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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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## Farewell then, Michael Schumacher....

I tried, I really did - as it was his final race I was determined to watch from start to finish. But, as usual these days, I was fast asleep on the sofa by lap 15! I did resurface in time to see that stunning pass on Kimi - if only F1 wasn't so dominated by electronic gizmos and pit stop strategy we could have seen so much more of his real talent over the years.

He was, without doubt, the supreme master of the chess game that is modern Grand Prix racing but, sadly, did the vast majority of his overtaking whilst his rivals were in the pits. Thus we will never know just how good a racer he really was.

Like many people I have my own personal list of outstanding drivers through the ages but my criteria are a bit different to most and take no account of the number of race or championship wins. My only yardstick is, "those who stir the blood", the ones who make the hairs on the back of your neck stand to attention when you see them on the track. It is a very short list with Gilles Villeneuve at its head by a country mile. Senna is there, particularly in qualifying, and he is joined by such as Petersen, Rindt, Rosberg (K) and Mansell.

Schumacher is not on the list but things might have been so different had he driven a 'proper' F1 car with more power than grip and had to do his overtaking on the track. He does have something in common with the others though - a lack of 1/32 scale slot versions of his car. Apart from a few Benetton repaints and a couple of fairly rubbish early Ferraris all we really have is last year's superb Scalextric offering.

Mind you that is positively generous compared to just one car each for Mansell and Senna and none at all for Rosberg and Villeneuve. Perhaps I should send Hornby a video of the 1979 French Grand Prix in the vain hope that they will consider an Arnoux/Villeneuve twin pack for next year's classic release.

**And Finally** - latest news - yet more bloody Subaru slot cars about to be released - even Formula 1 seems exciting by comparison!

*Till next month*

*Brian*



by  
**Rob Smith**



## MESSAGES FROM MARGATE

Several re-liveries to report this month plus some interesting items on the Scalextric website.

### **C2708 A1 Grand Prix Team Netherlands**

#### **C2742 A1 Grand Prix Team Canada**

The last two liveries in this year's A1 Grand Prix range are the very orange livery of the Dutch team and the white with red maple leaf design of the Canadian team. What do you think of the A1GP cars and are you watching the full

sized championship? Hornby would like to know so drop me a line and I will pass on your comments.

### **C2757 Ford Escort RS1600 Timo Makinen No1**

Many of you have been eagerly awaiting the second RS1600 to be released. This is the Colibri liveried car in a very dark maroon – almost brown colour. Apparently Colibri are a cigarette lighter manufacturer. Is this as close to tobacco advertising as you can get? ➡➡



I have received several requests to pass on to Hornby for other Escort liveries including track versions. What would you like to see them produce? Photographic evidence is appreciated too.

### **C2755 Ford GT40 1967 Daytona No1**

C2755 is another stunning livery of the Ford GT40 in dark blue with an orange stripe. This makes it the 15<sup>th</sup> livery in my lists (not counting the weathered or Sport versions) and it is still selling well. Perhaps one of the most popular Scalextric cars ever?

### **C2705 Seat Leon BTCC Jason Plato No4**

This second Seat Leon release is the 2006 BTCC car of Jason Plato which he used to achieve second in the Championship. The car is beautifully finished in yellow and silver with the usual high detail in the tiny printing of the sponsors logos. Unlike the Red Bull car this has a black photo etched grill making it appear quite different.



### **C2729 Cooper Climax 1960 No10**

This year's release of the tiny Cooper Climax is number 10. It really is amazing how much detail and a motor have been fitted into such a delicate model.

### **C2644D Aston Martin DBR9 No57**

Scalextric Sport Digital fans have not been forgotten either with an SSD release of the Aston Martin DBR9. This is the number 57 car

with yellow details around the nose and side windows. Hopefully next year we will see some of the privateer liveries on the DBR9 too.

Hornby are keen to hear your experiences converting cars from standard to SSD so if you have any feedback, good or bad, please let me know.

### **C2776W/C2777W Holden VX Commodore V8 Coupé**

Finally for this month are two unique set cars. This is a Toys'R'Us exclusive, C1190L Bash 'N Crash Extreme and the cars are a pair of Holden VX Commodores. C2776W is mainly blue with a black bonnet and C2777W is a very attractive orange and silver. Both cars proudly claim that they can be "Driven to Destruction"! The set retails for £124.99. The Holdens are the same as the first cars made for the Australian market some years ago now and have good body detailing but blacked out windows with no interior. There are four more V8s for the Australian market due this year too.

### **Regalia**

Hornby are now selling regalia from their web site or through Racer, the Scalextric Enthusiast's Club magazine. The items available are:

Pale blue polo neck T shirts

Baseball caps

Stop watch on a Scalextric logo'd lanyard

All carry a Scalextric Digital logo and the shirts are very attractive. It's a shame the lanyard isn't available on its own though. They are quite difficult to spot on [www.scalextric.co.uk](http://www.scalextric.co.uk). Pick *Catalogue and Shop* in the left hand menu and then *Merchandise* in the list of categories. If these items sell well, Hornby may add to the range so what would you like them to produce?

### **Coming Soon**

For once I have no news on as yet unannounced items. Everyone in design and development at Hornby are busy defining next year's range and catalogue and everyone else is gearing up for the usual Christmas rush. Look out for a new range of TV adverts on Channel 5 soon. ■



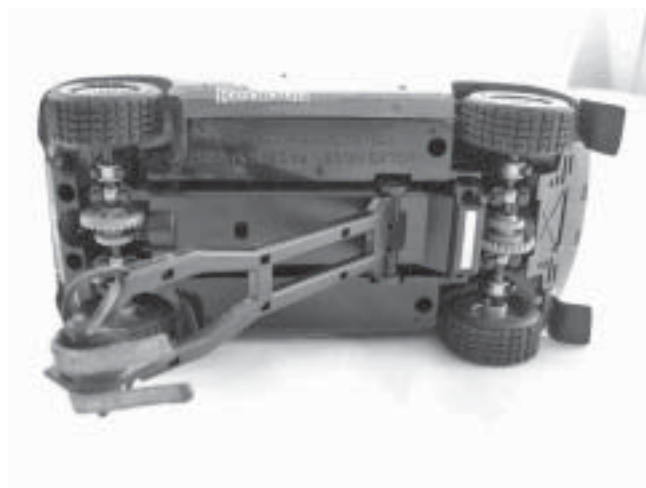


Seems like, probably because it is, a long time since I wrote about SCX and all things from Tecnitoys, must have been a bit busy! OK, eyes down for a full house, we have plenty to say and not much space to do so, so I will keep it short and to the point.

Let's kick off with the latest SCX releases to become available in the UK.

### **Ref 80820 C3 Off Road Set**

To you and me this is 'TT' and it's top of my Christmas list! This new set comes with off road track sections, bridge section and four obstacle track sections featuring a suspension bridge, ramp, (dune) boulders and an oasis. The track is tan/sand coloured and the oasis section features a water splash (not real water, but a gel type material). The cars are a Mitsubishi Pajero and a VW Touareg. Both cars feature a drop arm guide with 40° of movement (plenty to get you over the obstacles). Mine is on order and should arrive in time for a mini review next month.



### **Ref 88630 Chrono Rally Pack**

For a long time Ninco have made setting up a rally track at home easy, with their single lane return loops. SCX have finally brought us a similar product, but gone a little further by including a start ramp and timing equipment. The boxed set comes with two return loops (think Dragster Loops!), curved entry lane section and the start ramp with display and advertising hoardings. Basically you set your car on the ramp, program the number of laps you wish to complete and press go! Four lights come on in sequence, power is applied when the lights go out and you're off, down a short single lane ramp and into the outside lane of a single curve. You make the track as long or as short as you like with the loops at either end. As the car passes over the outer lane of the curved track it goes through a light sensor that counts the lap and records the time. Note that Scalextric blue guide flags need to be painted black as the system (like many others) does not like blue guide flags. Retails for around £50.00, long overdue and ➡

well worth it. Borders would have been nice on the loops, but are not included. The loops are the same radius as inner curve outer borders. Timing is 1/100<sup>th</sup> second and you can program 5, 10, 15 or 20 laps.

### **Ref 62160 Suzuki Swift JWRC**

Perhaps to go with the new rally pack is the wonderful Suzuki Swift as driven by Brit Guy Wilks in the Junior World Rally Championship. This is a small car and very sweet! Bright yellow in colour, this 1600cc pocket rocket is modelled on the Argentinian rally entry which Guy led from start to finish. Detailing on the car is fantastic and is completed by a very detailed interior. Lights, two wheel drive, magnet (to throw away), return to centre guide, basically your standard SCX set up with RX41 motor.

### **Ref 62170 Opel Vectra DTM**

Bright red DTM car as driven by ex F1 driver Heinz-Harald Frentzen, this model is wide, low and mean. Normal SCX features with an RX42 motor sitting in a pivot motor frame. Lots of detail in the rear spoiler and air intakes and scoops etc.

### **Ref 62100 Chevrolet Corvette C6R**

So you have your Aston Martins and your Ferraris - you need something to race against. SCX brings you the 2005 Le Mans winning GT1 car. Very nice detailing on this car which I have sent off for review, so won't say too much now. RX42 again with tilting chassis motor frame.

That's more or less it for the time being in the UK, by the time the Journal goes to press we should have the new limited edition Audi Quattro, and possibly the new Pro range of cars.

## **NASCAR**

That's not it however for the rest of the world! Due now in the USA are SCX's latest products. Three new Nascars; Ref 62180 Ford Fusion #99, Ref 62190 Chevy Monte Carlo #29 and Ref 62200 Dodge Charger #9. These new models are only for sale in USA, but don't worry too much - many UK dealers will be importing them on your behalf, see Pendle Slot Racing's

website for details. There are rumours of a fourth car coming out, also a Chevy Monte Carlo #29 in orange Reese's livery as shown at the recent Chicago Toy Fair. Licensing deals for Nascar are notoriously difficult to pin down so who knows what will eventually come out. All the cars are 2WD with RX42 motors.



And finally it's the good old Spanish only magazine series. Two are currently on the go - the Carlos Sainz collection from Altaya which includes three totally new models and 11 re-liveries. The three new models include Renault 5 Maxi Turbo, Ford Sierra RS Cosworth, and Ford Escort RS Cosworth; the collection also includes a different livery of the new VW RT05 Touareg. A great looking collection if you like your rally cars, which I do, and it would appear Spain does also. The first car of the collection has already been completed and some have already found their way to the UK. Mine has arrived from Spain. Each completed car comes with a small metal plaque with the car details and Carlos Sainz' autograph. The magazines that come with the collection each week are fantastic with real car detail, notes on slot car versions over the years etc.

Over the next few months I hope to bring you a round up of the Spanish part work magazine collections issued to date and one or two cars you may not know about.

Not to be outdone Planeta Directo have also announced a new collection called Rally Miticos De Espana. This 12 car collection does not feature any new models, but lots of re-liveries, some very nice, including the Caroché liveried Lancia Stratos in bright yellow. Full details in my next article. ■



I'd like to start this month's edition with a big thank you to Burnt Oak Slot Car Club for inviting me along to the first official race night on their new Ninco track. Over the past couple of years, work commitments have prevented me from regularly racing and this year you can count the number of times I've raced at a club circuit on one hand (*not including the thumb!*).

With a thick layer of dust on my race box, it was good to know that the race night at Burnt Oak would be using "club cars" kindly supplied by Pro Slot Racing. When I arrived, the track was already assembled and practice sessions were underway. The six-lane layout filled the hall and has a lap length of around 33.8m (111ft). The longest straight runs the entire length of the hall and a variety of bends and medium straight sections take the circuit up and down gentle inclines starting and finishing next to the "control centre". I found the trickiest part of the circuit the 'double-S' bend... it takes some getting used to but, if you manage to stay on without compromising your speed, it's very satisfying. The whole circuit is well-balanced and should appeal to newcomers as well as seasoned racers. Although the track is assembled on a series of baseboards, once it is put together, it forms a very smooth circuit which joins up perfectly.

For me, the most important feature a club can offer is its sense of fun, so it was a real pleasure to see a good mix of people there; boys/girls, young/old, novice/experienced. I understand a good turnout is common at Burnt Oak and this ensures that the circuit is always



well marshalled – a definite requirement when I'm on the track. Club cars used for this event were the Ninco Toyota Supra (with magnets removed) - each one painted to suit the lane colour. Everyone had the opportunity to race once on each of the six lanes and the total times to complete ten laps on each lane were added together to give the final positions for the evening.

Lap records for this event were 10.17 seconds set by Trevor Fox with Nicola Russell setting the Junior lap record of 11 seconds exactly. I'm sure these times will start to tumble as regular racers become familiar with the layout. Marc Abbott took the race record (a shade under 1 minute 45 seconds) – *I'm sure this is because he has been working on this layout for over a year and must be able to drive it in his sleep!*

Trophies were awarded to the top three places and the top Junior driver of the evening. These went to Nic Picot, Marc Abbott, Paul Hearne and Nicola Russell (age 13) respectively. Personally, I'd award a trophy to the club for making myself and other "newbies" very welcome... and a special award for Angie who prepared some excellent food for us all. No trophies for me, just the satisfaction of finishing not too far down the table and a race win thrown in for good measure!

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There will be another “Open” event before the end of this year (29<sup>th</sup> November) featuring Ninco Méganes. Check out their web-site [www.burntoakslotcars.co.uk](http://www.burntoakslotcars.co.uk) for the latest information and more pictures of the track. I can thoroughly recommend it for an enjoyable night's racing.

## New releases

The next car due for release in the Tuning series will be the Subaru (50388). Finished in a lavish white and gold street-racer livery, this car will feature integrated lights back and front.

Another new Subaru, already on the shelves, is that of the rally car that competed in this year's World Rally Championship. Based on the Rally of Argentina entry, piloted by Petter Solberg, this Subaru (50431) features all-round hard suspension (yellow shocks) and four-wheel drive from the powerful NC5 motor.

Continuing with the rally theme, the latest Mitsubishi Lancer in the “Red Bull” livery (50430) is a real stunner. This is also powered by the NC5 Speeder motor but is fitted with the

softer (blue) suspension. Again, the belt driven 4WD system ensures maximum grip over the rough Raid surface.

For GT fans, a special treat... the “Gulf” liveried Mosler (50428) has arrived! If you hadn't reserved one of these beauties, you may have a long wait... already most stores are listing this as “sold out”! One of the most recognised and popular liveries that has spanned motor racing for decades now finds its way on to this superb model based on the full size car that competed during last year's Autobacs Super GT Series. This car raced alongside another two cars that you may be more likely to find; the “Zent” (50416) Supra of Toyota Team Cerumo and the “G'Zox” (50427) Nissan of Hasemi Motorsport. All three GTs are real eye-catchers and although in the real world they raced in different classes; the Mosler in the GT300, the Toyota and Nissan in the GT500 class - with all three Ninco versions powered by the NC5 motor mounted in the angle-winder position, they're a good match for each other on the slot track. ■





There are seven new models to report on this month as productivity is back to full steam following the summer break. There are also some bargains to be had in what could be loosely described as limited edition models. The money saved from purchasing these could then be put towards my final piece of news which is something very special indeed. They say that every cloud (or in this case news article) has a “silver” lining.

## Recent Releases

**Porsche 934 “JMS Racing” #56 (A937), Le Mans 1977.** An attractive model painted in black with what could be described as x-ray graphics in red showing details of the engine, roll cage and driver figure. The all French driver line up of Cyril Grandet, Jean-Louis Bousquet and Philippe Dagoreau finished in 19<sup>th</sup> position after completing 254 laps.

**Porsche Carrera 6, red #29 (A1604), Alcaniz 1968 winner,** finished in red with a yellow stripe running down the centre. Driven by Ben Heiderich.



**Alfa Romeo GTAm “Kent” #44 (A1104), 24hr Spa Francorchamps 1971.** Painted in white with a broad gold band running across the bonnet, down both sides and across the rear end. At first it looks rather “empty”, being devoid of sponsorship logos, but is totally transformed when the 11 decals (supplied in a blue packet taped to the underside of the base) are applied. “Kent” is a tobacco product in case you were wondering why the decals are hidden away!

**Lola T70 Mk.IIIB “Sunoco” #6 (A2007).** The 7<sup>th</sup> model in the anniversary series which is a re-issue of the 1969 24hr Daytona winner, catalogue reference C31. Once again the anniversary logo is printed on the left-hand front wing.

**Lola B98/10, black (Fly 52).** Another in the line of pure racers fitted with a lightweight plastic body, racing motor, strontium wheels, calibrated axles and no magnet. This particular model is decorated in the test car livery which is dull black and was originally pictured in the 2003 catalogue.

**Alfa 156 Racing, white (Fly 150).** The latest model in the Fly range to get the evo racing treatment, it is fitted with the excellent sprung mounted engine cradle, racing motor, lightweight body, Lexan interior and black strontium wheels. An additional feature of this model is the ability to adjust the front axle height.

**Alfa 156 Racing, yellow (Fly 151).** As above, originally listed as a red variant, but has yellowed somewhat. Both Alfas are attached to a red plinth as opposed to blue on previous models.

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## Do-It-Yourself

In addition to the 22 new models that Fly has scheduled for production between October and December, there will also be a further 12 models available between October and March. These latter models though will be in kit form and supplied without backing cards or boxes. Although these models may appear to be totally new to some of you, it's not the first time they've made an appearance into the slot car world. Basically, in 2005, a magazine series (I think it was called "The Fly Collection" or something similar) was made available to Spanish residents. Each week, attached to the magazine would be a piece of the selected car, and after each fourth issue a complete car would be made up. Over a period of 12 months the complete collection would be assembled and an incentive bonus to subscribers was the addition of an exclusive truck, which was also supplied in kit form. For some reason this truck is not available as part of the current package offer.

Approximately 300 to 400 of each model have been returned to Fly by the publishers unsold and are being made available to the rest of us. The schedule is to release two cars each month, starting in October and ending in March next year, but it is not known exactly how many of each car will be available. My personal guess is that there will be more of some models than others, depending on their popularity of course. The retail price of these cars is only £21.95 and pre-ordering is strongly advised with your friendly neighbourhood dealer, as quantities are not guaranteed.

The models in this series are as follows: -  
**EP0010 - Porsche 917K "Cinzano" #28, 1000km Buenos Aires 1971**, driven by Emerson Fittipaldi and Carlos Reuteman. Interestingly enough this livery was first pictured in the 2003 catalogue under the "Campeones" category and was originally intended to be released with an Emerson Fittipaldi driver figure.



**EP0011 - Corvette C5R “Goodwrench” #63, 24hr Le Mans 2001.** Competing in the GTS class and driven by Scott Pruett, Ron Fellows and Johnny O’Connell finishing 27<sup>th</sup> overall. Like most works Corvettes, is painted in yellow.

**EP0012 - Ferrari 512CL #15, “Scuderia Filipinetti”, Le Mans 1970 test car,** driven by Mike Parkes and Herbert Muller. This is a must have model to complete the “Scuderia Filipinetti” 512CL collection. The previously released Team 02 set depicted the race cars, whereas the also previously released C75 (#14) together with this model make up the test car version equivalents.

**EP0013 - Lola T70 Mk.IIB, yellow #1, Thruxton 1969,** driven by Jo Bonnier. At first glance this model may appear to be a re-issue of the previously released C32 car. Yes, the liveries are identical, but this version has been given a “weathered” finish line appearance.

**EP0014 - Dodge Viper GTS-R, blue #38, Silverstone BGTC 2002,** driven by Randolph Watkins and Johnny Mowlen.

**EP0015 - Marcos 600LM “Castrol” #5, Campeonato de Espana GT 2002.** Painted mainly in white and driven by Ni Amorin and Tomas Saldana and was originally pictured in the 2004 catalogue.

**EP0016 - Ford GT40, light blue #12, 24hr Le Mans 1966.** Driven by Jochen Rindt and Innes Ireland. Unfortunately the car only managed eight laps due to engine failure.

**EP0017 - Alfa 147 GTA “Bitem” #10, European challenge 2004.** Driven by Luigi Francucci and painted in red.

**EP0018 - Porsche 908/3 “Martini” #8, Targa Florio 1971.** Painted in silver with the familiar blue and red Martini stripes, driven by Vic Elford and Gerard Larousse.

**EP0019 - Porsche 911 GT1 evo, #7 “Gaumont”, Silverstone BGTC 1999.** Decorated in white with red splash style graphics down each side and bonnet, driven by David Saunders and Stephane Ortelli.

**EP0020 - Lancia Beta Montecarlo “Fruit of the loom” #51, DRM 1980.** Driven by Hans Heyer, this livery first appeared in the 2003 catalogue. Very similar livery to the standard release blue version (GB35), only white.

**EP0021 - BMW 320i E46, white #20, ETCC 2002.** Driven by Tom Coronel.

Fly have an official empty display box (ref: 79001) in their spares range, which includes a backing card, plastic screw and blanked plinth to enable you to display these cars in the same fashion as the regular releases.

### Silver Lady

To finalise this year’s celebration of Fly’s 10<sup>th</sup> anniversary, a very special edition of the Dodge Viper GTS-R has been commissioned. Not only is this model silver in colour, but will actually be made of silver (or at least the body will be). “Sierpe and Becerril” of Madrid will be manufacturing the body and it will be a totally exclusive once in a lifetime model, especially as the quantities produced depend solely on confirmed orders. It will be a fully functional slot car modelled on the latest moulding including detailed external parts, working chassis and full interior. Unfortunately, by the time you read this the deadline for ordering will have passed. As you would expect, this model will come in a special box and be numbered. With an RRP of £365 it is not cheap, but is sure to be something that not even Victoria Beckham will be able to buy David this Christmas. ■





Like many, I didn't think that the NSCC 25<sup>th</sup> anniversary event at Epsom in 2005 could be topped, but I'm pleased to say the 2006 Slot Rally GB event at the same venue trumped it in every way. There were far more tracks and just a bigger buzz to the whole thing. I was impressed most with how wide the range of disciplines involved was. There was a lot of plastic 1/32<sup>nd</sup> scale, as you would expect, but also 1/43<sup>rd</sup>, 1/24<sup>th</sup>, Drag racing and of course H:O. Hats off to the NSCC for being so broad minded.

Learning our lesson from last year, John Ovens and I gave ourselves more time to set up. Sorting out what to take took a lot of time as John is still the original slot car (all scales) nut and there was more stuff than you would ever believe, and all stored with care but in a totally random way. John's wonderful track comes apart into two unequal pieces, and getting the parts onto our vehicle went smoothly enough given its size and weight. The weather was an absolute nightmare though, the rain caused us to be severely delayed getting to Epsom as we had to extensively wrap the track and even then we both worried until the track pieces were safely inside the awesome Toyota building.

Getting the track back together and running nicely seemed to be easier than last year, helped by the fact that John had improved the wiring. I made sure the Lancia cars that would be used for the rally event were running nicely and then headed home, getting to bed just the 'right side' of midnight (which did not happen in '05!). Gareth Jex and the NSCC and Toyota people

were still hard at work and I cannot express my admiration for these guys enough. Come the Saturday I was very pleased to be near two of the best tracks I have ever seen.



All ready for a long and hectic, but fun, weekend

Below us in the restaurant area was a large 1/32<sup>nd</sup> track belonging to the Woking club which turned out to be wonderfully smooth to drive on as well as easy on the eye. For a while I wondered if I should have bagged this space for the H:O display, given that we often have H:O club meets with track of similar size, but I realized that I had had a lucky escape. Setting up such an H:O track, given that the largest piece of track is 15" long and two lanes wide, takes up to six hours as I know from plenty of experience! Next door to us was the Slotfire track. This had intelligent digital technology, meaning to overtake you 'merely' had to get near enough (as in very near) to the guy in front and the system did the rest. With no buttons to press, you were



left free to concentrate on completing the pass (on the inside) and blocking any attempts to repass. It made the other digital systems look clumsy by comparison and I spent quite some time trying to persuade the Slotfire guys to market an H:O version. Time will tell, but I'd better get saving just in case!

The rally event itself seemed to be taking a long time (it was streamlined for the Sunday) but I was very pleased to see virtually everyone embracing having to use H:O cars. For obvious reasons ours was one of the stages where racers could not use their own cars, but only two people out of 100 or so seemed annoyed about this. Given that our stage was one of the longest (our timing equipment could not do less than

five laps per stint), there was a lot of time to be won or lost driving unfamiliar machines but nearly everyone just got on with the job in hand good naturedly. I was impressed at the way a lot of the drivers were able to produce such good lap times even though many of them had never driven an H:O car of any kind. In fact, many of them came away saying they had enjoyed the experience and you could see that they had a new respect for the H:O scale. For John and I, this was a constant theme of the weekend and the highlight of it. Getting people like Gareth Jex and Nick Lake from the Couldson BSCRA club to have a play and seeing them enjoy doing so was a big buzz. Showcasing H:O and building respect for it is very much what I am about, ➡➡



The specially commissioned Resin Lancia 037s were a big hit.



and I can't thank John Ovens or the NSCC enough for helping that to happen. John especially deserves a medal, if H:O continues to grow in stature in Britain, maybe to the levels enjoyed in the USA, it will be down to him more than anyone.

To further highlight the diversity of H:O I need to return to something I touched earlier this year, when reviewing the Wizzard storm chassis. I mentioned the only thing that let them down was the rather blobby Lexan body supplied as standard. The amount of new releases since then have been high by H:O standards so they have delayed me returning to the subject. Not complaining though! As promised I can show you how the body issue can be worked around with a little expense and effort. I'll admit that I didn't paint the shells myself, but I find most people around me much more capable than myself and I was assured that the job, whilst time consuming, was not beyond anyone with patience and a bit of skill (that is me out on both counts then!) and I think these cars go a long way to disproving the assumption that H:O cars with Lexan bodies look ugly. Both cars are great but the Home Depot car is fantastic, deliberately painted a tad brighter than the real car for extra wow factor, pictures (even in colour) do not do it justice. The detailing is mostly in the decals but then that is true of the full-size cars and has been for some time. I was especially impressed with how clearly the drivers' names on the roofs came out, miniscule though they are. Most H:O Nascars solve this problem by



making those graphics larger but the decals on both cars are spot on. I also took the option of having the windows clear and I love the results. Nearly all ABS plastic closed wheel H:O cars come with blanked out 'glass' areas and you get very used to it. On these Lexan shells the clear areas add to the impact as well as making it possible to see the working part of the car. I know that would be anathema to some people but I kinda like it. I also like the fact I can have a car sponsored by a beer company, something that will become almost unheard of in our increasingly nannyfied state. The decals may not have been cheap, but this factor makes them well worth it. There is a pleasingly wide range of bodies you can obtain. It is just about my favourite closed wheel car of all time and I'm staggered nobody has done a 'hard' body of it. With this car the detail is in the shape as well as the decals, if you know your cars a little it is very clear what the shell is, even before it is painted.



This may sound a given, but with H:O it just isn't, not all the time. There is lots of good stuff out there, just a case of finding it.

A quick look today on the web uncovered good Lexan shells in the Group C, Rally, JGTC, DTM, 60s and 70s sports, vintage stock car and road car categories and all for £1.00-£2.00 each unpainted. There is a lot of new H:O stuff about to come out, hopefully I will keep up over the coming months. When I started out with this column I never thought I'd get to say that, it really does look as if the second golden age for H:O is upon us! ■



# Kits 'N' Bobs

## A round up of recent kit and resin releases

By Phil Insull

**F**irst up is the car I finished with last month, Maxi Models stunning new release, the 1969 Ferrari 612P Can-Am. As previously stated the car is available ready built and in various pre-painted kit and unpainted kit formats; the one I have built is the "Collectors Series" pre-painted version which comes with all the parts required and a crystal display box to store the finished model in. Even with my limited skills, and increasingly shaky brushwork on the fine detail painting, the end result is a great looking car.



Maxi Models Ferrari 612P Can-Am car

If you remember last month I promised pictures of the new Reinecke Busch Grand National kits, well I haven't finished them yet as

I was distracted by the arrival of the Reinecke Motorsport 1965 Ford Galaxie Nascar kits instead. These excellent resin body kits include a single piece body, resin interior, glass and come complete with your chosen set of accurate decals from Slot Cars 4 U. The Galaxies are designed to fit on to unmodified Carrera Nascar chassis and, given the wide variety of alternative decals available from Slot Cars 4 U, means you could well find yourself building half the field from 1965 and 1966.

There is a new maker of hand made bodies and parts for 1/32nd slot enthusiasts called Tetre Rouge Racing Cars or TRRC for short. Full details of the firm can be found at their new website: [www.tertrero-racingcars.com](http://www.tertrero-racingcars.com). TRRC's first offering is a wonderful looking 1938 Bentley Embiricos which actually ran at Le Mans post war in 1949, 50, and 51. In addition to the fantastic body kit, TRRC also have a new line of alloy wheels and resin inserts for prewar sports and formula cars.

Planned additions include a 1938 Lago Talbot T150 SS Coupe, 1937 Adler Trumpf Rennlimousin in the sports car range and a 1934 Alfa Romeo P3 Streamliner, 1934 Auto Union type A in both short and long tail versions and ➤➤



Reinecke Motorsport 1965 Ford Galaxies – White #28 Fred Lorenzen, Red #121 Dan Gurney





a 1935 Mercedes W25 streamliner. I will hopefully be reviewing some of these new arrivals over the next few months.



**TRRC 1934 Bentley Embiricos body kit and pre-war wheel set**

Sponsors of our October Trans-Am and Saloon meeting, World Classics, inform me that OCAR have been busy with no fewer than five new releases, these being a 1956 Porsche 550 Coupé, a 1961 250GT SWB, a Scimitar GTE and two versions of the Lola T70 Mk3B. Remaining with resin, our friends at Highway

32/BMC have three new kits - a Lotus 30, Classic Capri, and a very nice looking MG Magnette ZA.



**Slot its Lancia LC2 and Jaguar XJ9 "Silk Cut"**

Turning to the plastic body manufacturers, Slot.It have produced the Malardeau liveried version of their new Lancia LC2 and the Silk Cut version of their Jaguar XJ9 with removable stickers and news that the Slot It Ferrari 312PB should be released in November. Rounding out the news is that Cartrix should be adding the BRM P25 to their Classic Grand Prix range in November. ■



**W**ell, like a few other slot-car manufacturers, things have been a little quiet on the Carrera new release front this year but things are starting to pick up, presumably with the annual letters to a gentleman with a long white beard – no I don't mean Bob Bott and the NSCC membership renewal cheques!

Carrera cater for a wide range of scales – four in fact – and with this, as well as the release of their Digital and wireless racing, it is understandable that things do occasionally quieten down in certain areas.

Also, as their home-market isn't the UK and being a business they concentrate on other areas as a priority - which, despite being an annoyance to collectors and racers of their 1/32 slot cars, it is something we must recognise.

Anyway... hot on the heels of the latest film

in the Fast and Furious series, Carrera have released an excellent elongated figure of eight set as well as the cars individually.

To combine my experiences of flat-pack furniture assembly and scale car racer I thought it would be interesting to see just how easy it would be to set up the track from scratch – especially as it is something that many of us are not familiar with – compared to the other manufacturers. How easy or not it would be to set up and follow the instructions.

First of all – the box is huge, and has a very good picture of Sean Boswell and DK racing through the streets of Tokyo. Despite the temptation I was able to lift the cars out of their slot and put them to one side. The standard of Carrera's packaging is excellent – as long as one recycles all the cardboard! It is a masterpiece in cardboard sculpture and every set of curves or ➡➡



straights have the ends protected by a cardboard covering so nothing should be damaged in transit.

Once I had removed all the pieces and laid them out – the piecing together of the track was easy. The simple drawings are easy to follow and in no time – well just 30 minutes - I had a circuit with bridge and banking ready to race. The track pieces simply slide together and there is a little red plastic doo-hickey which prevents the pieces coming apart.

The track is wider than other manufacturers – which is because Carrera also manufacture wonderful 1/24 scale cars – and really needs a much bigger space than the average living room circuit to enable you to get up to top speed – but this wider track means the 1/32 cars can drift wide on corners without needing extra borders.

The circuit is just over 5.25 m long and the total space needed is 2m by 1.69m which was OK and without too much of a squeeze to sit down and play – sorry – race!!

The cars will be reviewed in separate articles which leaves me space to mention new releases which are available both in the UK and worldwide through a number of outlets:

**1/24:** Despite earlier reports these cars are still available in the UK and the current crop of cars available include:

Ferrari 250 GT SWB Tour de France 1961

Chevrolet Corvette C6R Test car

Chevrolet Corvette C6R Sebring 2005

Ferrari 575 GTC Barron Connor LM 2004

New **1/32** scale cars include some cars with wheel spinners which may not entertain the traditional racers – but they DO look cool!!

Ford Mustang – racing car – white with two thin blue stripes and lights

Ford Mustang Police car with working lights and roof bar

Yellow and red Dodge Charger 500s

Carrera were pleased to support the NSCC Slot Car Rally Weekend at Toyota Headquarters and a number of visitors commented that the new range of Carrera cars had better attention to detail and standard of finish which, adding to the fact there are a number of unique cars, make them an interesting brand to collect and race.

Oh and talking of unique.... the Hot-Rods will be available later this year – at least in 1/24 scale... More details when I have them. ■





# The Water Splash

By Gareth Jex

**W**hen we decided to hold this event it was clear that we needed to create a number of very special slot stages in addition to the normal layouts and tracks we are used to seeing. Trawl the web for 'slot rally' and you very quickly realise that, if it's been done before, it's probably been done in Spain. The Spanish just love to rally. It was during one of these trawls that I came across the water splash idea.

## Water, slot cars, electricity – surely not!

Well it's been done before and we decided to do it again. First off I must say that the idea was probably first shown by the Molesey Scalex Club at their Rally Cross event held in 1981, they had a six lane circuit going through water and it worked fine!

## Build

At first I thought it best to keep it simple and just have an undecorated, non scenic water splash incorporated into one of the stages, but this very quickly developed into a full blown scenic section complete with hills, figures, trees and so on. The main reasons for this was a practice for the Goodwood hill climb, fantastic photo opportunity for competitors, a great centre piece for visitors and stupidity!

Let's get the basics out of the way. One sheet of 6mm MDF, cut in half to make a space approx 600mm wide x 2000mm long, 2"x1" timber frame around the edges to give some depth (the water has to be held in somehow!). I decided to use Scalextric classic track and used a curved chicane as the basis for the splash. Quickly roughed out the shape of the track and cut out the top section of MDF with a jigsaw.

Next, how to hold water. The simple route would have been a plastic sheet, but this needs to last so I decided to use fibre glass. It's been a while since I did any fibre glass so I needed a bit of time to get back into the swing of it, but it's really simple as long as you work quickly and cleanly.

I laid up the strips of fibre glass fabric and then applied the resin as described, let the whole thing harden, then laid another layer over the top – just in case. This set rock hard and the resin also forms a good water barrier on the surrounding MDF.



While this was hardening, I turned my attention to the scenery. Polystyrene box liners and chicken wire is the order of the day here. Break up the polystyrene into rough shapes and overlay with chicken wire to form the hill shapes, don't worry about making them too smooth, Mother Nature doesn't really do smooth, so anything goes! Tip – I find it easier to staple down the edges of the chicken wire as you go.

I left the entire project for a few weeks (family and stuff) but while waiting for a spare moment I decided to buy all the 'Mod-Roc' I ➡➡



would need to make the hills and bits. A quick trip to the model shop made me realise that this was not going to be cheap, in fact it was going to be very expensive. Lateral thinking required. Mod-Roc is basically plaster of Paris coated bandage, exactly the same stuff they use to set your broken legs and arms. A quick web search and hey presto 'plaster of Paris bandages 6" x 2.7M pack of 12 £4.00! To give you an idea of how cheap this is, model shops sell one roll for £3.00 each! Anyway back to the build. Mod-Roc is easy to apply if a little messy! You will need a painter's tray and water. I didn't need a tray because I had a water tight container handy – i.e. the splash – yes I did check it for leaks! Rip off (don't cut) the desired length of bandage and pass it through the water, don't leave it to soak, it really doesn't need too much water. Once wet it becomes very flexible. Carefully lay it over the chicken wire and smooth the edges down. Cover the entire hill once and then repeat the process several times to get a smooth surface. Try to overlap as much as you can. On the first application you will see lots of little holes where the plaster is missing, don't worry, these get covered in the second or third application. Leave it for several days to go hard, once dry it will be rock hard!



Whilst the hills were drying I thought about the other scenic material. Normally scatter material and lichen is fine, but this was going to get wet so I needed something else. First I painted the track with several shades of grey and brown in enamel paint. Then I decided to add some reeds, after all this is a river. Pop down to Homebase and buy the cheapest broom head you can find that is plastic/nylon and looks

vaguely natural. Carefully pull out an entire lump of bristles, squeeze the metal staple together that holds them together, drill a whole in the track, hot glue hey presto – reeds! Simple but a little time consuming, once done they do look the part and make an excellent barrier!



With this finished I returned to the splash! A tin of green Hammerite over the whole thing to take your eye off the ghastly red of the resin mix and while I was doing this I gave the hills a quick coat of green for good measure. This is important as I found out later!

Just to be safe I soldered every track section to each other and hard wired the track to the transformer.

Again this all takes a while to dry, so I made some other accessories you may find helpful for your own tracks. Go to the Highway Code website and look up road signs. Very thoughtfully the organisation has a colour picture of every UK road sign type and believe it or not they all print to roughly 1:32! Naturally I had to have a 'ford' sign. Simple kebab skewer wooden sticks





painted brown or silver and instant road signs. A few 'Rally' and 'NSCC' triangles were also made up on the laser printer.

Back to the splash and time to decorate the hills. Scatter is OK on the hills as they are (hopefully) far enough away from the splash to get too wet. There are lots of companies selling ground scatter, but Woodland Scenics seems to be easily available, but expensive. You can make your own with MDF/wood dust and food dye, but this takes forever. I would recommend mixing several shades together as most look a bit fake if used on their own. First apply a good thick coat of PVA glue to the area you wish to cover. Gently scatter the material over the glue and leave for a few minutes. Then raid your wife's knicker drawer for an old stocking! Pop it over the end of your vacuum cleaner and carefully Hoover over the area you have just covered. This will collect all the scatter material not stuck down and hold it in the stocking so you can re-use it. Once you have covered your hill, let it dry some more. Get hold of a plant spray (or similar) pop some PVA glue into it, add water and a drop of washing up liquid – shake. Then put a fine mist of the mixture all over the area you have finished and carefully shake more scatter material over. This gives you a second layer of scatter and also helps to bond the previous layer. Once everything is dry, spray over everything with non perfumed strong hold hair spray! Again this helps to hold everything down.

No hill would be complete without the odd rock face or three and I wanted to try casting some rock face. I bought some Woodlands

Scenics rock moulds and followed the instructions. It worked, but in my opinion the detail was too small scale, fine for HO railways and the like, but too small for us. Second method, much better and cheaper. Tree bark! Collect it as you walk the dog or better still when pushing the baby in the pram (prams come designed with bark holders in the base!) dry it out and remove any insects etc. hot glue it onto the side of your hill and fill in the edges with



plaster or more mod rock. PVA the faces to seal it and then paint grey, dry brushing the edges in black and light grey to pick out detail.

For the river bed I hot glued some pebble and flint to the fibre glass and added some more reed using a dab of hot glue to hold them in place.



With the basic set up complete (well just the water splash section) I turned my attention to completing a circuit; currently I had a  $\frac{3}{4}$  ➡





finished splash but open ends on the track. To keep things simple I decided to place the splash on an 8'x4' MDF board. The splash section was kept in the centre and carefully fixed in place (avoiding putting any screws through the fibre glass!).

Two small MDF ramps were made either end to raise the circuit up to the height of the splash track and a simple classic Scalextric circuit designed with a cross over for single lane racing. With all the track in place a quick test revealed a few weak joints in the track leading to power loss in some parts, so some simple power taps were added as required and some joints soldered for good measure.

The track proved very tight and twisty which was fine, except that I knew it would be slippery. With a lack of borders, time and budget I decided to let the track into the surface of the base board or in fact cut the track out of a sheet

of 6mm MDF. Very simple to do and a very quick way of making borders. Simply place the completed track design on the MDF, pencil a line around the track, remove and jigsaw out the sections. Pop the track back into position and pin the track down to keep it in position. Place the cut MDF next to the track and instant borders (ever so slightly shallower than the track, but acceptable). A quick smear of filler around the edges and not bad.

With most of the stages we made I decided to add timber barriers around the base board in an attempt to keep cars on and fingers out. These simple 120mm x 6mm MDF strips were added to the base board and in the case of the splash an additional clear acrylic sheet was cut out and fixed in place, roughly placed in position where I thought water might go. With all the borders in place and the track fixed I decided to give the whole thing a lick of paint (including the



Scott decides to raise the water level just a tad.....





.....Or possibly by quite a lot

track!). Simple NSCC green emulsion was used, nothing flash just brushed on in several layers and left to dry.

Whilst the paint dried I added some figures, animals and more scenic material, all fixed in place with a hot glue gun. 1/32 scale die cast vehicles and boats were added and fixed to the board with an large screw right through the middle (subtle it is not, but none went missing!). More scatter material was added to fill in gaps and make the splash look more presentable, but only in the main splash area, the rest of the board was left plain.

Last but not least a standard UK lighting socket was wired in so competitors could use their own controllers.

With it all finished and working we packed it away ready for the weekend. No, I didn't put water in and test it, I was confident it would work and didn't fancy draining and drying it out there and then!

## Lights, Camera - Action

So the weekend came and the track was carried downstairs to the lower ground floor area, where Toyota recommended it went so they could lay out some wet feet mats around it just in case! In the end we moved the track three times before it found its home (due to my not measuring the Woking track correctly!). Again due to massive optimism and lack of time, not testing on the Friday night! Saturday morning and Adrian Leggett and I thought a test was in order! 3.5 litres of distilled water into the splash and a quick visual check and I was called off to sort something else. Who had the honour of being the first driver through the water? Adrian! He reported it worked fine (clearly not with his own car mind!) so I unplugged it ready for the competition as I didn't want it to be used unsupervised – just in case.

With the first competitors finishing all the other stages by around 4pm on the Saturday, I⇒





opened the stage to them. Everyone had a go and every car worked, some better than others mind, but there were some surprising successes – Ninco Jaguar XK120? Polistil Fiat 131? Some of the front wheel drive cars did struggle including Steve Baker's Mini and the wonderful Toyota from Clive. Whilst one of the groups was competing I asked one to test the water with his finger! "A slight tingle, but nothing to worry about!". The water was obviously not staying clean, it was the last stage for everyone and most cars were well oiled and dirty before they arrived, but the stage worked for all.

After the Saturday evening Fish N Chips stages I drained the stage using a plastic cup and lots of paper towels – the colour of the water was fairly unpleasant and I did notice one huge design flaw!

Whilst the water was safely contained in the actual splash section I had made no provision for the water that the cars carried around the rest of the circuit and several puddles and drips

could be seen forming around the circuit sections. Paper towels provided the answer, or did until Mr Scott Brownlee decided that 3.5 litres simply was not enough for Sunday's event and duly filled it with more than double that amount!

The stage still worked all be it a bit slower, but it did provide some wonderful photo opportunities for those brave enough (or stupid enough) to get their camera close into the action.

Again I drained the stage late on Sunday and packed it away. All the stages built were returned to store after the event and most will be stripped of their track and figures etc and destroyed, but the splash lives on, it's just too much fun and not something you see every day. It will make another appearance in the not too distant future, perhaps at a swapmeet or someone else's rally event. The rails will need a quick going over with the Dremel mind. De-Ionised water it may be, but it still rusts the rails!

Last but not least, kids, best not try this at home! ■



# The Road To Enlightenment

By Tim Cawston

Having recently joined the NSCC I've spent some time immersed in reading this year's copies of the Journal. The club is to be congratulated for producing such an excellent magazine (and yes - that cover was a piece of inspiration!)

Perhaps other members would be interested in my own personal journey to slot car Nirvana. Being a child of the 50s/60s I was, like so many of my contemporaries, enthralled by Scalextric when it first came out and vividly remember reading and rereading the catalogue and marvelling at the wonderful circuits depicted; the six lane Le Mans start under lights was truly amazing. I was always hoping that Christmas might be my lucky time, but of course Scalextric was expensive and probably out of my parents'

financial reach, but then came Airfix! Cheaper, but the cars didn't look bad and they had some strange thing called Ackerman steering which Scalextric didn't, so my hopes rose and good old Santa came up trumps with an MR11 set in or around 1963.

From then on, without really knowing it, I was hooked and, over time, added a few more bits of track, one or two Airfix kit cars and eventually a couple of Clubman racers - had to have the BRM as G.Hill was and still is a hero of mine! Of course as one grew older interests changed, but the slot racing gear was NOT to be given away unlike the treasured Dinky and Corgi cars (makes me weep to think of them - what was my mother thinking about?). So, safely stacked in a trunk from university days, the ➤➤



prized childhood possession travelled from Ewell in Surrey to the marital home in Leicester at the start of the 80s and was occasionally set up all over the floor, as much for my sake as for that of my two young sons. Each time just reinforced my determination that one day I would have that proper permanent tabletop circuit I'd always wanted, but of course Airfix was long out of production and so it was highly unlikely ever to be realised unless heresy of heresies I started from scratch with Scalextric track!

In time we bought a house which had a good loft space that cried out to be boarded and the dream resurfaced again. Wonderful new cars from some strange company called Fly appeared in Leicester's main toy/hobby shop along with what appeared to be a much better Scalextric product so no harm in buying a couple of new cars thought I and trying them out on the old track just to see. Well, they were brilliant - so much better than anything from the past and all worked perfectly well on the track irrespective of brand which was certainly not the case back in the 60s when my one and only Scalextric car, an E2 Aston Martin in racing green with lights, was useless with its thin pin guide. I gave it to a friend and now of course regret it. What's this magnet for that's fitted to all the cars? Good grief, ground effect - how clever, but of course not so hot on brass railed Airfix track!

By now I'm just enjoying a reasonably good two lane circuit permanently on the loft floor and, marvel of marvels, along came the internet and a fantastic new world opened up. By chance, in my elementary surfing, I discovered the nostalgia-slot- racing site set up by Allen Higgs, a life long collector and expert on Airfix slot racing. After some email correspondence I did some swapping and suddenly I was in possession of a box of track, much of which was steel railed (must have changed from brass without me knowing) and ground effect now worked at odd parts of the circuit - quite weird losing grip half way round a long sweeping bend. More limited surfing followed (expensive on dial up) and I literally stumbled upon an auction site called eBay and the rest as they say is history. I for one



think it is superb - OK it may have lost a bit of its early charm and you do need to be careful, but without it I would never have sourced the track I now have and many of the cars in the ever increasing collection. With the purchase of Tracker 2000 I've been able to design at my leisure a table top, genuine four lane Airfix track of yesteryear that is my pride and joy. Track length is a tad less than 70 feet, each lane has its own power of course and controllers are Parma Economy wired with brakes (another revelation to the returning prodigal slot car nut!). All bends are steel railed while straights are brass-possibly the best of both worlds? Surfing also found the Canadian Scuderia McKewen site which enabled me to construct for next to nothing a fantastic computerised timing system, not to mention a five red light GP style starting gantry. I'd never touched electronics before so it was immensely satisfying to do and combined with, for the princely sum of \$15, a raft of different racing programmes they have produced, I now possess something way beyond my boyhood dreams of over forty years ago. Does anybody else have a vintage circuit like mine I often wonder? If so I'd love to compare notes with them.

Digital has now arrived, all very clever of course, but I really only see chaos and broken cars, so I'm quite happy to be a Luddite and stick with what I've got and just try to stay on the track long enough to beat that damn Challenger Mercedes! ■

**W**ell where do I start this month? Having been to all three major slot swapmeets plus a general toy fair in the past couple of months and, speaking to a fair few people, I think this helps to comment where the slot market is going as we head towards the busier winter months. I should stress that I still feel that the swapmeet has something to offer even though I am a keen eBay buyer myself, which is why I have supported all these events.

As Shaun echoed in the NSCC annual review last month (if you read it!), without our support for these events there will be very few swapmeets survive. Despite the enthusiasm I try to convey in my reporting, eBay cannot beat the instant purchase or lucky find that a swapmeet can provide. There is the odd lucky find on eBay still but they are getting few and far between for the serious collector as more people use eBay to search for those elusive collectables. However, it seems that is increasingly difficult to gauge what people want in either selling format, with some particular models selling well and being snapped up quickly as well as holding up in price, but others proving more difficult to shift. This does not explain why I had a choice of new standard releases to buy from Scalextric in the past month or so that were starting at £18 and BIN for only £20. This included the new Colibri Escort and Mercedes Safety Car amongst others, as well as a digital Aston Martin just out for £26. Surely these prices cannot continue, especially as free postage was offered if you bought four cars or more! All this was from a regular model shop not some one-man-band internet only seller or one of our big slot dealers! I just cannot see prices remaining this low as, despite loving a bargain myself, I realise the seller needs to make a “few bob” now and again to stay in business or else they will have to diversify into wider markets or face inevitable demise. Speaking of diversifying and thinking about careful reading

as well, did you notice that one of the regular internationally travelled traders that advertises in the Journal was selling cuddly foxes last month? I am sure a few missed that gem and the same can happen with eBay.

## Goofs!

Following on from my spelling reminder last month and the different spellings of Scalextric I have previously reported, I have come across a site that helps you find these listed all in one go! At the risk of potentially losing out on the odd bargain myself and also sharing with you the way you can look at buying and selling information that can be used to maximise your bidding chances, my buying tip for this month is to have a look at [www.goofbay.com](http://www.goofbay.com). This is a very useful site to gauge what people are bidding on but of course does not alert you to those last second sniper bidders. Now if it could do that....

Anyway, at time of writing there were 80 results returned for the UK site for Scalextric on goofbay. Furthermore by clicking on the French flag and typing again, seven results were returned for French eBay. By ticking the “Include correct spelling” all listings can be viewed easily which is a neat and quick tool for those who do not look at eBay sites other than their own country usually and, because of language issues, knowing where to start. I am sure I will be using this site fairly regularly in future.

## Numbers

Until mid October auction listings were around the 4000 mark for the month in the UK. However, a 10p listing day on the 19<sup>th</sup> saw the number double in the 24 hour period to just over 8000. This is often a good opportunity to look at BIN items as sellers list at a price they are happy with which can be very attractive. ➡➡





However, there are some sellers who obviously take the opportunity to list at some fancy prices so always do a quick check on the big dealer websites before bidding, as often their prices can be more attractive than eBay. Don't forget also to check the postage costs too as, despite eBay supposedly cracking down on excessive P&P, it seems to me that this remains an issue. Prices are firming up on some items as reported last month though still not on all auctions as various Range presentation cars from 1999 to 2002 illustrated when selling for around the £80 mark.

On to some of the top prices fetched this month then as spelt on eBay!

Scalextric C2545 Ford Mustang Modelzone Ltd 726 of 1000 £82.80 MB

Scalextric, rare 60's sound effect EP record, Roar! £20 (excellent condition)

Fly Porsche 908 Flunder Steve McQueen White Gulf #48 £127 MB

Fly Porsche 917 Steve McQueen Blue Gulf £76 MB

Scalextric Original Aston Martin DB4 GT Marshalls Car £293.88 (Excellent and boxed but not in any recognised Scalextric box)

Scalextric C65 Alfa Romeo French YELLOW issue boxed £396

Rare Scalextric Bugatti C95 £522.28 (Perris red version with a reported 25 only made in description)

Very Rare Triang Scalextric C71 Auto Union C Type £260 (Repro parts including nose cone)

Scalextric cars and track. £1030 (108 cars from all major manufacturers mainly from past few years plus lots of track)

Scalextric Sport set biggest on eBay at moment £333 (Rally champions set extended and extras plus 12 cars)

Scalextric Swivel guide, Ferrari C62 France, VERY RARE £119 (Yellow, excellent but repro exhausts.)

Scalextric Swivel LOTUS 1961 / C63 France, VERY RARE ! £258 (Green excellent)

Scalextric, 4-Lane Set 80M, Very Nice! £175 (French version of set 80 in excellent condition with C81 Cooper and C82 Lotus)

Scalextric/Chad Valley Stock Car Smash Up

set 1970's £155 (1/24 scale? set containing pickup and beetle operated by a gyroscope so not really slot cars)

Rare 1960's Triang Scalextric K1 Go-Kart with underpan! £155 (Boxed and red underpan and chassis)

Scalextric NSCC C2596A Mini Cooper S 25th Anniversary £100 (The C2599A from the same seller did not reach the reserve even at a last bid of £78)

Scalextric Ultra Rare Boxed C234 Control Tower/Viewing £149.99 (MB C234 Gantry kit sold for BIN price and described as the Holy Grail of modern Scalextric building collectors.)

Rare Scalextric Subaru Imprezza Grey MB £51.99 (Plain grey car not painted)

NSCC Slot Rally GB LE Weekend Teamslot car Scalextric £221.66 (Charity auction as mentioned by Gareth last month)

Scalextric 1957/1959 Car and track \$561 (5 cars including red Tinplate Healey)

Finally, just an update - "Geronimo" auctions that were mentioned earlier in the year. These have gone really quiet of late with only a couple of items in his eBay Shop listed. Nothing seems to have sold for several months so no top dollar sales to report here! ■

# Wolverhampton World Classics Saloon & Trans-Am Event 2006

By Phil Insull

**F**or the Wolverhampton “Fall” Classic Event 2006 we had both a new meeting sponsor thanks to John at World Classics and a new category running saloons and Trans-Am cars for the first time with both under two litre and over two litre classes.

Practice day on Saturday was, as always, well attended as drivers sought to get to grips with both the new categories and a freshly cleaned Wolves wooden track. The main event took place on Sunday 15<sup>th</sup> October. Doors officially opened at 9:00 but many drivers turned up even earlier to get in some last minute practice before the scheduled start time of 11:00, sample the bacon sandwiches laid on by the hard working Colin Pugh, or peruse and purchase the excellent Trans-Am and historic Nascar decals available from Tim of Slotcars4U who had kindly given up his Sunday to be with us. Reports of a major accident on the M6, and the non-appearance of some expected faces led to a half hour delay, but eventually I had to bite

the bullet and get us underway with only thirty-three of the expected fifty drivers arriving by 11:30.

The first item of the day was the Concours D'Élegance, which was won by Joel Thura with his stunning looking U2 class Citroën DS resplendent in its sinister black coachwork. Bill Charters was second with his superb white Jaguar Mk II, and David Lawson third with a fabulously prepared Zodiac. As normal at Wolverhampton all drivers were able to cast their votes for their favourites, with the winner being decided on the most voting points scored.

There were a large number of fantastic cars on display both in the Concours and around the drivers' pit areas, the hardest part was just choosing three to vote for. Particularly worthy of mention was Roy Pritchard's cracking little Alan Mann Escort, which tons of people said they loved, but finished just outside the top three when the votes were counted.

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Joel Thura's Concours winning Citroën DS







**Bill Charters' second placed Jaguar MK II**

As normal, drivers ran a three-minute qualifying heat on each lane but this time the distance obtained from all four heats determined which division final they would go in at the end. The two classes were over two litre (O2) and under two litre (U2), with these two groups being separated at the finals stage. Each of the four drivers in each class final would battle it out for a class winner's shield, with the four A division drivers in the O2 and U2 groups then slugging it out for the overall top threes in each.

After the qualifying heats our good friend Mick Kerr led the way from some top class drivers having amassed 88.04 laps from his four heats, but less than a lap in front of his nearest two rivals in the O2 class. While in the U2 class Ian James of Wolves had managed 74.53 laps just edging out his nearest rival Wrexham's Rob Davies both running BMW 1602s.

The Finals, however, proved a different story and after a race long duel Rob edged out Ian for the overall win in the A division, with John Prince's Lotus Cortina MKII beating Joel's Citroën for third place in the U2s. Roy Pritchard won the division B final in the U2s actually setting the fastest U2 lap of the day with his Escort into the bargain. Most interestingly the top two drivers both used PCS32 chassis, so who says they're not for racing.

The O2 Division A final saw Mick Kerr take the win despite valiant efforts from Mac Pinches, Dave Farrow, and Phoenix's Rob Davies who all finished within a lap of the leader, after another excellent race. The B division winner's shield went to Graham Windle after another very close tussle with James Cooper that went right to the wire. Throughout the remaining O2 divisions some exciting and very equal battles raged with



**David Lawson's third placed Zodiac**

Bill Charters taking the C division, Derek Baker the D division, Pete Emery the E division, Alan Tadd the F division and Tom Pugh the G division.



**Mick Kerr receives the O2 Division A winners prize from John of Classic Slot**

The charity auction and raffle raised £228 (thus far) for this year's charity - the Acorns Children's Hospice at Walsall. Again big thanks to all who dug deep to bid and to buy tickets, and to those who kindly donated the prizes.

The day concluded with our meeting sponsor John handing out the trophies and excellent prizes from World Classics to our winners, with additional prizes for the highest placed OCAR bodied car going to Rob Davies of Wrexham with his BMW 1602, and for the highest placed World Classics entry going to John Prince's Lotus Cortina MKII. The final prize was the NSCC driver of the day award, a custom finished Budweiser Subaru Impreza presented to NSCC member Joel Thura for his battling racing efforts with his Concours winning Citroën. ■



## Carrera Ford Mustang '67

By Adrian Leggett

**T**his car is modelled on the Mustang from the recent Fast and the Furious film "Tokyo Drift" and is available singly (27139) and with a Nissan 350Z in a set tied in with the film (21525). Now I've only seen the first of this trilogy so far and I expect the best things in these films are, in fact, the cars. The story in the first one failed to leave an impression but the cars always looked impressive. When I first received this car for review I immediately thought of the classic film "Bullitt" where Steve McQueen, in a Highland Green Mustang GT390, chases after a black Dodge Charger through the streets of San Francisco.

Trying to compare this model with the car portrayed in the film would be pointless and tedious but my first impressions of this car were very good. It has a great metallic green paint finish and the twin white stripes are cleanly printed over the length of the car. There are separate chrome mouldings for the bumpers, grille surround, exhaust, wipers and door mirrors while the door handles are in silver to match the window frames and the windows have a green tint. Underneath there is the usual Carrera twin magnet with the front one on a

sliding ramp to give a degree of adjustability. The guide looks truly huge compared with Scalextric cars and it sits on seven spoke wheels (as well as Carrera's revolving calipers/discs behind) with the tyres really close to the wheel arches. This gives the car a really accurate look. As with a lot of recent Carrera cars, it has Xenon type headlights and appropriate red rear lamps. The interior is the only disappointing aspect to this model with very basic details and a driver chopped off just below the chest.

On my first run at Farnham's permanent Ninco track I was surprised how well it went straight out of the box but then two magnets should make it almost un-stickable. The rear-most magnet was removed for the next run and it was still very fast. The tail was starting to drift in true muscle car style and I was beginning to think I may have some competition for the Dodge Charger I run in our Carrera Muscle car class. I'll come back to this later.

The next test for this car came at the Slot Rally GB event where I was able to run it on Woking's excellent six lane routed track. After many laps of practice I was really enjoying driving this car with proper full throttle power⇒⇒





slides onto the main straight and a decent turn of speed over the lap. This is where the large deep guide was useful as I rarely de-slotted. I then lined up for a twenty lap race against some well used Revell BMW 320s, a Scalextric DTM Mercedes and an SCX DTM Astra. Not your average race competitors then! At the start I managed to stay with the lead BMW for a few laps until I was taken off at the tight first turn when another BMW missed his braking point and used the Mustang instead. By the end of the race I ended up two laps down but in second place with a fastest lap of eleven seconds, over a second slower than the winner but I was still happy.

I ran it again at our club track and recorded a best lap time of 11.4 seconds on both the inner red and green lanes. I now found that, despite the deep guide, it was drifting wide at the front when I tried to push but I may have been trying too hard or it just could be the bumps on our track. I then tried my black Dodge Charger which I've used successfully for the past couple of years and on my first lap in the green lane posted a better 10.2 second lap while the red lane got down to 9.8 after five laps. Back home on the work bench I opened up the car to oil the usual parts and noticed that the tyres had a pronounced concave tread to them so a quick true up on the sanding block soon made them flat again.

My next chance to use the car came at our club against other Carrera Muscle cars and now, after four races, I still failed to get below 11 seconds while my fellow competitors were regularly running mid 10s and under. I still found the tail drifted out but now more in a snap oversteer moment which inevitably meant a lot slower than everybody else. So next time it's back to the Charger while the Mustang stays on the shelf. The trouble is now it does look a bit second hand with various scratches, chipped chrome and a loose front bumper.

Overall though I still think this is a fantastic looking car and it was a true joy to drive on Woking's club track and with a lot more practice, I'm sure I could have improved my lap times but I doubt that I would have ever got close to our editor's time of 8.14 seconds with this car. On Ninco track with just the centre magnet I did find it unrewarding but I expect that, if I ran it on Carrera track or even Scalextric Sport, the smoother, less grippy surfaces would suit it better.

I have noticed that another type will be available – 27140 Street version – with the correct central grille bar that is missing from the review car. I think I'll have to add this to my growing Carrera collection.

My thanks go to Holly at Nikko and Jamie Coles for providing the review car. ■



# The Bazooka

By Tony Secchi

In 1957 Maserati racing cars were very good. The fabulous F1 250F single seater had provided wins for Stirling Moss and a world championship for Juan Manuel Fangio.

If the 250F was a classic so was the 300S sports car that Moss drove for them from 1956 to 1958. Moss and the 300S were made for each other as it was an inspiring car to drive as well as being utterly beautiful. It had the usual Maserati characteristics of the time - neutral handling spiced with a slight natural oversteer and an F1 derived engine which seemed un-burstable. The Colotti transmission was well nigh perfect and from Stirling's point of view it was to be years before it would be surpassed. In the 16 races in which he was behind the wheel of the 300S he retired only twice, was second three times and won no fewer than nine times. It is no wonder that he was very fond of this handsome car.

Less affection was lavished by Moss (and others) on the successor to the 300S, the 4.5 litre, 400 bhp, V8 450S that raced only in the 1957 season and is the subject of the latest David Yerbury creation.

David has once again given me first shot at assembling and constructing one of his unique cars and, as usual, it was a great pleasure to do so and subsequently test it on my home track.

The 450S was a very powerful, big, "hairy" machine that was not very delicate to handle. It was a fast car in search of a track that suited it. One was Sebring where, in the 12 hour race, Fangio and Behra won with Moss second in his 300S.

Stirling's first race in the 450S was the 1000K of Buenos Aires with Fangio. Moss took the first stint and by lap 30 was two minutes up. Fangio took over on lap 33 and by lap 48 had lapped the whole field bar one, but on the 57<sup>th</sup> lap the transmission gave out. Moss took over the 300S of Behra and finished second.

Two 450S were entered for the 1000K at the Nurburgring- one for Harry Schell / Hans

Hermann and one for Fangio/Moss. Stirling led from the start only to break a half shaft and lose a wheel after two laps. Fangio took over the second car but retired after 16 laps with suspension trouble.

The 450S was one of the most powerful sports cars built up to that time. As stated previously, the 90 degree V8 pushed out 400bhp( at 6800 revs ) on ordinary high-grade pump fuel! Its flat out speed on the Mille Miglia gearing was over 180mph (290 kph).

Stirling Moss had won the 1955 Mille Miglia at a legendary 97.96mph average in a Mercedes 300SLR and in 1956 he had crashed out when the 3.5 litre Maserati he was driving locked its wheels and rolled off the road having suffered a complete front end breakaway.

In 1957, along with his famous navigator (the journalist Dennis Jenkinson, known as Jenks), he was again entered in the race driving the 450S. The car was thoroughly prepared but the Achilles heel of the 450S was its drum brakes which were not compatible with the power of the car. This was well known, but hopes were high and Maserati were inordinately proud of their new flagship sports car. The weather reports were good and the 450S was much more powerful than the 300SLR of 1955.

Moss and Jenks were, I believe, the last to leave from Bresica ( the route of the 1000 mile race was Bresica – Rome – Bresica ) hence their race number 537, the number being equivalent to the start time of the car ( 5.37 pm ) which take off at one minute intervals. This system allows spectators to keep track of each car's relative progress. Enthusiasts of my age will remember that in 1955 Moss and Jenks 300SLR carried the race number 722 ( 7.22 am start time ).

Within two kilometres of the start the rev counter of the 450S was showing 6700 in overdrive 5<sup>th</sup> gear - somewhere around 175mph. Dropping down to about 130 mph to negotiate some twisty bits, the break pedal snapped off under load. Only by some fairly brutal gear ➡➡



changing and great skill was Stirling able to slow the car to a speed at which he and Jenks could get out and physically drag it to a halt, turn round and drive back to the start. The pedal shaft had been made of flawed metal and had failed at 7 miles ( 12 k ) after three minutes of racing.

Worse events were to follow however when the Ferrari of the Marquis de Portago crashed into the crowd killing its occupants and, tragically, nine spectators five of whom were children. The race was later banned and has never been run since.

The penultimate chapter of the 450S' career came at Le Mans when Maserati asked if Frank Costin (designer of the Vanwall F1 car) would be available to design a coupé version which, on paper at least, should be even faster (200mph) than the open version.

Costin agreed to draw up a design, but Maserati's usual body maker, Fantuzzi, was busy so the job was out-sourced to Zagota of Milan who did not build racing car bodies and it showed! The 'interpretation' of Costin's ideas that Zagota and Maserati produced between them was a grotesque pastiche which totally ignored the philosophy of minimum drag and cooling. The quality of the body panels was also poor and it had no windscreen wipers!

After practice, Fangio refused to drive it in the race so Harry Schell partnered Stirling for the event. The open car proved to be faster as Jean Behra's 450S spyder totally outpaced the coupé in practice. In the actual race the coupé's rear axle failed on lap 39 whilst in second place – a position more down to Stirling's skill and courage than the car's potential.

The final race of the 450S was in Venezuela at Caracas where three cars were entered and led a 1:2:3 at one point. However, they all retired or crashed out. The following year (1958) the F.I.A. limited sports car engine capacity to 3 litres and Maserati announced its retirement from competition.

Thus the short (one season) history of the Maserati 450S came to an end. As usual with a lot of Italian cars promising much but achieving

little. It is a great shame that because of a policy of political and personal back biting plus a muddled incompetence, Lancia, Alfa Romeo and Maserati have never had the sustained successes enjoyed by Ferrari- probably because of the single minded character of the Commendatore himself in his lifetime.

As we all know, Dave Yerbury specialises in hand crafted fibreglass/resin models of rare but famous cars and this is no exception. He has a slight penchant for Italian sports cars that I share with him. Members may remember that in the past he has been kind and generous enough to supply me with first castings of the Ferrari 612 (Can-Am), the 330 Testa Rossa (Le Mans) and the 312BP (World Sports Car Championship)

Most recently he has made the 1952 Jaguar "C" type which finished second at Le Mans and which I have made up and written a report on for the Journal.

## Construction

So this is the latest effort and as ever it is super. I think that readers by now are familiar with the construction process of:-

- 1 ) Trimming the bodyshell, opening out the wheel arches, cockpit and any vents.
- 2 ) Selecting or modifying a chassis of the correct width and wheelbase.
- 3 ) Fitting it to the bodyshell.
- 4 ) Selecting the running gear – engine, axles, final drive, pinion, wheels, tyres and pick up.
- 5 ) Adding weight / magnatraction.
- 6 ) Painting and adding race numbers/ decals

I will only embellish the engine and wheel/tyre details.

Because resin/fibreglass is heavier than plastic I used an MRRC/Scaleauto SC006 motor ( 28,000 revs ) with standard Scalextric pinion and crown wheel. This system has proved fine for the job in the past ( 612P and 330 Testa Rossa ).

The wheels I provided from stock but the tyres were more difficult to source. I had used up



all my stock of narrow width rears on my previous 1950s models so I had to make a set to fit.

I had a pair of 1990s Fly treaded tyres which were quite wide. However they were well worn and run in so that the tread had stabilised. I carefully cut these in two vertically and glued the best 'half' of each tyre to each of the rear wheels. A little sanding and truing and I had a very good compromise of diameter, width and traction. The body was smoothed, primed, painted Italian red and the race numbers added. As ever, I tested with the chassis only to get an even running balance before adding the body shell. The completed car handles similar to the Ferrari Testa Rossa in that it is about the same size, wheelbase, width and weight. It has plenty of power (like the original) but it is a bit unstable under braking (like the original). Overall it needs to be driven in and out of the corners with kid gloves but can be hammered down the straight with a heavy foot (just like the original).

The relatively heavy weight of the car gives it a 'tail out' attitude that was par for the course in 1957 but the nose was a bit 'loose' so more weight was added to the front and that cured it. On track it recorded best times for 10 laps of 41.50 secs. (lane 1) and 42.42secs. (lane 2). Any

times under 40secs for 10 laps are very good on my track so the times are very encouraging, putting it in the top three of the class in which it will run, with possibly more to come as the car settles in.

I have never seen any of David's big Italian sports cars race for real so to see his models driven around my track is a pure delight. Once again I am in his debt and count myself lucky – not just to have the pleasure of his models (and his friendship ) but to be able to remember the past and, in so doing, learn a little bit more about the classic cars that he and I like. I am very fortunate that he trusts me to bring his skill and creativity to life.

## Postscript

1) The car that David has chosen to model is the 1957 Le Mans spyder version driven by Jean Behra and Juan Manuel Fangio. It had a larger radiator grill for extra cooling.

2) The nickname "Bazooka" was given to the 450S at its first race in Buenos Aires by the Argentinian spectators after its formidable practice times. A "Bazooka" was a single shot tubular anti-tank weapon used in the Second World War to great effect. ■







## 50413 Mosler 'Xavex' 50426 Mosler 'Kenmore'

By Dave Young

**H**aving been one of my favourite cars since purchasing it when they first came out, the opportunity to offer a review on the Ninco Mosler, was too good an opportunity to miss for me and, following a discussion with our illustrious editor, a few days later a rather large box dropped onto the mat containing both cars liveries.

### Liveries

I have to say I have a soft spot for the original 'Xavex' silver liveried Mosler having owned and raced one for quite a while now, so when the Kenmore livery was announced I immediately popped my name down on the waiting lists at the time. However, as the cars became available and I looked at it in detail, it did not strike me quite in the same way as the original silver version did. Looking into the box amidst the

polystyrene chips and the careful wrapping our editor had made to ensure they reached me in perfect condition I continued to have that same feeling. The basic shape of the car is low, sleek and long and it seems to suit the silver colour better than the blue, white and orange of the Kenmore model. The other striking note to me are the headlamp covers. The 'Xavex' silver model has clear covers whilst the Kenmore model has orange covers that look slightly out of place on such a colourful car. Of course, popularity of colour is purely subjective and is the writer's personal point of view. Looking around me at Phoenix Scalextric Club, where I race, tells me a whole different story with the amount of Kenmore liveried cars I see flying around the track!

Printing on both cars is very good, the 'Xavex' silver car has very clear defined logos ➡➡





and this is no doubt helped by the colour. The 'Kenmore' model offers the same high quality printing in terms of logos. However, the tampo printing of the colour scheme does show some bleeding, particularly the blue into white. The particular model I had for test suffered from this on both rear flanks and also on the bonnet lines on one side. Something I do not believe you would expect from Ninco and, having checked other cars of the same livery, this seems not to be an isolated case.

Dimensionally I was interested to look how it fared against the 1:1 model, especially with the NSR Mosler recently released. According to my rocky maths the Ninco Mosler is almost spot on in terms of a 32<sup>nd</sup> scale model and, judging by photos I have seen, it looks it as well!

## On the Track

So how does the Ninco Mosler fare as a track car? Equipped with a trusted familiar angle winder set up and the 20,000 rpm NC5 motor the Mosler can hustle with the best of them in its class. With Ninco's usual idea of a small amount of magnet down force via a button magnet to aid the driver, a good compromise can be found between those wanting the feel of a non-magnetic car and yet not being glued to the track.

Of course the real fun (certainly in my case) can be found once the button magnet is popped

out and put back in the box. Being nearly 150 mm long, the Mosler is predictable when the tail starts to slide and can easily be caught and controlled through the throttle for some great tail out action. One interesting point to note is other Ninco cars I have come with a sprung guide, Ninco for some reason have not deemed to use one on the Mosler, obviously feeling the car sits in the slot well enough without the need for one.

Like all Ninco cars, once bedded in the tyres show good levels of grip which increase with use and, by loosening the three screws which hold the body to the chassis (two at the front, one at the back), you can find an optimum level of body roll which will suit all driving styles.

## Conclusion

As somewhat of a beginner to slot cars and slot car racing I have found the Mosler to be a favoured car for me. They are easy to set up, great to race, very forgiving, look great and are very durable when you have the offs that all beginners seem to!

From a looks point of view my preference is for the silver 'Xavex' livery, but the 'Kenmore' version is certainly a handsome welcome addition to anyone's collection, and with talk of a Gulf livery on the horizon I feel positive the Ninco Mosler will continue to be the success it should be. ■





## C2637 Nissan Skyline GTR Xanavi Nismo (No.22)

By Robin Clark

**O**K, so by the time you read the article this car will be in the shops and it's likely that those deeply into JGTC will already have purchased this piece. However, our beloved editor offered me the opportunity to review this release, so that's what I'm gonna do.

In terms of the full size car's pedigree, it's basically a 6 cylinder twin-turbocharged engine with a displacement of 2771cc pulling 470bhp through a 6 gear sequential gearbox linked to the rear wheels. There, that wasn't too painful was it? I also understand that it has now been retired and is used for demonstration purposes only. During its racing life it appears to have competed for two seasons, with the team of Richard Lyons, Masumi Kageyama, Satoshi Motoyama and Michael Krumm winning the championship in 2003. The 2002 car was piloted by Satoshi Motoyama, Michael Krumm, Masumi Kageyama and Erik Comas. Take your pick who you want to pretend to be when it's on the track at home or the club.

As for the 1/32<sup>nd</sup> scale equivalent, it's finished in red with typically JGTC style silver flashes across the bodywork. Drive is via a sidewinder configuration driving the rear wheels. Bright white Bridgestone logos on the tyres don't detract from the huge vented discs on all four wheels. Other features include self-centering guide plus front and rear lights.

Regarding performance, with the Slot Rally GB event coming up, it seemed to be too good an opportunity to miss with all the circuits that were going to be there, plus I was planning to be around all weekend anyway. So eventually I plumped for the Goodwood Hill Climb circuit. Would the Nissan hold its own? Well here are the results, with both magnet on, as well as off: with magnet - 30.08s : without magnet 38.83s

Now if I tell you a typically good run for non-magnet cars on this circuit is around 25s,



you'll start to see that on a twisty track it didn't return the sort of times I had hoped for, though to be fair this circuit is constructed from Ninco track and other Scalextric models were also having problems getting around it. A racer I was chatting to later informed me that as long as this car is set up well (i.e. not straight from the box) then it can be competitive.

Eventually I decided to test its straight line speed on the SDRA Drag Strip against another review car, the Ninco Mégane 'Koni' of fellow member Ken Webb; over a 25 foot length run, these were the results:

	Time	Terminal Speed
Nissan Skyline	1.251	15.9 mph (actual)
Ninco Mégane	1.390	16.3 mph (actual)

So, although the Nissan recorded a quicker time, over the scale 1/8<sup>th</sup> mile the Mégane was quicker. (We ran the cars several times and these were the quickest, the Ninco always coming out as the faster car.)

As for cost, well the car is available at a number of outlets, so check around for the best price. I found it at a well known dealer for £27.00, but have also seen it sell on eBay for around £21-£22, or *Buy It Now* for £24.50.

In summary, I'd give it 6/10. It's not really my cup of tea, but for those into JGTC and/or red and silver cars, or who want a potentially capable GT competitor, it's worth a second glance. ■



# Bishop's Stortford Swapmeet

By Roger Barker

I set off early on Sunday morning, fearful of the dreadful overnight weather and the somewhat dubious forecast for the forthcoming day. I don't know if my mind was thinking about the weather, or the swapmeet that lay ahead.

How was the rebirth of what had been one of the "big two" meets going to be affected by "Hurricane Swapmeet"? Were the great and the good of the slot world going to attend three major events in the slot calendar in consecutive weeks or would just a few survivors be washed up at the doors of the Rhodes Centre? In a couple of hours I was about to find out.

En route south I took a call from Steve Cannon, one of the more hardy slot travellers, who was giving his apologies. His car had broken down, maybe sunk under the heavy weather of consecutive meets. Ever determined, Steve made it home and set sail again, only to be thwarted by engine failure in his spare craft! Maybe it was a sign, but south I was heading, so south I kept going, through several early morning squalls. My trusted friend Steve Vickers at the wheel, Tom Tom dictating our every move through the abject conditions to arrive in the peaceful harbour that was the Rhodes Centre car park, just a few minutes before the doors opened for the waiting stall holders to set up.

Well, peaceful and quiet it certainly was and the few traders present looked more reminiscent of parishioners, waiting for the local Church to open before Sunday service, than expectant traders going to a swapmeet. Brian was as usual, busy trying to buoy the few of us up for the day that lay ahead.

Being back seemed slightly surreal, my mind was struck by memories of past meets, waiting lists for to get a table, the scrummage to get into

the venue, noise and chatter outside, deals being sealed before the doors opened, and deafening noise inside the Centre, the foreign accents that filled the hall, the characters that were no longer there, and the sight of people queuing round the building to get in. That was then.

But this is 2006, and many things have changed, not least the Rhodes Centre itself, it was a good venue then but now it is fabulous. The place has been completely revamped and boy does it look good for it! The hall is well lit and has retained all of the charm that made it so appealing before, it is neat and compact, the stage area remains, the superb bar area is now opposite to where it lay before, as is the point of entry. The facilities are all you could wish for to hold a top class swapmeet.

The meet itself was, not surprisingly, a generally quiet affair, actually a lot of swapping took place, again harping back to a bygone day. The fifty or so that came through the door seemed to enjoy their time, they spent or swapped till their hearts were content or pockets were empty.

The stall holders that made the trip certainly put on a great show, I can honestly say that the array of spares on show was staggering, I certainly picked up some "really useful spares" for cars I had nearly given up being able to rebuild. There were cars for all pockets, Brian as ever had some wonderful stuff on show, not least a boxed silver Auto Union! (Thanks for letting me hold it Brian), not to mention the best yellow C69 Ferrari I have ever seen, along with some fabulous Spanish stuff.

I saw Mark Scale doing his usual tour of the tables, I am sure he managed deals with just about everyone! Jason (Swaton Raceway) said late on it had been worth the trip down and I had to agree.

⇒



Adrian Norman ( hope the cold is better Ade), I know has managed to add at least a couple of choice pieces to his collection, and I think Paul and Bob were OK too.

After the packing up was done and we all stood round exchanging views on the day's proceedings. Brian, once again playing the host and handing out gifts to those who made the trip while my thoughts turned to how I could best sum up the day. There is no doubt that this event suffered due to the fact that it was third in line to consecutive meets in the same general area, along with a major Dutch meet on the same day.

The timing for Brian could not be helped, as I understand it was the only date available to him this year. There may be the usual cries of too many meets. I feel timing is the factor, rather than overkill. We know that Epsom may not be a yearly event so space is there if Brian can get a suitable date.

So, for people to write this event off would be a mistake, those who weren't there cannot judge, those that were saw the potential. It was massive before, it could be again. Hope I see you all at Dudley. See you all at Stortford in 2007! ■