



No. 291 JUNE 2006



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Contents

Swapmeet.....	2
Diary Dates.....	5
Messages From Margate.....	6
Ninco News.....	9
Shipment From Spain.....	11
Carrera Corner.....	13
Fly On The Wall.....	15
H:O World.....	17
Super Shells.....	20
Kits 'N' Bobs.....	31
Ebay Watch.....	33
Slot Rally GB.....	35
Wolverhampton Classic.....	37
Revell Lotus Cortina.....	40
Jaguar 'C' Type.....	41
Adverts.....	45

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Schu in the pool!

There was much merriment in the editorial household as we watched events unfold at the Monaco GP. "Hanging is too good for him", we exclaimed, as Schuie was banished to the back of the grid for his qualifying faux pas.

In fact, blocking your rivals during qualifying for Monaco is nothing new. In the days of "proper" qualifying, when all 22 cars were on the track at the same time, only the truly great could time their runs to perfection and annex that coveted pole position. Every year there were cries of 'foul' as lesser lights found someone dawdling along on the racing line as they exited a fast corner.

Senna was an absolute master of setting fastest lap then 'happening to have a bit of a problem' right in front of Prost, Mansell or Piquet. Most drivers just accepted that it happened at Monaco although there was rumoured to be the odd bout of fisticuffs away from the glare of the cameras.

Now Snetterton race track is about as far removed from the glamour of the Côte d'Azur as you can get but my mind slips back to the F3 championship of 1983 when Senna and Brundle were fighting for the title. They already had a history of crashing while disputing the lead and, on that sunny day in August, Brundle was leading the race with Senna glued to his gearbox. Halfway down the Revett straight Senna pulled out of the slipstream and went for the lead; Brundle unceremoniously eased him onto the grass and out of the race. A stewards' inquiry was naturally held and a 'racing incident' declared. But then we were in Norfolk, Martin was a local lad and all the marshals and stewards were local too!

It seems to me that Mr. Schumacher had two problems at Monaco. Firstly, he is absolutely crap at cheating. He lacks the subtleties of his forebears and his body language at press conferences is a complete giveaway. Secondly, he is the wrong nationality. Monaco - next door to France and Renault beaten to pole position? He really didn't have a hope of getting away with it! Cynical? Moi?

Till next month

Brian



by
Rob Smith



MESSAGES FROM MARGATE

At last, something new to write about. The Japanese Super GT cars have finally arrived in the UK. By a strange coincidence my Takara versions bought in January arrived on the same day!

New Releases

**C2719 Takata Dome NSX 2004 #18,
C2720 Raybrig NSX 2004 #100 &
C2721 Xanavi NISMO Z 2004 #1**

Every new Scalextric release is a revelation with new details and track performance to explore so it is even more exciting when several come together. The first Japanese SuperGT cars have arrived and they are stunning – low and wide and very fast. So far there are two Honda NSXs and a Nissan 350Z. All feature great details, lots of vents and grilles in the body work and are finished with multi-coloured liveries with metallic paint and lots of sponsors decals. My favourite is the 350Z which appears to be travelling flat out whilst still in the box! Visit the official web site for the championship at <http://supergt.net/en>

These cars were designed and manufactured by the Japanese Takara company with input from Hornby who have the rights to sell them outside of Japan. They look and feel just like Scalextric cars and share many common components. There is no difference between the Takara and Hornby versions of the cars. Even the packaging is the same but each Takara car comes with a pit babe. To get her in the box the plinth is lower than for standard Scalextric cars although the Perspex cover and sleeve are the same size. The plinth has two slots and many



mounting holes for the screw so they are obviously planning ahead. Two spare braid discs clip neatly underneath the plinth and there is a little plastic envelope with instructions. The sleeve is branded Scalextric QuattroX by Takara and is nicely done if a bit busy.

The biggest difference between these (Japanese and UK versions) and other Scalextric cars is the provision for a plug'n'play SSD unit. This is quite large but plugs straight into the base of the car when a small plate is removed and is held in with a single screw. This means no soldering and the units can be easily swapped from one car to another. Hornby have no plans to offer this unit outside Japan as there would then be three sorts of SSD units in the market. Of course, there is nothing to stop you fitting the normal chip into one of these cars although a little ingenuity might be required to make it physically fit. If anyone has done this please send some photos so we can see how you did it. This Japanese unit is far too big to be fitted to many cars, especially single seaters, so Hornby are looking at their own version for the future.



The grid babes are nicely done and I rather like the girl from the au CERUMO Supra. Sorry, it must be time for my medication again. The Japanese references are:

QX01 Xanavi NISMO Z 2004

QX02 Calsonic Impul Z 2004

QX03 Raybrig NSX 2004

QX04 Takata Dome NSX 2004

QX05 Esso Ultraflo Supra 2004

QX06 au Cerumo Supra 2004

C2735 Audi TT "Purple" & C2737 Porsche Boxster "Blue"

Bright is barely the right adjective to describe the new Audi TT - it is an amazing shade of purple! To keep it company on the track is a blue Porsche Boxster with white stripes.

C2736 Nissan 350Z

For fans of drifting and the great Powerslide set there is another Nissan 350Z drifter with pearlescent white paint and black stripes. Don't forget that these cars can drift and spin through 360 degrees but by using the two little screws supplied to lock the guide they can race against your other Scalextric cars too.



C2632 D Mercedes Benz SLR McLaren Road Car

The final new release for this month is the SSD version of the Mercedes McLaren SLR

Coming Soon

The next few weeks are going to continue this exciting new trend with lots of new models scheduled for release between now and July.

Coming soon are the other SuperGT cars to complete the grid. For historic rallying fans the Ford Escort Mk1 (C2634) is bound to be a big success. The second Dallara Indy Car (C2572) is also due soon together with the first of the A1 GP cars.

Looking further ahead there is plenty of still secret development work going on at Margate. The first running prototypes of the Honda F1 car are now being tested. They have modelled last year's car and there is some great detail around the rear wing and exhaust area. Many parts are now painted before assembly and the number of parts to each car gets greater and greater. The Honda features plenty of panel lines showing how the real car is made from many pieces and there are lots of hatches to reach vital equipment.

The Seat Leon has also reached the running prototype stage and the version I saw was fetchingly moulded in bright blue plastic. There will be three versions: WTCC, BTCC and the Spanish SEAT Leon Supercopa Championship hopefully this is the car that will be driven by Johnny Herbert at Barcelona in November.

There are also some more additions to the 2006 range. Firstly there is the limited edition C2770 Ferrari P4 twin pack in a display box. This contains two P4s as raced at Monza in 1967. This is a release of only 5000 units. C2771 is car #3 Bandini/Amon which finished 1st and C2772 is car #4 Surtees/Parkes which finished 2nd.

There are two more SuperGT cars which are C2778 Nissan 350Z Test Car black and C2779 Honda NSX Arta red/orange. The Nissan 350Z in matt black looks superb. These will also be released by Takara in Japan too.

Finally, the Collectors Centre car for this year will be the Flying Lizard Porsche currently only scheduled to be available in set C1184.

NSCC Minis

Will members Anthony Beviss, Gary Buesnel, Mark Hooper, Friedrich Lenz and David Young please contact me by phone (01276 479440) or email (hhliaison@nscc.co.uk) asap. ■



Thanks to all those who promptly sent off the order form for the 2006 NSCC Club Car - the fantastic Ninco Mégane GT. Over one hundred applications were received within two days of the Journal being delivered and by the end of May over half of the 500 exclusive cars had potential slot-car garages to go to! If anyone out there wants to secure one of these beauties to collect or race, don't waste another minute... get your application in now! Thanks also to those of you who sent in your kind words about the car design - it truly is an awesome looking car and I'm really pleased it meets with your approval.

Ninco World Cup

Breaking news this month: the second Ninco World Cup is scheduled to be held at the end of this year alongside another major toy fair. Details have not yet been finalised but I can tell you it is likely to follow a similar format to the 2005 event and will involve classes including JGTC and Mégane GT. Open to teams from all nationalities, qualifying heats will be held to determine the teams that will go on to represent their country in the final. Discussions are underway to hold the qualifying round for UK teams during the NSCC/Toyota weekend in September so watch this space...

New Releases

So, on to details of four great new releases for June; the first is a new livery for the super-fast Mosler MT900. Based on the 'Kenmore' sponsored Eclipse Motorsport car (50426), the

full scale red, white and blue vehicle competed during the 2005 British GT Championship with a partnership of youth and experience at the wheel in the form of Phil Keen and Steve Hyde. The 'Kenmore Homes Group' continues to support Eclipse this season and the similar liveried car still carries race number 69.

Still on the theme of GTs, the popular NSX returns this month in the colours of the Ebbro M-Tec team entry (50423) which finished second in the GT300 class of the 2005 season. As with the Toyota and Nissan models, the NSX includes the NC-5 Speeder motor fitted in the angle-winder position. All three JGTC types of race car are very evenly matched in terms of speed and handling on the track so this new 'Mugen' livery offers the chance to compete in looks as well.

One of the best slot-cars currently on offer in the rally category is Ninco's Peugeot 307. The all-round suspension gives this car superb handling on track, whether it is asphalt, sand or snow. This latest release is of the Bozian Racing team car (50412) as raced during the 2006 Rally of Monte Carlo. The blue and white livery is that of chief sponsor OMV, Europe's leading oil and gas group. Austrian driver, Manfred Stohl achieved a personal best at Monte Carlo setting fastest times on two stages which helped him to 4th place overall, missing out on a podium place by just over 19 seconds... Blue suspension struts are supplied with this car giving it a 'medium' setting and power is from the standard NC-5 motor. If you want to set a personal best during your next rally-slot, boost your chances using this new 307.

⇒



The fourth car released this month really is a gem. The Porsche 356-A Coupe (50418) is the second Limited Edition Classic car to be supplied with the exclusive “classic” packaging. Two special features with this model are that it comes *with* an NC-1 motor and *without* a magnet, giving a true classic feel to the car.

Digital News

Finally, Ningo have released more information regarding their long-awaited Digital system. Release date looks likely to be September/October and the pricing appears to be very competitive. The N-Digital Master Track includes nearly 13 metres of track with three throttles and three chips that can be easily installed into any slot-car. The N-Digital system includes great features that will appeal to clubs as well as those who race at home; in particular the Multi-Lane kit, enabling lane change to be introduced into existing 4-, 6- and 8-lane circuits. A major benefit is that it's entirely compatible with existing Ningo track so sections can be added to easily convert existing circuits



to digital. In addition, the decoder chip is as easy to fit as a new guide blade and does not require drilling, gluing or soldering.

As soon as more information is available, you will be able to read it here. Remember to send off your application for the NSCC club car if you haven't already done so. ■



Three new releases to look out for this month. Let's start with what I suspect will be the most popular; Ref 62060 Aston Martin GT. We saw the artwork for this new release at the toy fair, but sightings of any prototypes have been rare since then. The car is now ready and is on general release. UK distributors AEC even had the first consignment air freighted over to the UK to ensure the models would be available. In a dark metallic green with yellow nose band and #28 available now. The car is available separately and will also be in a set.



Next up is Kimi Raikkonen's McLaren F1 from 2005 ref 62010. Car #9 in the black, silver and pin stripe red livery with the odd shaped front wing. The model comes with front steering, and SCX's F1 motor.

Last but by no means least (well for me anyway) is the great Renault 5 Turbo. The livery is based on the Renault finance company DIAC in cream light brown and black, #15 as driven by François Chatriot and Michel Perin in the Tour de Corse in May 1984. The model is released in the SCX's Classic Series and features Xenon headlights to the main lights and spots. A full review by yours truly next month.



Needless to say this little group B firepitter is eligible in the Rally Super Car class of Slot Rally GB!

Till next time. ■





Things seem to have been pretty quiet in this corner of the slot-car world, and Carrera Corner perhaps should be renamed (pardon the spelling) as Carrera Cwarter!- as three months have passed since the previous report when Colin Spark wrote his last piece.

As Colin mentioned, unlike some of the other manufacturers, there is not a direct link to

Carrera but is via the UK distributor so of course information can be slow to arrive as an extra party is involved in the process.

However, I am hoping to revive the articles and bring some news, exclusives and reviews to you, and intend covering the entire Carrera range – from the 1/43 GO series of cars, through the 1/32 Evolution range up to the bigger 1/24 scale Exclusiv cars. ➡➤



Imminent release - 1/24th Ferrari 250 GT0

A number of the cars featured at the Toy Fairs and reported on in earlier editions of the Journal are now beginning to become available.

For 1/32 fans the latest release to hit these shores will be the lovely Ferrari 166/212 in the Texas paint job. These little cars are unique looking but great fun to drive and will definitely be added to the other two in my collection.

Later this year I'm excited about the range of Hot Rods that are due – a refreshing change in models available from this manufacturer.

Before then there will be a mixture of DTM, Le Mans, Formula 1 and 60s American Muscle cars (everyone's favourite!) released – more about these later nearer release time.

Collectors and racers of the slightly larger 1/24 Exclusiv range can expect the new Ferrari 250 GTO soon.

This car is different from the previous cars in this class in a number of ways.

The chassis seems to be a little shallower – often a common complaint – but also there is a much smaller directional switch underneath.



There is also a much wider range of magnet settings with a smaller bar magnet by the rear wheels and a larger set of three magnets in the middle of the car. This component enables you to take out all or just the middle magnet and tune it to suit your driving style.

I found that when I just kept the rear magnet the car was able to speed around the track – with the front and rear lights blazing – and was pretty nifty. The final change which reminded me of the old Cox cars of the 50s and

60s was the drop arm for the guide (with a very good self-centring mechanism). (RAID 1/24 anyone?!!) Some excellent innovations and a great car to drive.

I've deliberately saved the best bit of news until the end. The exciting news is that Carrera have the exclusive licence for the new James Bond Casino Royale film and the new Fast & Furious 3 film. Both of these will be available in the Go!! Series of 1/43 scale cars – which are extremely well detailed and do really GO around the tracks fast!!



Later this year there will also be a Ford Mustang and Nissan 350Z Tuner cars released in 1/32 scale which are due to be released to coincide with the film.

Until the next exciting instalment of Carrera Corner !!!



The release schedule is still a bit topsy-turvy, as mentioned last month. At the time of writing there are still models awaiting release listed for March. To add to that, Fly have also announced their planned releases up to August which makes 23 new models (24 if you count both models from the Team 13 set) still to come.

Anniversary Collection

You know the saying, when you are waiting a long time for a bus then two come along at once, well, this has happened here. The first two in this series are now available and as I stated in the March news they will not have a plate stamped onto the chassis, but have the 10th anniversary logo printed onto the car itself. Other notable differences to their original counterparts is that the plinth is blue and states that it is part of the anniversary collection, also they have a silver backing card with a numbered certificate attached. I don't know how limited these models are, but the number on the certificate only has four digits.

Marcos 600LM, blue #71 (A2001), 24hr Le Mans 1995. I was intrigued to see if there are any livery differences compared to the original (A26) model but, comparing my original version to photos on the internet of the new one, the only difference is the 10th anniversary logo added to the bonnet on the passenger side.

One point of interest which may have gone unnoticed regarding the #70 sister car (A22). This was the second Marcos to be released by Fly and has a spelling mistake printed onto it. On each side of the bonnet hump is the word "Toshiva". I suppose with 'B' being next to 'V'

on the keyboard it's an easy mistake to make. It's good to see that the subsequent models have been printed correctly.

Joest Porsche, blue #7 (A2002), 24hr Le Mans 1996 winner. This model does have differences with the livery. Not only are some of the logos bigger, some are positioned slightly differently and also there is additional content. The most notable being the addition of a "D2" logo on the two rear air scoops on the rear wheel arches and also an "Autobacs" logo on the larger air box to the side of the driver. Like the Marcos the 10th anniversary logo is positioned on the left hand front wing.



Other Recent Releases

Mercedes-Benz "Hasseroder" Atego truck (Truck 37), FIA ETRC 1998. This is the second Mercedes truck to be produced in this yellow livery. Both driven by Jordi Gené with race #11 representing the same championship and year. Although very similar liveries, they are different and from different races, but which ones is anybody's guess.

Porsche 917/10 "Martini" #0 (A170), Interserie 1974. Driven by Herbert Muller, this is a long awaited livery of this car. Painted →→

mainly in silver with light blue flashes and the familiar "Martini" pinstripes down each side. At the time of writing this car has been released in Spain, but should hopefully be available elsewhere by the time you read this.

Porsche 911 GT1 98 "Vaillant" (Fly 114).

Evo-3 racing series in turquoise with yellow/red/purple stripes. Another eye-catching livery in this series. I make that eight evo-3 Porsche GT1 98s now. As usual this has the sprung motor mount, stronium wheels, ali crowns etc.

Dodge Viper GTS-R "Playstation 2" #52 (A210), 24hr Le Mans 2002. Driven by Jonathan Cochet, Jean Philippe Belloc and Benoit Treluyer competing in the GTS class and finishing 14th overall. Another stunning livery in blue of this popular model.



New Announcements

In no particular order, the planned line-up from June through to August is as follows: -

Lister Storm, white #20 (A404), Mil Milhas Brasileiras 2002

BMW M1 "Pooh" (A1305), Procar 1980.

Porsche 917 LH, blue/white (A1404), Le Mans 1970 test car.

BMW M3 E30 "Fina" (A1702), Monte Carlo 1989.

BMW M3 E30, white (A1703), DTM 1987.

MAN truck "Motorex" (TK55), ETRC 1999.

Porsche 911 Carrera, white (07056), evo lightweight racer.

Porsche 911 Carrera, yellow (07057), evo lightweight racer.

Porsche 911 Carrera, red (07058), evo lightweight racer.

Ferrari 250 GTO, red (A1801), Le Mans 1962.

Ferrari 250 GTO, blue (A1802), Sebring 1963.

Ferrari 250 GTO, red (E1801), Targa Florio 1962.

Chevron B21, white (GB26), Clermond Ferrand.

BMW 320i, white with Union Jack (A626), ETCC 2004, Andy Priaux.

Porsche 911T, red (W08), Monte Carlo 1968 with Vic Elford driver.

Competition Results

Many thanks to the members who entered the competition set in the March Journal. With only 22 entries and 21 correct answers, it meant there was a 1 in 7 chance of winning. I won't mention any names, but one member tried to enter twice, once by email, the other by post. Nice try, but your name was only entered into the hat once.

Anyway, the answer was A1402 (88183). The car in question was the "Gulf" #18 Porsche 917 LH, driven by Pedro Rodriguez and Jackie Oliver, taking part in the 24hr Le Mans race in 1971. Either of the above two catalogue references would have done. Five members gave me both numbers and it was apparent that the Pendle Slot Racing web site proved very useful to some of you. Some eagle-eyed members may have spotted further clues printed in the February Journal, where details of the breakdown and retirement were published.

Due to the lack of bribes, Buster the rabbit went on strike, so therefore I had to make the draw at work. One colleague drew the names, the other the prizes – and the winners are.....

1056/92 Derek Baker - E1501 - Porsche Carrera 6 "Nuremberg special"

1840/95 Ray Brownson - E651 "Gaugemaster" twin set

3072/04 Andy Perry - E903 "Trece" Porsche 911

Congratulations! Brian will be sending your prizes – please allow 28 days for delivery. Many thanks to Gaugemaster Controls and Monarch Lines for their support and donations. Also, I would like to thank Terry at Gaugemaster for supplying the photographs as I was struggling this month. ■





In common, I suspect, with many fellow NSCC members, I get enjoyment from reading back through past Journals. The other day I re-read Brian's editorial discussing his first experience of H:O at club level.

Since that day, much has changed. Several guys from Brian's club (Mussel Bay Raceway) came along and the club is nowadays heavily involved in H:O in its own right. Whilst this has involved hard work and some expenditure, it does seem that the switch to two scales has been carried out pretty seamlessly. Needless to say, I feel other clubs could learn a thing or two from MBR's example, not are they only missing out on a potential second revenue stream but a lot of fun too. I would contend that any club about to lay down a new track should seriously consider adding in an H:O track at the same time. Since that original editorial Jamie Kelly has completely changed his fortunes, and now regularly finishes in the top three much as he does in 1/32nd scale. I think he would be first to agree that the two types of car are utterly different and therein lies the appeal: variety is the spice of life!

One thing that has not changed, but is about to, is the use of brakes – the lack of which threw our esteemed editor something of a loop. Apart from one venue, H:O meetings have always been without this fundamental extra. MBR should have brakes for their H:O races soon, including the EAHORC ones they host, and in a very user-friendly way. All part of their ambitious plans to offer something first class to all racers of slot-cars, regardless of scale and

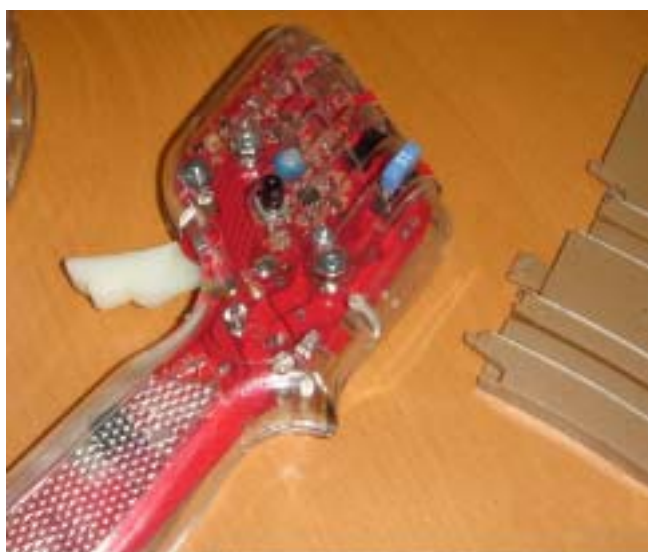
type including a purpose-built commercial venue at Norfolk Arena. Should any 1/32nd clubs out there want to get onboard with H:O, please contact me or the guys at MBR, rest assured you will get plenty of help and advice. Meanwhile, I continue to practice what I preach by becoming more involved in 1/32nd scale (as well as keeping up with the 1/43rd scale world), and look forward to Thursdays just as much as my weekend H:O races.

Electronic controllers

As I find myself now racing cars in two scales and with wildly different Magnatraction levels (from zero to practically glued down!) I decided it was time to finally investigate electronic controllers. Or rather the decision was made for me by realising Parma had released their EC controller range.

Ever since EAHORC kicked itself into the 21st century and adopted 3-pin plugs in line with everyone else I have used Parma controllers and always found them superb. A brief spell with another brand ended with both the controllers, of similar look to Parmas but none of the quality, in the bin and attempts to get used to the massive professor motor units failed miserably. Then too, there are other controllers that look too complex and are too expensive for my tastes. The Parma unit certainly looked the answer. It feels exactly the same as my previous units, if a little noisier, and is just as well built. By late summer I should know for sure how well it handles all the differing racing demands thrown at it, but things looks very rosy at the moment. ➡➡

Certainly I enjoy always using the optimum resistance (as well as the extra space in my pit box!)



Parma's electronic controller, so far so good!

Christmas decorations

I recently purchased some items which highlight the adaptability of H:O cars very well.

As mentioned in the March column, Trevco (part of the giant RC2 company) make Nascar themed Christmas decorations as well as (I have since discovered) Hallmark and Winners Circle - and a large number of the products wind up in the hands of H:O racers, usually via eBay. As the bodies are in much better proportion than slot-car Nascars, then end results are very eye-catching although they can only be applied to the more stretched chassis designs. Be warned though, not all the cars have printing on both sides, so always ask before buying.



Superb Tony Stewart Christmas decoration conversion

Moving on to 'real' H:O cars I was very encouraged to find a Scalextric A1GP picture at http://www.slotcarillustrated.com/News/ToyFair/IMG_0222.jpg which would seem to suggest the Micro set will include a very nice layout and include the sought after lap counter. The layout seems superb, with challenging corners and kinks and a decent-ish straight. The key will be the cars though, if they don't cut the mustard it will all be for nothing. Keep an eye out for the set (G1032), it should sell for £50 if on-line stores are a valid indication.

Then there is the new Tomy/Racemasters Chaparral 2D, mounted to the much-liked SRT chassis. In 1966 and 1967, former F1 driver Jim Hall decided to take his successful Chaparral cars to Europe to compete in the FIA World Sports Prototype Championship going up against the world's best, including Shelby's GT-40s, Ferrari, and Porsche. Chaparral was well known for aerodynamic innovations. Hall was one of the first to put "air-dams" under a car's chin to keep the front of the car on the ground. He was also one of the first to put a "spoiler" on the rear deck edge to keep the back end on the ground. The car used for the 1966 FIA season was the Chaparral 2D, a coupe version of the 2A that was very similar to Hall's original design for the Chaparral 2A. With drivers Phil Hill and Jo Bonnier, the 2D managed a victory in the 1000 Km race at the demanding Nurburgring in Germany. The car DNF'd in three other FIA races that year. Although the 2D also competed in the first two races of the 1967 FIA season (Daytona and Sebring), the main entrant was the new Chaparral 2F, a coupé version of the high-winged 2E. I would love the 2J, the first fan car, to be redone next.

Both the real car and the Racemasters version have crisp lines (with some bleed between the black and white on the model) and looks sharp in white with minimal decals. The H:O version is more truncated, as dictated by the wheelbase of the chassis, but the sleight of hand is well executed and it sits reasonably low. I do feel it could have sat another millimetre lower, this should be achievable given that it is very unlikely anyone would run it with tyres





Chaparral 2D pair from Racemasters

taller than those supplied and there is only a fraction of room with the stock items. Tomy's involvement in the product, and the previous Daytona Coupés, is minimal. The chassis is a derivative of their Turbo design, albeit with much stronger magnets.

The body would have been designed and executed solely by Racemasters. Given that Racemasters is headed by the Russell family then that unnecessary extra millimetre of ground clearance is annoying. Jim Russell has been in the Hobby and Toy business since the early sixties. He was the president of American Russkit Company where he was responsible for the dual engine "Black Widow" 4 wheel drive slot-car. During this period Russkit sponsored several big race cars. In the seventies Jim worked for Aurora where he developed the superb G+ cars. In between then and now he has been involved with all manner of model race cars and H:O. Slot-cars. So we are not talking about the head honcho of some toy company but a guy who could have done a perfect job. Nonetheless,

both versions of the 2D look superb at high speed. I'm guessing racing such a purposeful but visible car inspires confidence because I was able to get around a couple of tenths off the best time for an SRT. For the test, I swapped in the chassis under my quickest SRT for a quick comparison but I have subsequently tuned up the supplied chassis and build quality seems consistent with earlier releases. All the round parts seem true, the gear mesh is good and so forth.

I would have preferred the car to have had very little in the way of packaging as I detest the blister pack method employed here. In theory it should be possible to easily remove the car and retain the packaging but, in practice, the packaging has to be destroyed. I concede this kind of packaging is here to stay as it gives good product visibility very cheaply but I would prefer a simple cardboard box! Another slight niggle is that the wheels should have been chrome or silver. All in all then, a good release but not a great one. ■

Super Shells

by Osvaldo Pace & Pierre Rossetti

To say I'm crazy about slot-cars is an understatement. All my friends know that for sure. Actually, I am a very lucky man to have such an understanding wife. Fact is that, in a typically feminine way, she said to me years ago, "You really should have a separate house built next to the cottage to put all your little cars in", which I did. They were beginning to invade our living room. Wives do not like that very much and this is quite understandable. Little by little, the collection kept on growing. Obviously it started - as it happens with most collectors, I guess - with the cars I knew from my childhood: the few ones I had had in the past, and those that I knew from period magazines and wanted badly. So, having managed to get the most important ones, for me at least, I started looking for new obsolete items, rare or uncommon ones, cars that I had only seen advertised in British and American slot related magazines. This is when I bought my first Super Shells, a Lotus Elite. Collecting is a sort of virus, an addiction, undoubtedly. You just cannot stop looking for something unusual, an item you do not have yet. Because if you do stop searching - and buying, obviously! - it usually means you have lost some of the interest. The drive may be gone. So, keep on collecting!

Well, I must say I was somewhat disappointed with this Elite. The nylon body and poor detail were the main reasons. Nevertheless, I told myself, "That's OK, after all, this is the way it was built in those days". I tried to assemble it. That's when things went from bad to worse. Nothing seemed to fit correctly. The steering unit was binding, and I could not figure out how to attach the motor properly to the chassis. I gave up. This is when I asked my friend Pierre to build it for me. It turned out to be a lovely little car. Since then, he has built all my Super Shells models and I believe he is one of the people with the best knowledge of this brand, at least from an assembling and

craftsmanship perspective. So, it seemed most appropriate asking him to write about these slot-cars, which he did. I think it is a very interesting brand that really deserves to be better known. So, here it goes. I hope you all enjoy it.

Osvaldo

Building Osvaldo's Super Shells cars has been a challenge as much as a pleasure for me. I am very pleased to see them assembled now, and proudly displayed in his huge collection.

As for me, I was first "introduced" to this brand of unique slot-cars some fifteen years ago, by a good friend in England, Bob Dobinson. His business is essentially related to old static kits, Diecast and Tinplate cars, but he quite often comes up with some fantastic slot stuff. Thanks to him, I have been able to bring back - in the flesh, I could say - all the slot-cars I dreamed of in my youth and, in the process of gathering these treasured items from this magic epoch, I developed an affection for Super Shells slot-cars. Bob supplied me all the models that I have, including chassis, wheels and tyres, which can be very hard to find items.

Incidentally, my first Super Shells was also a Lotus Elite, and it was injected in that odd reddish orange too. I must say that I had the same sort of disappointment as Osvaldo, only many years before him. But, on the other hand, the proportions, the shape, the overall look were great, so I kept on buying a new one whenever possible. Second car was a Lotus 30, injected in blue - there was no green one available. Later, I bought another Lotus 30, injected in yellow: this is "the perennial shape of a racing car". Then, came my fourth Super Shells, a Ferrari 250P. Well, I kept on buying them: Ferrari Sharknose, Porsche Carrera 6, E Type Jaguar, and so on. But oddly enough, I did not assemble them, except for the blue Lotus and two Jaguars. I just love super detailing slot-cars, and I felt kind of





Strange coloured plastic used for Lotus Elite

“now is not the right time”, or whatever. I kept wondering whether to build them “stock” or add more detailing. Anyway, I enjoyed collecting them in an unassembled form, in their original packaging. There is always something mystical in leaving them untouched. In fact, this is true for almost any brand of that epoch. As I became familiar with these cars, I was more and more convinced that what makes them so nice is the fact that they appeal in a stronger way to those bygone days. But mostly, as I said above, the shape, the proportions, the looks, and the accurate scale - especially in the case of the Formula 1 cars - which are perfect. These are the positive factors. On the other hand, the body details are often poor, unrealistic, and sometimes even wrong. Now, concerning the assembly, this is where trouble really begins.

Steering Unit

As a whole, the conception and design of Super Shells slot-cars were quite good. Problems lie in the execution. With regard to the steering unit, manufacturers had, at that time, only two possible choices: building it out of pressed steel –VIP and MRRC did it that way– or inject it in nylon, the option used by Super Shells, and Airfix later. Using the plastics existing in those days would have resulted in fragile parts prone

to breaking under shock. But the inherent flexibility of nylon counteracts the rigidity needed in a steering device. In addition, flash resulting from the moulds can cause moving parts - track rod and steering arms - to bind. A good lancet or a very sharp hobby knife is an absolute must and has to be used very carefully to remove this flash. Just the flash, otherwise you will end up with a flimsy assembly. The steering unit, which is attached to the main chassis by means of the axle bracket, is of the pivoting type. This is a plus in that it keeps the front wheels always on the track. It works well on the Sports Racing cars and Lotus Elite, but becomes ineffective on the Formula One cars because, space being so restricted, the bodies rest on the axle holders. The front end of all models always stands higher than it should, and this due, once again, to limited space in the bodies, the top of the axle bracket bottoming against the inside of the body. Since all F1, with the exception of the Sharknose, which was never supplied with a chassis, have rather voluminous front arms that fill the space between body and wheels, the bare rear axle looks almost fragile, giving the impression that something is missing. From a modelling point of view, there is something missing, indeed. So, it is always nice to make some “fake” rear suspension arms. This is fairly

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easy to do, using bits of brass or steel rods, or even paper clips. Springs can be made with thinner wire wrapped around a piece of rod. These will look even more realistic if you can find some small springs. A last advice would be “don’t simply glue the Formula 1 bodies to the chassis or make holes for screws on the sides – as suggested in the chassis instruction sheet! Take your time, make some lateral plastic spacers, do a lot of trial and error test fittings and use epoxy glue sparingly, just a tiny drop, should you have, for any reason, to remove the body one day.

The range

Super Shells of Harpenden produced a total of eleven different models, the first one being the Ferrari 156 F1, better known as the Ferrari “Sharknose”. It was introduced in January 1962, and was intended for display or slot conversion. No chassis was ever made for this car. They announced in period magazines of that time that should this Ferrari be “well received”, further models would be produced “to an equally high standard”. We guess it must have been very well accepted, indeed, since Super Shells produced ten additional new models. Of the eleven manufactured models, six were Formula One cars, the other five being GT cars or Sports-Racing ones. The E Type Jaguar and the Ferrari 250P were the only ones of the

clamshell type, that is, upper and under body – or underpan, in which the builder could fit almost any type of then available motor. Appropriate holes had to be made in the underpan for the pick-up guide and clearance of the crown gear. Nylon bearings, which had to be glued to the underpan, were supplied with the bodies. The use of “Araldite” was suggested in the assembling sheet. Interesting enough is the fact that in the late fifties and early sixties, epoxy glue - Araldite being “the” brand in those days - was extensively used for almost any kind of assembling. One could read in most British and American hobby magazines of that epoch instructions such as “epoxy the motor to the



Initial release - Ferrari 156





Ferrari 250P with two part bodyshell

chassis". This procedure was obviously prone to some unorthodox attaching methods! Actually, making some sort of adapting bracket is always better. The eight other cars could be fitted with a Super Shells purpose designed chassis. These were of two types: the "Popin Sports/Saloon chassis kit" and the narrower "Slim Jim F1 chassis kit". Both shared the same "Nylon Steering Unit kit" at the front, which could be attached either with the "Slim Jim" axle bracket or the "Popin" axle bracket. These main frames, or chassis into which the motor was attached by means of two small screws on the sides, were moulded in glass fibre reinforced red nylon. They were specifically designed for the very slim Ks motors manufactured in England by N and K C Keyser Ltd. Three versions of these 5-pole



motors were available: the Mk1 (1"3/8 length, ref S80) and the slightly shorter Mk2 (1"1/8 length, ref S82) for all Formula 1 cars and the Lotus Elite, and the larger "Clubman" (2" length, ref S 81), for the Lotus 30 and Porsche Carrera 6 which have a longer wheelbase. Of course, the Mk1 and Mk2 could also be fitted in these cars. On the other hand, fitting the larger motor into the Elite or Formula 1 cars would impair the steering mechanism, due to lack of wheel base. In this case, the axle holder had to be reversed and assembled in rigid axle mode. ➡➡



Original K's motor unit



E-Type Jaguar (Above)

The complete range (Below)





Lotus30 (Above)

1964 BRM F1 (Below)



Wheels

The first three models produced, which are the Ferrari Sharknose, Lotus Elite and E Type Jaguar were initially supplied with press-fit nylon injected wire wheels and ribbed tread tyres. Then Super Shells introduced their Series 3 and 4 nicely machined Aluminium/Magnesium wheels and the matching Series 4 “Slick” tread tyres to fit on. Ribbed or slick tyres were available in three different diameters and widths. Aluminium press-fit wheels could be purchased with 3/32”, 1/16” and 1/8” holes and threaded wheels were machined for axles with either 3/32” or 1/8” (5-40) thread. Specific injection moulded wheel inserts were made for each model. Later on, Series 5 wheels (10mm width) and Series 6 (13mm width) were manufactured. A special Series 6 wheel was also made. Its width was adjustable from 3/8” to 5/8” by means of aluminium “slices” sandwiched between the inner and outer rims. Hard or soft rubber was available for these wider wheels. Finally, in the mid-sixties, following the general tendency of that time, sponge tyres were also produced.

It might be rubbish but it's British rubbish!

Super Shells slot-cars are so British in most aspects, as opposed to their USA counterparts of the same era. American made slot-cars, especially those offered as complete kits like Revell, Monogram and Cox of the early 60s, for instance, were quite simple and straightforward to assemble. They had a rigid axle at the front and powerful motors. Since the advent of rail cars, the grandfathers of our current slot-cars, most modellers, as well as the majority of manufacturers in Great Britain, strongly believed that a slot-car had to be equipped with



Brabham F1 rear detail



Brabham F1





Lotus 25

steering wheels, which is theoretically the correct approach to the matter, since this is the way to reduce the cornering force, or centrifugal force. On the other hand, this belief in the necessity of Ackermann steering quite often led to some poor systems with a lot of play, usually resulting from an odd method of attaching the front wheels by means of self tapping screws acting as semi-axles, to the detriment of the realism we all look for in a slot-car. Nevertheless, these screws that Super Shells called “Stub Axles” - in fact, plain brass screws for wood - were common practice, and most manufacturers used them.

When Airfix launched its “Motor Racing” set in autumn 1962, the cars included in it - a Cooper F1 and Ferrari Sharknose - sported steering front wheels that were attached to the steering arms by screws, although these were smaller than the ones used by Super Shells. Only MRRC, one of the great pioneers in this field, used a tiny, more realistic pin that could be pressed or glued into a tubular shaft. Even

Scalextric, the great precursor of our hobby, that adopted, since the very beginning, the “floating” rigid axle at front, produced at one time those tiny Formula Junior cars fitted with an unusual steering device, a necessity in this particular case due to the diminutive underpowered motor. When Airfix merged with MRRC, plastic wheel inserts were designed to hide these screws. It greatly improved the looks. As a general rule, the vast majority of British slot-cars could steer the front wheels, while the American ones counted on raw power. In a way, this is comparable to reality; very long straight roads and few turns as opposed to European tight roads. In fact, the same rule applies to scaled down racing tracks. Americans, usually having more available space, produced the very first huge tracks for slot racing cars, while slot tracks in England and many other European countries, were smaller and more demanding on the cornering ability of the cars being raced, hence less powerful motors associated to steering wheels.

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Porsche Carrera 6

Skill level

Today's kits, whether static or not, are divided according to some level of difficulty, a "skill level" as they call it in America. There was no such thing in the 60s, so you could end up with a fairly easy kit to assemble or a rather difficult one. The latter is the case for Super Shells cars. It is not that they are so difficult in themselves, but they always require great care in assembling and a good modelling "feeling" on how to do things properly. Take the plastic, for instance: depending on the colour in which they were moulded, you could just give the body a good polish, and the result would be simply great. This is the case for green, red and yellow bodies. On the other hand, bodies injected in blue (a dull plastic, almost translucent), grey, and white

required a good paint job to look more realistic. The Porsche Carrera 6, for instance, has to be painted since its roof is injected in clear plastic altogether with the window area. Regarding the F1 cars, all of them need, as said above, some sort of cleverly made attaching system since they have no bosses or whatever else that could be used to attach the bodies to the chassis. I have seen more than one F1 with the chassis fitted to the body with Plasticine, balsa wood, glue in excess, and even chewing gum! I guess most poorly assembled models somehow discouraged the average builder or collector to build another one, and this could be the factor that contributed to the little knowledge of this brand and its scarcity nowadays.



Ferrari 158



BRM F1 1962



Concerning the Ferrari Sharknose, a note on this “new car” in the February 1962 issue of “Model Maker and Model Cars” suggested - I quote - a “simple chassis made from a brass strip retained by the heads of three screws fitted into the moulded bosses in the body shell”. The two pictures printed with this note show the use of what seems to be an MRRC 3-pole frame motor, Eldi contrate and pinion, MRRC wheels but no pick-up guide. The yellow version that I assembled is also equipped with a 1962 MRRC 3-pole frame motor, but I used a Revell 24-tooth steel crown gear (from 1963) with an axle reducer (1/8” to 3/32”), and a Strombecker 10-tooth brass pinion (these motors have a lot of torque). Wheels are Super Shells aluminium/magnesium, with their corresponding wire wheel inserts: they look much better than the 1st series nylon injected wheels. The pick-up is a slightly modified Monogram. No steering wheels here! But wheels do rotate independently on soldered 3/32” semi-axles, always better than a simple rigid axle for realism. Suspension arms, front and rear, were made from 0,9mm steel rod, and the springs came from discarded lighters, coupled with machined brass bases. The body was just wax-polished to a bright shine. This is one of the colours that does not require painting. I assembled this car as it could have been built in the sixties. Another option would be to simply use a Super Shells ‘Slim Jim’ chassis, but when this body shell was introduced, this chassis was not yet available. After all, chronology is important!

Reference numbers

Now, with regard to Super Shells reference numbers, these are some kind of a mystery. All models could be bought as body kits only –in which case a plastic chassis was always supplied so the modeller could assemble either a static version or a slot-car – or as complete kits, with or without motor. Depending on the parts assortment, reference numbers would change completely. Some cars had four different numbers. Body colours may have determined some references, but it does not seem to be the general rule, since some models - take the

Jaguar, for instance - had only two reference numbers and four available colours. What criteria did they use? We don’t know. All necessary hardware: wheels, axles, tyres, motors, complete chassis, and gears (manufactured by Eldi) could be purchased separately. There is no use in listing here the spare parts references. The early references for cars were:

- S30 or S50, car N°1, 1961 World Champion F1 Ferrari “Sharknose”, injected in red or yellow
- S2, S6, S31 or S56, car N°2, Lotus Elite, injected in polythene, in dark green, red, light blue, or white
- S32 or S54, car N°3, E Type Jaguar Coupé, injected in red, blue, black or white
- S33 or S51, car N°4, 1962 World Champion F1 BRM, injected in red, blue or metallic green
- S4, S8, S34 or S54, car N°5, 1963 Ferrari 250P Sports-Racing Car, injected in red or white
- S35 or S52, car N°6, 1963 World Champion F1 Lotus 25, injected in green or yellow
- S1, S5, S36 or S55, car N°7, 1964/65 Lotus 30 Sports-Racing Car, injected in blue, green or yellow
- S37 or S58, car N°8, 1964 World Champion F1 Ferrari 158 V8, injected in red or yellow
- S38 or S59, car N°9, 1964 F1 Brabham, injected in blue or green
- S39 or S60, car N°10, 1964 F1 BRM, injected in blue or green
- S3, S7, S40 or S57, car N°11, 1966 Porsche Carrera 6 injected in grey or green, and finally
- S111, Trailer Kit in 1/32 scale, complete with screw axles, tyres, and turned alloy wheels. Was it intended to trail a slot-car on the track just before the main race? Who knows? In fact, we have never seen one.

Takeover

At the end of 1967, Super Shells was acquired by S.R.M. Engineering Ltd. In addition to their cars and home set tracks, this company had manufactured, since the early sixties, the “Flexi-Slot”, a black plastic extrusion with its own built-in slot and matching contact brass wires for those who intended to make their own slot track. References for Super Shells cars were simplified, and only one number was retained for each ➡➡

model. These became, from car N°1 through car N°11, simply: S30, S31, S32, S33, S34, S35, S36, S37, S38, S39, and S40. Soon after the acquisition, S.R.M. advertised in a period magazines a “New range of motorized kits” which were in fact the Ferrari 250P, Lotus Elite, Lotus 30 and Porsche Carrera 6, now with a “fabulous performance from Mabuchi motors”! The under-pan mould of the Ferrari was modified to take a 16D type motor, and black nylon adapters were made for the slimmer Mabuchi 13D to be fitted in the ‘Popin’ Sports/ Saloon chassis kit, as a substitute for the previous Ks motors. Curiously enough, available space in the Lotus 30 and Porsche, already so limited, became insufficient. Ks motors bottomed against the body-moulded cockpit plate - from the very beginning, the Lotus 30 was moulded with a cockpit centre hole to clear the motor armature. With the new motor there was simply no room, unless you assembled it with the height of an all-terrain vehicle! It really looked like an adaptation. In addition, this motor would not fit in the ‘Slim Jim’ chassis. We have never seen an S.R.M./Super Shells F1 with the original chassis and a Mabuchi motor. We can only guess that the motor substitution must have been dictated

by costs, Japanese motors being so much cheaper. Something similar happened with the early Revell kit cars, launched in 1963 with Revell/Pittman motors which were replaced in the following year by Mabuchi 16D motors. Ks motors, as well as their Pittman counterparts, were truly an exercise in craftsmanship and manufacturing, and were obviously expensive.

Well, I guess most of you must be bored by now, so I will conclude quickly saying this: Super Shells produced lovely slot-cars, which depict in a very special and unique way a time when, somehow, everything seemed possible, at least in imagination... They look somewhat crude, they may lack detail by today standards, but they cleverly suggest them. When you look at these slot-cars, you can almost see those missing details. Perhaps... just imagine. So, if you happen to buy one of them—or more than one—take your time, be patient, build them right, and you will be rewarded with wonderful little cars from our recent past, a small part of history. They are amusing to drive, carefully, of course! around the track, and so pleasant to look at. Little jewels deserving a very special place in any slot-cars collection.

Pierre



Kits 'N' Bobs

A round up of recent kit and resin releases

By Phil Insull

First bit of hot news this month comes from our friends at Pendle with a new add on pack (Step2) for the PCS32 chassis with several new features, which I will hopefully be reviewing for you in the near future. The changes are aimed at making the PCS both more versatile in that you can now use it on longer cars than before, and also to improve the on track performance.

Classic Slot

From Classic Slot Limited comes news of the latest OCAR kit release, this being a very pretty BMW 1602 Alpina, complete with decals to produce the eye catching orange and black version raced by a young Niki Lauda back in the early 70s. Expect to see five new releases from OCAR in the next couple of months these being the Broadspeed Anglia, A.C. Ace, Scimitar

GTE, TVR Taimar, and Lola MK3, you can see pictures of these cars and enter a free competition at their non-commercial web site www.ocar.co.uk.

Classic Slot also bring us news that the very limited edition Team Slot Audi Quattro road car is in stock, with just 75 units being allocated to the U.K. New liveries have been produced for other Team Slot cars - a Rothmans Lancia Stratos, Monte Carlo Delta Integrale, Copa Nacional Renault 8, and a Mampe Zakspeed Escort. World Classics are apparently working on their next release which is expected to be a 1986 Pikes Peak Audi Quattro. French specialists MMK/Slot France have listed a 1951 Gordini Le Mans car, which I can only assume is the 24S, although it is not clear if this will be available to the U.K. market.

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Team Slot Rothmans liveried Lancia Stratos



Proto Slot Matra MS650 Le Mans and Alfa Romeo 33/2 Targa Florio

Proto Slot

The Proto Slot Alfa Romeo 33/2 Targa Florio and the Matra MS650 are now available in the U.K. in both standard and pre-painted kit form.

The Alfa includes a set of aluminium wheels, complete with authentic Alfa style inserts, which really do set the model off a treat. Both kits are designed to fit onto the PCS32 adjustable chassis and come with a set of quality decals providing the option to present the cars in more than one livery.

Other makes

The Slot.It Kouros liveried Sauber has finally arrived in the UK at long last and in my humble opinion it was well worth the wait, as it looks fabulous. The Auto Art 1/32nd Lamborghini Diablo GTR in yellow or orange and the 1/24th Citroën Xsara WRC as Sebastien Loeb's 2005 Monte Carlo winner joins the previous Subaru and Focus in their larger scale range. Reinecke Motorsport Chevelle, Impala and Maverick kits have all arrived and I am hoping to bring you pictures of the completed versions along with a review sometime in the future. Sadly the production versions of the MRRC Chaparral 2F and the Scale Auto Toyota GT1 are still on a vessel on its way to our shores, and haven't

made it in time for me to bring you pictures before the editorial deadline.



Auto Art Lamborghini Diablo GTR and Citroën Xsara

Surprise release this month is the Cartrix Hyundai Coupé, the initial version being a somewhat plain looking red road car, but it does come complete with a the new "Genius" motor, Carrera have released a Red Bull liveried Maserati MC12, while finally our friends at MRE bring me news that Slotter are due to follow up their pretty 312PB with the Lola 280 and 290 later on this year. ■

The feedback system is at the heart of eBay, helping to regulate sales and feedback is good to get on this column too. Mr. Baker's letter from the last issue was met with much laughter from the missus when I pointed it out to her, as she knows how much time I put in trying to bring you what I hope is a varied article each month and she has to put up with all the slot stuff around our house. Steve did also email me some ideas to explore for the column, but more are always welcome. Any bargains you happen to spot or win are also most welcome as it is easier to pick and highlight the top fetched prices but much more difficult trawling through all the hundreds of items less than £30 or so. (Email reminder again is:

stevelangford66@googlemail.com)

The "66" in my address stands for a year most football fans, well England ones anyway, will remember as a great World Cup year and this year's competition will be underway when you receive the Journal. June may provide good buying opportunities I think as many people will be watching the bigger screen rather than the monitor in the evenings. Sellers may want to consider this fact as well when scheduling their auctions. As much as I like getting a good bargain, I don't want to be winning everything I stick a bid on just to keep an eye on it as no one is bidding at the last minute because they are engrossed in the football! Why do I bid knowing full well I probably will not win? Well, I can then monitor that item for 60 days in "my eBay" rather than just the normal 28 days you get from searching using completed listings and it does not limit me to just 100 items in my "watched items" profile. It is surprising the number of things that can pop up again for sale in a month or so and it is good to refer back to I have found. Mind you, be prepared to pay up if you follow this strategy as you will eventually end up winning the odd auction as I know!

The number of listings in the UK has remained steady in the 10,000 to 12,000 range most of the month with yet another cheap listing day keeping numbers up. Weakening prices for run of the mill modern stuff are backed up by comments from Jadlamracingmodels who are listing fewer items (but still over 500) and pushing up starting listing prices, as items were starting to go for very low prices. However, looking at the number of completed auctions it has been around the 12,000 figure when I would have expected it to be a little higher, as auctions only last a maximum of 10 days. Why this? Well it is due, as I hinted last month, to sellers using "eBay stores" as their web presence often in addition to a dedicated website.

Four sellers account for over a quarter of listings including two names familiar to us, Swaton Raceway and Scale Models, as well as Topslots'n'Trains and Jadlam. These sellers cover all aspects of the hobby including spares, collectables and new cars. In fact counting all "shop" listings more than half are in this format with genuine auction style listings only around the 4000 mark. Top quality items however are still fetching very good money if you read on. So my advice is to check out the shops by doing a search before getting carried away with bidding as often I see people paying more in auctions than the "BIN" price available via these shops. Listings in the other main markets of USA, Germany and Spain remain steady around the levels reported back in March.

Collections continue to appear including a complete set of 12 Australian V8 Supercars all signed by the drivers with photos of them signing for authenticity. It remained unsold at the AU\$1200 starting price as did an MRRC slot car collection at \$639. In the US a set of 300+ AFX/Tyco cars and accessories had a single buyer tempted at \$5500 which was the top priced sold item I came across this month. ➡

A couple of special limited edition Ninco cars I had not seen before fetched good prices in Spain. A 911 Ninco exclusive memorial X.M.D 2006 went for 200 Euro – 1 of 50 cars made for 4th Memorial Girona Slot Rally and a “Bimbo” Mini reached 155 Euro. On the subject of good money, the importance of great descriptions and good photos to go with top notch items showed with a Scalextric MM/A220 Le Mans Rubber Bridge M/B fetching £300.01 Pristine and owned for 40 years by the seller. He also got £107 for a populated K705 Spectators stand, £107 for A224 Rubber Paddock, £72 for MB F302 camera tower and £117 for MB A228 Refreshment Kiosk.

NSCC

There are some NSCC items to mention this month. Top priced but not attracting any bids was a Red Alfa Romeo at £300. A Diablo 1999 Hornby weekend car went for £160 and interestingly was accompanied by a gate pass saying 1st sample Lamborghini NSCC 1999. I am led to believe the pass was made out to a “Jamie”. An NSCC Clio fetched £139 in the UK with another remaining unsold in Spain when listed at 329 Euros. Likewise Geronimo’s at 470 Euros remained untouched. The recent Scalextric Minis fetched around the £50 mark but the Jaguar XJ220 still remains relatively unloved, price wise, attracting only one bid of £25. Bringing up the rear was an MRRC Porsche 936 at £12.55.

Top Prices this month

Scalextric A233 Baraque d’entrée Entrance + Access 152 Euros (France. Red roof version and according to seller only seen five times on eBay in seven years. I won’t be checking that fact!)
 Attention Bentley C-64 French Red Wheel £320 (Spanish seller. Car had BTS exhausts)
 Fly BMW M3GTR Spanair Sondermodell, Extrem Selten 335 Euro
 Rare!! Scalextric C340 Marshalls Car £43.87 (Complete but no flags or box)
 Scalextric Modified Demon Tweek Truck to Flat Bed Wagon £26.50

Scalextric C052 Escort Mexico RS1600 £77 (white, no box, slight fading, but new repro bumpers, decals, gears, tyres)

Vintage Scalextric A 263 Trophy Set Mint on Card £79.77

Vintage Scalextric Cars, Boxes and bits £315 (loft find included Matra, TR4 and white Auto Union but all needed work)

Scalextric 1998 International Sales conference Limited E £210.11 (A Toyota Corolla for over £200! Gold car with logo on roof.)

Scalextric 2000 Range Presentation Porsche Limited Ed. £87.01

Scalextric 2000 Employee Presentation Limited Ed. £155.51

(All 3 cars above from the same seller in East Sussex)

Scalextric Skoda Fabia signed by Colin McRae £26 + £3P&P (‘Racer’ club car that someone thought had been personally signed I guess, as you can join the club for a fiver less and get this car for free)

Fantastic Gilbert Slot Car Race set store display! \$500 (never used 3 foot long box display depicting race rack with crowds watching cars)

Geronimo has attracted some comment on Slotforum with his listings and top piece this month was a Scalextric C71 Yellow Auto Union Mint boxed at 4000 Euro (BIN)

Descriptions of the month

Firstly the Holy Grail turned up yet again with a “Holy Grail” Chaparral 2E/I.F.C (‘60ies) “Cox” 1:24 which fetched \$478 from a seller in Germany listing in the US. Little used and complete with box I think something was lost in translation to English as the description of the item included “It is a private auction without guarantee”?!

Secondly “Unmolested Cox Cheetah in Black – The Baby Cheetah!” fetched \$212 for a very nicely built model that looked unused and complete with box. Part of the main description was “they had the \$#!+ run out of them at the commercial tracks in the sixties. Nice to see someone not using the “F” word! Wonder if I will spot any “unmolested” listings this coming month from members? ■





Goodwood Festival of Speed/Slot Rally GB track building weekend

By Gareth Jex

As most of you know Toyota kindly offered us a space on their exhibition stand at this year's Goodwood Festival of Speed (7th – 9th July 2006).

On the stand the NSCC are making a massive hill climb circuit for visitors to try and to promote the Slot Rally GB weekend. 20th/21st May was the first official track building weekend and we made excellent progress. The Hobby Co very kindly gave us all the Ninco track sections and accessories and First 4 Exhibitions kindly lent us their workshop and lots of wood!

I was a little concerned that I might be on my own on Saturday morning, but my faith in the NSCC membership has been restored. No less than six members came along on Saturday and eight on Sunday, without them we would have got nowhere.

We started with a basic design concept that I had worked out in the office and visualised on the computer, a very large box of track, a few accessories and wood, lots of wood. We laid all

the track out on a work table to check the design concept, made a few minor tweaks to the layout and then Steve Baker and Phil Salisbury began to cut out the shaped MDF base board. Paul and Chris Yates plus myself then got to work on the framing and floor. The hill climb is pretty massive, over 3 metres wide, 2.5 metres deep and 1.8 metres high and it will be moved around several times so we needed to ensure that it was strong enough to transport. A 4" x 2" timber frame was made for the base, a 2" x 1" and ply rear wall section with 5mm MDF for the bases under the track. All the various shelves and supports were fabricated from either 2" x 1" pine and MDF sheets cut to shape. On Saturday alone we managed to complete the basic construction and had the track in position but not fixed down.

A well earned night's rest and the doubting started – would this thing we had made fit in the lorry? Why didn't I check first? I don't know, but it didn't so first thing next day we set about cutting off the front metre or so and reframing as required, no major problem and to be honest we strengthened other areas as we went and ➡



Goodwood hillclimb - the theory



And the practice!

added two areas for flat screen display panels. Lunch was missed on Sunday, but no one seemed to mind as we were already onto the creation of the rocks and various surfaces required.

Chicken wire stapled to the various track bases and uprights and then the messy job of plaster of Paris bandages (purchased on-line from a medical suppliers rather than mod rock from a model shop – less than 20% of the cost!). The various overhangs and vertical surfaces were a bit tricky until Paul had the excellent idea of popping the whole hill climb on its back! That's better and we pressed on fixing and applying the cloth all over the chicken wire.

In all two days very well spent, superb progress made and a team of volunteers who seemed to gel together well and work bloody hard. Two more weekends to go and I'm sure that we will be finished early! The track will look great and will prove quite a challenge.



Are you sure this will fit in the lorry Gareth?

Like to see the results of our hard efforts? Goodwood Festival of Speed – Toyota Stand, we will be there for the whole three days and the display will be manned by NSCC volunteers.

Update

Brian's editorial plea for track pieces last month did the trick, many thanks to those members who got in touch with offers of track, especially Tony Secchi.

Prize details are starting to be confirmed, just thought I would let you know some of the most recent.

Scale Models have donated three of their Limited Edition Ninco Austin Healey 3000s for the 'Classic' Class.

"Racer" magazine have also confirmed they will be providing three full memberships to "Racer" complete with Scalextric Skoda and certificates. More prizes are coming including prototypes and special editions etc so get those entries in.

Slick slotracing have also confirmed they will be bringing at least one of their portable rally stages from their events hire range. And UK Slot Drag Racing Club will be bringing an 1/8th Mile 1:32 scale drag strip (which we will use as a special stage!!).

Woking Slot Car club will be bringing their full routed club circuit to the event for you racers to try. I have competed on this track and it's fast!

Last but by no means least is what we hope is the first of many official launches at the show, SCX will be supplying some of their latest Rally Track timing equipment for the show, see next month Shipment for details.

That about wraps it up this month, get in touch if you can distribute any flyers or posters (think schools, clubs, work notice boards, etc) or if you can come along to the next track building weekend. See you at Goodwood.

Important Rule Change/ Clarification

Please note that because some of the stages contain Scalextric Classic track competitors are advised and encouraged to TRIM the guide flags on some of their cars. Guides can not be replaced (unless running in the modified class) with the exception of Carrera cars where the standard shallow guide can be used - if you can find one!

Other track types being used include: Scalextric Sport, Scalextric Classic, SCX, MDF routed, Ninco and Carrera. ■



Wolverhampton MRE Classic Le Mans/Sports Event

By Phil Insull

Following on from the successful classic events held at Wolverhampton in 2005, we were pleased to be able to host the 2006 Le Mans/Sports Classic sponsored by our kind friend Gary and the team at MRE.

With a practice day on Saturday attended by around fifteen entrants, the main event took place on Sunday 14th May. Doors opened at 9:00 with plenty of drivers turning up early to get in some additional practice before the event got underway at 11:30.

The only disappointing aspect for me as organiser was that from fifty people who had requested entries, due to various reasons we only had thirty racers on the day, although we did also get a fair number of spectators.

The first feature of the day's programme was the Concours D'Élegance, which was won by Bill Charters with his lovely Ferrari 250 GTO. Phil Smith came second with his eye

catching Mercedes Chevrolet, and Gary Skipp third with a pretty Chaparral MK1. As normal at Wolverhampton all drivers were able to cast their votes for their favourites, with the winner being decided on the most voting points scored. As ever at these events there were scores of fantastic cars on display around the drivers' pit areas, but when you are one of the main organisers you just don't get the time to fully appreciate them all.

After sampling the delights of a famous "Wolves bacon buttie" it was time for the drivers to get on with the main event held on the routed/copper tape four lane circuit. All drivers completed a three-minute heat on each lane, with the distance obtained from all four heats determining where they would go in the ladder finals. The two classes were scratch/modified and ready to race, with the classes being separated at the finals stage.

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Bill Charters Concours winning Ferrari 250GTO



Phil Smith's 2nd placed Mercedes Chevrolet and David Lawson's 4th placed GTO

Before racing began however we held a minute's silence in memory of our dearly missed friend, club supporter and NSCC member Chris Jurkowski, who passed away suddenly last month.



Gary Skipp's 3rd placed Chaparral MK1

After the qualifiers the "King" of the Wolverhampton Classic events Mick Kerr led the way having amassed 86.64 laps from his four heats, over a lap in front of his nearest rival, while in the ready to race class young Andy Tyrer of Wolves had managed 78.46 laps some four ahead of his nearest challenger (me!).

Finals however are the moments of truth and the first surprise came from our event

sponsor Gary, whose only experience of the track was driving to the line to start his first heat. With a borrowed controller and my back up car he got quicker with each run and fought his way into the ready to race final. The first lap saw all three of my rivals go off, allowing me to scamper into the lead that I was able to hold to the end, despite some seriously quick laps from Andy. Gary also ran well fighting off our own Myles Ellis to snatch third place overall.

The Scratch finals saw John Moxon, and Ian James moving well up the ladder. John in particular had suffered a car failure in the qualifiers, with some very close and exciting racing taking part in virtually all the races. Quite remarkable was the participation of Phil Smith's Mercedes Chevrolet, which had suffered an almighty crash in the heats, splitting the bodywork in two, but by the time his ladder heat came around he'd performed an amazing repair job. The semi final saw Steve Francis book the last place in the grand final, for which Mick looked the favourite. However, Dick Smith, driving on one of the less fancied outside lanes, simply stormed away and for the first half dozen



laps there was less than a second between all four drivers. A mistake saw Steve drop away while Dick held a slender lead over John Secchi and Mick Kerr. Around lap 14 Mick set the fastest lap of the day at 8.178 seconds to nose across the line ahead of his rivals, but then dropped it on the very same lap. Dick still had a lot of pressure from John but kept everything together to set the furthest single race distance of the day at 22.03 laps, from John on 21.86 and a recovering Mick on 21.79.



Scratch final winner Dick Smith (right) receives his trophy from event sponsor Gary (left)

The prize giving was performed by Gary, with excellent prizes supplied by MRE for the top three in all events, along with two special awards. The first being the MRE Challenge Trophy for the highest placed entrant with a car having a scratch built body and chassis which went to Mac Pinches with his Maserati 450S who finished sixth overall in the finals.

The last trophy was in memory of Chris Jurkowski and was awarded to Southend's David Lawson for his superb cars, including his fantastic Ferrari GTO, great support, and the spirit of sportsmanship and friendship that he always shows at our classic events. No one went

away empty handed as MRE made sure that all the drivers taking part had a very nice "goodie" bag to take home with them.



David Lawson (right) receives the Chris Jurkowski Memorial Award from the event organiser – me (left)

Gary has kindly agreed that MRE will continue to sponsor the Le Mans/Sports event for 2007 and beyond, details of dates will be announced later in the year, while our next event is the Classic Slot Limited Historic Saloon/Trans-am event on October 15th. With over fifty drivers again registered to take part it should be another cracking meeting.



Mac Pinches Maserati 450S - winner of the MRE Trophy

The final word goes to our charity auction with prizes kindly supplied by MRE, MRRC, Derek Cooper, Phil Smith, Les Bradshaw, and myself, we raised £103 for this year's charity the Acorns Children's Hospice at Walsall, thanks to all who dug deep to buy tickets. ■



Revell Lotus Cortina

By Dave Yerbury

They only come in white with a green stripe! Well they did normally but the colour scheme devised by the Alan Mann racing team does look rather nice in red and gold. As it was, 1965 turned out to be a golden year for the team as they won the European Touring Car Championship. This was not an easy task as the Alfa GTA works cars were very tough opponents. I can't remember this actual car being made, can we have a volunteer please). Driven by Sir John Whitmore it won its class in every race it entered to secure the Championship.

Now, down to size as some say it does matter. Taking the 60s Airfix version, which I believe to be of scale, the Revell car is virtually its identical twin. At first I thought they had wheeled out the old Airfix mould to save the pennies but after a brief comparison I observed a few differences.

On the Revell car the wheel arches are slightly smaller and the top of the front arches are flat as opposed to rounded on the Airfix version. I also think that the roof on the Revell item is slightly larger than on the Airfix one. So if it's scale you want then it's scale you get.

The overall view of the car in this colour scheme is fantastic but oh those wheels! Alan Mann did run some cars on Minilites but I believe that Whitmore ran mostly on pressed

steel wheels like the early works cars. For the purist you could fit a set of Airfix wheels or wait for the Scalextric Escort and try its wheels for size.

I have always been a Revell fan as I've said before. My brother worked at their Potters Bar factory in the old days. I remember there always being loads of Revell parts around which were usually made up into complete cars for a thrash around Beatties pay track at Southgate on a Saturday morning. This was inexpensive racing as, like today, those beautiful cars from the States like the Cox etc were way out of our price range.

Well Mr Revell only 8 out of 10. The two points were lost for the undersized wheels and those Ford Granada wing mirrors which did not exist on the real car. I don't think they would have lasted very long in some of the more competitive races of that era.

I think this car is a very nice model of one of my favourite cars and would sit well among other saloons in any collection, especially next to the politically correct white Airfix version. As soon as it was released I visited my local retailer Pendle Slot in their lovely shop at Colne. This is one bit of retail therapy I can stand on a Sunday morning and I just had to have this car for my collection. ■



A labour of love

By Tony Secchi

I've said it before and I'll say it again, despite my Italian heritage, I am a Jaguar fan - always have been and always will be. Not the corporate, multi-owned set up we have today with its wish-wash of different companies and its recent misguided foray into FI. No, the Jaguar I love is/was the real thing. Sir William Lyons, Lofty England, Harry Weslake and Browns Lane, Coventry et al.

The reason for this outburst of nostalgia is the most recent fibreglass resin model hand made by the eminent David Yerbury of AA Bodies. Once again David has managed to bring back all the memories of my well spent youth on the race circuits of Britain and Europe by producing a superbly proportioned and detailed body of the famous 1953 Le Mans winning 'C' Type Jaguar.

History

Before I go into my rapturous description of this model I would like to reiterate the situation and history of Jaguar in the 50s at Le Mans when they won that distinguished race five times in seven years from 1951 to 1957 - the last three years being consecutive.

The Jaguar XK120 Super Sports was first presented to London automotive society at the 1948 Earls Court Motor Show. The motoring world was startled, for here was a radically advanced 3442 cc straight six, twin overhead cam engine in a beautifully streamlined body. In standard form it pushed out 160 bhp at 5400 rpm, hit 60 mph (100 kph) in 10 secs, and could do 125 mph (210 kph).

I was sixteen at the time and can well remember the admiration and disbelief that this model evoked, particularly the top speed. However, in 1949, in Belgium, a virtually basic XK120 (with a higher axle ratio) did a flying mile under RAC supervision of 132.6 mph.

Naturally lots of people wanted to race/rally them and many did, but only as private

owners for the factory itself hung back from competition, regarding the XK120 only as a fast roadster. However, times were changing fast. Chairman William Lyons had regarded racing as a ruinous experience, but it was catching on big. People flocked to Europe's road races and, in the USA, sports car clubs were mushrooming. Lyons was keenly aware of the awakening interest and the failure of Jaguars to regularly win important events but he was buoyed up by a good performance in the 1950 Targa Florio where a lone production model XK120, up against highly tuned Alfas, Ferraris etc. led for a while before retiring.

So finally, Lyons and his officials attended that year's Le Mans race to see for themselves how matters stood. The race attracted entries from Ferrari, Frazer-Nash, Bentley, Talbot, Cadillac and three privately entered XK120s running in standard trim. The Talbot won with a fastest lap of 102.8 mph and the leading Jaguar circulated for twenty hours in uncanny silence before the clutch gave out. However, it did achieve a fastest lap of nearly 97 mph. The other two Jaguars finished in 12th and 14th places. After the race, chief engineer William Heynes declared that he could build an engine to win in the following year and subsequently in 1951 the company unveiled a new and untested car at the Sarthe circuit. Designated the XK120 'C' (for competition) the 'C' type was a stripped down competition car. Weight was reduced, the suspension stiffened, Engine power uprated with 210 bhp at 5800 rpm, a tubular frame chassis and an aerodynamic aluminium body.

1951 was to bring a foretaste of future participation in International events and had begun with the formation of a competition department run by the legendary 'Lofty' England who had been the firm's service manager since 1946. For the next six years the department was to write the name of Jaguar in the boldest of capitals all over the world. ➡➤

The untried Jaguars dominated the race, despite opposition from the legendary Juan Manuel Fangio in an Alfa Romeo, to win by 77 minutes at an average speed of 93.5 mph. Jaguar was now well and truly into competition and the official works team was announced comprising Stirling Moss, Duncan Hamilton, Peter Whitehead etc.

The 1952 Le Mans race was memorable for the failure of the works Jaguars. Reacting to pressure from the very quick Mercedes 300SL they tried for more straight-line speed and the bodies were restyled with longer noses and sloping tails. The radiator grille was tiny in relation to the 1951 cars and all three entries succumbed to overheating in the first few hours.

For 1953 the new 'C' type bodies went back to a slightly modified version of the 1951 car, with the engine uprated to 220 bhp at 5250 rpm via the fitting of three 40DCO Weber Garbs. In this trim it was timed at 148.4 mph, not sensational but encouraging since Le Mans has to be won on endurance and handling as much as sheer speed.

The three works cars were driven by Rolt/Hamilton, Moss/Walker, Whitehead/Stewart and, most importantly, had Dunlop disc brakes on all four wheels. Opposition came from factory entered Ferraris, Astons, Alfas, Gordini, Chrysler/Cunningham, Talbot and Allard/Cadillac.

At the start Moss broke out into the lead and stayed there for two hours before he had to make two pit stops to clear a fuel blockage costing him 11 minutes and dropping him down to 21st place.

Rolt and the Ferrari of Villoresi set a blistering pace, both taking turns to lead but by 2 am the Jaguar was leading by one lap with Moss up to 6th. The Ascari/Villoresi Ferrari set a new lap record of 4 minutes 27 seconds but the Jaguars matched this pace and the 4.5 litre 375MM retired with a slipping clutch in the 19th hour. This car was a detuned 51/52 GP engined model that had well in excess of 300 bhp, driven by the then current World Champion, and it was only able to match the Jaguars rather than outpace them.

So the Rolt/Hamilton Jaguar continued on to victory, while Moss/Walker climbed to 2nd place. The winning 'C' type had averaged 105.8 mph (170 kph) and the third 'C' type finished fourth.

So there it was, an outstanding victory in the history of endurance racing. The entire Jaguar team had gone the full time and the winners had broken every known record along the way.

The model

David Yerbury had sent me the first casting of his 1953 'C' type and as usual with David's bodies it needed a bit of loving care and attention. This is all part of the pride and enjoyment of construction and gives one a level of achievement that you do not get by just opening a box.

Having made up several of Dave's projects including the brilliant trio of Ferraris last year (which I have set out in the Journal) readers will be familiar with the work process but I will repeat it briefly here.

Firstly, the spare material on the underside of the body has to be removed and the wheel arches cut out and rounded.

Next a suitable chassis has to be found or modified to fit within the bodyshell and carry the running gear. This is fixed via the usual hollow post and screw method.

Wheels/tyres were chosen from stock and the ride height of chassis adjusted to suit, as were the width of front and rear axles. Pick ups, engine/pinion and final drive are all Scalextric standard items to keep parity with lap speeds of the time.

David's body has a built in driver with arms and a steering wheel. I made the decision to emulate the Moss/Walker car, which finished second rather than the winner, as Stirling is one of my favourite drivers of all time.

This car was numbered '17' and had the registration '164WK' as these cars were driven on the road to Le Mans and back again. (There is a famous photograph of the three factory 'C' types en route home from Le Mans stopping off at a Café on the A40. They are still in racing trim with race numbers and rear 'GB' badges).





I had to make the registration numbers from scratch but the white roundels and black racing numbers came from stock.

The body had to be 'deflashed' (not much), sanded down and given a matt undercoat. This shows up any defects on the body which can be rectified before application of the top coat. This brings me to a bit of a controversy.

As we all know, Britain's racing colour is green and the Le Mans Bentleys of the late 20s/early 30s made this colour famous as 'British Racing Green'. The green that they used was a 'Forest' or 'Emerald' shade. By the 50s with the advent of the Vanwall, BRM. and Connaught F1 cars the shade had deepened to a 'Brunswick Green' tone. The Jaguar shade was even darker - and it was very dark!

I had a 3.4 Jaguar Mk 2 saloon in 'BRG' and, on one occasion, got off a speeding ticket because in court the car was described by the Police as being 'black'.

I have always used 'Humbrol' paints and have some old tins. The one I used for the model 'C' type was R303 Brunswick Green and to this I added a dash of pure black to get the correct shade. It is fussy but it works and as the old paints are lead based it is denser and gives a better gloss.

With Stirling installed, top coat applied, radiator grille, exhaust and bonnet clips picked out in silver, I fixed the race and registration numbers. A scuttle mounted rear view mirror

was installed (no wing mirrors in those days) The distinctive two piece windscreen, supplied by David, was superglued into place and the whole body given a coat of Johnson's 'Kleer' kitchen floor seal to protect it.

I conducted a series of roadholding tests using lead ballast and Plasticine before the final body finishing and set the car up with a 'loose-ish' feel so that it runs on a bit after entering a bend and can be gently eased round the exit before blasting down the straight.

The width and the compound of the narrow tyres (by today's standards) dictate this style of driving which is not at all foreign to me as it epitomizes the era when I first took up slot-car racing. In practice the car feels quick and stable just like the real thing.

So thanks to my friend David Yerbury who has allowed me once again to reminisce about the pleasure and enjoyment of my long lost past. I must remind readers that I have no vested interest in David's business and that in fact we have never met, corresponding only by letter and telephone, but he is a fellow enthusiast and a very fine model maker.

He seems to get better with every car that he makes and he possesses the enviable gift of making the proportions of the model look right when it is scaled down from the real thing. This 'C' type certainly does, so well done Dave and thanks for the memories. ■