



No. 294 SEPTEMBER 2006



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Contents

Swapmeets.....	2
Diary Dates.....	5
Membership Update.....	7
Slot Rally GB.....	8
Messages From Margate.....	10
Fly On The Wall.....	13
Racer News.....	15
H:O World.....	17
Kits 'N' Bobs.....	19
Chevening Park Raceway.....	21
Ninco News.....	31
Ebay Watch.....	33
Half-Litre Club.....	35
Letters.....	36
Ninco Reviews.....	38
SCX Reviews.....	43
Llantrisant Slot Car Club.....	47
Adverts.....	49

Editor

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

Trade Advertising

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

Super Market

No doubt many of you spent the recent August Bank Holiday weekend indulging in various forms of relaxation. No such luck in the editorial household - with my usual unerring talent for bad timing I spent most of it compiling this month's issue of the Journal!

We did manage a short trip to Snetterton on the Sunday though for a somewhat unusual event - the Tuner GP. This basically consisted of amateurs in tuned up road cars trying to set fastest laps round the circuit. It also included the finals of the UK Drift Championship which was hugely entertaining. The British exponents aren't quite up to Japanese standards of drifting yet but their sideways antics through the Esses and Bombhole managed to grab most people's attention during the afternoon.

There is a retail park/market right next to the circuit which just happens to house what is claimed to be Europe's largest model shop so I naturally persuaded Mrs Editor that a lunchtime stroll round the market would be beneficial! Snetterton Park Model Shop is situated right in the middle and has grown from a small market stall ten years ago into a 6000 square foot model superstore with over 10,000 product lines in stock. It also has an enormous layout of Gauge One choo choo trains which wind their way right round the building, often overhead - worth a visit for that alone.

Needless to say, it has quite a significant stock of slot cars and, by sheer coincidence, the Scalextric Roadshow was paying a visit that day! Adrian Norman was not in attendance - forgot to apply for his visa in time I assume - but the other nice people from Hornby did let me have a play on the digital track. If I could only manage to work out which button on the controller is the brake and which is the lane change thingy then my "digital experience" would be a lot more satisfying!

And Finally - Slot Rally GB is almost here. Please come and say hello if you are visiting the event. You will probably find me picking slot cars off the floor at the hillclimb stage!

Till next month

Brian





Final Update

By Gareth Jex

By the time you read this we will be crazy busy so advanced apologies for short answers if you call me!

Thanks to those who sent in entries for Slot Rally, at the time of writing we are roughly at 80% max capacity. It's not too late to enter, but if you still wish to do so you will need to collect your info and passes on the day. Get your applications to me ASAP please.

FAQ

NSCC members get in an hour early, can our family get in then also? – Yes (within reason, this is close family, not your 15th cousin twice removed, not 10 mates you met in the queue).

Slot Rally competitors need to be at the drivers' briefing at 10.00am, how will we get in? – Arrive, park and follow the signs to the main entrance, have your drivers' passes ready and we will let you in at 0945 – you will go straight to the drivers' briefing room. Don't forget you still need to pay entrance! Any guardians (for those under 18) will be allowed to accompany you to the drivers' briefing.

What time will the competition finish? – We aim to finish at 4.00pm each day, it will then take us a while to finalise the results and we then hope to award prizes etc at 4.30pm. This is totally dependant on the final numbers of entries and the speed at which they get through the stages.

Can I leave the magnet in my box standard rally car entry? – NO, the entire event is NON magnet – take them out before you arrive.

Do all the stages have standard 3 pin UK 3 amp sockets for my own controller? – No, some of the stages use standard Scalextric, SCX, Carrera

controllers and these will be provided. You are welcome to make adaptors so you can plug into these standards, but we can not guarantee they will work.

Can I come to the night stages 'Fish N Chip' event on Saturday evening? – Only if you have been invited. Those who helped build the tracks, help setting up on Friday, help on the day marshalling and running the event will have already been invited or will be on the day. This is an invitation only event run as a thank you to those who help and to give them the opportunity to have a go on the stages themselves! We will order food and drink on the day as required.

Do you need any help Friday night and Sunday night to set up/pull down? – YES PLEASE!!!!!! Please get in touch with me directly if you can spare any time from 5.30 pm onwards on Friday evening or Sunday night. We can definitely find something for you to do. And you will be invited to the above event.

Prizes

As we go to press the final flurry of prizes and last minute details are being finalised, but here is a list of some of the prizes on offer:

Renault F1 Team; pen, key ring, watch, bag, signed hat (all three current drivers), signed shirt (all three current drivers), bottles of Martini(!) with a Martini motor sport calendar, NSCC Ninco LE Renaults, NSCC LE Teamslot Celicas, Teamslot resin cars, Ocar kits, Scale Models LE Ninco Austin Healeys, signed Toyota SCX Celicas (Sainz and Waldegard), Jim Bamber Toyota F1 figures, Team Subaru supplied prizes. Scalextric are providing two C1186 'Digital Ignition sets, a C1174 'Triple Rivals' set, 6 C2644 'Aston Martin DBR9s plus some other special goodies. There will also be



Ninco specials, Revell specials, Fly specials, Carrera specials, MRRC prizes, SCX prizes, Slot.It prizes, Ford prizes and more to follow. In fact, just about enough for a prize for every entrant!

Limited Edition Cars

All the prizes will be on display at the NSCC stand over the weekend, as will the special limited edition Teamslot Toyota Celica. We have commissioned 48 of these very special models. They feature a unique event livery applied by hand by yours truly! We discussed at length the best way to distribute these models and have agreed the following (bear with me!).

One to club history showcase

1st, 2nd 3rd, each day for the Slot Rally competition box stock.

1st each day for the Slot Rally competition modified award.

20 for those who helped build tracks, run the event and marshal etc – these will be sold at a discounted price of £30.00 each.

One for a charity auction held in the future.

Leaving 18 for sale at the event.

These will be available for sale at £45 each, they will only be available to NSCC members who can present a current NSCC membership card. We will sell one every hour on the hour 11am – 5pm. And it will be first come first served. This is also limited to one car per member.

This leaves four cars. One will be raffled each day (tickets £1 each NSCC members only) drawn at 5pm. Tickets available at the NSCC

display or for those unable to attend in person, you can send a cheque for £1 (payable NSCC) to me and I will buy a raffle ticket for you. Any cheques arriving after the event has started will be destroyed. The remaining two cars will be auctioned on Ebay! With a min reserve of £50.00 each. The items will be put up for auction on ebay.co.uk under my name (JEXY1) on the Monday after the event.

I realise that this is somewhat complicated, but it is the fairest method we can think of. Any cars left will be held over for the Christmas competition. All profits from these cars will go to the Children's Trust charity.

The Limited Edition Ninco cars will be available for collection/purchase at the event also. Collection is by previous arrangement with Peter Solari and purchase of remaining cars is limited to one per NSCC member only.

Additional displays

Some additional displays have been organised for the weekend including the following:

TTE Sainz Celica GT-4

Group B Toyota Celica

WRC Toyota Corolla

Lancia 037 Rally

Display from the Toyota GT4 owners club

Croydon Model Railway Society model railway display of Tramlink

The London Transport RT bus will also be on hand to give tours around the Epsom Downs.

And if I can drag it out of the garage my MG Midget Historic road/rally car!

Ninco World Championship

Due to lack of interest and teams wishing to enter this has been cancelled, please contact Peter Solari for further details.

My advanced thanks to those who have helped out so far and will do so on the day. Please remember this is not my day job and I'm sure things will go wrong, but bear with us. And advanced apologies if you say hi and I give you a vague blank look. You have the advantage - I will have my name badge on – you may not!

Hope to see you all there!!!!



by
Rob Smith



MESSAGES FROM MARGATE

A completely new car - from the A1 Grand Prix series, some nice reliveries and a welcome return of Scalextric to the Argos catalogue have made for some interesting new releases to report on this month.

C2706 A1 Grand Prix Team GB

C2707 A1 Grand Prix Team France

C2709 A1 Grand Prix Switzerland

The new A1GP cars look really nice. Finished in simple but effective liveries, the Scalextric

versions bear a close resemblance to the real cars. Have a look at www.a1gp.com to see for yourselves. The first three teams released are Great Britain, France and Switzerland. I like the Swiss car best with its livery of white and silver with red detailing and a big white cross on the red background on the sides. The cars are similar in style to the Indy cars and so will be fast but robust on the track. They have more detail than the Indy cars but not all of the fine and fragile detail of a modern F1 car.



C2650 IRL Dallara Andretti Green Racing #26

In a similar vein we have another Indy Dallara. Also from the Andretti Green Racing stable, this one is red and white.



C2637 Nissan Skyline GTR Xanavi Nismo

The second Skyline is now in the shops. This has the red and silver livery very similar to the 350Z released recently.



C2728 Maserati MC12 Racing Box No1

Now this car was a complete surprise. In the 2006 catalogue it is shown in the black and turquoise VitaPhone livery but it has been released in the very attractive Racing Box livery instead. This is predominantly blue with a red nose and rear wing. The wing has been changed from previous releases and is about 10mm

narrower to reflect the cars currently racing. The decoration is particularly fine, from the huge trident on the roof to very, very small sponsors' details on the sides. You really do need a magnifying glass to read them.



SuperClub SuperSlot

The SuperSlot club continues to thrive and apparently is proving very popular in Spain. If you sign up several friends you get free gifts. The first is a plastic carrying case. This has a foam insert, is not designed for slot cars but I suppose is a useful box and is printed with the SuperSlot logos. The second is a toolkit of screwdrivers and pliers, etc. The tools are not exactly Snap-On but might be quite useful and, again, the case is printed with the SuperSlot logos. However it is the third gift (for introduced members 3,4 and 5) which is much more interesting. It is a version of C2649 Renault F1 2005 Team Spirit No5 but with the white car removed from the top of the left hand sidepod to be replaced by Alonso's signature. The car carries the reference H2649A but is not a Sport release and is in a normal crystal case. There have been three releases of the club magazine which is similar to the Racer magazine in the UK.

Argos

Scalextric is back into the Autumn/Winter 2006 Argos catalogue. There are two sets unique to Argos. The first is a big GT set containing the Aston Martin DBR9 # 57 and the red Dodge ➡

Viper. Both cars are available separately. The other set is C1163 Triple Ignition. This contains the new four car digital power base and three Porsche Boxsters of which two are unique to this set. One is yellow with silver stripes and the other red with silver stripes. The third car is blue with silver stripes – C2737 that was released earlier in the year as a solo car. I haven't yet received the C numbers of the yellow and red car from Hornby yet and will give them to you next month.

Coming Soon

For fans of the big American muscle cars there are three new liveries due shortly. These were included in the list of new cars published in April and are C2759, a bright yellow Camaro with black stripes and C2740, a red Camaro

with bold yellow stripes - apparently a New Zealand livery. C2760 is a yellow Mustang. Look out for all three of these cars in the next few weeks.

Not coming soon are three of the proposed Seat Leon liveries. I don't know which are which though and will report further next month.

50 Years

Celebrating 50 years of Scalextric obviously didn't inspire you and I had only a handful of suggestions. They were all good and ranged from a run of 50 (perhaps a bit ambitious) limited edition cars to a book of catalogues. I will be putting the suggestions to Hornby at my next meeting with them and hope to find out more about their own plans and how the NSCC can be involved. ■





This month there are eight new models to report on. This includes a much anticipated brand new model, which is sure to stimulate the saliva glands. Also there is news of a brand new surprise model previously unannounced.

Scarlet Passion?

The Ferrari 250 GTO is Fly's 4th new model of the year and their 5th Ferrari model to-date. Going by the two models I bought for my collection they look very accurate and highly detailed. Both are finished to a high standard and it's good to see that Fly have given this car the attention it deserves. Like their real-life counterparts the motor is situated in the front with a long drive shaft driving the rear wheels. There's too much detail to mention, but a couple of points which took my eye are the fine wire wheels and the exquisite detail on the end of the chromed exhausts. Although there is a chrome prancing horse on each of the front grilles, there is no other reference to the fact that these cars are Ferraris. The yellow badge on the bonnet is just that and the plinth only says "250 GTO".



Ferrari GTO, red #22 (A1801). This is modelled on the Équipe Nationale Belge car that took part at Le Mans in 1962 finishing 3rd overall. Driven by Leon Dernier and Jean Blaton they finished 2nd in class, 12 laps behind the second placed Ferrari 250 GTO, which was driven by Jean Guichet and Pierre Noblet. Incidentally, the winning car that year was a Ferrari 330 TRI/LM in the experimental 4000 class, to complete a Ferrari 1-2-3.

Ferrari GTO, brown #86 (E1801), Targa Florio 1962. Driven by Pietro Ferraro and Giorgio Scarlatti who finished 4th overall, 20 secs behind the winning Ferrari Dino 246SP. One of the lines in the classic cartoon series "The Pink Panther" is, "Have you ever seen a panther that is pink?". Well, "Have you ever seen a Ferrari that is brown?", is the statement used here. Although not a colour you would normally associate with a Ferrari, it is nevertheless a genuine livery from a famous race and actually looks good enough to eat. This particular model is a limited edition and restricted to 2500 units worldwide which has sold out at the factory. A plus point here is that, although it is classified as a limited edition, it is priced the same as any standard edition model.

Is Vic There?

Porsche 911T, orange #210 (W08), Rally Montecarlo 1968 winner. Now available is this special edition model mounted into a book style box, which also includes a 58mm high model of Vic Elford mounted on a blue circular plinth. Also included with the set is a small fold out leaflet which is stuck to the underside of the ➤

box lid. The leaflet contains information on Vic's racing history and details of the 1968 Monte Carlo rally. The leaflet, which incidentally has been signed by Vic, also includes historic photographs, of which some are in colour. The car can be removed from the box in the same way as any other Fly car via the normal plastic screw method. The difficult part is removing the interior of the box, but it can be done with a little patience. Although the model of the Porsche 911T is fully detailed, it doesn't have any driver figures inside. One question though, "Where's David Stone, the co-driver, hiding?"

Other New Releases

BMW M1 "Pooh" #90 (A1305), Procar 1980, driven by Marc Surer. The sponsor name may suggest it has connections with Walt Disney, but is in fact a name of a jeans company. The livery is a dead giveaway as the car is painted in white and blue with a giant yellow zip surrounding it.

Chevron B21 "Dinitrol" #2 (GB26), Le Mans 1973. Interestingly this model was originally listed as competing in the 300km Clermond Ferrand (Charade), race #34, but has been modelled on the car that disastrously competed at Le Mans in 1973 instead. Driven by Roger Dubos and Christine Beckers, it only managed to complete 9 laps and subsequently broke down on lap 10 with fuel injection problems. The plinth also states that Pierre Pagani drove the car, but my research tells me

that he only drove the car during practice. The car is painted in white with red stripes and blue sponsor logos.

BMW 320i E46, white #11 (A626), Valencia FIA ETCC 2004. Driven by Andy Priaulx, this is a car to suit any patriotic Brit as the livery is white with Union Jacks draped over it.

Porsche 917K "Gulf" #20 (A2005). The fifth model in the anniversary collection is a re-issue of the 1970 Le Mans classic, previously released as part of the Team 03 set and the "Steve McQueen" collection (SM3). Like the previous cars in the collection the anniversary logo is printed onto the left hand front wing. Another visual difference is the addition of black tape simulation tampoed around the headlights which is not evident on the previous versions.

Porsche 911, red (Fly 133). This is the third model in the "Racing Rally" range. The same specifications apply to this car as to the white and yellow versions released last month, including lightweight body shell, racing motor and adjustable sprung motor cradle etc.

New Announcements

Fly has announced the models they will be producing in September, which include a previously unannounced Racing Alfa 156. In no particular order, they are as follows: -

Porsche Carrera 6 (A1604), Alcaniz 1968 winner.

Porsche 934, black/red (A937), Le Mans 1977.
Alfa Romeo GTAm "Kent" (A1104), Spa Francorchamps 1971.

Ford GT40 (A187), Targa Florio 1967.

Lola T70 Mk.IIIB "Sunoco" #6 (A2007), Anniversary edition.

Lola B98/10, black test car (Fly 52), evo racing series.

Alfa 156 Racing (Fly 150), white.

Alfa 156 Racing (Fly 151), red.

These models should hit the shelves during late September through October. ■





Racer have released pictures of their forthcoming new releases. All the cars listed below are currently in production and should be available during September: -

New Models

RCR26 – Ferrari 330P - Official car #19 Le Mans 1964 - Surtees/Bandini

RCR27 – Ferrari 275P - #144 Nurburgring 1000 kms winner 1964 - Scarfiotti/Vaccarella



from Left to Right – RCR27/RCR26

The brand new 275/330P is the first of Racer's new models announced earlier this year at the Nuremberg toy show. Like the previous ones in the range, the bodyshell is made of resin and has a plastic chassis. The motor, motor mount, axles and contrate gear are Slot.It items. Everything else including the wheels and tyres are manufactured by Racer themselves. Many photoetched parts adorn this model, both inside and out. Both cars are red and finished off with the exquisite wire wheels that were used on the 250LM. Another great model to come off the Racer production line which performs as well as it looks. More news on future liveries as they are announced.

Re-Livery

RCR28 – Ferrari 250LM - NART #8 Reims 12hrs 1964 - Surtees/Bandini



This is the 10th 250LM to come off the Racer production line, and has a unique feature. On the bonnet is a photoetched deflector plate which sits in line with the driver. I'm not sure of the purpose of this plate, but is a true reflection of the real-life counterpart. Again, this car is fitted with those gorgeous wire wheels and is painted in red with a white triangle on the bonnet and front bumper.

Spares

Good news for all you scratchbuilders out there, Terry at Gaugemaster informs me that they will now be able to obtain a vast array of Racer spares. These range from body shells and decals to fine detailing parts, including complete headlights and photoetched sets. Also available will be the wheels in their component format. In fact it will be possible to build your own car from scratch. There are too many parts to list, but I counted 58 different part numbers which will obviously grow as more models are produced. ■

HO WORLD

BY DEANE WALPOLE

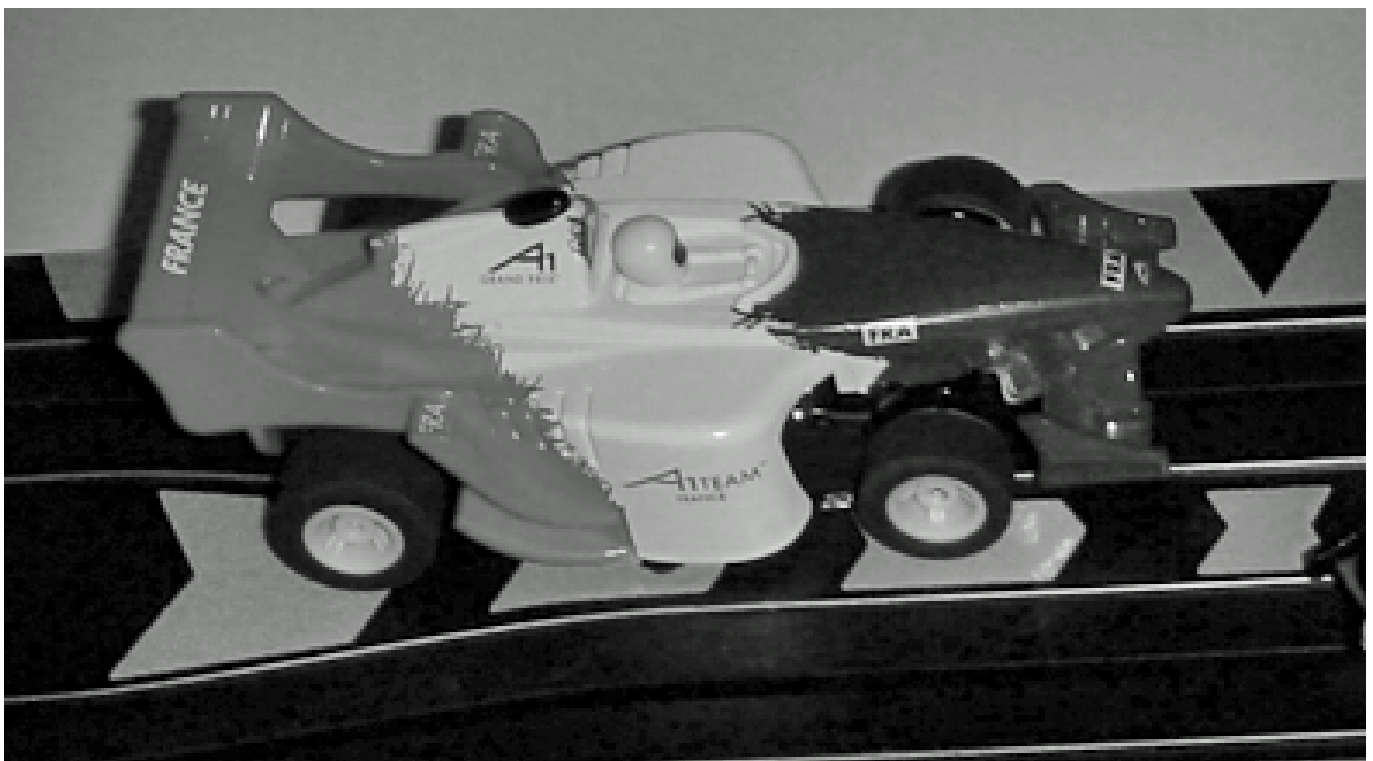


By all accounts A1GP had a difficult first year but most of the problems were self-inflicted and could be categorised as teething troubles. Year two will soon be upon us and, just as with GP Masters, so will the time to deliver on the initial promise. I'm not sure we need more patriotism in motor sport as it soon tips over into jingoism, something our press already display in spades. But the concept is different and the organizers do not overestimate their own worth, unlike most of the people in the F1 paddock (including those who run it)

The chance to model accurate single seaters without having to pay Bernie Ecclestone the usual, no doubt exorbitant, licensing fees proved attractive to Scalextric and I would like to

applaud their decision to do a set in 1/64th alongside the slew of 'big scale' products. I also applaud the fact the set seems 'serious'. By that I mean it has a price tag quite a way above recent Micro products, it has proper race cars, a lap counter (fast becoming the eBay holy grail amongst people looking to extend their tracks) and a decent size layout with plenty of straights.

In case you were not aware, the A1GP series has two themes. First, each car represents a particular country and the driver (whose identity is supposed to be secondary, a concept that would not work if Nigel Mansell drove 'our' car!) must be from that nation. Secondly, the season takes place in the off period, meaning lots of drivers (some high profile) who would ➤



not normally be available are approachable. The cars in this set are the British one versus the French one (clever marketing but I'd love to see the USA and Canadian cars done too). Of course the key is the look of the cars, given that the real versions are so pretty (especially the French car).

I'm pleased to say the cars look fantastic, not just in the application of accurate graphics but the bodyshell itself – which is all new. It is very difficult to make an accurate looking single seater in H:O scale but Scalextric have done a commendable job. Given that the sidepod height and wheelbase are set by the chassis design, they have pulled off a good compromise. What is most impressive is the wings and sidepod sculpts. The latter are steeper than on a real A1GP car but the presence of either is due to the good decision to make the sidepods a tad over-wide, bearing in mind making a good 1/64th scale body is all about compromises. You then notice other good touches such as the airbox flange and camera and the accurate front nose details, although the absence of the central part of the wing will show up more on a white car (such as Indonesia and Portugal). Both front and rear wings seem very rigid, always a plus

point with potentially delicate open wheelers. The chassis is the standard narrow design, which performs especially well with the traction magnets pushed down nearer to the track (we are talking 0.1mm here, no more) but still has the problem of temperamental power output after extended use should the braids become frayed or curved. Nonetheless, the set includes a layout which actually challenges you and eggs you on to try harder. I reconfigured the layout so that more of the straights were together, whilst this enabled the cars to be much faster the standard layout was more fun. Once I 'stole' four straights I was able to make a really awesome track, but for once I'm not going to lambast a manufacturer for not including enough straights as 99" worth is impressive for the cost of the set. The use of bends and half bends is also a good touch and the reason the standard layout is such a good one, with a good variety of direction changes. All in all a fantastic new release. If I had to find a fault it would be the lack of an order form for spares and more track, but that is all I got! There is even a sneak peak at the next micro set, more on that soon in a future column. ■

Kits 'N' Bobs

A round up of recent kit and resin releases

By Phil Insull

Another incredibly busy month - we kick off with some good news and some bad news. First the good news, American firm Bear dog Racing have reissued their 1967 Coyote-Ford, which won the Indianapolis 500 in the hands of the legend and team owner A. J. Foyt, and were selling these kits through the UK high performance slot specialists A.B. Slot. Now the bad news, these kits are so good that A.B. Slot sold out within a few days of announcing they had stock, if they get more you'll need to look sharp to secure one.



Bear dog Coyote and Ostorero Lotus 38s

All is not lost however because Bear dog Racing also produced a prototype Lotus 38 some time ago, which they passed on to D&G Ostorero to produce as a production item. These are available as ready to run or kits, and, while not cheap, they are superb quality. Available as the 1965 winning Jim Clark (Team Lotus), Dan Gurney (Eagle-Yamaha) entries or the 1966 STP sponsored cars of Clark and Al Unser, they really look the part. One word of warning though if you do go down the kit route for these cars, they're not for the complete beginner, requiring a fair degree of modelling and soldering skill to assemble correctly.

Last month I told you about Pendle Slot Racing stocking the new Catmark NASA Lunar Rover and now I can show you pictures of the item. With a drop arm, potent little Mabuchi

motor, and very light weight it actually performs quite well and must be one of the most unusual slot cars ever to have been mass produced.



Catmark Lunar Rover

Similarly last month I also mentioned the MMK/TKP Citroën DS, MRRC's Toyota GT One and Chaparral 2Fs and the E.J.'s Dodge Coronet resplendent as the David Pearson 1966 car with decals from Slotcars4U, they all came too late for pictures last month but I can now put that right. I can also confirm that E.J.'s are re-releasing the 1/24th scale Dirt Racing cars in kit form, along with the 1/24th Cheetah and Lotus 30, examples of these are winging their way across the pond, and I hope to be able to show you them later this year. ➡➡



MMK Citroën, MRRC Chaparral 2Fs and Toyota, and E.J.'s Coronet





Protoslot Jaguar XJR5 LM and Team Slots Marlboro Quattro and Golf

Closer to home is confirmation that the August/September releases from French kit specialist Proto Slot will be the Group 44 sponsored Jaguar XJR5 and Porsche 908LH 1972, both available as pre-painted kits, while MMK have a new 1953 Porsche 550 RS Coupe and a 1968 Ferrari 612 Can-Am in ready to run form. Also releasing a version of the Ferrari 612 Can-Am car are U.K. based Maxi Models, in both pre-painted kit and rtr form these should both be available by the time you read this. This is something of a long awaited car from Maxi Models having been announced last year, but if it's up to the usual standard it ought to have been worth the wait. Auto Art bring us a new 1/32nd release in the form of the Shelby Cobra Concept Car. Spirit have two new Reynard liveries from the 2000 ALMS series, and a couple of garish looking race tuned Dallaras with lightweight parts and special motors. Carrera have the Fast and Furious Tokyo Drift Nissan 350Z and Ford Mustang, and Slot.It has announced a new angle winder chassis that

should be available later this year. On the same Slot.It front expect to see the first of the Lancia LC2s, the Silk Cut Jaguars, Hydro Aluminium 962 and the black AEG liveried Sauber by the end of September.

Finally for this month we have news from Classic Slot Limited, firstly a new 1969 Fiat Dino kit from OCAR and also several new releases from rally specialists Team Slot. On the plastic car front the Audi Quattro is available in an eye catching Marlboro livery, complete with Safari style bull bars, the Lancia Stratos is released in black and red Pirelli livery, while the Toyota Celica is available as an NSCC Slot Rally limited edition. (These will sell out quickly so get one quick). On the resin side Team Slot have produced their Mark 1 VW Golf as a Marlboro sponsored group 2 car in ready to run, and the Escort Cosworth as the Michelin sponsored car driven by Malcolm Wilson on the 1993 Manx Rally, the latter being available as an unpainted but assembled kit. ■

Chevening Park Raceway

By Mike Crowhurst

In October 2003 we moved to a new house and I hoped that this palatial mansion would have a suitable roof space so that I could relay my circuit that had lain dormant in the old house's loft for about 15 years. Unfortunately these thoughts were dashed, as, like most new builds, it was the size of a postage stamp and totally unusable.

I decided that the new garage (which like the majority of new homes wasn't large enough to hold anything other than garden tools) could be my salvation for a return to slot cars. A visit to Jason and Jenny at Swaton Raceway was arranged for advice and tips (two nicer people you couldn't wish to meet) and Jason's advice was indispensable. I purchased a Ninco set – the cheapest way to buy track in bulk, transformer, controls etc and, of course, cars, cars and more cars.

Alan Croft, who worked with me at the time, offered to help me decorate a circuit and suggested that we design a track before we started to build anything (which would become Chevening Park Raceway). Truthfully he did it, all I really did was to pass him things as he wanted them and keep the supplies he needed coming.

The first “discussion” point was whether to have lots of track and a few buildings etc or less track with lots of room for decoration. After various designs incorporating a carousel in a corner we decided upon what we thought would be a testing, technical type of circuit (none of which was an easy drive or flat out racing). The design included three different levels of track incorporating standard crossovers, a 90-degree crossover, long, hazard and corner chicanes, two tunnels and a bridge.

I broke my ankle in November 2004, just when the track design had been finalised and timber ordered, enough to construct a table that would be “U” shaped as it was thought that at my time of life (mid 50s) climbing in and out of

a table would become too much for me over time. A local, very friendly company (Lasercroft Ltd) provided the timber and another friend – Dave Lane (a carpenter) constructed the table from 4” x 3” timber with 18mm MDF sheets as the track base (strong enough to stand on). The ‘U’ shaped base was 8’ wide by 12’ by 3’ 9” on the longest side and 9’ by 3’ on the shortest side. The laying of Ninco track commenced in early January 2005, whilst I still had my broken ankle, most of this being discarded and a change to Scalextric Sport track was decided upon, as Scalextric is narrower and also more widely available. Track laying on one foot was not easy and the table was just too high to sit on, so it ceased for a couple of months.

One thing I could do during this time was to keep up my “collecting” of cars, something that I did with great gusto.

Once fit, progress was swift and the track was soon laid. Ninco power was selected for powering the circuit which would enable us to run cars in either direction, as their power base was switchable. Scalextric Race Management was used for computer lap timing. Problems with the design soon became apparent and the layout was altered accordingly so that the track flowed better and was more exciting to drive. The track length is approx 29m long. (0.6miles long scale size).

The first steps in track levelling were done when support pieces for the elevated sections, bridge approaches and of course my desired carousel were constructed. Once these were completed construction work paused, again for track testing (playing in other words).

This time was also used to amass all sorts of supplies for construction and decoration: -

- 3 x 16 bulb, 2 x 8 bulb and 3 x 1 bulb Lionel “O” gauge train yard lighting gantries which were obtained from a supplier in Florida
- electric cable
- individual bulb holders and bulbs
- straw lights

⇒

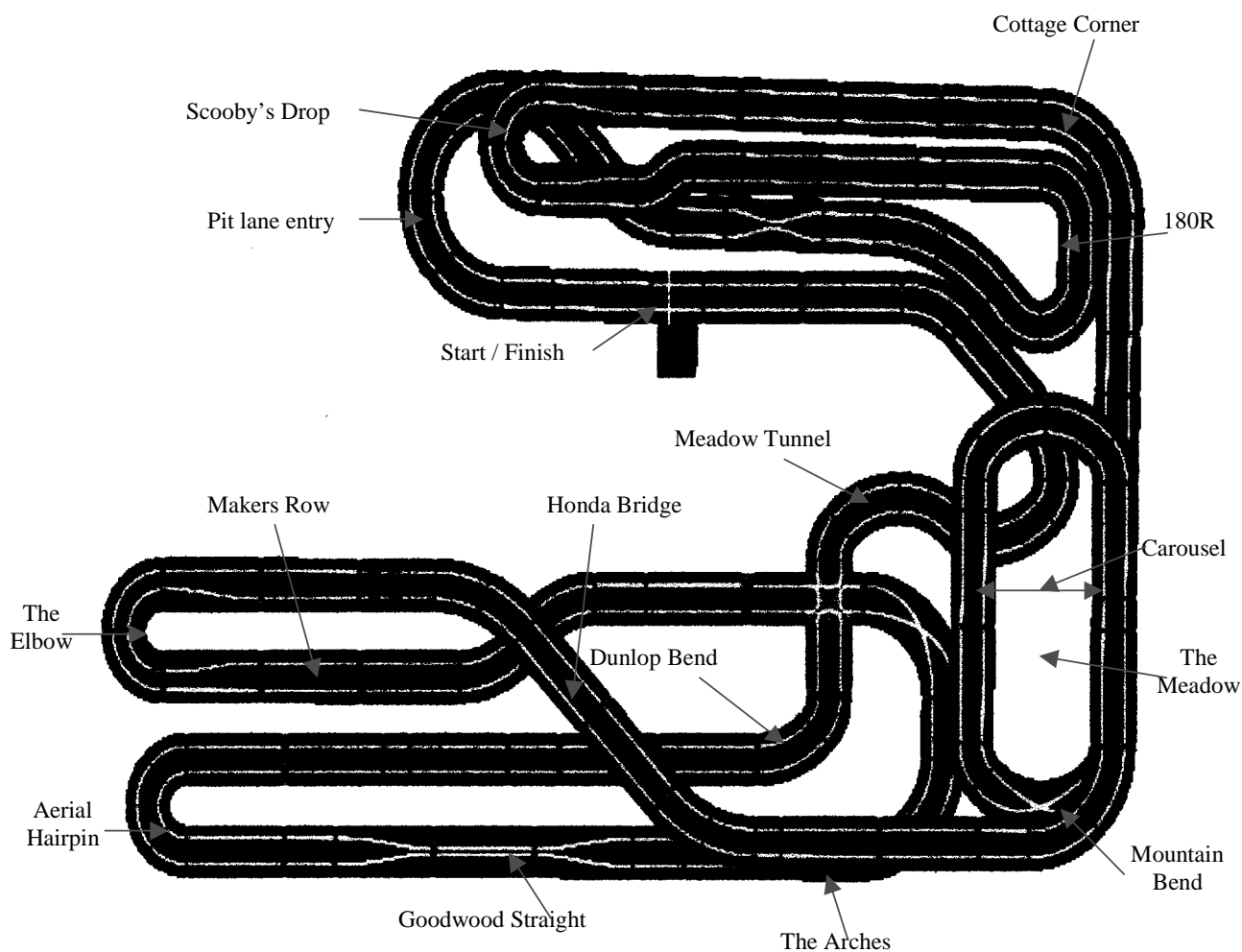


- plaster bandages, “Polyfilla”
- brick papers and tarmac sheets
- numerous water based paints
- additional transformers
- various types and sorts of trees
- various buildings, benches and picnic tables
- chicken wire
- “No Nails” – (a wonderful invention)
- “Scenic Water”
- numerous “O” gauge retaining walls both single and double height
- track borders and barriers (Scalextric and Ninco) including stonewalls
- spray paints (fleck type for rippled effect finishes)
- cork bark
- concrete paint
- lichen of various colours and shades
- scatter materials – greens, browns and reds

- scenic backdrops
- craft board and empty cereal boxes
- multi coloured bottle tops
- bundles of tyres to paint for barriers
- SCA tyre barriers, both rigid and supple
- Britains’ collections of cows, sheep, ducks and swans and a quad bike
- Ninco adverts for insertion into their barriers.

Reluctantly the playing period had to stop and decorating the circuit commenced.

The first night that we were due to start I had a small family crisis, (the wife insisted I help with the packing for our holiday). This meant that Alan was left to his own devices. I took him a drink a little later and was astounded to see the progress he had made on his own, he had completely decorated Scooby’s Drop. A quick note here as to why this corner is called Scooby’s



Track Plan

Drop – the first car to go round the track was a black Subaru Impreza (Scalextric ref C2203) and you’ve guessed it – over confidence, too much right foot, too soon and oops straight off, bouncing on the pits entrance and then onto the floor, a fall of about 4’ – hence the name.

Next to be constructed properly were the Honda Bridge approach and 180R declines, both pieces are approx. 3’ wedges rising up to approx. 5” high in 2” x 1” PSE with a 5mm MDF topping, either painted or papered accordingly. We had decided to leave the bridge construction until last as it was thought that it would be wise to leave this jointing piece so that any slight adjustments that we needed to make could all be done in one go at the end. We constructed a temporary bridge of 3’ 6” in length for the time being (for continuing testing purposes – honest!!!)

I had a quantity of hand painted figures, you know the standard Scalextric spectators and pit crews from the early years, but I had never completed their faces, hands etc, and Alan complained bitterly to me that they all needed completing and he didn’t think that we had enough of them. Hello eBay, Games Workshop water paints, small paintbrushes and quite a bit of time. I now have over 330 hand painted figures in different guises as well as some SRA (pewter), Carrera figures and flag marshals (which do seem a little small in scale size). I also found an original Scalextric Flag Sheet on eBay, scanned it into the computer and printed four sets of marshals’ flags for various sites around the layout.



Lower Carousel under construction



Overall progress - January 2006
Scooby's drop - bottom left

The next area to receive attention was that which stretched from the lower Carousel tunnel entrance round Cottage Bend and passed under Scooby’s Drop and behind the pits. We joined some cereal box sides together, strengthened them and then brick papered them. It was amazing the difference this made to the circuit, you couldn’t see the garage wall any more and it seemed to bring a perspective to the area concerned.

As this brick wall was now in place the 180R hairpin was next to receive decoration, simply put mixed scatter, trees, benches and people.

We moved next to the pit area. When the support for Scooby’s Drop had been installed we had inserted five individual bulb holders onto the underside to give quite a good level of illumination for the pit area, instead of individually lighting each pit. We used some 5mm hardboard, cut to size and covered with tarmac paper for the pit area as a whole. I had three different attempts at making a pit wall, like those advertised from various suppliers. I even covered them with the concrete paint and paved the base to give it a different look. Each attempt was discarded and eventually two Fly pit walls and control centres were bought which gave the pits area the front that I was looking for. The actual pit buildings were the Scalextric type, but we inserted tool cabinets and other items to give them a fuller look. Some of my old cars were non-runners and the GT40 had been battered a bit as a “modern” test car and were utilised as pit vehicles. Various pewter figure sets suitably⇒⇒



painted were used to populate the pits along with Scalextric figures. The detail in these pewter figures has to be seen to be believed, a little on the expensive side but well worth the money and effort to paint them.

The Goodwood Straight was next to receive our attention, all it needed was for grass and shale scatter to be applied to the space between the two tracks. Shale scatter being used in the paramedic and fire rescue areas.

We decided to alter slightly the bridge itself by changing the radius of the curves on both of the approaches, which again made the track flow that little bit better.

We returned to the Honda Bridge approach along Makers Row and filled in the empty spaces that were there even including a VW Camper Van.

As the Honda Bridge approach was now complete we had an empty space beneath it and we decided that a crash site would fit the bill. We took two of my old MG Metros and deformed the front of one with a soldering iron so that it

would “fit” around one of the bridge stanchions, which had already been papered with a stone brick effect paper. Grass scatter and lots of people (medics, injured drivers – one even on a stretcher, flag marshal, mechanics, rubber-neckers and even a photographer) complete the scenario. We have obtained a 1/32 scale paramedic helicopter for hanging from the ceiling to whisk the injured drivers away to the nearest medical facility.



The scene of the accident



Makers Row



The Mountain and Carousel under construction

Alan then started to make the mountain by constructing a framework, which was covered with chicken wire, cork bark and plaster bandage. Liberal amounts of Polyfilla were applied by hand for effect and moulded to shape including flat areas for spectators to stand and sit. The lower slopes were also treated this way and were left to dry for a week. Water based paint (browns, greys and blacks) were used to colour the plaster and scatter, both screed and

grass coloured, were applied for effect. The end result is simply stunning and is certainly a highlight of the track. We thought that the far wall looked bare and decided that we would extend the mountain along the back of the upper Carousel, further enhancing the whole area. Trees were planted for effect all around the area and even a spectator found his way up a tree for a better view of the racing. ➡➤



The finished article



The rescue helicopter hovers over the crash site (above) ready to ferry the injured driver to the "Services" area (below)





Pit area (above)

Main spectator area and podium (below)



About this time we thought that the green wall colour didn't look quite right so I started to paint them sky blue. A word of advice here for anyone who builds their own track – it's far easier to paint your background walls if there is nothing to hinder you – i.e. paint them first!

The main spectator area was next. I had some old grandstands, one of which had collapsed after a car took off from the Honda Bridge and landed on it. It refused to be repaired so a new one was obtained from Howard's Scenics (another great supplier) along with an Information Centre, Track Officials Buildings (which comes complete with a podium set), cold drinks machines and a first aid accessories pack. A path through the area leads to the Dunlop Bridge, which has had to be raised onto a block paved base so that I can run trucks, and crosses the track to the toilets and merchandising stand at the Arches.

We have used "O" gauge railway retaining walls as tunnel entrances on the track. We cut a

double portal to make an enlarged large single entrance for the Carousel and used small singles to line the underpass. Similar large portals were used for the Arches area. Alan roughly painted all of these firstly in black, then dark grey and finally in light grey, which gives them a great look. Joints were filled with lichen of different colours and shades.

Again roughly painting the wall in shades of brown and placing another piece of cork bark as a rock face completed the Arches. A non-running Seat Ibiza Kit Car was added for effect in the corner.

I had no idea what the meadow and its tunnel, would look like when finished. I sat, watched and passed Alan what he wanted when wanted and let him get on with his idea for that area. To say that again he has worked miracles is an understatement. Chicken wire cut to shape and stapled into place, more plaster bandages, Polyfilla, scatter and trees completed the upper meadow. My wife suggested that the layout



Carousel, meadow and tunnel

needed some animals so Britains' catalogue was consulted and sets of sheep, cattle, ducks and geese, fencing and gate and a farmers set were obtained. The meadow looked too cluttered with all the animals in there so the sheep were moved to the meadow tunnel area. The tunnel retaining walls were cut to size in plywood and papered with a stone effect paper. The tops of each section looked wrong so block paving surround strips, cut to size, were applied and positioned to create the tunnel mouth. Coloured cardboard was used for the tunnel lining and lighted cars emerging from this tunnel do look very, very impressive.

The top bend of the Carousel has been made into a marshals' post with a resin building again from Howards Scenics; it was fenced off, decorated and populated.

We thought that the actual wall area around the track could do with some decoration as well, so "OO" gauge train backdrops were sourced from 53A Models and pasted to the wall. In the far corner of the room there is a country cottage hence the name for the nearby corner.

All that was left now was a small area between the base of the tunnel area and the start

/ finish straight. We placed a Skoda rally pit here, which we have given its own internal lighting, two Scalextric Skoda rally cars and a green set of SCX mechanics.

Behind this rally pit at the base of the cliff face is a little gem, Alan created a waterfall and pond complete with ducks and geese in and around it. In front of this is a fence, which separates the pond from the Skoda pit. After a long search I eventually found a scale Ford Transit van in white with a green stripe down the body, which complements the whole pit area.

⇒



"Duck!"



Rally service area





The Hairpin onto Bridge approach

Decoration complete, I started to time cars in earnest, only for the base unit for the RMS to stop working. I couldn't repair it so some shopping around at various internet stores led me to purchase the new Scalextric Sports World control unit, a bit pricey but worth it. I do have some reservations about it though – cars have to have a black guide, SRS type pegs and blue guides do not register. There are supposed to be some replacements available for the blue ones used by Scalextric, but to date I haven't found any. I have got round the problem by using either a black marker pen for colouring them or actually painting them in black. Both work, but not for too long, a temporary solution only I think. You can enter your own cars into the garage section but again it always refers back to "Road and Rally" whatever section you put the car into, you then have to go back into the entry and change it. If, for whatever reason, the control unit thinks that there has been a "short" however caused it will lock itself but doesn't give you a chance to note the details of any running that you may have done. Patches are made available and automatically downloaded if the computer being used is connected to the internet.

Now all of the construction and decoration work have been completed, all that was left to do was to sort out and tidy up the lighting and wiring.

Lit areas are as follows: -

- three 16 bulb gantries positioned at the Aerial Hairpin, the Elbow, and the Arches

- two eight bulb gantries positioned at 180R and the pit lane entry
- three single bulb gantries positioned at fire and rescue and paramedic areas. One is also positioned on top of the track officials building highlighting the podium area
- straw bulbs light the Honda control tower, Scooby's Drop control tower, first aid hut, Fosters covered stand, toilet building and the merchandise stall
- individual bulbs light the Arches Tunnel (two bulbs) the Skoda rally pit (one bulb) and the pit area (five bulbs)

All of these are on their own individual switches.

Items constantly lit are: -

- start / finish gantry
- hazard chicane
- Goodwood straight long chicane

The remaining project now that the lighting is completed is to "white-line" the track, something Alan is investigating (it sounds too complicated and difficult for me, so he is more than welcome to do it).

I hope that racing and timing of cars on Chevening Park Raceway will be as entertaining as building it. The collection currently stands at 650 vehicles and is still growing at a steady rate.

Useful suppliers (helpful really)

- Swaton Raceway
(www.swatonraceway.co.uk) – for cars, track, controllers, parts, etc
- SRA (www.slotracingaccessories.co.uk) – for pewter figures
- Howards Scenic Supplies
(www.howarsscenicssupplies.co.uk) - for buildings, accessories, signs
- 53A Models – (www.53amodels.co.uk) - a local railway shop which has all sorts of reasonably priced building supplies ■



As always, August is a very quiet month with little news from the factory in Barcelona. However, Ninco's own on-line newsletter - Pole Position – includes some nice pictures of the 31st Rally Shelby that took place during July of this year in Sao Paulo, Brazil. It also includes an outline of the Nissan 350Z to be decorated as part of an annual competition run by Salo del Hobby.

More importantly the NSCC Club cars will be ready for collection at Milton Keynes and Epsom this month and also at Dudley in October. I have seen the first finished cars and they truly are fantastic. So, as the saying goes "...a picture says a thousand words..." please enjoy these pictures.

As for next month, there will be details of the N-Digital system on schedule for general release in October. ■



I was initially taken aback when I logged in at the beginning of August and thought the slot car boom had imploded overnight as only just over 3000 auctions results were presented to me in the Scalextric and Slot Car category! I had regularly been seeing numbers of 10,000 plus for most of this year on UK eBay, and indeed had seen so the day before. It can't have slumped like this overnight surely I thought? It may be changes to categories? A quick scan and refresh of the screen showed my searches looked OK as usual and nothing had changed. Then I remembered that August would see big changes in the way "shop" listings were presented to buyers which I had noted in my last report. However the impact of this eBay change didn't fully sink in until I came to write the column this month. Due to these changes, if you just search by category, as you may be looking for anything slot related like your eBay columnist here, then you end up missing out on many BIN shop items as your search results will never actually show these, even when the item is nearing its listing end. Unless you do a specific search word, which does not turn up many results, or you specifically look at eBay shops you miss out.

At the risk of boring you but to explain a bit more I did a quick test example. A "TVR" search showed up 19 items in slot cars auctions but also showed on the same page that there were 62 "shop" items as well. A good result as this reminded me as a buyer of BIN (Buy It Now) items in the shops. An "Aston" search however, which I would have thought to be more popular in terms of listings showed up just 33 items. The results page did not show any results for eBay shops as eBay had assumed that 33 results was enough for me, the buyer. However by clicking on the small link at the bottom of the page for "see Additional items from eBay shops" another 94 Aston listings were presented! Hope

this illustrates the point, as I believe this will mean sellers who have fairly popular items in shops will see fewer sales as buyers will not click on the link to find those listings and just bid in the auction section. So my tip for buyers this month is if you are after something specific make sure you try a more detailed description or click the shop link as you may miss out on that item you want.

I guess this is partly why eBay had their first two day 10p listing period - to appease shop sellers who were supposedly going on strike one day this month, according to the news reports, to protest about these shop changes.

Other auction news

First, it was sad to see that the Hornby auction site, model-auctions.com, closed on the 1st August as some nice collectors' pieces had been sold on the site over the past year or so. The number of listings has been very poor in relation to eBay showing only a few hundred by my calculations and demonstrates what a job it is to compete with eBay. A statement on the site says it will be re-developed with the new Hornby and Scalextric sites that will be re-launched at a later date. Maybe Rob Smith will have some news on this in the coming months?

However, as one door shuts another opens and it was recently brought to my attention that www.specialistauctions.com is trying to position itself as an alternative to eBay, particularly with the collector in mind. The site was started by three collectors fed up with the increasing charges for selling on eBay and the lack of, in their opinion, policing over fake items for sale. It has no joining, listing, store, reserve price or picture fees at all, as well as its own fee free version of BIN called "Snap it up". The only charges to list are £0.50 to bold the listing or £1.00 to highlight the auction and a flat 3% commission on all sales whatever the price. ➡➡

With a “Have a Hagggle” option when selling available as well, this seems to me a great alternative for collectors, particularly if you are selling collectable items, as charges will be kept down. However I guess the success will depend on enough buyers being aware of an alternative to eBay. The site says it is getting two million page views a month so it looks promising. With the use of specialist moderators for each category to maintain the integrity of the listings, could this be the new way forward for buying and selling for our hobby? I will keep an eye on this site and update in future columns. There are only 52 items at time of writing in Scalextric and Slot Cars of which 49 are Minic Motorways items, mainly from one seller, but it's a start.

Price review

Well the holiday season has seen mixed results for buyers and sellers and dealers trying to clear stocks. There was case of 24 pairs of Scalextric Starsky and Hutch set cars offered in one auction that went pretty quickly for £345 BIN but at the time of writing a case of C5000 Motorbikes for the same price remained unsold.

If you recall this year's earlier reports on black TVR, red Porsche body shells etc the same seller cleared out the rest of his stock in one go in several auctions. (details below) Whilst bargains maybe, I am not sure many of us would get through 900+ packs of 8 braids that went for £135 or 400 mixed new tyres at £88.67. You could make a decent tyre wall display though!

Prices then:

Scalextric Spares Stock Disposal TVR Body Shell £36.99 (18 black untampoed shells only)

Scalextric Spares Stock Disposal 50+ Subaru £56.99 (L. blue untampoed shells)

Scalextric Spares Stock Disposal Porsche 911 Shells 160 plus £40 (red untampoed GT1 shells) “New Man” 956 Porsche LE rare 1/32 Slot Car Scalextric \$199.50 (Slot.It LE car setting a new record high)

Scalextric Collection of 38 Cars inc vintage SRS SCX NR £277

Slot It Audi R8C 1999 Le Mans Test #9 ref SICA01a/EU £46

Scalextric TVR 12 Speed - 1999 Championship prize £206.11 (1 of 25. Black with yellow chequered tampo over doors and roof and went to NSCC member I believe.)

2006 Dealer Presentation Maserati C2680 £86 (number 23 out of 250)

scalextrtic “minder” 3 litre ford capri £9.02 (supposedly plain white version but in reality was poorly cleaned up tampoed model)

Scalextric VIP StockCar Yellow/Red V/Good Tested 1/32 £77.90

Scalextric VIP StockCar White/Blue V/Good Tested 1/32 £160

scalextriic big box of buildings and props ect L@@K £9.75 (included first aid hut, pit stop buildings, timekeeper number boards and figures. Another variation on the spelling did not help seller here and no, I did not win it!)

Scalextric Mini Cooper Convertable RARE Promo Car 1/32 £72

Scalextric Subaru Impreza Norisbank no.30 C.2313 BNIB £14.82

Scalextric McLaren Honda MP4 (C462) Senna - VERY RARE £102 (mint no. 12 but looked as missing driver visor)

Mclaren MP4. Spanish Scalextric Rare number 12. superb £42.26 (used but with driver visor!) Rare Strombecker Multi Tool knife \$37.55 (Picture of car one side and had 2 screwdriver and 2 spanner blades from 60s or early 70s according to seller)

A couple to note that I missed in previous months:

Scalextric Ford Escort Mexico Special Build (Boxed) £37.51 (Supposed be a genuine model in red!?)

Scalextric Pre Production Renault Megane Yellow Slot car £77 (No tampo with blue spoiler)

Finally an unusual item that popped up in the slot car category but I can't think of a reason why, other than for a scratch build project maybe or the number in the description, was a Taxidermy Rare snake skin 132” long that fetched £16.89. ■



Half-Litre Club

By Dave Yerbury

Ever since I saw these cars demonstrated at the Aintree historic meeting in 2004 I just had to make them for the fun of it.

Mk V or T15 Cooper

For the 1951 season the Mk V was launched by the Cooper car company. It had a box section chassis frame with two 5/8" tubes running parallel along the top, the nose and tail being hinged front and back. The Mark V was also the first '500' to have rack and pinion steering. 1951 also saw the formation of the Ecurie Richmond racing team led by larger than life patron Jimmy Richmond. It was a smart professional outfit running two aluminium Coopers for Eric Brandon with a red nose band and Alan Brown with a blue one. Brown would win the Half-Litre Club Championship and Light Car Cup, he also managed to finish runner up to Stirling Moss in the BRDC Gold Cup standings. Meanwhile Brandon won the new Autosport British 500cc Drivers Championship.

Charles and John Cooper first joined the 500cc Club just for some competitive fun. They soon built a car of their own from the front ends of two Fiat Topolinos. The simple 500cc JAP speedway engine provided the power, sited behind the driver for practicality's sake. A second car was constructed for Brandon and they began to be noticed. Soon orders were coming in with one from Stirling Moss. With this the first run of 12 production cars were built. The Cooper legend was on its way. So successful was the Ecurie Richmond in 1951 it was to become the official works team in 1952.

Kieft Mk2

Kieft's name was brought to the forefront of British and International F3 with a car built by a team consisting of John Cooper (not him), Ray Martin, Dean Delamont and Stirling Moss. Another committee design but this time a successful one. The car came about when Moss persuaded Kieft to bankroll a car to be built by

Ray Martin and putting a Kieft badge on it. Stirling donated the materials for the car including the Norton (double knocker) engine from his already sold Cooper.

The car first ran at Brands Hatch on the 9th of May 1951. After just scraping into the final, Moss got it right and won, with Alan Brown's Cooper 27 seconds behind. This and other performances led to a long queue for cars for the 1952 season at Kieft's Bridgend Factory with over 20 orders from overseas. This car was always known as the Moss Kieft and his exploits in it are legendary.

1952 was to see him lock horns with an unforgiving competitor in the name of Don Parker. This hard nosed racer took 1952 by storm, winning the Autosport Championship with 107 points, nearly twice that of the runner up. He also took the Light Car Challenge Trophy ahead of Moss. The two other trophies he won that year were 'The Daily Telegraph' and 'Veteran'. He made a career out of F3 500cc and will always be remembered for his racing and dicing in his maroon Kieft, especially with Moss.



This is a tiny model and at the moment, like the Cooper, it sits on an old Scalex FJ motor as I have not got a working one at all. Hopefully Chas Keeling at SCD will soon have made an axle carrier to fit on the end of the new slim line Scalex motor. This should provide a much better solution to the propulsion problem. I used Airfix steering units at the front as they were the only thing I could find that looked a bit like the real thing. ■



It's 10 o'clock on a Saturday morning, the postman knocks on the door and delivers me a new package -I quickly unwrap it to find the car I've been eagerly awaiting. As soon as I can make my excuses I head off to the cellar and with much anticipation I try the car on my track. It crawls round at full throttle due to that damn magnet thing. I whip it out only to find the car hops down the track with no grip.

My excitement is dashed on the rocks of despair and I spend a good couple of hours tuning the car to make it decent. This normally involves me delving in to my spares box to find those straight axles, aluminium rims and decent tyres. Eventually I get it working but the thrill of the moment has gone.

Now this does not happen every Saturday (I wish) and quite a lot of cars nowadays handle pretty well straight out of the box. However sometimes I think it would be nice to be supplied with the necessary goodies that fit the car (not having to scratch around for that right diameter axle) to ensure your car handles well and provides top notch performance giving you that unfair advantage in the race!

Well, Ninco have delivered a product aimed squarely at that market. Their Pro-Driver kits include all the items you'd need/want, all encapsulated in a sturdy red plastic carry case.

Ninco Pro-Driver Range – Mitsubishi Lancer

By Matt Tucker

What do you get?

A nice shiny red case for one. Within it you are presented with the car and parts snuggled in foam protection. A chassis with the NC-6 crusher motor, a decorated body (in this case the Lancer as driven by Harry Rovenpara in the 2005 Telstra Australian Rally), and a plain white body so you can create your own distinctive livery.

There is also a fishing tackle box full of goodies which include all the details needed for the white body. You also get:

- 8 aluminium rims (4 large and 4 small), with brake disc and hub inserts with 2 designs
- two hardened axles – guaranteed to be straight
- four ProRace slick and four ribbed tyres (good grip levels from these)
- two body screws with no thread near the head (to aid flexing)
- four aluminium pulleys (with serrated inner to grip the band) to engage 4wd
- two bands for the 4wd system
- 4 each of the soft, medium and hard suspension forks
- guide and braids
- grub screws and Allen key (the first thing you should do is insert all the little blighters before they disappear)



What they don't supply but what you definitely need is about 20 minutes of time and a little bit of patience.

In terms of VFM if you were to buy all this lot separately it would set you back nearly £90 and with that you don't get the second body shell nor the carry case – however you could find yourself with spare parts not being used for which you've just paid.

What to do with it all

In order to utilise every part I decided to create my ideal set-up for a rally car, then decorate the white body shell with a distinctive livery (probably a canary yellow with Pirelli logos) and use the remaining spare parts to upgrade another Ninco car.

For the best times on my rally track you require lightening acceleration, massive braking ability, magnetic cornering and a guide with active suspension! The car automatically comes with the latter. Interestingly the current lap record of 14.3 seconds is held by a Ninco Mitsubishi (trued and glued) with NC-6 and shod with ProRace tyres. To set it up with the best characteristics for my rally track I decided on the following configuration:

- 28 tooth crown wheel (red)
- small hubs with ribbed tyres
- hard suspension all round (yellow)

This gave the car the best acceleration and braking and with the small hubs meant the COG was at its lowest and the greatest magnetic effect was being exerted on the track from the motor. The suspension was hard as I felt that would suit my driving style; hard and fast.

It took me about 20 mins to set the car up the most time spent getting those fiddly little grub screws in all the rims and pulleys. There is a booklet that comes with the kit showing you how to set up the car and where to add glue for all the details on the white car – I ignored it completely as every proper man should!

The only bits that required work were the wheel inserts - I snipped them out with scissors and filed down any protrusions. They were easily fitted as they just clipped in to the hubs securely. The pulleys come in different sizes and I decided to put the smaller ones on the front axle so that it had more acceleration than the back end which I thought might help the acceleration out of tight corners. ➡➡



What difference does it make?

On my rally track the car handled very much like the standard Mitsubishi but, with the increased acceleration and braking, was a bit more of a handful. However if I got it all right the car flew and achieved a best lap of 14.1 seconds – a new lap record.

I tried it with the 28 tooth crown which made the car a tad easier to drive and got the lap time down to 14.0 seconds – another new lap record!

Dropping a further crown increased the lap time as acceleration and braking were affected too greatly. I then put the larger hubs on the rear and managed a time of 14.5 seconds and then I changed the crown back to the 30 toothed crown and achieved a 14.3 second lap time.

If I really had the inclination I would have tried out the different suspension settings but that would bore us both!

This fiddling is what the kit is meant to be about. You could, as I initially intended, create two upgraded cars with this lot or, with time and

patience, you can use the variety of parts to configure your car to give the best set-up and change it for every different type of track you race on.

Is It Worth It?

It depends – if you are new to tinkering then this kit gives you everything you need and there are no compatibility issues to worry about. If you do upgrade your cars then the kit offers VFM just from the sum of its parts. If you are a racer and your club rules allow it this is an easy way of producing a competitive car without having to make lots of separate purchases. However if you are a home racer then this kit is a bit OTT for your requirements.

There are quite a few people I think these kits should appeal to, especially with the range available. Ninco have produced a number of them now, including two rally ones (Peugeot 307 and Mitsubishi Lancer) and two GT (Toyota Supra and Renault Mégane) so there is something for most people's taste. ■





50418 Porsche 356-A Coupé Klassik

By Matt Dear

As I opened the box and the packaging fell away, I caught a glimpse of the car's rear and knew this was going to be something special...

The car sat on the table in the light, the deep sparkly blue showing the lines of the 356 well. The usual large Ninco box seemed a bit of overkill, but the grey brick effect rather than flat black looks attractive and tells you that this is not your standard run of the mill car. The back of the lid has a card with a picture of a Porsche steering wheel and the word 'classic' on the front. On the back is a large block of text about the car's history in English and Spanish. I rather like this and wish more manufacturers would do it on their normal cars. The car is removed from

the base rather easily, with Ninco's usual pin arrangement; this is the easiest system I have tried so far. Once the car was out, I noticed the offside wheel had popped out its clip, but this may have been a one off, and was simple to pop back in. Looking closer at the car, it appears that the tampo is clear, sharp and thick in most places, apart from in the recesses. All the sponsors logos can be seen and read, and there is no bleed. The clear coat is not too thick, yet still protects the car and there is no orange peel or dust evident. The interior is a half pan design and well done, the driver does seem to sit a little high and is thickly painted, but other than that it's a pleasing interior, which doesn't look like a half pan at all. The chrome bits on the car are ➡➡



well done, not using thick plastic and just picking up little things like the wipers, and the door handle really finishes the car off.

Once placed on the track it was clear that the front wheels have lots of up and down slop, which causes the car to roll because it has no magnet! Straight out of the box, the car was very light, actually too light, causing an off on almost every corner on Sport track surfaces. Once on the rougher Classic, the grip was a bit better, but still poor. I imagine if I had some Ninco track, the car would have run very well because of the grippy surface. I decided to open the car up to try and add some weight. Once flipped over there are four screws, but only undo the screws in the shafts because the other two undo the motor pod, but more on that later. Once inside the car it is clear that there is a lot of room, with the half pan interior, and small NC-1 motor. The motor pod allows you to fit a larger NC-2 – NC-7 for more grunt, which the car in non magnet form doesn't need. There is a lot of scope for weight; in the side pans, behind the rear axle, and under the front axle! After

adding around 20 grams of weight (the car now weighed 80g) it was a lot more controllable, and slid nicely around corners. It could still do with a little extra weight depending on your driving style. The NC-1 gives the car a lot of punch, almost too much, all the torque makes the car way too twitchy with a standard Scalextric throttle, but once you get into a rhythm the car will slide and slide and yet prove quite grippy on rougher surfaces. The 15.7K motor won't win any races, but it feels very realistic, and makes you realise that you **can** have fun with a slower motor.

Overall the model is well made, runs well with a little tuning, and is pleasing to the eye. It would fit in well on almost any type of track, except Raid/desert tracks. The fact that it is more of a modern day representation, rather than an original, is quite bold, and may turn off some of the period buyers. But I like the theme, and it gives the car a few more sponsors. If I were to use my own money, then I would buy the car. It's a very nice model, which can be made to run well and look good while doing it. ■





62050 McLaren M9A 'Vintage'

By The Editor

In 1961, Ferguson (yes the tractor people!), built a Formula 1 car - the P99. It holds the dubious distinction of being the last front engined car to enter a Grand Prix, the British race at Aintree, where Stirling Moss took it over from Jack Fairman after the brakes failed on his own Lotus. He spun and was disqualified after a push start. Later that year Stirling drove it to victory in the non-championship International Gold Cup at Oulton Park. Apart from another outing in the Tasman series, that was the sum total of its participation in F1 racing, although Stirling Moss was due to be reunited with the car at this year's Goodwood Revival.

So what has this got to do with the SCX Vintage release of the McLaren M9A? Simple - the P99 had four wheel drive and it remains the only such vehicle ever to win an F1 race. The M9A also had 4WD so let's fast forward to 1969.

Rules were a lot less restrictive during the heyday of the Cosworth DFV - the teams were given an engine size, a minimum weight and not much else to worry about. This led to all sorts of weird and wonderful machines and probably reached the height of lunacy during that hippie summer of 1969. It is very tempting to believe that the designers of the day were indulging in the same mind expanding drugs as the rest of their generation - why else would they have built cars with extremely tall aerofoils mounted directly on the rear suspension? There was also a mass outbreak of 4WD machines; Cosworth, Matra and McLaren all built them and Lotus went one step further with the 63 - 4WD with a turbine engine!

So why did the 4WD concept return during 1969? Quite simply, it was for the same reason wings and turbine engines were tested, the quest for better grip. In the late sixties the magical 150bhp/litre performance barrier looked set to be broken and teams started to worry about

transferring all that power onto the road. Traction control hadn't yet crossed their minds but several other interesting ideas cropped up. Four wheel drive 'seemed like a good idea at the time'. By more evenly distributing torque over all four wheels there was potentially much less wheel spin, thus allowing for better traction in cornering. The car could also use equal sized tyres, reducing drag and allowing for a more uninterrupted air flow across the car.

The reality was somewhat different though; reliability was a constant problem (the more complicated the solution, the easier it breaks) and the weather wasn't very helpful as there weren't any wet races in 1969 for the 4WD cars to show their advantages. The tyres, effectively four fronts, weren't up to it and, in their embryonic stage, the systems gave the cars too much extra ballast (in the case of the Matra MS80 over 60kgs) in places where they didn't want it. Gradually, over the season, more power was transferred to the rear wheels (especially by Lotus and, in Matra's case, completely) but, although this led to better balanced cars, they were still overweight by a large margin and the potential advantage of four-wheel-drive was nullified. By the end of the year the system had been completely abandoned.

The British Grand Prix at Silverstone that year represented the high point of 4WD in F1 with no less than four examples entered for the race. There would have been five but the Cosworth was withdrawn just before the event.

One of them is the subject of this article (yes we have finally got there!) - the M9A driven by Derek Bell. He qualified 15th and retired after five laps with suspension failure. His fastest lap was 1min 27.3 seconds, some six seconds off the pace of the winner. The car was quietly wheeled away and never appeared again. It currently resides in the Donington museum. ➡➡



Spot the difference competition

During the following year Exin-Scalextric produced just one F1 slot car. Was it Jackie Stewart's championship winning Matra? The Lotus 49B perhaps? Err....no. They brought out the McLaren M9A, a car with a racing pedigree of approximately seven minutes! They also released it in the usual colours of the time - red, blue, green and yellow - pity the real car was painted orange! Who says "Bloody Daft Idea Animal" is a figment of my imagination? An orange version was produced by the Mexican factory but it is not exactly easy to come by.

In 2006 SCX-Tecnitoys decided that this model was a suitable subject for a 'Vintage' release and I had been really looking forward to it. The previous F1 cars in the series were real crackers and I longed to replace my yellow version with a correctly liveried one in McLaren orange.

The original 1970 model wasn't entirely accurate (quite apart from the colour scheme), but that is to be expected by the standards of the time. Its main fault was the use of small front wheels, although the somewhat strange rear wing is almost prototypically correct. The other main fault was the complete lack of mirrors -

perhaps they figured that they were of little use if you retired before being lapped! Other discrepancies should be self evident from the pictures above.

The modern version is greatly improved by the addition of the correct decals but, sadly, the re-release is ultimately a disappointment as SCX haven't quite managed to get the colour right - it still errs too much on the yellow side of orange. As the original mould has been used it would be silly to expect scale accuracy but you would think they could get the small amount of tampo printing in the correct place. The use of SCX logos on the windscreens of their cars is also beginning to annoy me intensely - why do they feel the need to do this?

Should you desire to actually play with this car - be warned - it is nothing special and last year's Vintage Tyrrell will leave it for dead. Just like the real thing I suppose!

Needless to say, it comes in the obligatory "fancy box" and, if you want to add the McLaren M9A to your collection of historic F1 cars, then you haven't exactly got much choice. No other manufacturer in their right mind is going to produce one! ■





6209 Seat Leon WTCC

By Pete Emery

The Spanish SEAT organisation has established an enviable sporting profile in a very short space of time. Whilst companies like Jaguar and BMW can look back at seventy or eighty years of competition, and the grandees like Ford and Fiat can look back to the early part of the 20th century, SEAT's competition history begins in 1970.

Both racing and rallying were undertaken, the Fiat 124 based SEAT 1430 proving to be strong if not especially rapid. SEAT Panda models were also used with one Carlos Sainz using the Panda to further his career.

With the arrival of the Ibiza model came more success, the BiMotor version, driven by Jose Servia must have been some beast!

The Ibiza two litre Kit car was developed into a hugely successful machine claiming three consecutive championships. The Cordoba WRC however was less of a success. In 2002 SEAT returned to circuit racing and by 2004 the Toledo Cupra had evolved into a racer capable of taking an outright ETCC win. In the BTCC Jason Plato was only third overall with his Toledo despite SEAT claiming nine victories during the season.

The year 2005 was a case of 'all change' as the ETCC changed to become the WTCC and, half way through the year, SEAT changed from using the Toledo model to the Leon, a brave move in mid season. But clearly the right one!

The Leon notched up three victories and nine podiums during 2005 giving SEAT third place in the championship.

As I completed this article Britain's James Thompson in his SEAT was fighting fellow Brit Andy Priaulx (BMW) for the lead of the WTCC and Jason Plato was lying third in the BTCC for SEAT UK so clearly more success is on the way.

The review model

Having brought us up to date with SEAT Sport history what of this new slot car from SCX? Well, first off it is a 2005 model Leon, not a 2006. In fact it would appear to be the #9 car driven to victory by Jorde Gené at the 9th round of the 2005 WTCC in Valencia, Spain. The one really good thing about making a mould for the Leon is the scope for re-liveries. The WTCC has a swarm of factory Leons ably supported by an increasing number of privately entered SEATs. The BTCC already has three; Plato, Thompson and Darren Turner, and next year the new SEAT Leon Cupra cup one make series begins with 300+ BHP Leons. Both Scalextric and SCX should more than cover the mould/tooling costs on this car!

The latest presentation crystal case of the current SCX models is, I believe, the best of all the major producers. The box is not too big so plenty of models can be displayed in a relatively small space. It does not have to be open for the



model to display. The cases stack. The angled plinth displays the model in an attractive way. Well done SCX.

The paint and tampo printing are pretty good and the livery is well detailed.

The bee sting aerial is rigid and will break off, the rear wing also looks a little vulnerable, time will tell. The windscreen wipers on my sample needed a little bit of tweaking before they would sit correctly at the edge of the screen.

The rear end of a Leon WTCC is a little unusual in that a little bit of tyre sticks out beyond the wheel arch, this has led to a number of retirements for Leons in both WTCC and BTCC when the cars have sustained suspension damage as a result of the normal 'rubbing is racing' approach in touring cars. SCX have obviously tried to model this trait, and they have got it badly wrong. The rear axle is way too wide and the whole of the wheel is visible from above when in fact only a very small amount of the rear of the wheel should be visible. It reminds me of the little 'Lois' Porsche 911 SCX used to make years ago with all four wheels sticking out of the wheel arches. Because of the wheel hub design this is not easy to rectify.



The interior is of the pan type with very little detail except for the roll cage but full marks for showing a proper helmet livery, other manufacturers please note! The reason for the limited cockpit detail can be seen when the model is turned over. The model is powered by the familiar RX motor which sits in the rocking motor tray now seen on a number of SCX

releases. A sprung guide with the four braid setup is fitted. The underside has some chassis and suspension detail but not up to the standard of a Fly Alfa 156. Five screws fix the chassis to the upper bodyshell with a further two holding the magnet in place. When you open up the car you find the RX motor in the adjustable cradle connected to the copper tracks leading to the guide assembly. Lights are fitted front and rear and are extremely bright.

Now, a question, as the technology is proven when will the manufacturers provide lights that stay on when the car is off throttle?

Track attack

With the magnet in place and the rocking cradle loosened a little bit the car hit my ‘little riverside’ test track. Yawn zzzzzzzzzzzzzz.....

Sorry but a low powered car with a socking great magnet in it is a complete yawn, ZZZZZZZZ, snore.....

OK, yes it went very nicely if a little slowly. It handled really well. OK?

Now get that pesky magnet out.

Ah, a bit friskier methinks. Now it is much quicker out of the corners and on the straight. Nice progressive slides. Given that these RX motors sometimes take a while to bed in and never give their best performance out of the box, I reckon this little Leon could be another sweet handling little race car. I think it will certainly benefit from a little fettling as the axle tramp suggests that the wheel/tyres would benefit from being trued and sanded, but that is true of all slot cars.

Verdict? Yes, I like it. If you want a Leon to race without a magnet (surely the only way?) this may be the one. If however you want a shelf queen, and a 2006 ETCC shelf queen at that, you might want to wait and compare the SCX one to the Scalextric version. At least Scalextric have got the back axle the right width.

Then again you might just want them both.

Our thanks to the SEAT Media Centre web site for the image of the real SEAT Leon WTCC.



The trials and tribulations of running a slot car club part 4!

Llantrisant Slot Car Club (South Wales)

By Steve Jones

The third part of trials and tribulations was to be the final article but there has been a significant development within our club just lately that I would like to share with everyone.

Llantrisant Slot Car Club has been in existence for four and a half years. It has enjoyed a reasonable membership, albeit a little lean some weeks, but nevertheless it has grown slowly but surely. We now have built up membership to around 25 members of which 15 regularly attend most weeks which covers the cost of the hall hire.

As explained in my previous articles we are very fortunate in having an excellent venue which the local council have kindly provided for us at a very reasonable cost and we are very grateful for all the help that they have given us. The only minus point is that the track has to be stored away each race night which means constant assembly and dismantling. This movement does take its toll on Plexi track which means it does get quite bumpy over a period of time and needs constant maintenance. We have found that each club night the first half hour was taken up by fault finding, the most common fault being continuity problems. In order for our club to expand it was time to consider replacing the track otherwise the club could eventually lose most of its members.

We never made much money in the four years the club has been in existence. Having just sold our old track I would have been prepared to re-invest the money back into the club but this wouldn't buy us much, so how could we raise a couple of thousand pounds? My initial thought

was to write to companies asking them to sponsor us but with the economic climate here in Wales I don't think that we could raise that amount of cash.

One of our members used to be involved with grants in his previous job and he suggested that we should apply for one for the new track. Having nothing to lose I thought let's give it a try. Searching the Internet we came across 'Awards For All Wales' there was a form in PDF format which we duly downloaded. It was about 10 pages asking various questions about our organisation,

We filled in the form answering all their questions. We also had to give them some idea on how much the new track would cost. The maximum grant was £5,500. We weren't sure how much we would require so we asked for £4300 as a ball park figure. If the track turned out to be more expensive then I would have been prepared to top it up. If it was cheaper then we could send them back any unspent money.

A few months went by and eventually we had a letter from them wanting to know about the club's constitution, committee members and, most importantly, a dissolution clause. This meant that if the club closed for any reason then the track couldn't just be sold and the money shared out amongst members. We had to make sure that any monies that we gained were given back to charity. I gave them the information and signed the dissolution clause willingly.

A couple of weeks later I had a phone call asking me to submit quotations for the new track. I was now getting very excited, thinking⇒⇒

that if we weren't going to be considered then they wouldn't be asking for that type of information. Now came the difficult part - who builds MDF slot car tracks?

I turned to that fantastic bit of equipment... the Internet. Typing in 'slot car track builders' gave me a few companies. Bolwextric and AB Slotsport. I emailed them describing what I required and asking if they could give me some costings. We had already decided that the track design would be based loosely on Catalunya. Size of the track would be around 150ft with a 25ft straight. They both e-mailed me back with their thoughts and designs. Pricewise not a lot in it but Bolwextric was a little cheaper and the design looked really good. We duly sent off the quotes and again waited for a phone call or a letter. A couple of weeks went by, my nails by this time were non existent and bitten down to the quick. Then came the letter that we had been waiting for - was it good or bad news? This would be a good point to end the article and give you the second part next month but I couldn't leave you in suspense that long. I opened the letter and..... great news! We were awarded the full amount that we asked for, £4300, stipulating that any unspent money would have to be returned. I read it again just to make sure I wasn't seeing things!

I immediately sent an email to all our members giving them the news. This would obviously make a big difference to us as we could really promote the club, recruit new members and also hold national events.

So what next? Myself and three other members decided that because it was a considerable sum of money to spend I rang Tony of Bolwextric to ask if we could visit him to have a look at his track which he built. Arrangements were made to visit him one Sunday. Up at the crack of dawn we all set off, the journey should have taken us around two and a half hours it actually took us over three and a half, ***** sat nav!!!

We were very impressed at what we saw and couldn't wait to have a thrash around. Tony warned us they raced without brakes! Very

strange. We eventually got used to it but I must say I would prefer to race with brakes. After about an hour of playing it was time to go down the pub to discuss business.

Designing a permanent track is a lot easier than a modular one but with a little thought Tony came up with a few ideas. An hour or so later we crossed the Ts and dotted the Is. Tony said he would send us a schematic drawing of the track to make sure it was to our liking, we could easily alter it at this stage if required. Sure enough, a week or so later, we had an A3 drawing of the track. It looked superb. A six lane copper tape track with a polyurethane surface design very similar to Catalunya circuit. The track is made up of 12 8x4 boards and covers an area of around 32 x 16. Quite a sizable track

At the time of writing this article the track was still under construction. Delivery should be mid to end of July. I will give you an update on how the delivery and installation of the track went and most importantly what it is like to drive on. I need to dash now, I have to ring Pendle to get my order in for that NSR Mosler I promised myself before they all sell out. ■

