the official entry now would it, especially on home soil (or tarmac!). Just as an aside Jean Ragnotti would go on to win the Tour de Corse the following year again in a Renault 5 beating the four wheel drive cars, but the car was at the end of its development, 300 BHP and two wheel drive just wouldn't cut it against the Audis, Lancias and Peugeots. ➡➡



The Model

This model is released in the SCX 'Classic' series and follows the Seat Panda (Spain only) and the Seat 1430 (Spain only), further releases unknown at this time. The model is a fairly accurate representation of the real car in light brown, black and white with the diagonal Renault logo on the roof. The only missing detail I can see is the omission of the two front spotlights, but these may have been removed from stage to stage. In general the shape is good, however the front lights are too close to the side in my opinion and the door panel graphics are wrong, but this is nit picking.

Standard RX-41 motor, two wheel drive, ARS guide (sprung, return to centre), Xenon headlights, detailed chassis and (thankfully) removable/adjustable magnet. Two huge ribbed tyres adorn the rear axle and smaller tyres on the front.

76mm wheel base, 82mm overall length, 55mm wheel track, 19mm wheels (front 17 x 7.8mm rear 19.4 x 10.5mm), car weight 78 grams, gear ratio $9/27 = 3$. Basically it's short and thin.

As with all SCX cars you really will benefit if you take a little time to run the car in. In simple terms just running the car at half throttle (while off the track) for half an hour will help, but best to run the motor in properly, oil and check the gear mesh and loosen the body off a few turns. Running the car with the magnet is, in my opinion, a waste of time. It's slow, dull to drive and not rewarding in any way! Take the lump out and discard would be my advice, then you can have some fun.

On the club Ninco track the car performed well with good speed and excellent grip through the corners. Its looks and feels like it should topple over but most of the time doesn't. Power slides with the back out are great and unexpected from such a short car. I found the guide spring a little too fierce and would suggest either removing the spring or slackening it off. A little weight over the front might help.

Those huge rear tyres need a bit of work prior to getting the most from the car. Either

sand them down or whip them off and true them on a tyre lathe. Whatever you do, remember to round the edges as these will dig in on the corners. The fronts are OK but again true and reduce them down a touch.

Detailing is good, with wing mirrors, antenna, separate windscreen wipers and moulded exhaust pipe. There is too much rear light bleed on the fronts and the rear lights work. Interior is good, but I do wish SCX would spend a little time/effort on the drivers outfits and helmets.

All in all good fun and right at home with other SCX rally cars of this era, not quite as good as the Lancia, but this does take some beating.



The Competition

SCX are not alone in producing the Renault 5. In fact they have done it before with the Exin Renault 5 back in the 80s and the mould has been used again for recent Altaya Miticos and Planato Directo releases in Spain. Exin also produced the Renault 5 in the SRS range of crisp packet, pocket rockets. Fly, Spirit and Teamslot also produce the Renault. In fact Fly's most recent release is the no16 car used at Monte Carlo again in 1984 by none other than Francois Chatriot.

A direct comparison of the cars is rather pointless as they are all so different and will suit different driving styles and circuits.





You pays your money.....

Original Exin Ref 4058/4062, RX1 motor – lovely. Based on the Renault 5 not the Turbo version, various liveries including the Calberson Tour de Corse. Over six liveries to look for including Mexico editions.

Exin SRS (1) Renault 5 Turbo Ref 7151, Lexan body, clip fixing, RX1 motor, pin guide, stub axle front wheels, several liveries.

Altaya Renault 5, re-issue of the original Exin with an RX4 motor. Yellow and black #22. As with all Altaya cars it needs a lot of work to get it running smooth, but once sorted would be a good alternative. New livery due later this year in the Rallye Espana range.

Fly Renault 5, six liveries to choose from, five of which are rally cars, the sixth a Euro cup racing version. Great detail (including driver intercom), beautiful model, expensive, fragile and in my opinion too fast!

Spirit Renault 5 Turbo, five liveries to choose from including three rally liveries. Drop

arm guide, good shape and detail, recent price drop on retail prices, but those wheels are all wrong, wrong I say! Useful for using on the off road track sections and blisteringly fast.

Teamslot Ref 70501/502 Renault 5 Maxi Turbo, Resin limited edition model with huge tea tray rear wing/roof, chunky mould and hand painted. Too heavy for racing, but nice collectors items.

For home track use or on a twisty track I would use the SCX car. For faster tracks or off road the Spirit, for the cabinet shelf queen the Fly and for the collector the original Exin. Overall the SCX wins, mainly due to the drivability of the RX-41 motor and its superb road holding. That said any rally fan should have them all!

Needless to say, with the exception of the SRS model, all of them are eligible in the Rally Super Car class of Slot Rally GB. ■

When is a Cortina not a Cortina?.....

By Dave Yerbury

When it is a Fraud! For a one off self build this has to be one of the most successful saloon cars of its era.

I had seen this car run at Brands Hatch in 1967 and it was awesome. An article in Classic and Sports car on the driver of this car including a photograph fuelled the juices. I wrote to them and they kindly forwarded a letter to the former owner Terry Sanger. He sent me a couple of letters including some photos and information on this Wolf in sheep's clothing.

The car was originally built by Terry Drury who only ran it a couple of times. Once Terry Sanger got hold of it he developed it into the success it became in 1967.

The engine was based on the Ford Falcon 4.7 unit but heavily modified. The intention was to make the car look as standard as possible but the body shell was also heavily modified. The bulge on the bonnet let air in to feed the four Weber 45 IDA carburettors.

Rear intakes on the body just aft of the doors let air through to mix with more of the same from a collector under the car. This then passed through trunking and then a radiator and vent out of the boot lid into a low pressure area. For 1967 this car had some serious down force above 60 mph air speed. All the passages and ducts were painted black hoping people would not cotton on to what was happening on the car.



The wheel arches were cut and fabricated to allow the fitment of Firestone 600x 13 x13.50 tyres. On home made 13" diameter and 11.5 wide rims. Tyres when inflated were 13.5 "wide across the walls. They were acquired via Terry's involvement testing Firestone tyres for Ferrari.

1967 was its year and it won just about every race it entered. The only major failures were a stub axle and two gearboxes. It set lap records at nearly every track it raced on.

For its time it was quick and most fellow racers were only able to recognise the rear of it. It was timed on the old Snetterton main straight by a police radar gun at 166 mph.

The car was sold to Syd Taylor after a demo at Silverstone. Rumour has it changing hands in a car park at 2 o'clock in the morning for cash.

What became of the car is not clear. Some believe it was destroyed in a terrifying end over end but others are not so sure and deny this happened. Whatever did happen it did exist and I am sure it gave other people as much pleasure watching it race as it did me.

My model was made using a standard Airfix Lotus Cortina body kindly supplied by Andy Carmichael. As with the real car, wheel arches and air inlet mods were all made to the body before painting. The body was off white with the usual Lotus green stripe down the side. Wheels and tyres were purchased from Pendle Slot's wonderful selection of spares and were four fronts from a Fly Lola T70. These were the best I could find to match the wheels on the real thing. This will sit on my ever expanding 1960s saloon car grid but that's another story. I look forward to OCARs Ford Anglia release for another. Anybody out there that has a spare Airfix Sunbeam Rapier body to spare I would be very grateful. ■





Pendle PCS32 Step 2 Slot Chassis

By Phil Insull

As an avid collector and builder of 1/32nd slot car kits I have found the Pendle PCS32 chassis something of a god-send, particularly as my brass chassis making skills still leave something to be desired. Many manufacturers of resin slot kits have, over the last two years or so, been designing their body kits to fit onto this versatile adjustable chassis. However, good though it is, the PCS32 could be improved, which is why Sean and the team have come up with a step 2 version.



The PCS32 step 2 kit

It is available either as a complete kit or just the front section, as the rear section remains common to both versions. The modifications to the front section include a longer main front piece that allows you to build up to a whopping 102mm wheel base, plenty big enough for a 1/32nd Galaxie, Le Monstre, and even some 1/24th scale cars. The second major change is the distance between the front axle line and the centre of the flag, which has been increased from around 7mm to 14mm, which should improve performance. As before, the front section slides into the rear and can be simply cut down when necessary to give a wheel base as small as 68mm.



The difference between the step 1 and step 2 front sections

The next improvement is the addition of two long "L" shaped sidepieces that can be used to fill the gap between the bottom edge of the bodywork and the sides of the motor mounting on the main chassis. These pieces simply glue on and, for the more race minded among us, will give a handy space in which to fit ballast or weight low down in the chassis.

The final tweak is the addition of two small add on parts for the front axle mounting, again these simply glue on outside the front axle holder, one on each side of the chassis. They are fractionally smaller than the main axle holders and should eliminate front axle float without having to fit spacers or a piece of brass tube.

That's the theory then, but what's it like in practice? Sean has kindly provided a sample for me to try out, so I have decided to put its extra length to use under a fibreglass Galaxie body. The first great news is that it's long enough with room to spare and so, without need for any cutting or modification, I simply fit the Scale-auto motor, Slot.It axles, wheels and guide, and finally screw three body mounting posts to the chassis and then resin bond the posts in place on the underside of the body shell and allow to dry. You unscrew the chassis from the posts and fettle the car to your liking and, hey presto, one completed kit.

⇒⇒



The step 2 chassis made up and ready for use with Scaleauto motor and Slot.It wheels

Next it was off to Wolves to try out the new car and chassis. I decided to run the car along with a Scalextric Mustang and a World Classics Cortina built with the step 1 PCS32 chassis. The good news was that on the wooden track the step 2 chassis performed better than the step 1 by a good two seconds per lap; the bad news was that the step 2 was still over a second per lap slower than the Mustang on average. On to the Ninco circuit with the magnets removed and the results were similar while, with a magnet fitted, the step 1 was running at a similar pace to the step 2, but both were around four seconds down on the Mustang.

Conclusions

In summary then, the step 2 chassis is a welcome addition to the PCS32 range and offers more versatility, and some performance improvements over the step 1 version, and for many builders like me they are a simple, effective way to turn a kit into a nicely running slot car. For the racers out there for whom speed is everything I'm afraid they'll have to keep on with the brass/steel/carbon-fibre stuff just a bit longer. ■