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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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Brave New Sport World

They are called "early adopters" - the people who buy new gadgets and gizmos as soon as they hit the shops. Some are just fashion victims who see possession of the latest technology as a form of one up-manship, while others are genuinely interested in the technical side of things and view the inevitable computer glitches as a challenge to be overcome.

I am not among their number - I only bought a cd player when they stopped making vinyl records and the editorial household has just recently acquired a dvd player. It was donated by my 89 year old stepfather who wanted to replace his with the latest portable version! I am not actually a technophobe, just naturally cautious, I prefer to let other people discover the problems and then buy the new, improved version when everything has settled down. It is one of the stranger aspects of our modern world that manufacturers have managed to persuade people to pay for part developed products and then pay out again for the revised version after they have discovered all the problems.

So, in the normal course of events, I would not have bothered with Sport World for at least a year but Adrian Norman sent me an early sample for review last December. The reason I have not written about it before now is that the poxy thing refused to work properly for the first three months! The tale of grief is very long but basically the system refused to work on two different computers - now you know why I don't buy new technology as soon as it hits the shelves!

However, all is now sorted and I must confess to being hooked on it. A review will follow in due course but Shaun Bennett has been using it at his club and is also quite impressed (see page 43). Forget all that Interweb malarkey, it is a seriously good race management system and much more besides.

And Finally - Gareth desperately needs your old track for the Slot Rally event. Just one piece from each of our 1000 plus membership would make him very happy. Please get in touch if you can help.

Till next month

Brian



by
Rob Smith



MESSAGES FROM MARGATE

We are not exactly being swamped with new releases this year are we? Not that reliveries of popular cars aren't welcome, it's just that the two really exciting 2006 releases of the Ford Escort and Aston Martin DBR9 are so close that yet more versions of existing cars seem a bit dull. To date there have been 25 BMW Mini Coopers, 24 Porsche GT3Rs and 14 Dallara Indy cars not counting Sport, SSD or set versions. It's not surprising that Lorraine has declared our house full!

C2732 Mini Cooper Beutran & C2733 Mini Cooper S Barons No18



The success of the John Cooper Challenge race series over the last few years has made a wealth of attractive liveries for Hornby to model. These two new versions for 2006 are amongst the best with lots of detail in their designs. They both carry Scalextric logos on the rear screens too.



C2730 Porsche 911 GT3 Team Sebah No89

The latest Porsche GT3R also has Scalextric logos, this time along the sills. I wonder what Hornby's sponsorship budget is? The livery is mainly white with some red details and logos entreating you to holiday in the Maldives – as I write this and look out of the window that sounds a good idea. ➡



C2571 IRL Dallara Andretti Green Racing No27

The early C number (most C25** cars were released in late 2004/early 2005) shows what difficulties Hornby have had with the latest Dallara versions. Licensing is a major problem for all model makers and costs a small fortune. In the worst case royalties must be paid to the championship organiser, the chassis designer, the team and individual sponsors. It all takes so long to arrange that by the time it is ready the goal posts have moved and you must start again.

That said, the bold red, white and blue livery with prominent Arca!ex logos is a welcome addition to the range.



C2645 Skoda Fabia WRC Colin McRae

Scalextric Enthusiasts' Club Car 2006

The best release this month was free – well, sort of. Hornby's own Scalextric Enthusiasts Club car for 2006 is the Skoda Fabia campaigned by Colin McRae in a couple of rounds of the 2005 WRC Championship. The livery is great and even McRae's helmet has a vestigial saltire printed on it.

Joining the Enthusiasts Club costs just £21 and is a complete no-brainer if only to get this car!

MiniAuto Slot Magazine

Last year, the Spanish slot-car magazine MiniAuto Slot gave away a Classic Grand Prix Maserati with its subscriptions and they are continuing the trend this year. S2703A is a Ferrari 156 as driven by Giancarlo Baghetti who won the 1961 French Grand Prix at Rheims. MiniAuto Slot do subscriptions to the UK which cost 135 Euros.

See www.revistasprofesionales.com for more details. It comes in the Sport packaging and is likely to be the last Sport release. ■



There are three new car releases in SCX this month and one Spain only. Also imminent is the first of the promised new sets announced at the Toy Fair.

61970 BMW 320 WTCC 2005

Following the recently released SCX Alfa 156 ETCC and Opel Vectra DTM this latest BMW model is the third in a series of touring cars released by SCX with the Seat Leon and Volvo S60 to follow later in the year. The colour scheme is white overall with a grey relief outline and it represents the car driven by Jorg Muller with BMW Team Deutschland. Two wheel drive with a floating motor holder, if the Alfa is a guide to performance then this should be great – any one wishing to review this car should get in touch with Brian.



61980 Tuning Car 2 (unofficially based on a Vauxhall Astra)

What can I say? The second in the series of tuning cars, featuring blue xenon headlights and neon effect skirt lighting, pearl white overall with blue roof and go faster stripes. Jamie Coles will review this one!!! (must be mad)

61990 Seat Cupra GT "Puma"

This is the third livery of this model and in my opinion the best so far. Red with black rear wing and white jumping puma logo on the each side, simple yet striking. Again this car features the rocking motor holder and an RX42 motor.



C1 – F1 is a simple oval set with two F1 cars, a McLaren MP4-20 'Kimi' and a Ferrari F2004 'Schumacher' and will probably be good value for money – expect to pay in the region of £50.00. The BMW and Seat Cupra have also been released in Digital form.

News from Spain

The Renault 5 Maxi Turbo is due for release very soon so expect that in about two months in the UK but sad news for classic rally fans, the



Seat 1430 'Zanini' is Spain only – again I have no idea why, but that's the call from Tecnitoys.■





There are seven new re-liveries to report on this month, all of which are very attractive. Also, there is news of a brand new model which was announced at this year's Nuremberg toy show. The BMW M3 E30 is the first brand new model from Fly this year and is sure to be well received. Competing in both touring cars and rallying, there will be many variations produced. Although two versions are listed on the May release sheet, including a special edition, it could well run into late June before they are available. At the time of writing the release schedule has become a little out of sync. With new models still to come listed on the March flyer, we are already seeing the release of models from the April flyer.

Recent releases

Just missing last month's Journal were the three following new models: -

Porsche 917LH "Martini" #21(A1403), 24hr Le Mans 1971

Another collectable livery of a popular sponsor. Technically not the correct version to have with this livery as it should have rear wheel covers etc, but nevertheless it does look very attractive in



silver with blue and red stripes. Driven by Gerard Larrousse and Vic Elford, the car qualified in 2nd place but failed to finish the race due to overheating problems.

Porsche Carrera 6, blue #15 (A1602), 24hr Daytona 1966

Driven by Hans Herrmann and Herbert Linge. Officially named Porsche 906 Carrera 6, it made its official debut at Daytona in 1966 and was competing against cars of a much larger size and engine capacity. To its credit the car finished 6th overall and 1st in its class. A unique feature of this model compared to the other two models released to date is the addition of two spotlights fitted to the front.



BMW M1, white #6 (A1304), Procar 1979

Driven by Nelson Piquet, this is the 5th in the series of M1s to date and is finished in white with blue and red diagonal stripes. On the bonnet of this car is a small logo of a well known cigarette brand with the wording omitted, you know, the one which begins with "Marl" and ends in "boro". Supplied with the model, in a packet stuck to the underside of the base marked "for adults only", is a small decal for you to apply and fill in this void.

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Other models listed on the March flyer and others on the April flyer are also now available:
Ford GT40 Mk.II, blue #6 (A765), 24hr Le Mans 1966

Driven by Lucien Bianchi and Mario Andretti, the car qualified in 12th place but retired from the race after 97 laps due to problems with the head gasket. Another eye catching model with the contrast of the blue paint and yellow valance against the gold wheels.

Porsche 934, pink #70 (A936), 24hr Le Mans 1981

If Lady Penelope owned a racing car this would be it. Painted in an attractive pink it certainly looks a stunner and I think could prove to be very popular. This all French privateer team, driven by Valentin Bertapelle, Thierry Perrier and Bernard Salam qualified the car in 52nd position and finished the race 17th overall. Although they were classified 1st in their class (GT) they were in fact the only car from four other entrants to finish.

Alfa 147 GTA Cup, red/yellow #16 (A745), Cesky challenge cup 2004

Driven by Jaromir Jirik. Another eye-catching livery finished off with yellow wheels.

Saleen S7R “Coronita” #2 (Fly 11), FIA GT championship 2003.

Evo 2 lightweight racing series

A very stunning looking car in bright yellow. It's a shame this livery has been produced in the racing format and not as a fully detailed standard model. I have not been able to find any information on the race details, but it was driven by Van de Poele, Konrad, Seiler and Lechner Jnr.

What's next?

The remainder of the models listed on the March and April flyers should be available soon, some by the time you read this: -

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

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

Porsche 917/10 “Martini” silver (A170), Interserie 1974.

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

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

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

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

Schedule for May

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

Porsche 911 GT1 evo, gold and black (A2003), Le Mans test car 1997. Third of the anniversary collection.

BMW 3.5 CSL, white (A690), 6hr Silverstone 1977.

Porsche Carrera 6, blue and yellow stripes (A1603), 12hr Sebring 1967.

Renault 5 Turbo “Diac” blue and white (A1206) Monte Carlo rally 1984.

BMW M3 E30 “Telefunken” white (A1701), Rally Costa Brava 1987.

BMW M3 E30 “Camac” blue (E1701), Spa 1988.

Ford Capri RS Turbo “Banzai” white with red sunset stripes (Fly31).

Competition update

Many thanks to all the members who have entered the Fly competition, set in last month's Journal. At the time of writing there are less than 100 entries,well, less than a dozen actually! At the current rate my “Fly on the wall” consultant, “Buster” the rabbit, will have an easy job of picking the three winners. There is probably still time to get your entries in before the closing date of May 20th. Any bribes of carrot tops and broccoli are most welcome.

Just to remind you of the prizes on offer courtesy of Monarch Lines and Gaugemaster Controls; E903 Porsche 911 “Trece”, E1501 Porsche Carrera 6 “Nuremberg special” and E651 BMW 3.5 CSL/Ferrari 365 GTB/4 “Gaugemaster” twin set. ■





Judging by the number of variations that have been made, I think it is fair to surmise that Scalextric have tapped into the success of the full size BMW Mini with their own Micro version.

Two more versions have now been released as part of a revamp of the 'My First Scalextric set 1'. Out go the colour-coded Jaguar XJ220s and in comes a pair of the high-selling retro Minis in red and yellow. As before, the set consists of a simple figure of eight with two legs to elevate part of the layout and all parts colour-coded to make things easy for the target users (my guess would be 3-5 year olds).



Whilst the Minis look ridiculously big when alongside other Micro Scalextric cars, the thinking is that these two will, in all likelihood, only run as a pair as the parents consider stepping up to a larger Micro set or (ideally for Hornby) even a 1/32nd scale set. I think that the marketing here is pretty clever, the set retails for the same sort of money as sets with more track but the branding makes the difference. Whilst the colour-coded track may not be everyone's cup of tea, I can easily imagine it succeeds (in tandem with the colourful cars and packaging) in doing 'exactly what is says on the tin'!

As with the Batman set reviewed last month, I feel that most sets could benefit with a couple more straights. In the picture below I have added two 15 inch straights and the resulting layout is a lot more interesting. The standard layout will almost certainly be driven at one speed by adults and children alike which may lead to boredom very quickly.



In the final analysis, if the set brings small children into the hobby who would have otherwise slipped through the net then that is to be applauded. Some of those kids may be NSCC members in the future! Hopefully Scalextric will now revamp the slightly bigger set 2 (the one with F1 cars) to build on this. Maybe they could add a third set with colour-coded Peugeot 206s and a slightly bigger layout again.

Later this year there will be two further Micro sets released. "Mazda Tuners" sounds like an attempt to tap into the fast and furious/driftng crazes. (Good choice as the third movie, titled The Fast and Furious: Tokyo Drift, caters for both and comes out next month). At the time of going to print I couldn't get confirmation ➡➡

on what cars will be used, so time will tell if I'm right. If I am, Scalextric will have to aim high as Johnny Lightning already produced a lovely tuned RX7 in 2004.

The set I'm really looking forward to is "Micro A1GP GB vs France". This series has had a difficult first season, with one nation dominating proceedings and the organizers making poor marketing decisions at times, but the basic premise is sound enough. Presumably pleased to be able to sell good looking open wheel cars without having to pay huge licensing fees, Scalextric have embraced the series with no less than a dozen 1/32nd scale cars planned initially. The UK and French cars will face off in an X2 set as well as a digital set, but the Micro set is a very welcome addition, and the choice of nations for these three sets is very canny.

At next month's EAHORC race, the quest to explore the boundaries of H:O scale will continue with a 'fun' race for cars made by American cottage industry concern Wizzard. If the fun race is popular and people want to pursue it, then a class for this type of car will be added sometime in the future. The Wizzard cars may look superficially similar to other H:O cars, but they are a very different beast. As they are not a toy the engineering tolerances used are probably tighter but in any case the design is totally geared towards better performance (be that speed, handling, durability or whatever).

The traction magnets may not be the super strong 'rare earth' type as found on the Micro Scalextric but they are a polymer mix and very long and large. Presumably this gives the cars solid cornering abilities without crippling straight line speed. The motor magnets are made from the same material but they sit much closer to the armature than you would find on a toy H:O car, which creates much higher RPM from the armature. The arm itself is not 'hotted' but it is built to more exacting standards. As in most H:O cars with separate bulkheads (as opposed to all-in-one open frame motors) the brushes are accessible, but the Wizzard also has the means to adjust the tension upon them and thereby affect how tight or loose the motor runs.



As forcing the brushes tighter onto the comm will cause it to 'coke up' quicker and the brushes themselves wear more quickly, the chassis layout facilitates easy removal and access to these items. Then too, the pick-up shoes and leaf springs are factory set to keep the nose nice and low on its very thin front tyres, no tweaking needed as with toy H:O cars. The guide pin has three possible settings and the gear mesh is factory set. The cogs themselves are quite soft so wear will be higher but the all important mesh more sweet. All in all, every component has been thought of as being on a very small racing car. The cars come in many different specs; the description above is for the most basic. I would say that it will lap a typical H:O track 10-15% quicker than a well sorted 'normal' toy-based racer. When you consider that it costs only £21.50 and is fully sorted without any additional work needed, this is impressive. The only thing that lets them down is the rather blobby Lexan body. Next month I will show you how even that can be worked around with a little expense and effort. ■



Racer Slot Car News

By Simon Moss

Since my last report in the March Journal, and by the time you read this, there should be two new releases available from Racer. I say should, as the second Porsche 935 K3 (RCR24) was due for release in early April, but has been delayed to late April. I have been reliably informed though that it is imminent. This is the car that won the Daytona 24hr race in 1981, driven by Bob Garretson and Bobby Rahal, race #9 in blue. This model differs slightly from the previously released 935 K3 (RCR22) with visual differences being the front grille, air scoops and side pods.

The other model which is available as I write is the Ferrari 412P "Scuderia Filipinetti" (RCR23). This is the second 412P in the series representing this famous racing team. Apart from the livery differences there are also subtle differences to the body shell. The earlier (RCR04) car has two small red lights on the roof

and a small windscreen wiper fairing on the bonnet, whereas the latter version has neither of these.

Both of the above new models have resin shells with a plastic chassis, Slot.It V12 side-winder motor and Slot.It wheels with resin inserts.

Available soon

Due for release by the end of May will be the David Piper Ferrari 412P (RCR25) mentioned in the March Journal. This is the car that Piper drove with Richard Attwood at Kyalami in 1968. Further details have now been released and goes to show the lengths to which Racer will go to create an exact replica. There are many unique features on this model compared to the other 412Ps in the series released to date. They are as follows: covered headlights, photo-etched front winglets, modified rear end vents, ➡➡





modified rear wheel arches, photo-etched rear spoiler (just like the Ford GT40 Mk.II) and an air hose coming out through the driver's window. Incidentally, the headlights are cast in with the shell, so it will be impossible to modify them, contrary to comments I have read recently on Slot Forum. The photo included was taken by Giacomo Grazioli of Amazingslot.com and further photos can be seen on the web site.

Round up

Looking further up the release schedule, Racer have announced two more models set for release in the foreseeable future, although there are no release dates available at the moment. They have both been given catalogue reference numbers and are listed below together with all the other models released in recent months, or due in the near future. The reference numbers quoted are that of the RTR (ready to race) version: -

- | | |
|-------|--|
| RCR22 | Porsche 935 K3 white
Le Mans 24hr winner 1979 |
| RCR23 | Ferrari 412P Scuderia Filipinetti #7
Monza 1000 km 1967 |
| RCR24 | Porsche 935 K3 blue
Daytona 24hr winner 1981 |
| RCR25 | Ferrari 412P David Piper
9hr Kyalami 1968 |
| RCR26 | Ferrari 330P Official team
Le Mans 24hr 1964 |
| RCR27 | Porsche 935 K3 Jagermeister 1980 |

Another model pictured on the Porsche 935 release sheet, is an "Apple Computers" liveried car, but this has yet to be given a catalogue number. Also due in the forthcoming months is the first of the racing kits mentioned in the March Journal. The first car to have this treatment is the Ferrari 250LM and later in the year a Ferrari 330 P4 will be available. Further information on these and others as it becomes available. ■



Kits 'N' Bobs

A round up of recent kit and resin releases

By Phil Insull

Quite a bit of new stuff this month, hot new releases being those from MRRC with both the Chaparral 2F and the new Toyota GT One available (thanks to MRRC and Pendle who are arranging a test car for review). MRRC have a new "Monza" chassis for kit and scratch builders who want a bit more zip, but like me still struggle when it comes to cutting and bending brass.

From Stateside come three great releases from the masters of Trans-Am and Americana, Reinecke Motorsport, with delectable resin kits of their AMC Maverick, and now branching into the world of stock cars with a 1965 Chevy Impala and a 1966 Chevelle. As ever these kits are designed for people like me with basic modelling skills, using a readily available donor chassis. They come with screens/glass and interior, have excellent moulding quality and detail and the finished result will be great looking additions to your Trans-Am and Stock Car grids.

MMK

Over the water in the other direction we have the limited edition MMK France releases of the 1961 DB Panhard, and the 1980 Rondeau Ford MS379B in ready to race form only. Currently available in the U.K. through MRE, this is a rare chance to get hold of two of France's most successful Le Mans entries, with Jean Rondeau being the only man to win Le Mans in a car bearing his own name, co-driven that year by

Jean-Pierre Jaussaud. There is also confirmation that they will be releasing a Lotus 11, a 1959 Tojero-Jaguar, and a Bizzarini Le Mans, although the latter looks set to be available only direct from MMK in France.



MMK Rondeau MS79

Cartrix

Cartrix have released the next of their classic series, this time the Ferrari 555 Supersqualo as driven by Castelotti in 1955 and, as per the earlier releases, comes on a Perspex plinth, wrapped in a printed cloth, within a very nice presentation tin.

Having tried it at Wolverhampton it seems to go very well and should be a serious rival for their earlier Mercedes W196, and Maserati 250F.

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MMK DB Panhard



Cartrix Ferrari 555 Supersqualo



Takara – Nissan 350Z Calsonic

Other makes

Auto Art have added a Lamborghini Diablo GTR to their 1/32nd line up, and although it seems most of the first production batch has gone straight to the States, they should have started filtering through to the U.K. by the time you read this. In similar vein the Kouros Sauber Mercedes from Slot.It should have made it to the U.K. by now and pre-release pictures of the Brun Motorsport Hydro Aluminium sponsored Porsche 962 and the BP sponsored Lancia LC2 have been spotted so they shouldn't be many weeks away.

Finally while I'm sure they will be covered when Scalextric release them, the Takara Quattron versions of the JGTC cars have found their way to the UK courtesy of Slot City. These are great looking cars and I believe they have sold out already. As I understand it the only difference between the Takara versions and the Scalextric versions to follow is the packaging, which on the Japanese version include a grid babe figure in the correct outfit as they would appear in Japan. ■



Takara – Nissan 350Z Xanavi



Dutch Dakar track

By Hub Habets

Having built a rally track in my loft (see NSCC Journal August 2005) using Scalextric and SCX track parts, I wanted to do something more realistic so an MDF routed track was the next logical step. Building with MDF gives you the opportunity to eliminate the border between the track and the landscape. As I planned a desert track that is exactly what I needed.

Test track

Before I started with the Dakar track, I made a very small test track with narrow hairpins. I soon discovered that the inner curve of the Scalextric track is the absolute limit for smooth passage of the car so the building of this test track was very useful for me. It taught me to get a feeling of the possibilities of MDF and copper tape.

Dakar track

I started with a base board of 2.44mtr x 0.9mtr. The length of the track is about 10mtr in the shape of a figure eight with one crossing. Building my own MDF track gave me a lot of fun; a smaller track doesn't mean less pleasure. To create some exciting passages for the cars is more important.

Storing the track vertically against the wall is a solution if you are short of space; I made mine portable on wheels.

The layout is built around a hilly landscape, with steep and narrow passes and the challenge is to master the gravel roads covered with sand and rocks. The use of only 8mm thickness of MDF makes the twisting on the steep bends possible. The roads are very bad in Africa so, with a chisel, I cut pieces of the track surface to get it rough. Making the holes not too deep prevents rear axle damage and tyre wear.

Real sand would destroy the running parts of the cars in no time so I looked for substitute materials to imitate the sand of the African

desert. The sawdust from the MDF mixed with some grit from the model train shop gives a nice desert look. After painting, the mix is sprinkled into the still wet paint. When it is dry, the redundant mix is removed with a vacuum cleaner. With a brush you can choose between a rocky and a sandy surface. If you remove a lot of grit, you get the rocks on the surface.

African village

A small village with a well accents the African character. The well contains a pulley made from an old rear axle and two water bags on a rope, made from rubber bicycle tyre plaster.

A streamlet out of the rocks runs across the road in the direction of the village and ends in a small lake ahead of the first cottage. Before reaching the village, you have to pass a narrow wooden bridge across the stream. The bridge is cut out from the MDF track with a fine saw and chisels.

The local inhabitants are modified second hand Scalextric figures purchased at the Milton Keynes swapmeet. If you look closer, you can recognise the mechanic with the oil can, the sitting lady or the photographer. The thatched cottages and huts are made of plaster and the roofs are sewed of sisal. Some pieces of the roofing lie on the ground.

With some patience and skill, you can also create your own ideas into reality on your home track. So why wait any longer? Have some fun building your own track! I hope to see your ideas in future issues of the NSCC Journal.

Action time

Once a year it is action time with the Dakar Rally traversing the deserts of north-western Africa. It is one of the last real adventures in these modern times.

So come along and join the rally raid cars on the home track!



The overall view of the desert track.
You can recognise the shape of an eight.
In front you see the small African village with the well.
Water is streaming from alongside the road under
the wooden bridge into a little lake on the border of the village



(Above) A lonely touareg watches the action in the mountains.

(Below) Driving alongside the streamlet on the mountain road.





(Above) A Ford Ranger is driven on the limit on the narrow rough mountain road to the village.

(Below) The speedy Ford Ranger reaches the small village in the middle of the desert.





(Above) The Pajero enters the village by crossing the bridge on three wheels. The people are watching and waving to the competitors.

(Below) Local inhabitants made from Scalextric figures at the well. On the left some pieces of the roofing, made from sisal.





(Above) There is a steep incline after the narrow left hander. The VW Touareg exploits its excellent road holding in these difficult circumstances.

(Below) On the other side of the track, the Touareg sweeps the tail out, coming down around the rocks.



Classic Fibreglass 1960s Grand Prix Cars

By David Lawson

The Southend Slot Racing Club has recently started to hold monthly vintage slot-car meetings as a “club within a club”. A small but growing band of dedicated vintage slot-car racers enjoy nursing their forty year old cars around the track just long enough to complete a race distance before the motors go up in smoke, a wheel falls off or they suffer terminal pinion slip.

All the cars for this club must be original 1960s RTR or built from 1960s parts so when a Grand Prix class was proposed I decided to put together a couple of simple cars using bodyshells from Charlie Fitzpatrick’s “Classic” range of fibreglass shells.

Charlie produced magnificent pre ECRA F1 bodyshells during the 1960s and still sells this range today. Two of my favourite cars from this era are the 1967 Lotus 49 and Ferrari 312.

I decided to build these “out of the box” which basically means just painting them to bring out the quality of the moulded detail in the fibreglass shell.



I firstly lightly smoothed the bodyshell with very fine wet and dry in readiness for painting and offered up the bodyshell to the chassis, marked it in pencil where the axles will come and then Dremeled these areas with a cutting tool until it fitted.

As the 1960s F1 cars were very slim I decided to use the old Airfix slim-line chassis, these are not difficult to pick up at swapmeets or on eBay.



Once happy with the fit I made up a small plastic block to mount the shell to the chassis through the original mounting screw holes in the Airfix steering unit and fixed this in place with a strong two part epoxy adhesive.



I sprayed the shells with Halfords primer and a Volkswagen Red for the Ferrari and I first sprayed the Lotus Fiat Broom Yellow then masked the stripe area and sprayed a second coat of Ford Laurel Green.



Thanks to the wide range of decals available from Pattos in Australia and MRE in the UK it's not difficult to finish these shells off to a good standard, I chose the race numbers for Chris Amon's third place Monaco GP car and Jim Clark's British GP winner.

The only extra detailing I added was the drivers heads from the Maxi-Models range, small roll over bars, the external water pipe and the exhaust tail pipes on the Lotus. The rest of the finish is achieved simply by painting.

So there you have it, vintage slot-cars built for less than the cost of many new releases available today. On track these are great fun with lots of wheelspin and oversteer from the 40 year-old tyres but Ortmann do replacements for "tired tyres" so I will fit these to the cars for the club racing. ■



The parts for these cars can be obtained from;

Classic shells from www.abslotsport.com

Patto Decals from www.pattosplace.com

MRE decals from www.mre.co.uk

Ortmann tyres from www.rsslotracing.com





Club car, part one...

Supplied with this issue of the NSCC Journal is an order form for the exclusive 2006 NSCC club car made by Ninco. Only 500 cars of this design are being produced and they can only be purchased by NSCC club members. In case you haven't worked out from last month's taster, the model chosen for the club is the very well-liked Renault Mégane GT. This is the all-new design Mégane GT that has so far been released in the guise of a Show Car and in three race liveries; Bribus, Cesam and Koni.

Although less than six months old, it has already proved highly popular among racers and many clubs have chosen to include a "Mégane Trophy" series. This really is a stunning car with the Trophy series offering a very wide range of liveries to choose from. However, if you want to stand out from the crowd at a race meeting, this one is unlike any other. The decoration is predominantly silver with yellow bonnet, roof and tailgate panels. The bonnet displays the NSCC logo and the car carries the number "06" to commemorate the year of release. Powered by an NC-6 "Crusher" motor, the NSCC Mégane



GT is sure to leave the rest of the pack behind. All cars will be issued with a certificate to show it as one of only 500 produced solely for the NSCC.

Feedback from members has been very positive indicating that these cars are unlikely to be available for very long. Closing date for applications is 30th June. In the event of over-subscription a draw will be held. Cars will be available for collection at three events during September and October, namely the NSCC/Toyota Event at Epsom and the Milton Keynes and Dudley swapmeets. For those members who place an order but are unable to collect from any of these events, your cars will be posted by special delivery in November. Please, please, please read the form carefully and fill out ALL relevant sections before posting to:

P. T. Solari,
PO Box 3745,
London
SE6 1AW.

Please also ensure the correct amount is entered, particularly if you are ordering from outside the UK. Payment details are clearly listed on the order form but remember that if sending cheques or Postal Orders, they must be made out to "The NSCC". Orders will only be processed once payment has been received and cleared by our bank. So, for the best chance of securing one of these exclusive NSCC/Ninco cars, I suggest you fill out the form as soon as you have finished reading the rest of Ninco News...

Club car, part two...

By pure coincidence, Club Ninco has just announced their own club car exclusively for Club Ninco members. Registering with the club can be made via the internet at www.ninco.com and membership is free! This new club car follows the No.1 Subaru (50293) and No.2 NSX (50372), both of which have completely sold out. Car No.3 (50411) is a special Ninco decoration of the new Mosler and can only be ordered on-line through Club Ninco (*just one car per member*). To ensure it can keep up with the NSCC Mégane GT, it is also fitted with an NC-6 Crusher motor.



RallySlot T-shirt

A special T-shirt offered to visitors of the 14th Ninco RallySlot can now be purchased through the members' area of the Ninco website. In red (of course) it features the RallySlot motif on the chest and is available in five sizes ranging from S to XXL. Go on, get noticed this summer!

Get some Zeds

More news of the totally new Nissan 350Z 'Fairlady'; the first two liveries released by Ninco are based on cars that competed during the 2005 JGTC Super GT series. The first (50417) is the No.12 "Calsonic" sponsored car of Team Impul driven by Benoit Treluyer of France and Yuji Ide of Japan. If the second of the two drivers sounds familiar, it's because this is the very same person making his mark in the current F1 championship. After more than 10 years competing in F3 and JGTC, Yuji Ide has turned his attention to Formula One, winning a seat with the new Super Aguri F1 team. The Calsonic car is finished in a high-gloss mid-blue with bright white 6-spoke Speedline hubs.

The second 'Fairlady' replicates that of the Nismo Nissan Motorsports International Team (50422). Sponsored by satellite navigation system specialists "Xanavi", this GT car has an eye-catching red and silver livery and carries race number 1. The Ninco car does not come fitted with 'sat-nav' but does have an NC-5 Speeder motor fitted in place of the 3-litre V6 twin-turbo engine found in the full size race car.

OK, now you can fill out and post off your NSCC Club Car order form! ■



Well, after a two page report last month and no complaints, here is another couple with my take on the eBay market place and some recent prices.

Seasoned campaigners in the eBay selling game tell me that this is the time of year when sales start to drop off and prices weaken and this month has, I feel, echoed this view. (Incidentally, having never ventured into the eBay selling game myself, I cannot back this theory other than but judge from a buyer's point of view.) Why this view?

Well, with again some 10,000+ live slot-car listings on the UK site alone for most of the month, helped again by another cheap 15p listing day, there seems to be too many items for people to buy and perhaps view. Of these listings around two thirds have, or are only, BIN (Buy It Now) prices. Consequently there are bargains to be had with, for example, last month's £9 Scalextric ex set Scoobys only fetching around a fiver in UK auction style listings at times from different sellers, and there was still change from a tenner on the odd MB MotoGP bike even allowing for £3 P&P.

Those cars not so commonly seen were fetching lower amounts as well at times which I found to my surprise when, only really bidding to watch an item, I found myself getting outbid by 50p on a 6 wheel UFO truck complete with wing for less than £15. A fellow member thought they had got a bargain having just got one for £25 or so! Part of this trend may be due to the way listings are going, with more than 20% finishing on a Sunday, particularly in the evening. This may be down to the fact sellers think they are going to get more people looking, and thus potentially a better price at this time, which generally is probably true.

Also increasingly a number of sellers appear to be using eBay as their shop front for selling

their stock rather than having their own dedicated web store that would need more maintenance.

One item of particular interest to the avid Scalextric collector that perhaps did not do as well for the seller based on this "Sunday" selling theory was a Scalextric Audi A4 South Park Livery complete with mock up blister packaging that fetched some £180. This car is actually illustrated on page 155 of Gillham's 6th Edition book and only a couple are believed to exist. The new owner gave me permission to identify him as I know not everyone lets on to their partners about all the cars they buy, and it is easy to forget sometimes how many cars we buy isn't it? (Think I can sense a few smiles there maybe?) Anyway thank you Mr. Chairman!

There are still some serious big money purchases out there and potential ones! I am sure some of you have had a look, following last month's recommendation, at "Geronimo's" auctions. For those that haven't, one of his star auctions this month was a white Scalextric Seat TC 600 from 1990. Underpan was white along with the interior and many parts were still on the sprues. Described as "the big one" mint boxed and a one off, the price of £4000 was certainly big and failed to attract any bids. I hope to do a bit of background write up on this seller in a future issue as, according to one member who contacted me, he is a genuine seller all be it he knows how to charge!

Slot.It bucking the trend?

Onto my eBay radar this month falls some of the offerings of Slot.It cars, as these seem to be bucking the downward price trend and they don't necessarily get a lot of coverage in the Journal. It has been increasingly difficult to pick up cars for less than £30 this past month or so and this is perhaps down to the enthusiastic ➤

support generally the cars get on the likes of Slot Forum. Maurizio (Slot.It main man) seems to have his finger on the pulse of what punters are after and more people are appreciating this and pushing up prices, particularly for early Audis namely SIA01a/eu and SIA01b/eu. I am led to believe that only the first two models had “made in the EU” on the chassis and a plastic display insert (like Fly) before being made in China under the same model number as well. So be aware as to what you are buying as it was these “eu” models that were chased up to £52 for the #9 car and £87.01 for the #10 model. Other auctions for SICA01a & b ended at £41 and a SICA01d press presentation £75! (The picture for this showed both side views of the car with 9 on one side and 10 on the other which is correct for this model but perhaps the buyer was thinking it was a unique car maybe?). The yellow Limited Newman #7 rarely seen these days on eBay also attracted heavy bidding, going for £89 on US eBay, though a more modest 58 EUR on the German site for a lightly used model.

Collections of cars continue to appear with a set of Fly UK LE Gaugemaster cars: Marcos, Viper, Lola, Porsches and Panoz finding buyers in the range £60 - £75. The Capri fetched “top dollar” at £83 and the Lister bombed out at £38. There has been some more Scalextric chrome prize/presentation/promo models appearing following on from the chrome BMW Minis reported last month. These included Walter Wolf F1 Car gold prize car Mint £36, Gold plated Porsche 911 Lights RARE!! £38, Datsun 240Z silver prize car mint boxed £127.55 and Ford Escort Mexico silver Prize car Mint £128. There was no information on the provenance other than they were described as 70s race championship cars. Perhaps with this appeal, and also of the NSCC Minis from last year, the club should consider getting a limited edition run of chromed cars done linked in with the Toyota Rally Championship event later in the year and use some of these models for club fund-raising via eBay!

There have still been Scalextric 2006 Range Presentation Maseratis appearing for sale but prices have been falling to just over the £100 mark and one as low as £71. This was from a new seller and illustrated the need for attention to description as it was described only as a Scalextric Maserati Coupe Cambiocorsa. I did not spot that myself till it had finished but I am sure “fishmakin” was pleased with his purchase!

A few prices to finish then with descriptions as listed:

Carrera Evolution Evo Bentley Chrom Special Edition Neu (Germany) 706 EUR

Tyrrell P-34 Banco Occidental Original Sin Aleron (Spain) 388 EUR

Scalextric Hill Climb/Dragster track 1960's £51

Scalextric carsx3 MK 1 Escort/Turtle/F1 £17.10 (good condition, white escort no bumpers, F1 Ferrari)

Scalextric C301 Roadtrain – Saudia Leyland – Red cab £31 (VGC & chrome)

Scalextric flood lights for night time races £62 (6 Subbuteo floodlight towers no bases. At the same time as this, a whole set of Subbuteo teams and a couple of complete lights went for £10.50 so look in the right place if you are after these!)

Vintage Scalextric 007 James Bond set empty box £120 (outer box, no inner, complete but well worn and faded).

Scalextric Racer Issue 1. Several auctions including copies 2 - 5 onwards fetched prices between £12.50 and £22.50

Large Scalextric Nascar Slot Car Collection £825.76 (37 virtually all MB or test laps only).

Lastly, the description I liked this month without using rare, which incidentally was used in over 500 UK listings, was “F1 but different and far less COMMON.” This turned out to be a Scalextric blue Omega F1 described as new unboxed that went for £7.50.

I have had a suggestion that it may be good to put a contact email in for me so please use stvelangford66@googlemail.com if you have any info or suggestions for this column. (Don't want my work one overloaded!) ■



BITS & PIECES

Track building working days in Uxbridge

Help is required building, wiring, testing and decorating the hill climb slot track and other items for Slot Rally GB. Volunteers should bring any tools that they think may be of use and any scenic material, figures, paints etc that they may have to spare. All help will be most appreciated.

The relevant dates are:

Sat 20th May

Sat/Sun 10th/11th June

Sat 17th June

The work is being carried out at:

First4 Exhibitions Ltd

Unit 2/3 Fairthorpe

Denham Green Lane

Denham Green

UB9 5LA

Please contact Gareth Jex on 01252 720 001 during working hours with any offers of help. A fully kitted workshop with materials is available. On the day call Gareth's mobile 07710 727 001 if you get lost. Helpers will get free entry to Slot Rally GB.

Force-fed

"To return - yet again - to the subject of the taste of electricity: 'When I was younger, my sister would annoy my brother and me. One day, to make her go away, we told her to put her tongue on the Scalextric track,' begins Dan Darcy. You can see where this is going, can't you? 'My brother turned it on and I pressed my hand throttle. She was fine, up to the point where we applied three-quarter power. When we got to full power she started to scream and ended up with two black lines down her tongue.'

Licking a Scalextric track is ill-advised. If only more people knew this, one feels that injuries in the home would fall dramatically."

'Computing' magazine, March 2006

Submitted by Alan Slade

Christmas prizes

All the prizes for the Christmas competition have now been posted. If anybody has not received theirs yet could they let me know.

Brian

EJ's Hobbies

Following Pete Emery's article in the February issue about building an Indy Roadster I have received a catalogue from EJ'S Hobbies. Ed specialises in "new, old stock" slot-car parts and kits and his list of stock is simply enormous.

If you need spare bits for 60s slot-cars then have a look at his website: www.ejshobbies.com His prices are not cheap but then neither is eBay for this sort of vintage stuff.

Brian



Sir,

Following the recent review of the Slot.It Mercedes C9 (Newsletter number 287 Feb 2006) I decided to look into purchasing a Slot.It car for my collection.

After some careful consideration and despite the great review of the C9 I decided on the Nissan R390 GT1 - Le Mans 1987. Mainly on the colour scheme and the powerful lines. I ordered it from Scale Models and it was delivered within 5 days. Upon removing it from the packaging and the box I was not disappointed. I loved their attention to detail and the ventilation holes in the cabin window were a great touch. I was also impressed with the detail on the drivers helmet. You almost wonder what it would be like to drive one of these cars....

After taking it apart to examine the running gear etc I decided that from now on I would buy Slot.It spares for all my cars to tune up and experiment with. I was impressed with the quality and that they can be used on most makes of slot-car. This is not an in depth review just a letter to say thanks for bringing to my attention the Slot.It range of cars. I have looked at them in the past but have been put off by the price. This is the first time I have paid over £30 for a slot car but I would encourage other members to take a closer look at them.

My only real criticism would be the limited range, but I am certainly going to purchase some more in the future, budget permitting. I have

not had a chance to try it out yet as I do not have a permanent layout, but I will have to construct something challenging.

Finally I would like to say thanks to Archie, the editorial cat, for picking me as one of the Christmas competition winners - who said black cats were unlucky? I hope the editor cleaned up the kitchen afterwards.

Thanks for a great magazine and keep up the good work.

I am, yours etc,

Graham Smith (the other one)

.....

Sir,

I'm visiting Barcelona in June and am told the Palau slot car shop is well worth a visit.

I would appreciate it if any members who have information about this shop's location or an email address (can't find on web?) could get in touch. My email address is:

t_frewin@hotmail.com

I will be staying in the Rambles area.

Also, for those who know me, the bulk of my collection has now been sold off although I still have 40-50 cars to fondle/fiddle with when the urge takes.

I am, yours etc,

Tony Frewin





Sir,

Ebay, it's a strange beast, as Steve Langford's articles have shown. But I've found out there seems to be a little bit more of a reason why he took on this position...read on and see what you think.

I recently listed four unboxed used cars, nothing spectacular; these auctions ended Sunday April 9th. Personally I thought the prize item was an early un-marked Hornby Subaru in the Norisbank, and NET orange and blue livery. All four items sold, three going abroad, one to Germany, one to Norway, and a Ninco Ferrari F50 in the 'Sponsor' livery going to France for £31 (cost me £10 from Phil Smith at Orpington September last year). Thank you very much Mr Frenchman.

Well, it seems Steve uses his column to justify hours of trawling Ebay; I have no idea if he has a partner or not, but I can easily imagine him calling out to his other half, "I'm just checking Ebay for my column in the magazine dear. If I don't get it to Brian on time he gets upset", whilst he's putting bids on everything that catches his eye. Last week this included my prized Subaru for the hugely inflated price of £10.50. Then just to add insult to injury, he sends me an email asking if this is one for the 'Ebay bargains' section of his report! It's a good job I don't take life too seriously and let things like this get to me, else I could end up becoming bitter and twisted.

Regards from the Happy Valley home for the mentally suspect.

I am, yours etc,
Steve Baker.

Sir,

With reference to Dave Smith's letter (February issue). "Poor old Graeme Thoburn...". Well the only trouble I had with my car was getting tyres to stay on the rim, which was sorted out by using a set of Slot-it F1s (thanks again Marc).

Someone kindly lent Meg a car, which she used and gained 3rd position, my car being 1st all day. Late on the BBC decided they would like to re-run the top six positions. By this time most people had departed so I lent Meg my car and she recorded a slightly faster time than mine. Contrary to being embarrassed by my daughter (or indeed anyone else), I was in fact very pleased that a young, pretty blonde girl would feature on prime time TV instead of me. It's unfortunate that the BBC gave the impression that she was using a "white Porsche thingy" instead of a Renault F1 to set the fastest time.

After the event, James May kindly signed the "record holding car" and it now takes pride of place on a shelf at GT Raceway in Essex.

I hope this clarifies things once and for all and I would like to take this opportunity to invite the "good old lads at Larkfield" to enter the British GP (sponsored by Hornby) which takes place in Essex on the 15th\16th July

I am, yours etc,
Graeme Thoburn.

Towards more realistic circuits! – or not?

By David Jessett

Reading our Journal over a few years has made me realise that there are some of us who love collecting cars and enjoying them as beautiful replicas of the real things. For others it is buying (or building) and tuning cars in order to race them against others. Finally, for others still, a lot of the pleasure is in making a circuit which looks really realistic, whether for racing or displaying cars to their best advantage. We have probably all seen, or at least seen pictures of, some of the fantastic 'permanent' circuits that some skilful slot-racers make. Most of us are, I guess, a mixture of two or three of these preferences with the percentages varying. The purpose of this article is to invite readers to give some feedback about their own preferences on each of these for a reason that will become clear.

This all began when I introduced my son (then aged about 7, now 12) to Scalextric. After a while it became clear that he didn't just like to race but also to make up scenes (usually crash scenes – as seen on TV F1 coverage!) This led me into making some crude attempts at gravel traps out of polystyrene for the bends and buying more of the commercially available additions ('tyre' walls, borders, etc.)

I was further inspired by my other interest - miniature war-gaming. For this I was making scenery for battles and looking at what other war-gamers are doing in making flexible scenery so as to be able to change the terrain for different battles. This used some of the techniques from model railway scenery making. At this point it occurred to me that there was kind of hierarchy. Model railways = really beautiful scenery but permanent and inflexible. Miniature war-gaming = less realism in the look but more flexible. Slot racing = very flexible but not very much emphasis on a realistic look at all - with the notable exception of those who have the

time, skill and space to make one of those gorgeous permanent circuits! I knew that I didn't have the skills to make one of those but I also realised that, if I did, I would want to be able to change the circuit from time to time (i.e. to make what I call semi-permanent circuits). I then began to wonder whether it might be possible to bring something of the emphasis on the look of the whole thing from miniature war-gaming into my circuits while retaining the flexibility to change them.

That idea floated around for a while, without going very far, until my son (remarkably to me) began to badger me about turning some of our ideas into a small business. To be frank, our early versions were too crude and too fragile to consider this but over the last couple of years I have continued to explore the possibilities. We have now arrived at a point where I think it would be possible to produce and market some accessories which would make our circuits look significantly more realistic while retaining the ability to change them from time to time. There would be 'grass' borders, rubber tyre walls and covers, safety fencing etc but, hopefully, looking rather more realistic than those currently available. 'Gravel' traps, run-off zones, and possibly spectator embankments might follow. These could be built into a permanent circuit, could transform a semi-permanent one or even add a lot to an up and down in a day circuit. The photos within this article show some of the kind of things we would like to make available. (Fence clipped on behind armco, 'racing line' borders and the CAD picture of the tyre wall); they do look a lot better in colour. See them on our website www.slottrackscenics.co.uk.

They would clip together and to the track just as the current ones do and we think we would be able to produce them at prices that would be only a little more than what is



currently available. To manage that however will require a significant investment in tooling and the viability would depend on how big the market is, hence my request for feedback.



We took a questionnaire as well as some of our prototypes to the very enjoyable London International Slot Car Show at Orpington in April. The results were very interesting, not just in terms of our particular point of view but also in terms of the kinds of cars people prefer to race and the percentages of people who have bought into digital so far, etc. From that point of view I would be delighted to hear from any of you whether you are bothered about how the circuit looks or not, but especially if you are.

So please answer the following questions.

E-mail your answers to:

david@jessetts.freemove.co.uk or write to:

David Jessett,

2 Church Lane,

Barford,

Warwick,

CV35 8ES

1. What type of cars do you like racing/collecting? (*Name all types*)

2. Is your circuit - permanent, semi-permanent or up and down in a day?

3. Do you have a digital circuit? Yes or no?

4. How interested are you - in racing, collecting cars, the look of the circuit?

(Give a number 1 – 6 for each, where 1 = minimal interest and 6 = strong interest.)

5. Which of these items would you like to be available? Grass effect borders, tyre walls, gravel traps, run-off zones, fencing? Anything else? Just name all that interest you.

All I need is something like this:

1. F1, Endurance, Bikes

2. Semi-permanent.

3. Yes

4. Racing 2, Collecting cars 6, The look of the circuit 5

5. All

If you want to make any other comments they would be most welcome.

If anyone else is interested in the results please mention this and I will let you know about them when they are available. I feel a bit cheeky asking for your help with this and probably would not have written if a member of the committee had not suggested it. However, if there are a significant number of you who share our interest in great looking circuits it may prove to be beneficial for you and may save me from launching into something that people don't want! Thanks in advance to all who respond. ■

Team Slot Audi Quattro

By Phil Insull

I love many forms of Motorsport and, as a child, I loved speedway bikes; I then became hooked on cars both real size and slot, but my most enduring love is for rallying, which I have enjoyed for thirty years. One of the first great rally slot-cars I remember getting back in the 1980s was the Scalextric version of the Audi Quattro (yes I've still got it) with its innovative (back then) four wheel drive. Over the years slot-cars have become more detailed and better finished but apart from the SCX/Miticos relivity no one has revisited the Audi Quattro until now. I am indebted to U.K. Team Slot importers Classicslot Limited for providing me with one of the first batch of this new Audi Quattro. Team Slot have a long history of producing rally slot-cars in both resin and plastic and have taken us back to the early 80s with this, the newest addition to their plastic bodied range.

The Audi Quattro will always go down in history for two reasons: firstly it was the first four-wheel drive, turbo charged car to win a World Championship event, and secondly it was the car driven by the only lady ever to win World

Championship rallies, Michelle Mouton. The original Quattro scored 11 wins in the 1981-82 World Rally Championship and provided Audi with the manufacturer's title in 1982. Four of those wins came from Ms Mouton - these being San Remo in 1981, followed by Portugal, the Acropolis, and Brazil in 1982 and saw Michelle finish runner up in the World Drivers Title to Walter Rhorl. Strangely the Teamslot box calls this car the Quattro A1 version, which didn't run until 1983 and then only until mid-season when it was replaced by the A2. However the slot-car is clearly based on Michelle's Acropolis winning number 9 car from 1982 even having the correct registration number for this event IN-NU-40. Externally however there is little to distinguish the original Quattro from the later A1 and A2 versions except for the five spoke wheels, which were replaced on the later cars in most events by BBS style wheels, again the Team Slot car has the five spoke type wheels that are correct for the original Quattro as it ran at the Acropolis in 1982.



The Team Slot Audi Quattro Acropolis Rally 1982

The car consists of a one piece body shell in a white base colour, with eight colour tampo printing in red, silver-grey, black, brown, two shades of blue, green and yellow reproducing very accurately the livery of the Mouton/Pons winner as it appeared in Greece. In general the tampo printing is of a high quality with lettering in particular being very clear and sharp, although I did find a couple of areas on the black body lines where there is a small amount of blurring and on the rear pillars, where the black has overprinted the grey, there are two small patches that are discoloured. These are, however, pretty minor flaws and the overall finish is good. Separate exterior detail parts include roof aerial, mirrors, wipers, grille, lights, indicators and rear wing that includes the intercooler radiators mounted underneath and these all add up to a very nice looking slot-car.

The interior is very good, particularly as space is tight due to the use of an in-line motor. Included are a full-length driver and co-driver, roll cage, extinguisher, decent dashboard detail, and steering wheel. The co-driver has pace notes on her pad and there are even helmet bins just behind the drivers' seats.



The co-driver's notes and helmet bins

There is one tiny criticism, which was actually spotted by my wife - the driver and co-driver don't look much like women, err, putting it diplomatically, even in a race suit Ms Mouton had curves whereas this driver definitely doesn't. A minor point I know and I doubt whether any slot manufacturer would go out and change the

tooling for its driver figure moulds just for this but you could have guaranteed a woman would spot it.

Turning to the mechanical side - in standard form the Quattro has a single piece plastic chassis, retained by two front screws and one rear screw. Power is provided by an in-line Team Slot Titan boxer type motor, with a brass pinion driving a nylon back contrate. Axles are iron rather than hardened steel, with those pretty five spoke rims being plastic, fitted with nice wide soft compound treaded tyres. The pick up guide is nylon, the same as used on Team Slot's earlier Toyota Celica with reasonably soft copper braids and the car has twin circular magnets between the motor and the rear cog. One interesting point of note is that the chassis has a contrate hole cut below the front axle indicating perhaps that Team Slot had contemplated using a four wheel drive layout similar to SCX, or maybe just to allow buyers the choice of fitting an SCX type motor if they wish. In standard form however they have stuck to the drive being transmitted to the front wheels via two pulleys and a single band on the co-driver's side of the car.



The Quattro's chassis and drive train

I took it along to Wolverhampton club to put it through its paces, choosing an earlier Team Slot Celica and my trusty old Ninco Subaru to measure it against. First of all I tried all three on our Ninco Plexy track with the magnets in place and found that the drag factor on both Team Slot cars was enormous down the straights although they stuck like glue through the turns; over a lap however they were a good half second off the Subaru's pace until I pushed the magnets higher up into their holders. Suddenly that elusive half second was found ➡➡

and the gap to the Subaru was down to a few thousandths for the Quattro and a mere tenth for the Celica. Next I removed the magnets and moved on to our copper tape routed track, here the characteristics of the motors really stood out, the Titan motors have a lot of torque and grunt and literally bounce the Team Slot cars along under rapid acceleration. Exacerbating this was the fact that the wheels did not appear to be very “round” on the team slot Quattro causing further juddering. As I had done with the earlier Celica I trued and glued the Quattro’s wheels and tyres and taped down the motor to stop it twisting under torque and this helped to cure most of the bouncing. Once I had got used to the fiercer characteristics of the Titan motor compared to the Subaru’s NC-2 I found that I could produce fractionally quicker flying laps by a few tenths with the Quattro than either the Celica or the Subaru. However, both Team Slot cars were more difficult to produce consistent laps with and over a three minute race distance the Subaru would come out on top followed by the Audi and then the Celica. One important factor to note was the robustness of the Team

Slot Audi Quattro. In the course of my testing I managed to have some spectacular rolls with all three cars, resulting in the Subaru having a cracked body post and its back wing coming adrift, the Celica’s interior came away from the shell but the Quattro kept all its bits intact including the fragile looking roof aerial, quite important in the sometimes rough and tumble world of club racing.

In summary then the Team Slot Audi Quattro is a well made, decent looking slot-car and should be a welcome addition to the stable of any rally slot fan. It’s reasonably quick out of the box although the Titan motor is trickier to handle than others. For serious club racers the Quattro probably needs to be modified with calibrated steel axles and aluminium wheels and lower profile front tyres to put it up there with the very best but then again so do virtually all other rally slot-cars I can think of. At current prices the Team Slot Quattro represents very good value for money compared to most of its on track rivals and the money saved could be used for those “serious” race upgrades if so desired. ■



Austin Healey Racers

by Phil Broster

Reading the review of the Ninco Austin Healey recently in the newsletter and knowing the interest within the club of both the Scalextric and Ninco versions of this car I was prompted to write this article.

I have been a member of the NSCC for 17 years and a slot-car and motor racing nut for a lot longer than that. I am a motor-sport photographer and, for my sins, the official photographer and race reporter for the Austin Healey Club via its magazine and website. Why am I telling you this? Well, because far from being a period racer from the sixties, these rapid sports cars can still be seen racing today.

The Austin Healey Club has a very active racing fraternity, allowing not only the Big 3000 but a variety of Sprites in various guises to race against each other. There are few occasions when the grids have less than 20 cars and often a lot more than that can be seen. Up to half a dozen of the big cars and several rapid Frogeyes can be in action during a race day, providing close racing and genuine David vs Goliath battles, particularly on the tighter circuits like Brands, which keep the crowd entertained.

Usually the race meetings are organised by A.M.O.C., the Aston Martin Owners Club, another firm favourite of Scalextric collectors, and seeing full grids of DB4s and 5s, V8 Vantage and early DB2s at the same venue is nothing short of Nirvana... then there is the



intermarque racing when Cobras, Mustangs, 911s and of course Healeys all go out to play together, with often surprising results.

Interested? Want to see these visions I describe? If you hanker for the days of close racing and overtaking, then here is a list of Austin Healey Championship race dates this coming season :

May 21st Mallory Park BARC Classic
(Donald Healey Memorial Sprite Race)
May 27/28th Brands Hatch BARC Classic
June 3rd Snetterton AMOC meeting
June 18th Mallory Park BARC Classic
(Double Header)
July 1st Silverstone AMOC meeting
August 13th Pembrey AMOC meeting
Sept 16th Oulton Park AMOC meeting
Oct 7th Donington Park AMOC meeting



Oh!, and the car modelled by Ninco, it's a very close resemblance of RAS 298 which races in the series, complete with silver stripe, check out my photos, in fact Pendle Slot Racing used a picture of this very car to pre launch the product! If you want to see more information and pics. of these cars then log on to :

www.healeysport.org and follow the links, it is updated throughout the season. Also if you want to come and chat in the Paddock please do so, unless I'm trackside taking the pics. ■



Sport World - A Club View

By Shaun Bennett

To be honest, had I not won one of the Sport World sets at the recent Hornby/NSCC weekend as part of the victorious purple team, I would probably not have bought one of these superb systems. Up until the 'weekend' I had always thought of Sport World as 'Internet' racing – how wrong can you be.

Our club in Bury St Edmunds uses Classic track, building different four lane circuits every time we race, with normal lap times around 7.5 seconds. We have been using RMS on my laptop (Slotmaster was great but needed a PC and monitor carrying to every meeting) and, with a race night looming, I thought we would try out the Race Management side of Sport World in a club environment.

Set up

Using several converter half straights to join up the 'dead' tracks and start lines and a Sport World Multi-lane Extension set, we built our usual four lane circuit, incorporating a long straight and several tight, twisty corners. We powered up the Multi Lane and then the Main Unit (most important to do it in this order) fired up the laptop and were away – well not quite. In our haste to start racing we had not read the PDF manual very well (it is 390 pages long!), so a quick half hour group 'tour' later and we were ready to set up a round of our championship, using Scalextric GT cars.

Drivers were named, cars allocated from either the Scalextric 'collection' or your own, number of laps, pitstops, type of race (we chose GP as the race is completed once the winner has crossed the line and the other cars complete their current lap), level of racers expertise (0-6 with the higher the number the less the power to the track – great for young children), weather conditions switched on – more later – track

power-cut options decided, false start power cut penalty set up, and the track selected. To enable the 3D race to be viewed on screen correctly, the circuit you are racing on needs to be 'built' and saved in the Track Design section of Sport World. Once you are happy with all of this, the system will run a series of races in a championship. We chose to run the races where drivers raced on each lane randomly, rather than racing their four rounds in a row.

Go! Go! Go!

So, to the line – a click on the start button and the red lights come on. Wait until green and away. No problems with recording laps, fuel being used, racers smiling – great.

Then an overload on lane two! Reason – a non racer trying his car with a problem motor on the lane while the race is going on (won't mention any names Karl!). Having seen this happen at the NSCC/Hornby weekend I reached for the pen and paper to write down the positions and laps. No need, as when we restarted the Sport World unit the race resumed from the point the overload had occurred. – however we later realised that we should have been pressing a button on the control unit to resume racing, rather than pulling one of the plugs out of the control unit – still it worked! Adrian has recently been in touch to say that there is a 'fix' being worked on to enable races to be restarted at the point the overload occurs, so expect a download patch soon.

As the night progressed pitstops were carried out; trying to exit before the pitstop had finished incurred a five second 'Speeding in Pit lane' penalty lane power cut – I won't try that again! Extra points were awarded for fastest laps, best reaction time at the start, and the championship rounds were all run faultlessly for us. ➡➡



Wet track!

One of the interesting features is the weather option. We switched this on and at a point in the race the commentator announces that it has started to rain. The cars then become almost impossible to control (wet track, slick tyres) with the power surging and cutting randomly, until you 'force' a pitstop and the system changes the cars tyres to wet ones. I am not sure that more 'serious' clubs would use this feature, but we like to have some laughs on our race nights and this certainly caused much merriment.

Overall impressions from a club point of view – no problems, spot on lap recording and timing, great fun when some of the options are chosen and the round of the club championship organised and points awarded faultlessly.

Some points to bear in mind

Blue guide blades do not always register laps on the system. A pack of four black replacements are included with both the main set and the multi lane extension. We made sure all the cars we used had black guides fitted before we started – the ones included have shorter stems than the standard easy fit type, presumably so as not to cause a problem on cars with the 'self centre' springs.

30000 RPM Tune-Up replacement motors will cause the system to overload I believe.

More 'dead' tracks are needed on a long circuit to enable the system to work properly with regards to calculating each car's position on the circuit during the race (this does not affect racing or lap recording however).

Cars must stop within 2ft after start line when performing a pit stop – unfortunately this means that pit lanes would be difficult to use.

Read the PDF manual! We only scratched the surface, not touching hand controller profiles/setup, braking options, team racing, individual driver race strategy, grouping rounds of a championship together over a season etc.

If I were to criticise the system, it would be

that hand controller extension leads desperately need producing (although it was very cosy) and a better quick start manual should be included. SportWorld can be run without a PC connected, just using the Main Unit, but you can only see the full manual as a PDF file which requires a PC!

And finally, a word to Hornby. This system is superb. It has enough features to keep everyone happy, proved to be very accurate, ran a round of our championship with no problems and everyone wants to use it again at our next race night (one of our members has already bought a set). However, all our racers were under the impression that it was an internet racing system with a few bits added on – in our opinion the marketing side of Sport World needs revamping to change this perception. ■