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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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### Editor

Brian Rogers  
27 Paige Close  
Watlington  
King's Lynn  
Norfolk  
PE33 0TQ

Tel/Fax:- 01553 813090  
e-mail:- editor@nsc.co.uk

### Trade Advertising

Adrian Leggett  
Roseville  
Westwood Lane  
Normandy  
Guildford  
Surrey  
GU3 2JG

Tel:- 07773 967333 day  
01483 810102 evenings  
e-mail:- sales@nsc.co.uk

## Loyalty is its own reward?

If you were a member of the Hornby 'Scalextric Enthusiasts Club' and you renewed your subscription on time last year it would have cost you £20. In return for your money you would receive a 'free' car plus six bi-monthly magazines.

However, if you deliberately withheld your renewal or, as in my case, genuinely forgot to send off the cheque then the picture changes somewhat. A month after my membership lapsed I received a 'special offer' - reduced fee of £18, two free cars instead of one, free postage for my renewal form and entry into a prize draw for a Digital set if I filled in a survey. Needless to say, I rejoined and made a mental note to "forget" again next year!

Now this is not an uncommon tactic in the publishing world where subscription figures are vitally important in maintaining advertising rate charges; a friend of mine currently pays less than a third of the cover price for both Autosport and Motor Sport simply by refusing to renew his subscription until he receives a sufficiently tempting offer.

It does beg the question though - why is disloyalty rewarded? Surely it would be better to give loyal customers a bonus every couple of years rather than wait for them to leave and then try to tempt them back.

Anyway, as this seems to be the way to go, we have started a one family boycott of Tesco; unfortunately the retail giant seems totally unmoved by the fact that we have not used our Clubcard for three months and has, thus far, failed to shower us with goodies to lure us back through the door!

**And Finally** - I also have a dilemma with the Scalextric Club - my membership expires in December and the Colin McRae Skodas are sure to be popular this year - do I hold out for two of them or will they run out of stock before the end of the year?

*Till next month*

*Brian*



**NSCC/TOYOTA SLOT RALLY GB**  
**23<sup>RD</sup> – 24<sup>TH</sup> September 2006**



**2006 Weekend NSCC Event - Toyota Headquarters – Burgh Heath,  
Epsom, Surrey.**

For 2006 the NSCC is organising a rally event for slot cars: NSCC/TOYOTA SLOT RALLY GB. It will be based at the Toyota GB HQ in Surrey and held over two days, although competitors can choose to enter on either or both days.

The competition will be for 1/32 scale slot cars held on approximately 18 'stages' made up from various brands of track and custom made wood/copper. Some will be fully scenic, most will have elevation changes, some will have loose track surfaces and at least one will be WET!

Competitors will supply their own cars and controllers; all tracks will have standard controllers available as well.

There will be a maximum number of entries (approximately 110 per day). Competitors can enter multiple classes. (i.e. 50 competitors, entering two classes = 100 entries). Competitors will not need to enter both days' competitions.

There will be 5 classes run on both days:

- |    |                        |                                     |
|----|------------------------|-------------------------------------|
| 1) | <b>Classic</b>         | (Pre 1970)                          |
| 2) | <b>Historic</b>        | (Pre 1980)                          |
| 3) | <b>Rally Super Car</b> | (Pre 1990)                          |
| 4) | <b>Modern</b>          | (Post 1990 Rally 2 & 4 wheel drive) |
| 5) | <b>Raid</b>            | (Dakar type cars)                   |

The event will be for 1/32 scale, **NON MAGNET**, hard plastic bodied cars with rubber tyres.

Cars can be standard, modified or scratch built, however modified/scratch built cars will not be eligible for some of the awards (see later).

All cars must be in a rally style livery.

Two driver figures are not specifically required as some models have been issued with just one, however we would prefer two figures where possible.

The above classes are indicative of the style of car; they are not specifically linked to any official or unofficial listing. For clarity the NSCC will list suitable cars for each class on the NSCC website. If you wish to run a car not listed you must obtain permission from the organiser prior to the event.

**Entries are available to NSCC members only until May 31st** - any remaining places will be offered to non-members from June 1st onwards.





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**23<sup>RD</sup> – 24<sup>TH</sup> September 2006**



**2006 Weekend NSCC Event - Toyota Headquarters – Burgh Heath,  
Epsom, Surrey.**

The NSCC and its sponsors / supporters will provide prizes for each day's competition including the following:

**First, second and third in the five classes as listed.**

**Spirit of the Event** (as judged by the organisers)

**Ladies Cup** (best competing female)

Sponsors of the event will also offer prizes including:

<b>Best Scalextric Car</b>	(Unmodified, Box standard)
<b>Best Scalextric Sport Plus</b>	(Modified, using Scalextric Sport Plus parts only)
<b>Best SCX car</b>	(Unmodified, Box standard)
<b>Best Ninco car</b>	(Unmodified, Box standard)
<b>Best Carrera Car</b>	(Unmodified, Box standard)
<b>Best Fly Car</b>	(Unmodified, Box standard)
<b>Best TeamSlot Car</b>	(Unmodified, Box standard)
<b>Best GOM Car</b>	(Unmodified, Box standard)
<b>Best Scratch built</b>	(including Resin, plastic)

Car Manufacturers may also sponsor awards including: **Best Toyota Car** and **Best Porsche Car**  
The final list of awards will be confirmed nearer the event.

**How to enter:**

Competitors are free to enter a maximum of three classes on each day but, in the event of over-subscription, your first choice will count and the second and third may have to be dropped. Competitors are encouraged to bring their second and third choices with them on the day in case of last minute cancellation freeing up places. Entry will be open up until the day of the competition. Entry will be first come first served. When and if the maximum number of entries on each day is reached we will post the information on our website.

The NSCC reserve the right to change the rules, specifications and entry details as they see fit. The organiser's decision is final and there is no appeal. Entry to the event is at the organiser's discretion.

Entry to each class costs **£5.00** for NSCC members and **£6.00** for non-members.

Entry fee does not include entry to the event, which you will need to pay on the door on the day, as this money will be going to the designated children's charity.

For updates and further information please visit the NSCC website <http://www.nsccl.co.uk/>



# Latest News

from Gareth Jex

**A**s you will see from the previous pages the competition element of the weekend has now been organised and classes have been picked for the rallying. There are five classes and numerous awards, which we will update as more sponsors come on board. Do not be confused between the classes and awards. The classes are what you need to enter and you may be eligible for multiple awards/prizes.

This year's competition is open to non NSCC members as well, but members do get a discount on entry and at the door. I would advise you to get your entry forms and payments back to me as soon as you can, places are limited and NSCC members get priority until May 31st then non-members can apply for places.

Over the next month or so I will be taking pictures of all the cars eligible in each class, these will be displayed on the new website which Mark Sanderson is kindly putting together for us. I'm pretty sure some of you will disagree with some of the cars in each class, but hopefully it should be clear to all. If you think a car is missing then please let me know.

The first purpose made track is well under construction and was beta tested at the Milton Keynes swapmeet. Rob Smith and myself constructed the portable track from CNC cut MDF and copper tape. It worked (just) and improvements are required as well as scenery! A massive thanks to Colette from Monarch lines who sold the club the DS lap counter and transformers at a substantial discount! Needless to say another of our white Subarus got destroyed on Sunday - they are getting rarer!

Milton Keynes was also the first opportunity for traders to book tables and I'm very pleased to say that we are SOLD OUT! All 58 planned traders' tables are booked. If you want to go on a reserve list please get in touch ASAP.

In other related news regarding the event the NSCC has been invited by our main sponsor Toyota to have a display on their stand at this year's Goodwood Festival of Speed. The club will be building a fully scenic hill climb track utilising Ninco track, kindly supplied by The Hobby Co. We will be using Toyota Celica GT Rally cars from Teamslot thanks to Classic Slot Ltd. Fastest lap competitions will be run on all three days of the event and we hope to have a small display of Toyota slot-cars. There are some great prizes on offer and one or two rather famous rally drivers making an appearance so come along and have a go. The track will also be one of the special stages at the Epsom weekend, so think of it as practice!

Other tracks or special stages are in the planning stage and we will be advertising some working weekends for any members who can spare a day to help build and test the tracks. We will be using a fully equipped workshop in Uxbridge near Heathrow. Work is planned for the following weekends: 29<sup>th</sup> and 30<sup>th</sup> April, 20<sup>th</sup> and 21<sup>st</sup> May, 10<sup>th</sup> and 11<sup>th</sup> June, and 17<sup>th</sup> and 18<sup>th</sup> June if you can come along to help we would really appreciate it and, as an added incentive, those who do help out will be invited to a special event being held on the Saturday evening at Slot Rally GB. Volunteers are also required to help out at the actual event.

Last, but not least, several individuals and clubs have very kindly offered to loan us rally tracks for the weekend. The more we can borrow the less we need to make and the more money we can raise for charity so please get in touch if you can help out.

And finally - there will be at least two very limited edition slot-cars available at the weekend - full details to follow. ■





by  
**Rob Smith**



## MESSAGES FROM MARGATE

**A**fter a hectic start to the new year and the excitement of the toyfairs around Europe, delivery of new cars is slow with only two brand new items on which to report.

### **C2659 Maserati Coupe Cambiocorsa Trofeo No43**

This release was promised during 2005 but didn't actually arrive until mid-January. It has a red and yellow Vodafone livery with prominent Pirelli logos.



### **C2666 Subaru Impreza WRC "The Sun" "No25"**

Scalextric liveried cars are always popular and this one is very attractive. It's the Scalextric sponsored Subaru as rallied by Rob Gill, the Sun journalist. Not surprisingly therefore are the Sun logos everywhere too.

### **C2630D Maserati MC12 No33 C2676D Ferrari F2004 No1 C2691D Dodge Viper Competition Coupe 3-R Racing No92**

Scalextric SportDigital, or SSD as it is becoming known, is doing well for Hornby and three more digital ready cars were also released early in the new year.

Other SSD releases this year are the new track pieces. C7014 and C7015 are the Pit Lane Track Left hand and right hand and open up a huge range of possibilities. Both contain a pair of "Y" shaped track pieces 1.5 standard straights long, one of which splits a single lane into two and the other merges them again. When combined with C7016 and C7017, the single lane straight and curved track pieces, huge opportunities arise. Hornby have built several interesting demonstration tracks not only using these pieces to build pit lanes but also single lane short-cuts and interesting chicanes. We should soon see the straight Lane Change Track too. ➡➡



## Coming Soon

Activity at Margate never stops and work is continuing at great pace on the wide range of new cars scheduled for release during the year. One of the most advanced is the Aston Martin DBR9 and the prototype looks absolutely fabulous. Work began on it over 12 months ago and Prodrive, who run the works cars on behalf of Aston Martin, provided the designers at Hornby with the necessary details. Apparently this is the best information pack ever received by Hornby and included drawings and photos of the car and all of the CAD data for both the bodywork and the livery.

The car features several innovations not seen on Scalextric cars before. Firstly the bodywork has some really complex detailing in the front as the main grill opening ducts air right through to vents in the bonnet. To mould this in one piece is a masterpiece. The CAD data means that the bodywork is especially accurate and only the rear wing supports have required strengthening as 1/32<sup>nd</sup> scale supports were just too thin. The second innovation is the soft mirrors. These are moulded in a soft plastic which will be much harder to break in racing accidents but still maintain plenty of detailing.

The car modelled is the #57 car that won its maiden outing at the Sebring 12 hours last year. This car ran with louvres over the front wheels (beautifully detailed fine modelling) which were then removed for Le Mans. The licence allows Hornby to model the works entries but we will have to wait and see how closely they model the cars which ran at other races during the year. Of course there are now some privateer DBR9s running in 2006 and Hornby are already negotiating with the teams for future releases. No prizes for guessing my loyalties here! For more information have a look at:

[www.astonmartinracing.com](http://www.astonmartinracing.com)

## Quattro

The first Japanese Quattro cars are now in the shops over there. The cars are in Takara Toys packaging and each one contains a pit babe. Elsewhere in the world Hornby will be selling these branded as ordinary Scalextric cars in the

usual packaging. The biggest difference though is in the chassis. Rumours that, whilst the Japanese cars feature a cartridge screwed into the base to hold the SSD chip, the UK cars will have a revised chassis with the normal SSD clips are unfounded according to Hornby. Whilst the cartridge is a great idea making it much easier to fit the chips, it is too large to be fitted into many cars, especially single seaters, and I shall wait to see when my cars arrive from Japan.

## Correspondence

I always enjoy hearing from you and your comments and suggestions are always passed onto Hornby. Recently I received a long letter from Brian Mitchell raising some quality issues. Hornby were well aware of the items mentioned but your comments really do lead to product development. On a couple of cars the guide post has split, particularly after very heavy accidents. On new releases the post has been modified to strengthen it and to prevent the situation which caused the loads in the first place.

The prototype Escort Mexico has also raised plenty of interest. You will be pleased to know that the car to be released first was carefully reproduced from period photos and Hornby are confident that it is as correct as possible. With so many variations available don't expect left and right hand drive versions to be produced!

## NSCC/Hornby Weekend

Thanks to all of you who applied for places on the annual NSCC / Hornby weekend. We were once again oversubscribed and I apologise to all of you who were unsuccessful this time.

## Scalextric Sport World Competition

If you're thinking of buying a Scalextric Sport World pack now is the time to do so. Starting soon we will be having an NSCC World's Biggest Race competition with prizes donated by Hornby. Buy the hardware, install the software, check your internet connection and look out for news on what layout to build and how to take part. ■





All quiet on the SCX front this month, but a few snippets of info from Spain. Towards the end of last year we knew that Tecnitoys would be releasing the Séat Panda and Séat 1430-1800 because Altaya showed mock up pictures of these cars on their web site for the 'Rallyes De España' collection. At the time I thought these would be released in SCX form, but alas this is not to be (for the time being). So I was very pleased to be able to buy my example of the Tecnitoys Séat Panda at Milton Keynes from one of the Spanish dealers who made the trip over.

Ref 6196 is a white Panda as driven by none other than Carlos Sainz. Unbelievable you may say, fake livery I hear, but no - 1980/1981 Séat Panda Rally Champion, the second car Carlos competed in. The model looks crisp and well moulded with hard square edges, just like the real thing, printing is clean, clear and simple. The front axle is too sloppy and the wheels are square, but once this is sorted the car should handle quite nicely if not a little top heavy. I'm not aware of any other planned liveries, except the other Carlos Sainz red and white version that Altaya are producing, but I would not be surprised to see some form of road car livery in the future.



Attached to the underside of the Panda box is the application form for the Spanish only club which gives details of this year's club car, a 2006 club liveried F1 car in red and black livery. It is only available to Spanish addresses.



Last but not least is a photo of the prototype off-road track system announced at the German Toyfair. I can't wait for this to be released and hope to get my hands on the prototype as soon as possible.



One interesting development appearing on the back of the off-road announcement is several photos of resin mock ups of the old TT cars. It looks like someone in Spain may be planning to re-mould the old Peugeot 405. Watch out on Ebay for new/old cars appearing, you have been warned. ■





After last month's announcements for 2006, I was eagerly anticipating this year's Nuremberg Toy Fair. There are no fewer than fourteen new models scheduled for the next couple of months. Fifteen if you count both cars from the historical team set planned for March.

## Recent Releases

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

**Lancia 037 "West" #2 (A996), Rally Costa Brava 1984.** A striking, red and white livery. Included with the model is a decal sheet for you to decorate the car in its fully sponsored glory. All sixteen are very easy to apply and certainly transform the model.



**Porsche 911 Carrera (A903) "Max Moritz Racing" #43,** which took part in the 24hr Le Mans race in 1973. Another striking livery in green with white banding down the centre of the car, and fitted with extra spotlights which have yellow lenses. Unfortunately, this car failed to finish the race after an accident on lap 103.

**Porsche 911S "Trece" #413 (E903), PPG classic rally limited edition.**

Also sponsored by "Fly Car Model" in an eye catching white and blue colour scheme. Limited to 1000 units.



**Lola B98/10 "Team Vaillante" #19 (Fly 51).** This is the latest in the line of lightweight racing series, with 30% lighter body, alloy wheels, calibrated axles, type D racing tyres and fitted with a 10z sprocket meshing with a 27z contrate gear. This is a similar livery to the limited edition E500 car released last year, but has differences, and is from a different race (Silverstone ELMS 2005). Together with this car and looking ahead to the next couple of months, Fly are now having a tendency to release these race specification cars in different liveries to their standard model counterparts. This then makes these latest liveries more collectable than before.

**MAN Truck "Cepsa" #23 (Truck55L).** A striking red livery with working headlights. This livery may well only be available in the lit format. I have noticed a pattern where, if both a lit and un-lit version is to be produced, then they tend to be released together.

→→





Also now available are three of the models listed on the February flyer: -

**Renault 5 “Momo” (A1205), European cup.** This is the first non-rally version released to date. Decorated in vibrant red with yellow sponsoring and red interior, Captain Scarlet would have been proud of this car.

**Porsche Carrera 6, white with orange bonnet #5 (A1601), 1000km Nurburgring 1966.**

**Porsche Carrera 6 “Martini/Texaco” #87 (E1501), Nuremberg 2006 Toyfair special edition.** This is also an authentic race livery. Driven by Erich Bitter and Reinhold Jost, taking part in the 1000km Nurburgring in 1968.

## Imminent

The following cars are due shortly and some may be available by the time you read this:

Ferrari 365 GTB/4 (A658), Multi coloured, 6hr Watkins Glen 1974.

Chevrolet Corvette C5 (A752), Special race tuned car. No more details on this at present.

Chevron B19 (GB25) Orange. This will be a new version with rear fin aerofoils.

Porsche 911 GT1 98 “Jever” white (Fly 113), Ochersleben 1998. Evo 3 lightweight racing version.

Ford GT40 Mk.II, blue (A765), 24hr Le Mans 1966.

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

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

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

Marcos 600LM (A2001), 24hr Le Mans 1995. This is the first of the 10<sup>th</sup> anniversary sets.

Team 13 “Team Brumos” with a Porsche 911 & 934, 24hr Daytona 1973 & 1977 respectively.

Saleen S7R “Coronita” yellow (Fly 11). A lightweight racing version from the FIA GT 2003 championship.

## 10<sup>th</sup> Anniversary Collection

The first car to be released in this numbered edition series is to be a Marcos 600LM. The final car will be a Dodge Viper (first body). As I mentioned above, the Marcos will be available

during March. All models in the series will be re-issues of previous liveries, with the addition of a 10<sup>th</sup> anniversary stamp on the chassis. I hope to bring you more details on this series next month.

## Nuremberg 2006 Report

I could quite easily end this report in one sentence and simply say that Fly didn't turn up. This fact is true, but for whatever reasons Fly had bought and paid for a stand, they just simply didn't turn up. There were however some prototypes and new releases on display on the German importer's stand.

The first of these was the Porsche Carrera 6 (E1501). This model is a limited edition specially made for the Nuremberg show. It is very attractive, mainly in white with a red bonnet and “Martini/Texaco” logos, race #87. A nice touch is the correctly coloured yellow tinted rear glass window. It will come in a standard box complete with an attractive backing card, which bears the Nuremberg Toyfair emblem.

There were also three prototypes on display. Two were resin moulds, a BMW M3 E30 and Ferrari 250 GTO. The third prototype was the racing specification Porsche 911 Carrera which appeared to be almost complete and ready for production. Like the real life counterparts, both the M3 and GTO will have a front mounted engine which will leave plenty of room for interior detail. The Ferrari especially has many open vents and ports sculptured into it. I am particularly looking forward to this beauty.

The racing Porsche 911 will boast a new Evo-3 chassis. Like the Evo-3 Porsche GT1 98 released last year, the in-line motor cradle will be sprung and adjustable and should be a hit with the racers. As usual with these cars there will be no interior detail, only a Lexan driver platform to save on weight.

I think that too much can be read into Fly's decision not to attend this year's show. When you look at the release schedule already planned for this year they are certainly not hanging back, and still remain one of the forerunners in today's slot-car market. ■



**W**hen I started this column, some 15 months ago, I was full of enthusiasm and had great plans to bring you an informative article without being too much of an anorak. Some of the ideas have come to fruition and we've had a couple of really successful competitions.

Success, however, is only the result of input and this is where I have stumbled, tripped and finally fallen. Yes, you've guessed it; this is my final Carrera Corner. Since last September, when Nikko's Marketing Director Jon Burcham moved on, the support and information has dried up. I have tried to fire up some enthusiasm from Nikko, but without success.

Unfortunately, all the latest releases, which include the Red Bull F1 cars, seem to have passed me by and I had no knowledge of their release until I stumbled across them on a slot dealer's website.

Gareth's excellent (as always) review of the London Toy Fair last month was the final nail in the coffin as it contained more information on Carrera product than I've had in the last four months. Nikko obviously felt it wasn't important to invite the person responsible for writing about Carrera.

I could attempt to keep the column going by checking the Internet for new releases (if I had time to do that) and then listing them each month, without any pictures or samples to review. Now wouldn't that be an exciting read?

Before I say my final farewell, I'd like to thank Brian and Gareth for giving me the opportunity to write for the Journal. I have

thoroughly enjoyed it and I hope it entertained you in some small way. Thanks also to those of you who have given me encouragement when we've met at swapmeets and for entering the competitions.

Thanks to Nikko for their support in 2005 and for the samples sent during that period.

## Parting Shot

Due to a major cock-up, somewhere, the latest Carrera 1/24 releases are difficult to find in the U.K. Pendle, Swaton and Scale Models have all had a smattering and MRE have a better selection. Nobody, it seems, has received all the range so far released and I believe that the U.K. market received Germany's left-overs.

Being in the fortunate position of dealing with a German, Mr Ortmann, I have managed to secure the whole range and I have just got to show you this beauty.

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## Scratch-building

I'll put my hands up and admit that I've always considered the British slot-car racer too lazy to bother with scratch building. A sweeping statement I know, and this opinion is based on our lack of sales of building components and the amount of manufactured slot-cars I see sold at the swapmeets.

Well, I'm wrong. Big time! Bob and I recently attended Early Birds 2006 – a meeting for scratch built, pre '59 GP cars.

Mac Pinches organises the meeting along with Malcolm Scotto of Wolverhampton Slot-car Club, and I was totally overwhelmed by the quantity and quality of entries. It seems there is a whole fraternity of scratch build slot racers out there who are quietly getting on with it.

There have been a few mentions in the Journal recently about “not enough scratch build articles”, so I hope to be back with the occasional insight into this side of the hobby.

Until then, here's a picture to show you what happened when I took a plain white Carrera 1/24 Audi R8 body kit and applied 58 decals!! Each decal had to be cut around, as they were not printed separately on the sheet. Three sheets, actually. Total time was around 14 hours as some decals lay over others, so I could only do a few each evening.

If you want a short report and some pictures of Early Birds 2006, go to “Out & About” on my website, [rsslotracing.com](http://rsslotracing.com).

## Go!! Competition

The Christmas competition to win the Go!! Ferrari Racing set received four entries. I feel that a 0.4% response from the membership isn't sufficient to nominate a winner, so the set has gone into Brian's Christmas Prize Fund 2006.

Thanks to the four members who entered, you know who you are.

Au revoir. ■







As always, the Nuremberg Toy Fair previewed some fantastic new products by Ninco. With the imminent release of their digital track, the Ninco stand played host to a working example of what's to come. With unparalleled versatility, this system really will be the one to have and is well worth the wait!

The "N-Digital" range has been meticulously designed and incorporates superb track features such as a pit lane and a special 4-lane track section, allowing cross-over between lanes 2 and 3. The multifunctional Digital Control Unit offers control of up to eight cars on a two lane circuit and can display information of time, laps, fastest lap and fuel in a variety of different race modes. Unique ergonomically designed, soft-grip throttles incorporate a smooth trigger action for power and brake control and the all important "lane-change" button. In my opinion, the best feature of all is the miniature circuit board which can be easily fitted into any make of car making it compatible with the N-Digital system. Installation is as simple as connecting motor wires to guide braids and once fitted, will still allow the cars to run on standard analogue track... pure genius!

Staying with track news, the N-Digital system will be available as a Master Track set including Control Unit and Lane-Change track sections amongst some 12 metres of asphalt style track. Another standard Master Track set is to be released as a Pro-Am track and will have more open, faster curves better suited to the Indy, F1 and GT classes. As with previous

Master Track sets, this one comes with a power straight, bridge supports and barriers and is fully compatible with the N-Digital equipment.

Two new ProRace kits will follow last year's releases. The GT kit includes the Renault Mégane Trophy car as the base model and the Rally kit includes the Mitsubishi Lancer WRC. As before, both kits include a plain white body as well as a painted one, an NC-6 mounted in a chassis and a box full of ProRace parts ranging from bearings, gears and axles to tyres, wheel hubs and inserts.

New models announced at Nuremberg include the Nissan 350Z, a welcome addition to the JGTC class; the WRC Ford Focus which looks to be an exceptional rally car and the Mosler MT900R - described as "the fastest car ever made by Ninco". The Mosler will also feature as the next Ninco Club Car (carrying the number "3") in an exclusive white and red Ninco livery.

So what are Ninco *really* starting the year with? Well, the first of their post- toy fair releases is the all new Mosler MT900R (50413). It is based on the car that ran in the 1000km British GT Championship race at Spa in 2003. This "Xavex" sponsored GT car of the Rollcentre Racing Team has all the makings of a very quick model: it's wide, it's low, it has slick tyres and under the body lies an NC-5 in the angle-winder position... what more can a racer want? It will be no surprise if this car becomes a favourite among GT racers matching the popularity of the Mercedes CLK GTR.

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Mosler have notched up a number of racing achievements over the past 5 years using the MT900R, with the win at Spa ranking as one of the most dramatic in British GT history. Rollcentre Racing looked set to miss out on the Spa meeting following a huge impact sustained during the previous race at Thruxton but, with help from Mosler, a replacement was flown in from the USA. Their engine and gearbox was fitted and necessary modifications were made to conform to the British regulations in time for the end-of-August race. Weather conditions were typical of Spa, changing from dry to wet to torrential. All three drivers (Martin Short, Tom Herridge and Joao Barbosa) played their part in the win but victory was sealed in the final half lap of the race with an outstanding drive from Joao Barbosa.

Next to reach the shelves of our favourite slot-car shops is the Mitsubishi Pajero EVO in the guise of the number 304 car driven by Nani Roma during this years Dakar Rally/Raid. Previously listed as the Dakar 2004 Pajero, catalogue number 50390 is now allocated to the

2006 liveried car. This is a particularly special livery for the Spanish manufacturer as Roma became the first Spaniard to win the Dakar on a bike in 2004 and has now added a podium position in the car class of the same race, taking third spot during this year's Dakar. Mitsubishi have now recorded six consecutive wins at the Dakar with first place going to Luc Alphand in the number 302 car this year. The Ninco Pajero EVO is a rugged looking beast and has all the necessary equipment to keep the winning streak going on the Raid circuit. NC-7 Raider motor provides the torque required to tackle the dunes, ProShock suspension eats up the bumps and the drop arm guide ensures good electrical contact whilst negotiating the bumpy Raid surface.

The third new car announced this month is that of the 2006 Rally Catalunya. Each year Ninco produce a special limited edition car in support of this event and this year's offering is a silver Peugeot 307 with red "Ninco" logos across the bonnet and along each side. Although this is a collectable car, it will not be easy to leave it in the box as the 307 is a fantastic car to race... Enjoy! ■



As I write this the start of Daytona 500 is a little over 30 hours away. Whilst the on-track action rarely lives up to the hype (thanks to the restrictor plate rules employed on the larger ovals to keep speeds in check) there is no doubt the race itself is a major event. Nascar has a huge profile and they work very hard to keep things that way. The drivers are sold as much on their personalities (which clearly would not work in F1!) as ability. Plus, of course, the cars look fantastic. A Nascar licence is something that all the slot-car companies would like under ideal conditions, although the process has become ever more complex and expensive in recent years.

At one time or another nearly all the H:O slot-car manufacturers, large and small, have produced Nascars. Tyco used to be the leader in this, with Life-Like the current champ. At EAHORC races we have two Stockcar classes, the Winston class being for cars with standard magnets and the Nextel for those with Neo magnets. A group of 'Cup' cars racing around an H:O track always looks appealing, so hopefully both classes will be popular. The variety of available bodyshells is staggering, so we should get some very colourful races. Looking beyond the array of cars from the manufacturers (and the ease with which a body from a Winston car can be mounted on a Nextel chassis and vice versa), there are plastic Christmas decorations released each year by Trevco which can be easily be turned into very acceptable racers with beautiful proportions. Also, there is a vast array of aftermarket decals.

These home cottage guys do not have the sluggish reactions of the big boys, and turn the stuff around really quickly. I'm not alone in owning a Life-Like Dodge Charger decked out in 2006 colours before the opening race of the season has begun. Whilst the Daimler Chrysler brand struggles in the 'real' cup the Life-Like body is easily the best of their recent releases and is being snapped up.



**Kurt Busch, H:O style (after-market decals)**

I recently read that Miller have tried to entice rivals Budweiser into a bet. Whichever of their drivers (Kurt Busch and Dale Earnhardt Jr) finishes lower in the Nextel Cup will have to run one race in 2007 in their rival's colours. Needless to say the resulting Miller Chevy or Bud Charger would probably be running around a slot-car track somewhere within a week of the mathematics dictating which will come to pass!

In September EAHORC will switch its attention to Rally cars, as we are once again ➡➡



taking part in the NSCC event at the fantastic Toyota HQ in Epsom. Needless to say, our attention is already focused on producing something that shows what H:O can do within the Rally sphere. The range of cars is not vast but there is certainly enough choice to give us food for thought. One of the huge advantages of H:O, the fact it is pretty easy to swap a body from chassis to chassis, is a double edged sword. H:O cars are very quick so combining that with a rally 'feel' is not the work of a moment.



**Mattel WRC Focus custom by Jim Kelly**

Some time ago I mentioned the (mainly USA) phenomenon whereby chassis from the 60s and early 70s have been re-made for the current market. Whilst some modern bodyshells were produced (such as the Fast and Furious cars showcased in a previous column), the majority have also been remakes of cars from that era. In the main these have been a roaring success, and the people behind it have recently started a new company to continue the trend. Rumours abound that several more chassis will reappear, certainly something I would class as a 'no-brainer' given the profit made on the first (at the time risky) venture. The new Company, Round 2, have already announced a slew of new cars including a 'Dukes of Hazzard' set. Whilst the box art did not feature Jessica Simpson or even much of Catherine Bach, that is OK as the real interest (right fellas?) will be the cars inside. Both the General Lee and Sheriff Rosco P. Coltrane's Patrol car will be available in both 'clean' and 'dirty' versions. The company has a lot more stuff planned, and given that it produced, when

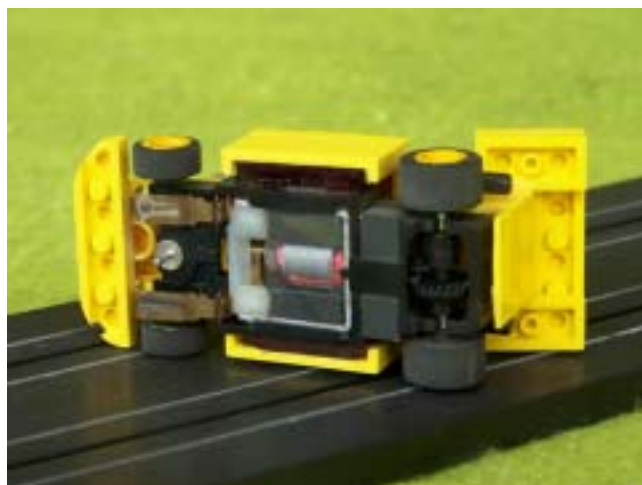
part of Playing Mantis, more new cars in a month than Mattel would do in three years, there are bound to be some really nice items released. The fact they are making track for the D.O.H. set that is compatible with Tomy AFX (generally considered the best) is also good news. Watch this space.



**Dukes of Hazzard set from Autoworld/Round 2**

Just like the evening news often does, I'm ending this column with a humorous piece. For those of you with web access check out:

[http://members.iinet.net.au/~mephisto03/public\\_html/BodVille/racing\\_BK.html](http://members.iinet.net.au/~mephisto03/public_html/BodVille/racing_BK.html) to see what one enterprising Australian did to his AFX chassis!



**Scandinavian/Australian slot-car!**

Incidentally, the next EAHORC race is on April 9<sup>th</sup>, check out [www.eahorc.com](http://www.eahorc.com) for details. See you there? ■

As it comes to doing this column for the third time now I have realised the fact that I will never be able to cover every audaciously snapped up “Buy it Now” bargain out there. I regularly have almost 100 items in my own watched Ebay now to help me in my reporting role and I have also taken to bidding very early on at low prices on several items that could look interesting to watch. However there is a downside on this as you occasionally end up winning something you don’t necessarily want, all be it at what I consider to be a cheap price. More annoyingly perhaps is to get out bid by one bid increment and seeing someone else gets a mega bargain instead of me though! From a buyer’s point of view this is little different really though from the average swapmeet where you may snap up items straight away so you don’t miss out or, you can hang around until the bitter end hoping to get a bargain but may lose out.

One of this month’s best buys which was highlighted on Slotforum went to one of our members I believe. It was “Scalextric 5 x Mini Cooper. Excellent Condition.” Consisted of a 40<sup>th</sup> Anniversary Mini in BRG, yellow #56 and red #55 both with decals, BRG #3 and red #5 all for a BIN (Buy It Now) price of £7.99 plus a reasonable £3 p&p. No wonder this auction lasted barely half an hour!

So on to this month’s bit of facts and figures. I wanted to look at slot related products worldwide, my limited foreign language skills permitting. Following are figures from the international Ebay sites showing the number of open, and then closed, listings for slot related products including listings duplicated in several countries: - USA 22600/38000, Germany 13900/24800, UK 9500/14900, Spain 2900/6000, France 1500/2100, Australia 700/950, Holland 140/375. Of the three major players the US was dominated by many H:O listings, Germany by Carrera and UK by Scalextric.

However this exercise showed up the differences from looking internationally as a “Fly T1 Porsche 911 GT1 98 Telfonica, The Holy Grail” (liked that description - much better than your common “rare”) fetched 1100 Euros in Spain whereas the “Fly T1 –Eine Legende lebt” fetched 2000 Euros BIN price in Germany.

I have decided to look at a few catalogue prices this month as there was virtually a whole set of early Scalextric catalogues for sale this month in the UK from one seller and several from other sellers.

Scalextric #1 – Genuine and Mint!!!	£130
Scalextric #2 + Mint Price Lists X2	£56
Scalextric #2 (excellent condition)	£30
Scalextric #3 + Mint Price Lists	£30.06
Scalextric #4 VG	£16.50
Scalextric #5 Mint!!!	£21.88
Near Mint Scalextric #6	£18.77
Near Mint Scalextric #7	£19.55
Mint Scalextric #8	£22.00
Mint Scalextric #9	£19.77
Mint Scalextric #13	£85.04
Scalextric #13 (Good BIN price)	£14.99
Mint Scalextric #14	£31.11
V. Rare Scalextric 1960s Italian Catalogue – unrecorded	£65.79
Scalextric Katalog 1973/74 (German edition on German Ebay in v. good condition)	Euro 4.11
Carrera Katalog und Handlemappe von 1968 – Original (German Ebay with dealers folder and leaflets)	Euro 254
Scalextric – Full Catalogue set 1960 – 2005 + DVD	£10 BIN inc P&P (whole set transferred onto DVD).
Last but not least and slightly different for the avid catalogue collector (Mr. NSCC Chairman perhaps?) Scalextric original catalogue printing plate (1970’s back page).	£33.79

Thanks for the encouraging feedback I have received about my reports. ■



# GOODYEAR BITS & PIECES GOODYEAR

## Cheap Rally Cars

Rally specialist web site [www.specialstages.com](http://www.specialstages.com) has a number of slot cars for sale under their cars section at good prices, contact Bruce and mention the NSCC.

*Gareth Jex*

## Who, What, Where, When?

In the December issue I published an old photo from "Model Cars" magazine as a quiz for our more mature readers.

*Brian Tyler* came up with the most complete answer; the picture was taken at the very last Rail Racing Grand Prix in 1964. The event was held at the Oaklands Park circuit and the photo featured, amongst others, "a very handsome, good looking, snappy dressing, nonchalant man about town who came second in the Grand Prix final". At least that is how Mac Pinches described himself to me when he finally realised that his picture was in the Journal!

## Whoops department

A couple of errors crept into some recent reviews; *Mike Hyatt* points out that the Scalextric Ferrari P4 featured in the January issue did not provide a 1, 2, 3 finish at Le Mans in 1967. The race in question was actually the Daytona 24 hour race of the same year.

Similarly *Pete Emery* reminds me that the Ferrari 512BB, reviewed in the same issue is called a 'BB' for Boxer Berlinetta, the engine is a flat 12 not a 'V'.

Ah well - not the first factual errors in the Journal and almost certainly not the last! The editor will now write out 100 times, "I must check the reviews more closely".

## Shopping

Strangely, for the first time that I can recall, Argos have no Scalextric sets in their catalogue; in fact they don't have any main brand slot-cars at all. Now this sort of thing is usually an opportunity to pick up some bargains as they sell off surplus stuff from Christmas but, even stranger, there are no slot-car sets in their clearance section either. Does anybody have further information on this?

*Brian*

## Scaloox

No, not another misspelling of your favourite brand name but a firm that sells materials to make 1/32nd scale buildings and walls - ideal for circuit scenery.

Website address is: <http://www.scaloox.com>

*Mel Turbutt*



# Building the Pre-Add Ferrari Dino 246

By Pete Emery

A few years ago I had the pleasure of racing against Mac Pinches at the Phoenix Slot Club and, at the same time, admiring his beautifully made, hand carved vintage Grand Prix cars. My rose tinted rear view mirror suggests that honours were fairly even on the track but there was no doubt Mac had me well and truly beaten as a model maker. I was delighted to find that he had put some of the shells into limited production as resin bodies and lost no time in ordering up a Ferrari Dino 246 kit as my first model from his Pre-Add stable.

## Rear guard action

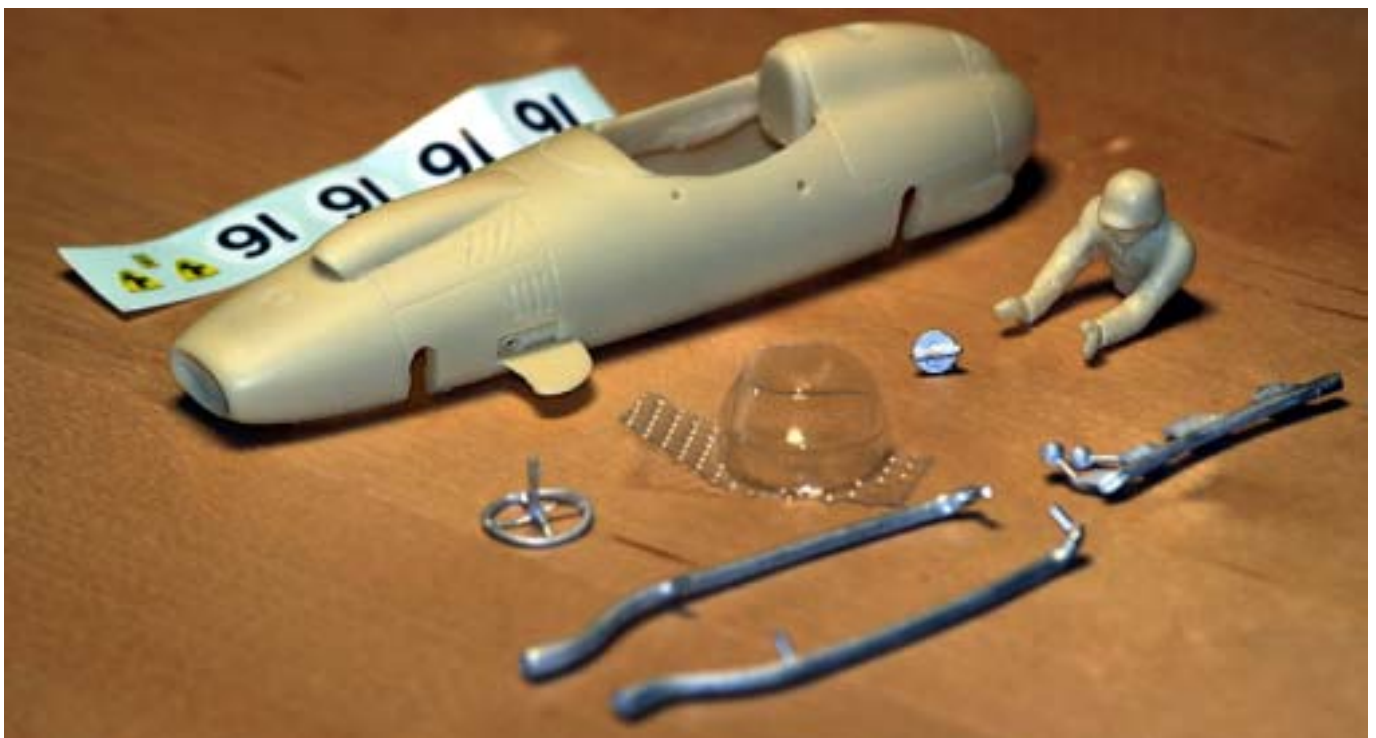
By the time the Dino 246 was introduced by the Ferrari team a sea change in Grand Prix car design was underway. Enzo Ferrari's intention to 'keep the horse in front of the cart' was doomed but the last gasp of the front engined Grand Prix cars would produce some magnificent looking machines. The Dino 246 was very beautiful but it was a design that was asked to perform

Herculean feats. Even with the addition of disc brakes later in its life it had become a dinosaur. The deft little rear engined English cars led by the Cooper were more nimble, easier on their tyres and on fuel than the front engined cars of the day.

## Make it (just) so

I must admit to being a bit nervous about making this kit. I have been racing RC cars for the last few years and precious little modelling skill is required for that, just an ability to wield a Philips screwdriver and some Allen drivers, so I was seriously out of practice at 'real' model making.

I decided to use the Pendle chassis kit with a 'cooking' Mabuchi S motor. I reasoned that as this car was being built primarily as a shelf queen outright performance was not an issue. I selected a set of the lovely spoked wheels from Slot Classic (<http://www.slotclassic.com>). Superb value at just over £10 including the tyres, they added to the complexity of the build





but look stunning. In retrospect I should have followed Mac's advice and fitted Ninco Classic spoke wheels and matching tyres! A Slot.It guide and braids completed the parts list.



I began the build by cleaning up the small amount of flash and mould marks on the bodyshell before moving onto the chassis. I found that I needed to modify the guide a little to allow it to operate without snagging the lead wires on the front of the chassis. If any readers have managed to make this guide/chassis combination work without modification I would love to hear from them where I am going wrong!

I decided to solder the two halves of the adjustable chassis together rather than use the enormous nut and bolt provided. This allowed the front two fixing holes to be used to pass the motor leads through and the aforementioned bolt hole to be used for body/chassis fixing. I epoxied a piece of plastic scrap into the shell

with a captive nut so that a bolt could pass through the chassis and hold the body on nice and securely. The added complexity of the wheels appeared when I tried to set the track to the scale width. They have a pronounced 'hub' on the inside, great for representing drum brakes but poor for tight fitting, narrow track applications.

According to my Model Cars / ECRA scrutineer's dimensions book of 1968 the Dino 246 had a track of 48" front and 47" rear with a wheelbase of 91.50". This meant that I needed to set the track to 1 1/2" - the axles I had to hand would need a little narrowing. In the end it all went together OK and the car would (just) pass an ECRA scrutineer but it was tight. I eased the slots in the bodyshell with a scalpel so that everything cleared nicely and filed down the bodywork just ahead of the rear wheel hubs to gain a little more clearance.

From here on it was plain sailing. I primed the shell with some Halfords grey primer before giving it a couple of coats of Holts Fiat Racing Red spray paint. I highlighted the panel lines with Letraset Letraline 1mm black tape. I found some suitable mesh for the grill in my bits box and with the supplied decals, exhaust pipes, filler cap and mirrors etc fixed in place the car was finished and looking pretty good.

On the track the Dino has surprisingly good performance but lacks brakes. The handling is wonderfully progressive making it as good to drive as it is to look at. ■





Nice one Mac!





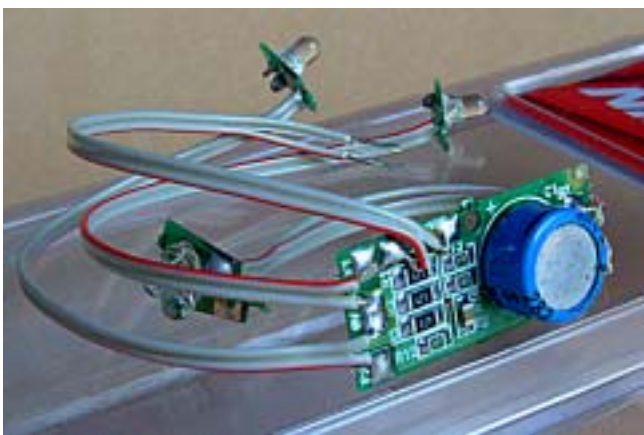
# Let There Be Lights!

By Peter Solari

Some time ago, I purchased a couple of Ninco Lights Kits (80907) with the intention of installing them. However, it was only recently that I managed to find myself with a spare moment to try it out and this is how I got on...

This is the first light kit I have installed so I've nothing to compare it with and no real experience although I have dabbled in the art of converting static kits to slot-cars. The Ninco Lights Kit is well packed in the familiar light-weight, see-through plastic container designed in the same style as you will find all Ninco spares. Instructions included with the kit appear to be very clear showing a step-by-step installation in words and pictures based on installing the lights to a classic Porsche 911.

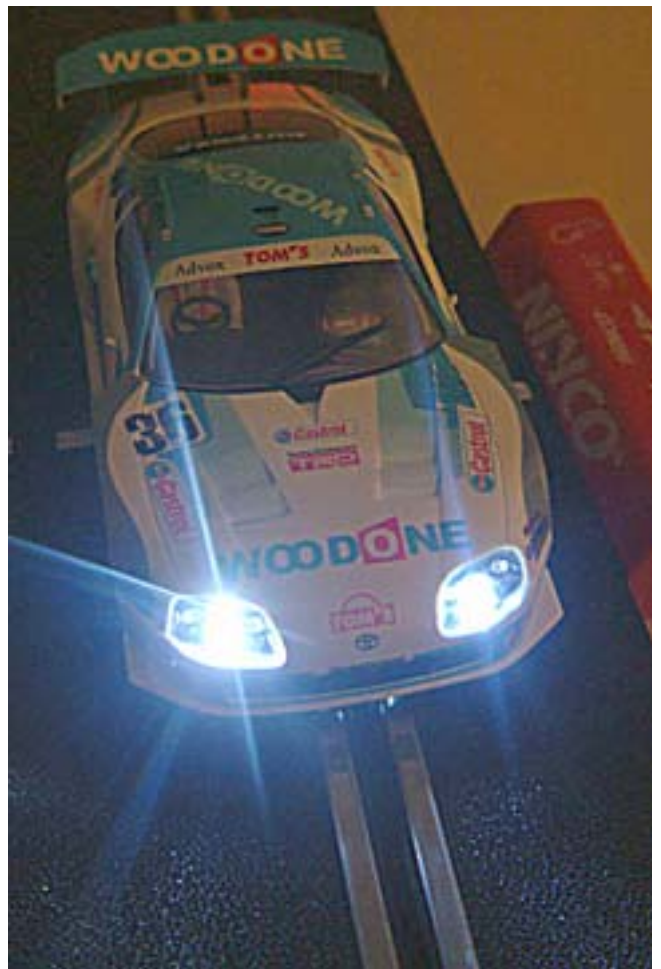
The lights kit itself consists of a small circuit board with a capacitor mounted at the rear and five coated double wires, four of which have tiny circuit board mounted LEDs on the end, the fifth just open-ended. The purpose of the capacitor is to store energy allowing the lights to remain lit even after power has been cut to the car. The two leads to the front of the board take power to the headlamps whilst the two at the rear take power to the combined rear/brake lights.



The donor car for this task was the Ninco Toyota Supra. Now, the instructions show removal of the headlight lenses but on some



models such as the Supra, this is not necessary. The one-piece front light cluster on the Supra can be removed from the inside without touching the lenses and the centre "headlamp" on each side is an ideal choice for mounting the front LEDs. On the 911, the instructions advise to enlarge the holes in the body to accept the LEDs. Whatever the car you are installing the light kit on, drilling or opening out the holes to around 3mm diameter will allow the LEDs to fit snugly in. Step 4 suggests fixing the LED using silicone adhesive. This is an ideal medium as some plastic cement or super-glue can cause ➡



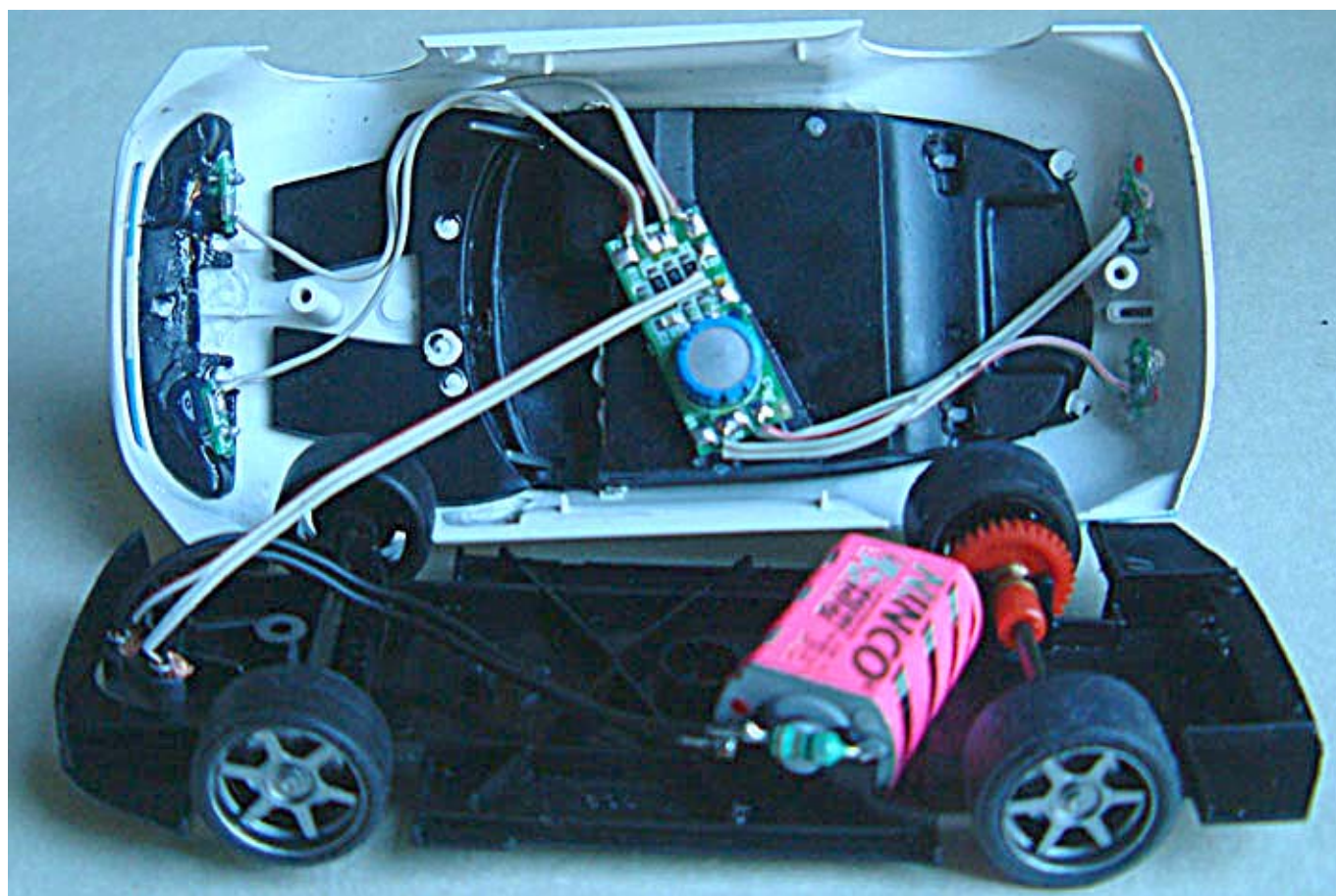
clear plastic to cloud and so spoil the finished product. Bonding the two headlamps into place, the light kit and headlamp cluster can be put to one side to set.

With the project going far too well for a first attempt, turning my attention to the rear lights brought me back down to earth! Most cars have just a lens fitted to the rear without any interior piece to play around with. The Supra is the same. In fact the only hole from the inside (*where the LED is to be fitted*) is the one used to attach the lens to the body. Unfortunately, the instructions don't refer to installing the rear lights so I figured I had three choices: - *a)* remove the lens and drill the body in the area behind the lens, *b)* drill through the body and lens, or *c)* mount the LEDs behind the existing fixing holes. I felt the best results would be achieved by drilling through both body and lens as this would allow the LED to give the brightest results. To prevent the lenses from cracking whilst drilling, I covered each of them with clear adhesive tape before aiming for the widest part of the lens, about 4-5mm inside of the fixing hole. After carefully drilling through the rear lenses and bodywork,

I refitted the front light-cluster and then fitted the rear LEDs into position using two more dots of silicone sealant. So far, so good...



What I thought would be the easiest part of this project turned out to be the trickiest! Mounting the control board is a case of finding a suitable space on the inside of the body and fixing it there. The instructions show the board nicely nestled on one side of the motor. With an in-line motor or even a side-winder, finding such a space should be quite easy. However, the Toyota Supra is of the "angle-winder" design





making this task a little more challenging. The length of wires also restricts exactly where this board can be fixed. The ideal place is alongside the motor and I found the best way of mounting it was to use a blob of silicone to fit it roughly in place, assemble the chassis to the body and allow it to set. This was a slight departure from the instructions but I found it easier to handle than if the “power wires” were connected to the pick-up guide which I left until last. When parting the body from the chassis, it is all too easy to pull the power cables from the guide and likewise, when putting everything back together, care must be taken to route the cables away from the gearing and tyres.



With the car reassembled, it was time to place it on the track to see how it looked. Starting off, the headlamps begin to glimmer and within a short distance are on full beam. Bringing the car to a stop does not affect the front lights at all... they remain as bright as they are when racing. The rear lights glow red when

racing but as soon as power is cut, the brightness increases to a dazzling brake-light red. The car really comes to life with the constant bright white headlamps and the rear lights intensifying in brightness as the brakes are applied on the approach to each corner. It is the clever circuitry and capacitor on the control board that allows the lights to function in this manner and the realism it brings to the car is fantastic.



If I could change anything about the kit, it would be to extend all the wires by 10-15mm each. This would not only help with a more comfortable installation but would make separating the body from the chassis much easier. With the whole kit weighing in at just over 4.5g, it's an affordable accessory to add that touch of realism, making your car stand out from the rest.

So, what is my opinion of the Ninco Lights Kit? In a word – *Brilliant!* ■





# Racer Slot Car News

By Simon Moss

**T**here is plenty to report this month. New liveries and lots of exciting new models to come later in the year, also something to please the racing enthusiast.

## Now Available

Released just before Christmas was the Porsche 935 K3 in white (RCR22). This is the Le Mans 1979 winner, driven by Don/Bill Whittington and Klaus Ludwig.

This model was to be my last purchase of 2005, and I must take this opportunity to thank Gary and the team at MRE for the slick on-line ordering service and quick delivery.

As you would expect from Racer, this is a piece of hand-built workmanship that deserves respect. The pictures I have seen of this car do not do it justice and it must be seen to be believed. From the many photo-etched parts to

the interior detailing and those superb wheels and finish. If you can afford to purchase one of these cars, you will not be disappointed.

## Available Soon

By the time you read this, the next in the ever-growing range of Ferraris should be available. RCR23 – Ferrari 412P “Scuderia Filipinetti”, race #7 is due for release by the end of February. This particular car raced at Monza in 1967 and should not be confused with the previously released model from Le Mans 1967 (RCR04), race #22 of the same team. Obvious visual differences are the white stripe running along the entire length of the car. The earlier version had a white roof, which extended over the top of the side windows.

Due for release by the end of March will be another Ferrari 412P. This will be the very ➡➡



RCR22 Porsche 935 K3 now available



popular “David Piper” version in the customary green, race #3. Driven by Richard Attwood and David Piper, taking part in the Kyalami 9hr race in 1968. A distinctive unique feature of this model is the “maggot” sticking out the side of the driver’s window.

The second livery of the Porsche 935 K3 is also planned for release around late March. This will be the Daytona 1981 winner in blue, race #9.

The likely catalogue numbers for the David Piper Ferrari and the blue Porsche 935 will be RCR24 and RCR25, although it is not yet confirmed as to which car will take what number.

## Nuremberg 2006

Racer had their own stand at Nuremberg this year, using some of the space left vacant by Fly. This space was used to great effect with many new and existing models on show.

Apart from the new models mentioned above, there was also on show some pre-production prototypes. The first of these was the Ferrari 275/330P Spyder. The model looked virtually complete and has an anticipated release date of April. This will take catalogue number RCR26, with the first livery likely to be the 1000kms Nurburgring winner, although this has to be confirmed.



Ferrari 275/330P prototype

Moving on to the next model, Racer are in the process of producing a Ferrari 312P which should be ready in September. Although still to

be confirmed, the first livery could well be a NART version. A resin prototype was on display, which looked very low, and wide, just like its real life counterpart. There will be a new plastic chassis built for the car and it will have the full compliment of interior and exterior detailing we have come to expect.



Early pre-production shot of Ferrari 312P

Just when you thought that was it for this year, come closer and all will be revealed. Racer are also working on another new model, which is due for presentation at the end of the year. This being, a Chaparral 2E. There is no other info on this at the moment but expect plenty of white versions. All of these new releases will have Slot.it running gear and are sure to be very desirable.

Finally, Racer are producing a “Racing kit” of their models. They will not be produced in any specific race livery, only in plain colours. This is to protect the customers who have paid a lot of money for the authentic liveries on the standard models. It is not certain yet which models will get this treatment, but they will be lighter and have most of the details moulded onto the body. Kits will be presented with a painted and assembled body but without any of the photoetched parts. They will be supplied with a flat interior, chassis, axles, detailed wheels, tyres and guide, but no motor, motor mount and gears. This is to keep the cost down. The racer will then have the option to equip the car however they feel will make it go faster. On show was a silver Ferrari 250LM. At the moment there is no information on the expected release dates. ■

# Kits 'N' Bobs

## A round up of recent kit and resin releases

By Phil Insull

**T**his month in Kits 'N' Bobs we find a number of new releases and some exciting announcements from the London and Nuremberg Toy Fairs.

First up is the release of four new kits from resin body specialists OCAR, they have added a 1949 Ferrari 166 MM Berlinetta, a 1958 Alfa Romeo Mille Miglia Monoposto, a 1962 Aston Martin DB4 GT Zagato and a 1966 Chaparral 2d. These all come with vac formed screens, interior, detailing parts and decals and they are all apparently designed to fit onto the Pendle Slot PCS32 adjustable chassis and are all available now. New releases to follow should include a Broadspeed Ford Anglia, Triumph TR7, and an A.C. Ace.



From French specialists Proto Slot comes news that their keenly awaited Matra MS650 and Targa Florio version of the Alfa Romeo 33/2 should be with us in March joining the recently released Lotus 47 Le Mans 1967 and 1969 Ferrari 275 GTB4. They have also announced a number of interesting releases for 2006 including a 1967 Paxton STP Turbine, 1951 Aston Martin DB2, Jaguar XJR5, Citroën SM, and a Lotus 62. Closer to home here in the U.K. resin specialists BMC/Highway32 have recently added an Aston Martin V8 Vantage, Vauxhall Victor Estate and a 1956 Studebaker

Golden Hawk to their growing range of historic kits. Surely, as BMC suggested to me at the Milton Keynes Swapmeet, a Mark 1 Ford Granada V6 must follow soon to go with their Jaguar 420, Ford Cortina Mark 3, Transit Van, as a "Sweeney" collection.



AutoArt have released their pretty road going version of the Porsche 911GT3RS in 1/32<sup>nd</sup> with a 1/24<sup>th</sup> version promised to follow, while Spirit have added three more liveries of the Renault 5 Turbo, these being Ragnotti's works version, Saby's Calberson car and a Momo Renault cup entrant. Cursa Models have just released 1/24<sup>th</sup> versions of the Ford Capri RS 3100 and Ferrari 308GTO but sadly still do not seem to have a U.K. distributor. From the States comes a new ready to run 1/24<sup>th</sup> chassis for all of us who like doing some kit conversions, the Pro Stock brass chassis comes complete and ready to run with calibrated axles, alloy rims, ➡➡







**Prototype MRRC Chaparral 2F**

tyres, and a cheetah type motor, currently available by import from Slotcarplace in New York.

Other announcements for 2006 include MRRC's long awaited Chaparral 2F in a number of liveries. Pendle Slot Racing loaned me one of the original MRRC prototypes just before the close of press and I will hopefully be able to bring you a full review of this exciting release next month. Over the next twelve months Slot-It will be producing the Lancia LC2, a short tail version of the Porsche 962C and a McLaren F1 GTR long tail version as well as new liveries for their recently released Jaguar XJR9 and Sauber, the Kouros sponsored version of which is due to be with us in March.

Le Mans Miniatures will be offering the A443 version of their Renault Alpine, along with a 1937 "Tank" Bugatti 57B, while finally on the announcements front comes news of three versions of the Lotus 38 Indianapolis car from Osterero which, if the pre-release pictures



**Forthcoming NSR Mosler**

of the bodies I've seen are anything to go by, should be stunning. The very last bit of news goes to NSR, best known for their quality racing spares, who seem to have got the jump on Ninco by releasing their race ready Mosler GT1 which hopefully will make it to the U.K. in the next couple of months. It seems like 2006 could be another vintage year for slot-car enthusiasts but possibly a hard one on the coffers. ■

# Milton Keynes Swapmeet

By Nigel Copcutt

So who remembers Navratilova and Becker winning at Wimbledon? Alain Prost in an inferior car just beating Nigel Mansell to the F1 championship; the Chernobyl power station disaster; Argentina winning the World Cup and Maradona's Hand of God, or even a second rate actor being President of the USA?

Sadly, I do, all too clearly. The year was 1986. In that same year, along with my brother-in-law, I organised the first Milton Keynes slot-car swapmeet.

We were at the Norman Wheatley organised show in Birmingham. Someone said they thought we had enough members in the NSCC, and enough demand, to have an extra show, "Any volunteers?" I was dumbfounded when Tony put his hand up and said that we would do it, in Milton Keynes. We! He hadn't even spoken about it to me first.

Driving home we talked about it all the way, discussing possible venues, wondering how many tables we would need, what halls cost to hire, and how many people would actually turn up.

Going to sleep that night I consoled myself with the thought that although we were the 'frontline', we were actually doing it FOR the NSCC, so would have plenty of backing, help, advice, even financial help if the whole thing was a disaster. Naïve idiot!! We were on our own. Any organiser of any of the events will confirm it is all down to him. A fact still not understood by the 'ordinary' member even today. When I found this out way back in 1986 I felt pretty concerned.

However, I need not have worried, the only real problem was the outsiders' image of Milton Keynes. We had loads of calls from worried members thinking that if they once ventured 'in', they would never get out again.

The actual day went well; I can't recall any major problems. We had hired a large classroom in one of the schools at Woughton Campus and

filled it with tables. A decent number of members came, and everyone had a successful day, thankfully.

1987 was the second and last year in that room. A long waiting list for the 35 tables, and increased numbers through the door, led us to switch to the Theatre 30 yards away. It was twice the cost to hire, but increased capacity to 55 tables. Support was still great, and we made a profit, all spent before we went home on additions to our own collections.

In the early 90s we outgrew that hall too, and moved a hundred yards to the current hall. The 77 tables have been taken at every February show since. Around the time of the switch to the Seckloe Sports Hall Tony gave up slot-cars in favour of buying a caravan to further clog up our country lanes and from then on I have dealt with the shows myself.

The only major disaster was in 1994, when I had a call from the Campus at 10pm on the Saturday night, saying the ceiling in the hall had partly fallen down and so the room was not usable. No sleep that night! With the Centre staff helping, a couple of rooms were found and we got by, most traders and visitors being understanding and sympathetic.

That might have been 12 years ago, but it is still in my mind every day leading up to a show.

So the 2006 show was the 20<sup>th</sup> year of MK (there have been more than 20 events, as I now do two shows a year). As usual all tables were taken, and 225 collectors (plus partners) came through the door. Most people reported a decent day's trading, although it has to be said that one stand selling vast quantities of latest releases at very low prices did take a large proportion of the money that came in the door.

I have no intention of listing what was on display (you'll have to attend a show yourself to see that), but tables with mouth watering displays (to me) of obsolete models included those manned by Roger Barker, Phil Smith, ➡➡



Steve Cannon, Brian Walters and Derek Cooper. We even had one table where everything was FREE!

Why has MK been a success for all these years? I think it's down to geography, being next to the M1, and a mainline railway. 10 miles from Luton airport helps for overseas visitors, and its situation in roughly the middle of England helps too. But it's only really a success because of the traders who find wonderful stock to bring, and the visitors who keep returning intent on spending.

I'd like to finish by mentioning the likes of Steve and Elaine De Havilland, and Geoff Spencer, who have stood at every show, and some major players from the early days that we don't see any more, like John Jude, Norman Wheatley, Bill Bradley and Steve Walker. And most of all, thank you to everyone who has ever braved the MK road system, and of course the Seckloe toilets. Thank You. See you on 17th September. ■



When Brian phoned and asked if I would like to review the new Ninco Austin Healey "Snetterton" I jumped at the chance, mainly because I like Ninco products and secondly because I love sports racing cars. He then went on to tell me that it was painted metallic green and I thought, why produce a classic sports car in such a colour? However when it arrived I opened the box and thought, "What a pretty car."

## Looks

The first thing that I noticed is the packaging. It is in the standard format Ninco case but the base, instead of being black, is in dark grey and is moulded to look like a cobblestone road. The car itself is painted in a dark metallic green (very much like the Aston Martins of the 50s), it has a white hard top and a silver stripe across the bonnet and boot. The paint is flawless and with the racing numbers, sponsors' stickers and taped over lights it really does have the feel of a 60s club racer. The only minor criticism I have is that it has British number plates fitted but the driver sits on the left. There are holes in the right hand seat so this could be rectified quite easily. The grill is also a bit bright and could do with some black between the bars. The tampo

## 50389 Austin Healey "Snetterton"

By Clive Mills

printing is really great. I got a jeweller's glass that I use for detail work on my scratch building to study it. On the tiny badge on the bonnet you can read, Austin Healey. How do they do it?



## Chassis

The chassis is a very snug fit and is held in place with four screws. The motor is an NC-5 speeder, which is really a bit too powerful for the narrow tyres which are fitted to the excellent wire wheels. The slot guide is the suspension type so that if your track is a bit bumpy the braids stay in contact with the rails. There is the normal round magnet fitted between the front axle and the motor. I tested the motor before the track test and surprisingly the tyres ran very true straight out of the box. So off to the club race night.





## On The Track

The track we race on at our club is Scalextric Classic. As I am not one of the best racers, by any stretch of the imagination, the first couple of laps were taken very slowly. I then gave it a quick blast along the straight only to see this pretty car disappear into the polystyrene crash barrier. No damage done and a lesson learned - it is very fast. After a few more laps I was getting the hang of the power output from the motor combined with narrow tyres and a weak magnet. I let Martin, who is one of the top racers in our club, have a go and straight away he showed me how it should be done. Bettering my lap time by about two seconds on his first lap.

Back at home on Sunday I put it on my small Ninco layout and spent about an hour playing with it. In the end I was getting some good lap times and having great fun, blasting up the straights and hanging the tail out round the bends. I then removed the magnet and tried it

again. I found that the magnet did not make a great deal of difference to the overall handling as the quite high ground clearance holds it well above the track. I would think that on a smooth wooden track you could get some very quick lap times and some very impressive power slides through long bends.

## In Conclusion

This is a well finished car with very clear tampos printing, as we have come to expect these days. Not really a club racing car out of the box, but for the home track a real flyer and terrific fun round long bends. I am sure that with a little work and a lot of practice, this will be a very fast car and I am sure that it will soon be as sought after as the Jaguar XK that Ninco produced a few years ago. So if you are a classic sports car fan. Buy one while they are available. ■





## Fly Alfa Romeo GTA (A-1501)

By Pete Emery

**A**s an avid fan of all things Italian and a contented owner of an Alfa 156, I was extremely pleased when the Editor emailed me to check if I wanted to review this model. Oh Yes, yes, please and yes please figured in my response and the pretty white and green Alfa was soon on my desk. So what exactly is a GTAj?

The Alfa Romeo Giulia Coupé was introduced in 1963 and it was based upon the very successful Giulia saloon introduced in 1962 and considered to be extremely advanced for its time. If, like me, you look at the name Giulia and don't have any idea how to pronounce it – think in terms of 'Julia' and you won't be a million miles away.

The Giulia saloon, itself developed from the earlier Giulietta, was a pretty, aerodynamic four door saloon with four wheel disc brakes, five speed gearbox, twin overhead cam 1600cc all alloy engine and double wishbone and live axle suspension.

The styling of the coupé bodywork was entrusted to the Bertone styling house and their new hotshot designer Giorgetto Giugiaro, he went on later to produce many classics including the Volkswagen Golf and Scirocco and the Maserati Bora.



The Coupé had a long production run remaining essentially unchanged from 1963 to 1975. During this time various versions were produced starting with a 1600 cc version; the engine grew to 1750 cc and then 2000cc in the Veloce model, also known as the GTV. A 1300 GT Junior version also proved popular. The GTA tag, for GT Alleggerita (lightened) was first seen in 1966 when a limited production model was launched with competition clearly in mind. With lightweight aluminium panels and a 170 BHP version of the 1600cc twin spark plug engine the GTA was a highly developed race car.

The final version was the GTAm or GT America and this had wide, flared plastic body panels that lost a lot of the delicacy of the design. Strangely, despite the name, the GTAm was never raced by the factory in the USA. The GTA was produced from 1966 - 1969, the GTA Junior 1300cc version was built from 1969 – 1975. The factory entries were produced and prepared by the famous Autodelta race shop run by Carlo Chitti a designer better known for his Ferrari connections.

The GTA won the ETCC in 1966, 1967, 1969, 1970, 1971, 1972.

This particular example modelled by Fly is a GTAj that was piloted by Colzani, 'Pooky' and





**Slight problem with your front suspension sir !**

Venturi in the 1972 Jarama four hour race where it finished seventh, some twelve laps behind the leading Capri 2600RS duo. When the race ended four of these giant killing 1300 cc cars had finished in the top ten of the event.

### **Well, does it Fly?**

On now to the model and my first impressions were a little mixed. The tyres had an awful lot of flash on them and whilst one front wheel was very loose the other would hardly turn. The green paint was a little messy around the bottom of the front valance. The body detail was however first class and the car certainly had the right 'look' for this very pretty touring car. I particularly liked the grille and tow hook detail.

The body was soon off the chassis after removing the two front and single rear fixing screws. I was then able to readjust the front stub

axles so they ran smoothly without excessive play. I then removed all four tyres and trued them on another car whilst the motor was run in on, at about three volts initially before slowly increasing the power.

With everything reassembled it was time to take to the track. My fairly challenging, Scalextric Sport nine metre test track requires good grip and reasonable speed and the little Alfa had plenty of both. It was surprisingly stable but the short wheelbase was apparent in the fairly sudden breakaway. Taking out the magnet and adding a little bit of lead for ballast resulted in a more user friendly car at the expense of more than two seconds a lap but I think I can get some of that back with a little more tweaking.

The quality issues notwithstanding this is a pretty and effective slot car – recommended for all Alfa fans everywhere. ■





# Melton Slot Car Club

By David Norton

**T**hey say, "A change is as good as a rest" so, after racing at Quorn Slot-car Club for over 18 years, where I was one of the founder members, I decided to defect to another local club; Melton Slot Car Club in Melton Mowbray, Leics.

I had visited this friendly club a number of times over the years, always enjoying myself, and although I used to race for the "old adversaries", I was given a warm welcome and subsequently joined the club. Which brings me neatly to the point of this article; the introduction of this excellent circuit nestling in the beautiful Leicestershire countryside.....OK, OK, it's in a club house but who cares!

Although Melton Slot-car Club celebrates its 25th birthday this year it has retained its informal charm and is perfect for those of you who want to race competitively but in a friendly relaxed environment.

The four lane fully landscaped track has a lap length of 106 feet, is computer controlled using the Slot Master suite, and is wired via the club standard of round pin plug.



Track construction is wood with the usual Sandtex surface and copper tape slots and, being a permanent set up, the track is extremely smooth; combined with a complete re-tape of track in February 05, each lane done in a single tape run, there are no joints whatsoever to destabilize your car.....perfect conditions for close racing!



Melton is a real drivers' circuit with complex bends and sweeping curves that really flow, this is no "point and squirt" track and is all the more enjoyable for it!

Club night takes place every Thursday evening, (for the adults, kids on Wednesday) with practice from approx 7.30pm and racing from 8.30 ish.

Car classes vary from "box standard" to modified, covering the usual Saloon, Rally, Sports, Classic and F1, with the race format either 20 lap sprints or timed endurance heats. Both formats provide plenty of track time to enjoy your cars, which simply adds up to more enjoyment!

Although each event can count towards the yearly championships there is no pressure on anyone to race to win, the overwhelming emphasis at Melton is fun, which is exactly what the old slot-car hobby is all about!

If you have ever fancied trying club racing but have yet to take the plunge then give Chris Savidge a buzz on 01664 859080 for more information.

Alternatively, drop by on a Thursday; we are easy to find, just off the A607 Thorpe Road in our own club house on Crossfield Drive right next to Tesco's.

Your first couple of visits are free, after that if you want to join, yearly membership is £15 and then just £1 for an evening's racing. It's only £2 per Thursday if you wish to visit on an irregular non-membership basis.

Come and join us, you won't regret it! ■

# Old Friends Reunited

By Tony Secchi

Following on from our esteemed Editor's tale of discovering and purchasing at auction a cache of hand made, hand painted slot-cars, I have a small but historic tale of my own to offer in a similar vein.

To put it into perspective I have to reiterate (briefly) my first foray into our great sport. I joined my local slot-car club (Turnpike Racing) in 1961/2 and raced 1/24 scale GT/Sports, Saloons, Can-Ams etc. for about five years.

During the early days of the 60s we made, assembled and put together our own cars from various bits and pieces that we could find. We were literally, racer/builders.

In the later days of the 60s when I stopped racing some early ready to race, proprietary kits were making an appearance so we raced those too, but most of our models were hand made.

Turnpike Racing was a four lane Scalextric track with an early handmade (again) electrical timing system and was situated above the workshop/business of its owner, Brian Spicer. Brian never raced slot-cars, he raced real ones, particularly in those days a succession of 'E' Type Jaguars in various club events. My friends and I would accompany him when we could, work on the car if required and even tow him home if he blew up or broke down.

Just to digress from the tale for a moment - I remember one wonderful weekday when I, along with a couple of others, took a day off from work to help Brian 'run in' the engine of his newly prepared 'E' Type before the coming season.

There were 'open days' at most circuits in those days and for a few pounds you could use the pit, paddock and track facilities for testing etc. We all did a slow stint of 20 laps before Brian took the 'E' Type out himself and I was third up. After 10 or so cautious laps I decided to up the pace as the car felt good. Coming into Silverstone's famous Woodcote corner (in those days a wide open fast right hander) I thought that I could take it flat out without braking.

Arriving a bit too fast, I managed to scramble round in a huge opposite lock, tyre smoking, power slide ending up on the gravel opposite the pit lane - still flat out. This evoked a huge cheer from the pits but I was called in the next time round, frightened out of my skin but with a big smile on my face. My friend Nick, whom I still see today, said that it reminded him of my driving on the Turnpike Track! Oh happy days.

Anyway, in 1966 Brian had to move his premises and constructed a new hand routed four lane copper tape circuit at the new venue.

This track was faster with less bends than the original and no 'tricky bits' to really show off your driving skills. Within a short time the 'Plastic Blobs' with wide sponge tyres made their appearance and Brian had to accept them and their membership fees, to finance and run the track. I was very upset about this change and could see no future in my kind of slot-car racing. Professional 'pay as you play' tracks were popping up all over our locality and this new track seemed to be a club version of them.

So I resigned. After six years of great racing, two class championships, one runner up and several class lap records I packed it in. I lost touch with several of my friends and went to find other pursuits.

On the last night when I announced my resignation I had donated all my slot-car gear and models to the club, with one exception - a special one off custom made 1/24 scale 'E' Type that had won the annual Turnpike four hour endurance race. I kept that as a sentimental reminder and still have it today. Readers may remember I did an article on this car and the race some time ago.

Among that donation were all the running models and a few chassis/bodies that had been used or re-used in various guises.

I kept in touch with one particular friend - Nick - who still visits Le Mans every year as we used to and is the main reason that I can keep up to date on this race today.



He also still keeps in touch with Brian who lives near him. Nick and I meet up for lunch about six times a year and earlier this year he mentioned that Brian would like to see me for old time's sake. We went to see him and I had a thoroughly good time reminiscing about the old days at the club and the circuits. He told me that he had a lot of material from the Turnpike club including photographs, newspaper articles, old racing result sheets and a box of cars/bodies. I arranged to see him again and he said that he would dig out all this stuff for me.

I went to visit him again a few months later and he had a vast amount of stuff, including photographs and race sheets with names bringing back lots of pleasant memories for us both.

However, it was the box of bodies/models that proved to be most interesting. In various scales, he had Scalextric, Revell, Monogram, Cox ready to race models including the original boxes! He had a couple of tinsplate gimbal models worth God knows how much and many hand made cars and spare bodies.

Here, again a slight digression, but more relevant - on joining the club we had to register a racing colour scheme and were given a race number. My colour scheme was all over dark blue with white stripes and my racing number was 21.

During the last year of racing I registered a colour change from blue to Ferrari red in deference to my Italian heritage so all my cars were overpainted.

In one corner of this 'magic box' were four 1/24 scale 'E' Type Jaguars in various stages of construction/repair or modification. One body took my eye which was painted red but had no numbers or decals. What struck me was that it was a hand assembled version of one of the first lightweight 'E' Types as raced by John Coombs. To customise the body meant widening the rear, removing all the trim and adding two large flat air vents, one over the rear window and one (with a perforated 'mouth') on the bootlid. Also two racing petrol filler caps had been added.

I remembered doing all this to an 'E' Type body that I had made based on photographs of the Coombs car taken at the old Crystal Palace racing circuit in North London. My curiosity was heightened on turning the car body over when I saw that the three chassis fixing posts were made with a system of modified plastic electrical connections and threaded inserts that I was using exclusively at the time. Also from underneath I could see that the original colour had been dark blue. I was sure that I had found my 'E' Type body of 38 years ago. I recounted this to Brian and he generously gifted me said body.

So last week I began a restoration of my long lost 'E' Type. I decided not to make a slot-car of it but to construct a simple chassis to fit the existing body fixings and just add a set of axles, wheels and tyres. Firstly, I soaked the body overnight in a bath of 'Domestos' thick bleach which dissolved the paint without doing any harm to the plastic body. In doing this I revealed my racing number 21, in just white numerals with no backing as I used in those days. This confirmed, without a doubt, that it was my car. Once the original paint fell away it was revealed that the sills were one colour, the open body top another and the hard top a third. This was an amalgam that I had made up from three pre-used 1/24 bodies all based on friction drive 'push-push' models purchased from Woolworths that I used extensively at the time.

Next, I filled and sanded down various parts of the body that had suffered from the ravages of time. I had to make new air vents from plastic card as the originals had softened in the bleach bath.

I then gave the whole body an undercoat of matt blue followed by a top coat of 'Humbrol' dark blue gloss. I added my race numbers in white single numerals and a couple of decals. Finally a coat of 'Klear' floor shine was added to protect the whole thing.

I made up a flat plastic sheet underpan with holes drilled to match the original fixings. In my spares box I still had several of these brass threaded female inserts plus a few of the screws. I used some of these to fit the underpan. ➡➡



Before fitting, however, I superglued two plastic tubes to the top of the pan to locate the front and rear axles.

I had a bit of a search for suitable wheels and tyres because all my stuff these days is 1/32 scale, but I still make 1/24 static models of sports cars and I remembered that I had a box of spare bits somewhere. I located this and found to my delight two sets of wheels and tyres from a Tamiya 1/24 Jaguar XJR/9LM left over from a project. These are circa 1988 and therefore some 20 years after the 'E' Type. They are wider than was normal in those days but, in my opinion, are a compromise well worth inclusion. The axles were made from 3" (75mm) long wire nails cut to suit and slid into the plastic tubes. The usual adjustments for ride height and overall wheel/axle width were carried out by trial and error.

I do not remember racing this car, I think I was in the process of building it for the coming 1967 GT championship when I resigned. So it seems quite fitting that it should spend its new

life as a static model, reminding myself and my friends what racing was all about in those long ago days when you had to make do with anything you could lay your hands on, re-use anything that you could and when every racer was a builder too.

Brian Rogers must have a similar feeling when he goes through his collection of hand built models that at the moment, I am sure, are his pride and joy.

So there it, a project build with no testing, lap times, handling review, speed or braking comments. Strange in a way that a sport which is about racing, competition and results can feature a static model rebuild of a 38 year old car and bring such pleasure and pride to its original owner.

It just goes to confirm that whether you be collector or racer, living with your models can be a pleasurable and rewarding experience.

So welcome home 'E' Type, I hope that you enjoy spending your future time with me as I will with you. ■





## Spirit Renault 5 Turbo

By Phil Insull

Spirit has been around for a while now and provided the slot-car scene with a number of Le Mans cars both historic and modern. While generally quite nice to look at and reasonable runners they do not seem to have lived up to the race reputation of either Fly's Racing range or Slot. It's formidable products. This may explain then why the last two releases from Spirit are Rally cars; first came the Peugeot 205T16 in a variety of body styles, Evo-1 Evo-2 Pike's Peak and Rally raid versions, and now comes the Renault 5 Turbo in Rally versions and Renault cup form.

The 205 had some interesting innovations for a ready to race rally car, yes four-wheel drive comes as no surprise, but early releases had calibrated axles, aluminium hubs, and a proper drop arm. Clearly aimed to compete in the popular Spanish rally slot market the 205 has proved capable of mixing it with the race tuned Ninco and SCX rally cars right from the off. Great things then are expected of its two-wheel drive stable mate the new Renault 5 Turbo. Like the Peugeot, the Renault has calibrated axles but reverts back to plastic rims and the drop arm has been retained for the guide. The new innovation on the Renault however is the motor cradle and rear axle carrier, this has a block and channel at the front and two springs at the rear to allow for an enormous amount of rear suspension movement and should ensure that the body "tilts" properly without having to loosen off the body screws. Power is again provided by the SX03 boxer style motor transmitting its power via a brass pinion and aluminium/nylon contrate.

Body finish, it has to be said, is not up to the same quality as Fly's version of the Renault 5 Turbo, the interior is not full depth because of the in-line motor and certainly doesn't carry the



The Renault spring loaded motor cradle/axle carrier

fine detail level found with Fly. Having said that it's still quite a pretty car and, similar to Slot. It's Rothmans Porsche, Spirit have circumnavigated the cigarette advertising on toys rule with the red and white Jan Lammers version having tampo printed Marlboro logos concealed by peel off Renault stickers.



The Jan Lammers' car in all its Marlboro glory!

So it looks half decent, it's got some new fangled bits but how does it run? I took my Renault off to my home club at Wolverhampton to try it out. Out of the box on to the routed ➤➤



The Carlos Sainz rally version.

track, pull the trigger and lots of revs but no movement. On examination I found that the grub screw holding the rear contrate had not been tightened up, not exactly an auspicious start. Having tightened up the offending part I put a few laps down to get used to the feel of the Renault and first impressions were very good, smooth sliding action, decent pick up and braking, very easy to drive. Next I thought I'd try a few laps on our Slotfire track with the car's magnet still in place. This proved a mistake, the magnet is either so strong or because it is located at the front of the motor cradle is being pulled closer to the track that the car could barely move, the same proved to be true when I tried it on our Ninco circuit. I decided to remove the magnet altogether and try again, much better and handling was in much the same fashion as on our routed track but of course now it couldn't live with rally cars fitted with magnets on either of these two tracks. Going back to the routed track I put it through its paces next to a Fly Renault 5, no contest as the Spirit car ran rings

round the Fly version. Next up I tried it against a well-sorted Ninco Subaru Impreza, this was something else again and in trying to keep up with the Subaru the Renault was dragged past the limits of its performance with a number of sudden rolls on the tighter Esses section. Finally I ran the Renault against a Spirit 205, again the Renault lost out to its older sister proving quick around the sweeping curves but subject to snap rolls again in the Esses. It could produce single laps within a few thousandths of the Subaru or Peugeot but in terms of consistency I just couldn't keep up the pace without a roll. In final desperation I tried loosening off the body screws to allow some more tilt and while this helped a bit the Renault still struggled when on the limit.

In summary then the Spirit Renault 5 is decent enough looking, but not as detailed as a Fly car although it can run rings around it on the track, but when faced with stronger racing opponents like the Subaru or Peugeot 205 it doesn't seem quite up to the job in standard form. ■

