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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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And It'sGO! GO! GO!

When Scalextric introduced its late, not at all lamented, RMS timing system one of the many annoying aspects of the product was the extremely irritating Scottish commentator's voice. They replaced him with a somewhat boring Englishman on the Sportworld system and I asked Adrian Norman, at the time of its release, why they hadn't used a digital Murray Walker. He replied that it would probably have involved paying a fat licence fee - fair enough comment. He also expressed the opinion that, as Murray had retired, he was seen as a "voice from the past" and not suitable for a 21st century product.

Well, at the recent European Grand Prix, Murray did a one-off appearance for Radio Five and I, along with many others I am sure, took the opportunity to turn off the sound on the telly and listen to the great man for possibly one last time. Just for once I did not have to listen to that rubbish ITV theme tune and the anodyne prattlings of James Allen, Steve Ryder and Louise Goodman. As the sound of Fleetwood Mac introduced the programme Murray announced, "Ah, they are playing my tune", and almost simultaneously launched into a 'Murrayism' - "Here in Germany, you can cut the atmosphere with a cricket stump - although most people here wouldn't know what that was"! From the time he began his "one light, two light" sequence he was on the rev limiter right till the end - I loved every minute of it. A voice from the past? I think not.

Sadly, most of the great sports commentators - Dan Maskell, Brian Johnston, 'whispering' Ted Lowe, Raymond Baxter etc are either dead or retired and we are left with a meaningless babble from 'rentasport' all purpose nonentities. No longer does each sport have a single recognisable voice but, just once in a while, we get a reminder of what we are missing.

There is, of course, one place where Murray will probably rule for ever - slot car clubs using the Slotmaster race system - every week racers are urged away from the line with Go! Go! Go! Somehow I really can't see him being replaced by James Allen's burlblings.

Till next month

Brian



BY **ROB SMITH**



MESSAGES FROM MARGATE

I can remember when the annual catalogue barely contained four new models in total, including reliveries, but now it seems disappointing to only receive four in a month – we are getting spoilt! With so many brand new models due this year it is getting very frustrating waiting for them but the first has finally arrived – the Ford Focus RS WRC. There is other really exciting news – but only if you are Spanish – read on.

C2762 Seat Leon T. Coronel

The Seat of Tom Coronel is from the FIA World Touring Car Championship where it is entered by Seat Netherlands. The Seat Leon is one of the best handling cars in the championship and is enjoying considerable success. This Scalextric version is in the Dutch colours of orange and black with race number 20.

C2773 Mini Cooper NZ G. Dawson

Scalextric cars carrying the Scalextric logo are always very collectable and this Mini is a beauty. It is a Mini Cooper S as easily identified by the air intake on the bonnet. The new Scalextric logo is prominent along the sides and across the bonnet, and on the roof is the 50 Years logo making it really stand out. This red, yellow and black livery is one of the best yet released. C2773 is also the first model to be released in the new style clam-shell box. The box lid is hinged at the back and lifts to give access to the car. This new box is even better for displaying your Scalextric models and makes it easier to spot the car you want on your retailer's shelves too.



C2802 2006 Ford Focus RS WRC

To finish this report's new releases we have a brand new model – the Ford Focus RS WRC. The first new release of any new model is always very interesting and I look forward to seeing how the technology has advanced. Firstly the car is four wheel drive with a front mounted side winder motor driving the front wheels directly and the rear wheels via a rubber band. This gives very realistic rally car handling and will ➡➡



make the Focus very competitive with the previous Peugeot, Skoda and Subaru releases. The moulding detail is excellent with lots of tiny details – such as the bonnet catches actually moulded and not just painted on. The rear lights on the c-pillars really caught my eye for their realism. As we would expect, the Castrol livery is beautifully executed and armed with a magnifying glass the pace notes of the co-driver can even be read.

C2797 Ford Mustang No 78

This gold and black livery is the later single headlamp version and will be a popular addition to any TransAm grid.



Honda Variations

A variation has come to light and Roger Gillham and I are seeking confirmation from the membership about which versions actually exist. There are two versions of C2715 – the Jenson Button Honda. The standard version was released back in December and a digital version in April this year. Type 1 is identified by a black circle on the nosecone and Type 2 with a blue circle. There are also some differences on the rear wing printing. The changes were requested by Honda after the Type 1 was released. Now, my C2715 is Type 1 and my C2715D is Type 2 – both bought as soon as they were released. Is there a Type 2 standard version out there or a Type 1 digital version? Please let us know if you have these versions and what their provenance is. All of the Barrichello versions, C2716, are thought to be Type 1.

Email Address

Don't forget - the hhliaison address will no longer work. To get in touch with me about Hornby products please use either of the following:

messagesfrommargate@nsccl.co.uk
or
factory@nsccl.co.uk

*****Stop Press*****

Hornby's mission to grow the SuperSlot brand in Spain and increase their share of this lucrative market took another step forward yesterday with the announcement of Formula SuperSlot. This is a partwork of 15 F1 cars including some classics. This is a weekly partwork, much like the Altaya Coches Miticos (and others) collection with a magazine and cars that you build each week. With the current complexity of Scalextric models these will be more difficult to assemble than the Tecnitoys cars and it takes four weeks to get enough bits for one car. They are released by Planeta de Agostini and more information can be found at <http://www.planetadeagostini.es/coleccionable/formula-superslot.html>.

The really exciting news is that the majority of these are unique liveries and will not be in the standard range. Most of the cars are current F1 - Renault, McLaren, Honda and Williams. There are test liveries such as a black Honda and orange McLaren as well as the latest race liveries such as the current Renault and Honda with the satellite image. Classic Grand Prix cars include McLaren and Vanwall. Reading the small print brings further excitement as the collection includes the Eagle Weslake of Dan Gurney and Lotus 49 of Graham Hill. Obviously we will see versions of these cars in the main range next year.

Before you get too carried away – this collection is only available in Spain and there are no plans to release it elsewhere at this stage. Let me know if you would be interested in a UK version and I will harangue Hornby accordingly. ■



Brighten Up Your Summer...

With the rain continuing to pour down, resulting in flash-floods around the UK, Ninco attempt to brighten up our summer with some great new releases. A totally new model in both "road" and "race" designs is scheduled for release following hot on the bumpers of similar Ascari versions. This new model is the Porsche 997 and will be available in the yellow race livery of "Forum Gelb" (50445) as well as a plain white body colour with "GT3 RS" (50446) emblazoned along each side. First displayed at this year's Nuremburg Toy Fair, Ninco's Porsche 997 promises to be a true contender for the GT crown with many possibilities for a variety of liveries from a number of race classes. However, with the awesome Mosler, stunning Ferrari 360 and the fantastic new Ascari, the 997 faces tough competition.

A "classic" release comes in the form of the beautiful Corvette type C. This latest offering is a light blue road-going version (50460), sporting a white soft-top - closed and ready for another typical British summertime!

If a little more 'street-cred' is required, Ninco have released a second BMW M3 Tuning car (50461), this time in a crisp white body colour with black bonnet and rear aerofoil. The highly chromed wheel hubs are wrapped in 20.5 x 11.5mm low-profile slick tyres and, just in case the sun makes an appearance this month, tinted glass will help the driver to stay cool.

For "off-road" racing this summer, the latest liveried Ford Ranger ProTruck is a nice addition to the field. The bright-red body with black and

white decoration will be easy to spot should it need to be rescued from the mud! The 'Baldwin' (50462) model comes fully equipped with an NC-7 Raider motor, all-round suspension and drop guide.

Gotta New Motor?

Early Ninco cars were fitted with chassis designed around the NC-1 motor. Subsequent models had their chassis designed for the longer *(and more powerful)* NC-2. Not long afterwards, the design was changed to include an interchangeable cradle for either NC-1 or NC-2 motors which was built into the chassis. Ninco now offer the NC-8 "Thruster" motor as a more powerful small-can option to the NC-1. Rated at 16,000rpm, this compact motor is supplied with adaptors to enable installation into chassis designed for the longer-can NC-2, 3, 5 and 6 type motors.

Mégane Trophy Series

I recently attended a round of the Renault Mégane Trophy Series at Medway Model Racing Group, located in Walderslade, Kent. The number of liveries already available in this series really shows when race after race all six cars lining up on the grid were totally different. Even the yellow 'Show car' and the plain white and green bodies from the ProRace kit made great additions to the race line-up. However, my personal favourite just had to be the silver and yellow NSCC car. With lap times consistently in the region of 7.7 seconds, this was often the fastest car on the circuit!

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On the subject of the club car, I still have a few “unclaimed” cars in my possession that were due to be collected at previous swapmeets. If you are one of those members who have been unable to collect your car, please get in touch to confirm collection at Milton Keynes (23rd September) or alternatively arrange for your car to be delivered. *Any unclaimed cars will be entered into a charity auction at the end of the year!*

Relocation, location

A few months ago, I announced that the third Ninco World Cup would take place in Portugal this year... well, it has since been re-located to Stuttgart in Germany. It will now run alongside the “Modell Sud Bau and Bahn” on the 17th and 18th of November 2007. This year, the car used for the final race will be the new Porsche 997 from Ninco. Teams from around the world will compete on behalf of their country for this prestigious trophy won last year by Spanish team “Mas Slot”.

For further information regarding rules and how to register for this year’s competition, please contact me at: ninconews@nscc.co.uk. ■



Thank you to the member that contacted me recently and proved that the new @nsccl email system does work. I know Brian tested it out before publishing, but it's always good to know that a system works "alright on the night". Just a reminder on the address - flyonthewall@nsccl.co.uk - should anybody wish to contact me.

There are 12 models to report on this month, including the first of the new "Mythical Circuit" series. Everything is running to Fly's monthly release schedule at the moment, except for the conspicuous absence of the "Playboy" series announced at Nuremberg this year!

Recent Releases

Alfa Romeo 147 GTA (Silver) #27 (88259). Challenge Cup Monza 2004, driven by Vitaliano Caldarelli. An eye-catching livery decorated mainly in silver with orange graphics. The graphics include a picture of a young lady dressed in a very tight black outfit, which suggests that the main sponsor is promoting an adult TV channel?

Ferrari 250 GTO "Piper Racing" #47 (88263). Driven by the Anglo/American partnership of David Piper and Ed Cantrell, competing in the 1000km at the Nurburgring in 1963, finishing the race in 6th position overall after completing 41 laps. As you would expect from a David Piper owned car, it is decorated in "Piper green", but has the addition of a yellow nose.

March 761 "Hollywood" #9 (88264). German GP 1977, driven by Alex Ribiero. The third March to be released to date and probably the most attractive. Decorated mainly in red and

white, it certainly looks a stunner. Stuck to the underside of the base in a blue packet are some decals of the main cigarette sponsor for you to apply. I always prefer to apply the decals to my models and although there are only four included, they did prove to be rather tricky. The reason being that each decal is split into two sections, between the two Ls, and requires a lot of patience and a good eye to realign them. An eye-catching feature on this model is the intricately painted Brazilian flag graphics on Ribiero's peaked helmet.



Lister Storm "Repsol" #1 (88265). After a conversation over breakfast with a Swiss member at this year's Hornby weekend at Ramsgate, I know this car will be very popular in Switzerland. The reason being it is powered by Jaguar and anything connected to Jaguar cars is popular there. The car is decorated in black and has the easily recognisable "Repsol" sunset graphics on the bonnet. The eye-catching wheels are orange. The model represents the Spanish GT champion competing at Albacete in 2001, driven by Miguel Angel de Castro and Balba Gonzalez Camino.

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BMW M3 GTR “Advan” #22 (88266).

Driven by Justin Marks, Bryan Sellers and Ian James competing in the GT2 class at the ALMS Laguna Seca in 2006. The car is decorated black for the front half and red for the rear half and has a fully detailed interior (see below).

BMW M3 GTR “Advan” #21 (88267).

Team mate to the above in an identical livery but different race number, and available as a racing version only. It comes complete with the new style racing box with extra accessories. Included with the car are a choice of two engine cradles, low friction red gliss guide, evo 2 racing motor, Lexan interior, calibrated axles, stronium wheels, type D racing tyres and choice of three different crown gears.

Buggyra Truck “Spider Team” #6 (08050). Marketed as a “Racer”, but includes all the weight adding details that any other Fly Buggyra truck has. It is decorated in black with white graphics, which can be described as a spider’s web merging into a chequered flag. The overall effect has a kind of hand painted look to

it and in my view is very unusual and appealing. The truck features a flexible suspension effect chassis, it is fitted with an evo2 motor and the new sprung, red, low friction guide. Racing components provide the drive, with a 28z crown gear meshing with an 8z sprocket and brass bearings. Wheels and tyres are as standard as any other Fly truck in the range.

Team Gulf (99046)

Not really a team as such, just a box set with two John Wyer Automotive Engineering “Gulf” sponsored cars: -

Porsche 917K #6, Can-Am Watkins Glen 1970, driven by Brian Redman to 7th place after completing 82 laps.

Ford GT40 #7, 24hr Le Mans 1969, driven to 3rd place by David Hobbs and Mike Hailwood after completing 368 laps.

Both cars are decorated in the easily recognisable light blue with either a narrow orange band (GT40) or wide tapered band (917K) running down the centre.



Circuitos Con Historia

Porsche 917K “Gulf” #24 (99072). First in the “Mythical Circuits” collection which focuses on the now abandoned Montjuich circuit, near Barcelona. The 917K included with this set is modelled on the car that took part in the 1000km event in 1971. This was effectively the 3rd non-championship round of that year. With Derek Bell and Gijs Van Lennep at the wheel they managed to finish 2nd overall, five laps behind the “Filipinetti” Lola T212, driven by Ronnie Peterson and Jo Bonnier. Also included with the set is a booklet containing information on the circuit’s history together with a running commentary of the 1000km race, narrated by Derek Bell. The car itself is decorated in light blue with an orange band running down the centre.

Special Editions

BMW M3 E30 “Fina” #18 (99077). This model was produced for competitors of the 2007 Campeonato Nacional Rallyslot. It is virtually identical to the previously released A1702 standard edition model, but with the addition of some extra event graphics. The model is presented in a crystal case with a white base and a limited edition certificate of authenticity backing card. Just to re-cap, the car is decorated mainly in white with red and blue broken stripes along both sides and across the bonnet.

BMW 320i “Alpine” (99078). A specially commissioned model limited to 800 units. The car is mainly white with blue and grey graphics and has a white interior. It is displayed in the usual crystal case with a white display base and numbered picture backing card. You would think with all the white it would dazzle you, but actually looks very clinical and crisp. The car is finished off with superbly detailed BBS wheels in silver. ■





**SHIPMENT
FROM SPAIN**
By Gareth Jex



Another busy month for SCX and some new cars, liveries and accessories on offer. Let's kick off with a new track section, **Ref 88690 "Chicane"** an S-shaped track section for drivers to accelerate as much as they dare. This winding curve forces cars to slow down and makes races even more realistic and spectacular. It narrows the track, forcing cars to go one behind the other and creating tricky situations packed with excitement. This accessory includes a series of obstacles to add to the realism and make the track even more authentic, to create the feeling of driving on a real racetrack.



Ref 88700 "Off Road Extension Pack". A new product which allows you to add off road sections and bends to your circuit, or create an



off road circuit using tarmac track sections you already have. This set features two transition straights. These are track sections with an off road finish on half their length and a tarmac finish on the other half. This allows a gradual change from one surface to the other, so that drivers can adjust their driving style to suit the ground they are on at the time.

Ref 62230 Subaru Impreza WRC. This model features the new RX-81B motor, more powerful than previous ones.

Ref 62580 Ford Escort RS Cosworth in which the Finnish driver Tommi Mäkinen made his début, winning the 1994 1000 Lakes Rally. Stunning model of a great car. This has been sent off for a detailed review.

Ref 62610 Mercedes AMG C-Klasse DTM is the car driven by the Bernd Schneider when he won the DTM (German Touring Car Championship) for the fifth time in 2006. Plenty of air scoops and aggressive looking spoilers and grilles, again detailed review soon. ➡



Ref 62650 Mitsubishi Montero “mud effect” driven by the driver with the most victories in the Dakar rally, the Frenchman Stéphane Peterhansel. It was at the wheel of this car that Peterhansel won the rally this year, just as he had done in 2004 and 2005.

The model is certainly a big car, especially in terms of height. In the side view, the wide curves of the suspension grab the attention, along with the big tyres with their chunky treads, and the orange wire wheels. SCX has not forgotten the characteristic mud flaps behind the wheels, which on the real car are necessary for protection from punishment by flying stones.

Since the official announcement I have seen an early catalogue from Sloter which includes Lola T70, Zytek LM 05S and, probably best of all, an Opel Manta 400 in three liveries.

News also of a new Spain only part work magazine collection; **Altaya SEAT Sport collection** consisting of 14 standard cars plus two subscription only models. This features race and rally cars by Seat and includes new models previously not announced by Tecnitoy's. Full details are a little sketchy, but the collection includes the following:

Seat 1430 1800 1977, Seat Cupra GT 2006, Seat Panda 45 1984, Seat Leon WTCC 2007,



That's the official SCX releases over the last month or so, but there is some other news. SCX and Sloter have agreed to co-operate on the use of digital technology. Essentially this means that Sloter cars will be fitted with SCX digital gear. The first digital car from Sloter will be the Lola T280 of 1972, sponsored by the Banco Intercontinental Português. Further developments should see an extensive joint catalogue of cars which will include the models most eagerly awaited by slot racing enthusiasts.

Seat Cordoba WRC 2006, Seat Ibiza Bimotor 1987, Seat Fura Crono 1983, Seat 131 Abarth 1979, Seat Toledo GT 2003, Seat 850 coupe 1969, Seat Leon 2003, Seat Ibiza Kit Car 1998, Seat Toledo WTCC 2006, Seat 600e 1974 and the subscription cars; Seat 124 1976, Seat Abarth 1000TC 1967.

Till next time. ■

Kits 'N' Bobs

A round up of recent kit and resin releases

By Phil Insull

This month I'm starting BIG with 1/24th scale; as revealed in July, Pendle Slot Racing have become the UK stockist of new 1/24th scale slot kits from Italian new boys B.R.M. I have been fortunate enough to acquire two of the first kits to hit these shores and have built them for review. Here is just a taster picture of the two gorgeous Porsche 962Cs, the Leyton House sponsored Kremer CK6/04 and the Kenwood sponsored Kremer CK6/88.



B.R.M.'s new Porsche 962Cs

Last month saw another two new releases from French resin kit manufacturers LMM with the 2006 Audi R10 Diesel Le Mans winner and the Pescarolo C60 Judd as driven to second place last year by Helary, Montagny and World Rally Champion Sebastien Loeb on his first attempt at the legendary 24 hour race. The kits are available pre-painted or unpainted and come with chassis, all the running gear, and lots of detail parts. Also new from France is the Protoslot Alfa Romeo 33/3 LM70 delayed from last month; the pre-painted kit will make one of four cars from the 1970 race and is available from MRE right now. Joining it is Protoslot's Aston Martin DB4 Zagato, again pre-painted in either Jim Clark Goodwood '62 or Le Mans '62

versions. Finishing our French connection this month are the new Matra 640 and Talbot Maserati LM56 from MMK. Sadly still no sign in the UK of the big 1/24th kits from MMK but we should see their new Ferrari TR61LM in 1/32nd by September.



MMK Matra 640 & Protoslot Alfa 33/3LM70

On to Spain now and resin masters Slot Classics have released their latest car, the Lancia Aurelia Le Mans 1951; despite the increase to 500 units per run this was again fully sold out before production started, such is the quality of these cars. ➡➤



MMK Talbot Maserati with AA Bodies' HWM Jaguar & Chevrolet Corvette

At home in sunny Wolverhampton I paid a visit to the workshop of Penelope Pitlane's Steve Ward to view the progress on his soon to be released Lotus 18 and Birkin Bentley. Both have passed the master stage and are nearing production, hopefully the Lotus will be out in plenty of time for the Wolves 1.5 litre F1 classic in November. Steve also had some other interesting items but you'll have to wait until nearer the time, although I have finished the excellent Scarab F1 kit as announced last month and available now. Staying in the UK with OCAR/World Classics, they have just released the Triumph Spitfire kit with decals to do all three team cars from Le Mans 1965. Sadly due to postal action the kit arrived here too late for me to finish it this month but hopefully I'll bring you pictures next month. One piece of definite news is the World Classics sponsored classic saloon event at Wolverhampton on October 14th is now fully subscribed but spectators are welcome and free of charge on the weekend.



LMM Pescarolo with Carrera's Porsche Spyder and Fire Marshall's car

Also busy at home is Steve of Traffic Models who has released his gorgeous Morris Minor 1000 2-door kit, available as body kit or complete with running gear, which I have done a full review on. The other releases are his Austin A40 MK2 which, along with the Minor, comes under the bmc32 range, and from the Retro-Slot range comes the Sunbeam Alpine left hand drive racer. Steve also has two more new

arrivals in the pipeline, these being a Morris Minor Pick-up and an Austin A35 van. Last month's announcements of the Donohue McLaren from Maxi-models and Lotus 34 from Beardog were a little optimistic. However, I am told by both that they are well advanced and shouldn't be too long, in the meantime they both offer some lovely existing models to choose from. Finally rounding out the British contingent this month are my old friends AA bodies with new fibreglass body kits of the 1957 HWM-Jaguar and 1960 Chevrolet Corvette both available through Slot-car Portal.



Slot Classics Lancia Aurelia LM51 and Protoslot Aston Martin DB4 Zagato

Finally this month on to the ready to run stuff and Slotter have a new livery of the Lola T280, this time the Ecurie Bonnier "Swiss-cheese" car, along with two liveries of their brand new Zytex car, these being the blue Team Creation LM05 and red 05s Okayama 06 cars. I haven't had one yet but by all accounts they're pretty quick. Carrera have out their new Porsche RS Spyder in both 1/24th and 1/32nd scale along with a new Mustang Fire Chief car complete with flashing roof lights. Auto Art have a new Porsche Carrera GT and Porsche 911 (997) GT3 Cup car both in 1/32nd while last, but by no means least, pictures of the Prototype of MB Slot's new Zonda car have appeared on Pendle Slot Racing's web site. I don't know when it will be available but I do know quite a few people out there are going to want one - it looks fantastic.■





Since my last report, the fourth Porsche 935 K3 in the range is now available; this being the Dick Barbour Racing #71 "Apple Computers" sponsored car (RCR33). The eye-catching livery is decorated mainly in white with rainbow colour graphics along both sides, around the front of the bonnet, on the roof and across the rear wing. As you would expect, it is finished to the usual high standard Racer set themselves and represents a true replica. Even the colourful wheels are true to the original, as the driver's side has an orange front with a blue rear, whereas the so-called passenger side is the reverse, having a blue front with orange rear. The overall body shape is unique to the range as it shares the same body style as the previously released "Jagermeister" version (RCR29), but has the same rear wing set-up as the first two Porsche 935 releases (RCR22 and RCR24). As per standard practice now, the car is fitted with the new Slot.It orange 25k motor.

The car was driven by Bobby Rahal, Bob Garretson and Allan Moffat, competing in the



Le Mans 24hr race in 1980, but failed to finish due to piston failure after 134 laps. Le Mans 1980 saw Dick Barbour Racing enter three cars and, like the #71 car, the #72 car also failed to finish. This was due to a collision and the subsequent loss of a wheel on lap 7. The most successful car of the trio was the #70 "Sachs" sponsored car, driven by John Fitzpatrick, Brian Redman and Dick Barbour himself. They finished 5th overall after qualifying 2nd and completed 316 laps. Incidentally, this car will be the subject of a future Racer release.

Coming Next

The next masterpiece to come off the Racer production line will be the "Mecom" Ferrari 250 LM (RCR34). It will be decorated in bright metallic blue, with a white stripe running down the centre and is a reproduction of the car driven to 11th place by Mark Donohue and Walt Hansgen at the Sebring 12hr race in 1965. The version that Racer will be producing will have body coloured headlight covers to represent the car racing during daylight hours. However, there is another version of this car in existence which is without headlight covers and represents the car that raced during the night. This particular version is very limited (70 units) and produced solely for an event at the Bologna Motorshow last year (2006) and was not generally available via any slot retail outlet. Apart from the difference in the headlights the cars themselves are identical, but have different identification plates on their display base. The special version has a yellow identification plaque giving ➡➡

information on the event, race and driver details and the quantities produced, whereas the general release version will have the standard plate as normal. Assembly of this car has already started and is anticipated to be on general sale around late July/early August, which means it will probably be available by the time you read this.

The Bologna Motorshow is the main Italian motoring event in the winter and is supported by most of the important car factories. COOU (which is the Italian consortium for recycling lubricating oil) have a stand each year and asked if Racer could provide some cars to run a slot track event within their stand. Racer's version of the racing 250 LM kit was used for the entire two weeks and proved to be a good testing ground for their product. With many people attending the show with little or no slot car experience, the cars were given much abuse and proved very reliable and durable over the two week period. Each day the public competed in a challenge, with the best driver of each day receiving one of these special edition Ferraris.

On the final Saturday of the event the Italian Slot Association together with the COOU and Racer got together to organize a professional race between some of Italy's top slotters. This was to give the public a true perspective of how the cars perform in expert hands. The cars they used were the new racing kit version of the Porsche 935 K3, which was equipped with the new Slot.it 25k motor and magnet fitted. The cars proved to be very fast and clocked up times between 7 and 8 seconds in all lanes around the 40 metre circuit. The eventual winner at the end of a hard fought battle was Racer's own official driver Antonio Avanzini. Once again the limited edition cars were handed out as a prizes.

Current Schedule/Release Summary

Below is the schedule for the next three months. The dates quoted are anticipated dates and could well change: -

RCR33 – Porsche 935 K3 “Apple” Rahal/
Garretson/Moffat, 24hr Le Mans 1980 –

Available

RCR34 – Ferrari 250 LM “Mecom” Donohue/
Hangsen, 12hr Sebring 1965 – July/August

RCR35 – Ferrari 330P “Maranello” Hill/
Bonnier, Le Mans 1964 – September

RCR36 – Ferrari 350P “Gunston”, 9hr Kyalami
1967 – October

The Ferrari 330P will feature Graham Hill at the wheel wearing his easily recognisable helmet.

Other News

Racer have now updated their web site, which includes many photographs of the entire range to date. The site is much improved from its predecessor and is easy to navigate through the clearly marked icons. The web address is www.racer-emmegi.it.

With the new web site in mind, Racer have decided to change the labels on the boxes to match. The current “Racer” with helmet and gloves logo will be replaced by “Racer” on a blue background. The first model to incorporate this new design will be the aforementioned “Mecom” 250 LM (RCR34). ■



Raymond Baxter/Peter Harper Sunbeam Rapier

By Clive Mills

Raymond Baxter was, in my opinion, a British Icon and will be sadly missed after his death last September. During the Second World War he was a Spitfire pilot in the RAF and was mentioned in dispatches after a daylight raid in The Hague on the Shell-Mex building.

After the war he worked for the Forces Broadcasting Service and in 1950 joined the BBC and did commentary on many national events and later, Grand Prix and Le Mans Races. He was a very competent rally driver in the BMC Team. He also drove for the Rootes Team. As I did my apprenticeship at Rootes Maidstone in the 60s, where the team cars stopped for a final check over before Dover, I wanted to build a car in his memory.

The car that I built is the 1961 car that he co-drove with Peter Harper. I started with the Airfix Rapier kit. I got the American issue kit as they are a lot cheaper to buy from the States and they have chrome parts unlike the plain British version. I wanted to build it with full cockpit detail, so I decided on front motor and rear wheel drive.



The only motor that would fit well is the Tomy H:O motor that I had previously used in the Toyota at Slot Rally GB quite successfully.

The front of the kit chassis was strengthened using plasticard sections and the motor fitted snugly into a cut-out in the gearbox tunnel. I made a propshaft from plastic tube and a short shaft at the rear to mount the pinion. A small brass bearing had to be made for the rear to steady the prop. The complete motor and drive assembly can be removed in one piece by the removal of four 8BA screws. The wheels are old SuperShells as these are large in diameter but narrow. The axles run in home-made brass bushes. After fitting the Ninco guide and seats, ➤➤





I now had a running chassis. After a lot of trial and error I got the balance right by adding lead to the front and rear.

The body was painted in the two-tone blue of the nearest shade I could find to the original, the chrome strips on the sides were added with bare metal foil - what a great item for scratch building. The driver, Raymond, is a modified Scalextric Corvette driver and the navigator, Peter, is a driver from a Britains' tractor. There are maps and a coat on the back seat. Rally drivers in the 60s did not wear seat belts or helmets. The roof and all the outside detail were then added including home made rally plates and spot lamps.



I am very pleased with the finished car, as it looks just right on the track. It is not fast compared with the modern rally cars but the speed is probably to scale for this age of car. The really nice thing about it is that it looks right and the tail can be hung out very nicely on long bends. I feel that it is a lasting tribute to a great age of long distance rally drivers especially Raymond Baxter. ■

Water Water Everywhere

Goodwood Festival Of Speed

By Gareth Jex

As I write this article we have just had what was described on the news as the wettest day in decades. The strange thing is I have kind of got used to it by now. The weather this summer has, quite frankly, been crap!

I'm sure thousands of events have been affected up and down the UK and in Germany (Euro GP), but it's a while since I have attended such an event and paid in full for the privilege. I am, of course, talking about the Goodwood Festival of Speed 2007. I have been attending the Festival for many years now, but this year had no intention of going, nothing to do with a lack of desire to do so, just a clash with my main holiday for the year. So when I sent Scott Brownlee of Toyota a quick text to see how things were going at Goodwood, he replied that it wasn't until the following week! DOH! – quick call to the booking office and one ticket for Sunday booked.

I have been going to Goodwood for years now and always enjoyed myself, but for one reason or another (including working for the NSCC) I have never really had the opportunity to do what I want to do most – watch the rally cars on the stage. The main reason is laziness. It's a long walk to the top of the hill especially with half a ton of camera equipment on your back. But this year with no wife or guests to slow me down I headed straight to the stage at 0800. It had already started to rain, but I had taken plenty of precautions to combat this. Full weather protection covers for cameras and lenses, huge umbrella, water proof groundsheet, gloves, hat and boots. Laden as I was, moving around the stage searching for the best views was not ideal, but the stage is designed in such a way that spectators are blessed with excellent views from virtually anywhere. The track, in some places, is less than four metres away from where you are standing so super expensive long lenses are not required.

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I spent a good five hours getting soaked up in the woods, but loved it. A superb mix of rally cars from Classic Minis, MGs and Saabs to the latest WRC machines – most driven at full pelt. Walking up to the stage I stopped half way to watch the early GP cars including the Napier Railton Special driven by Mr Bean (Rowan Atkinson).



After capturing all the various cars on the stage I ventured to the rally stage pits area, where in traditional Goodwood style you can get as close as you wish to the cars and stars.

Occasionally, having good friends in high places pays off and a call from Scott inviting me for a cup of coffee in the Toyota hospitality lounge was warmly accepted (I did say I was covered in mud and camera gear, but they still let me in!).

Toyota were the main sponsor this year and they celebrated their 50 years in motorsport with a superb structural feature outside Goodwood house and a display below of F1, Rally and LM cars – including the first Toyota rally car, the Toyopet (as re-created at the Slot Rally GB event). Once dry and warm I ventured out onto the balcony to capture some more pictures from the excellent vantage point.

Most of the cars driving up the hill on Sunday afternoon took it rather easy due to the torrential rain, but a few went a little too fast – see Derek Bell and the second hand Mirage Ford GR7 Ooops!





The rain got so bad that the organisers called a halt to the action early and to be honest I didn't blame them, most visitors had packed their bags anyway.

One benefit of the rain was time to chat to another of Scott's guests Mr Ferrari from Slot-It who spoke enthusiastically about some future

new releases (but I'm sworn to secrecy). He had taken thousands of pics at the event for reference material.

All in all a superb but very wet day out, if you still have not been to Goodwood Festival of Speed I strongly recommend you do – see you in the woods! ■





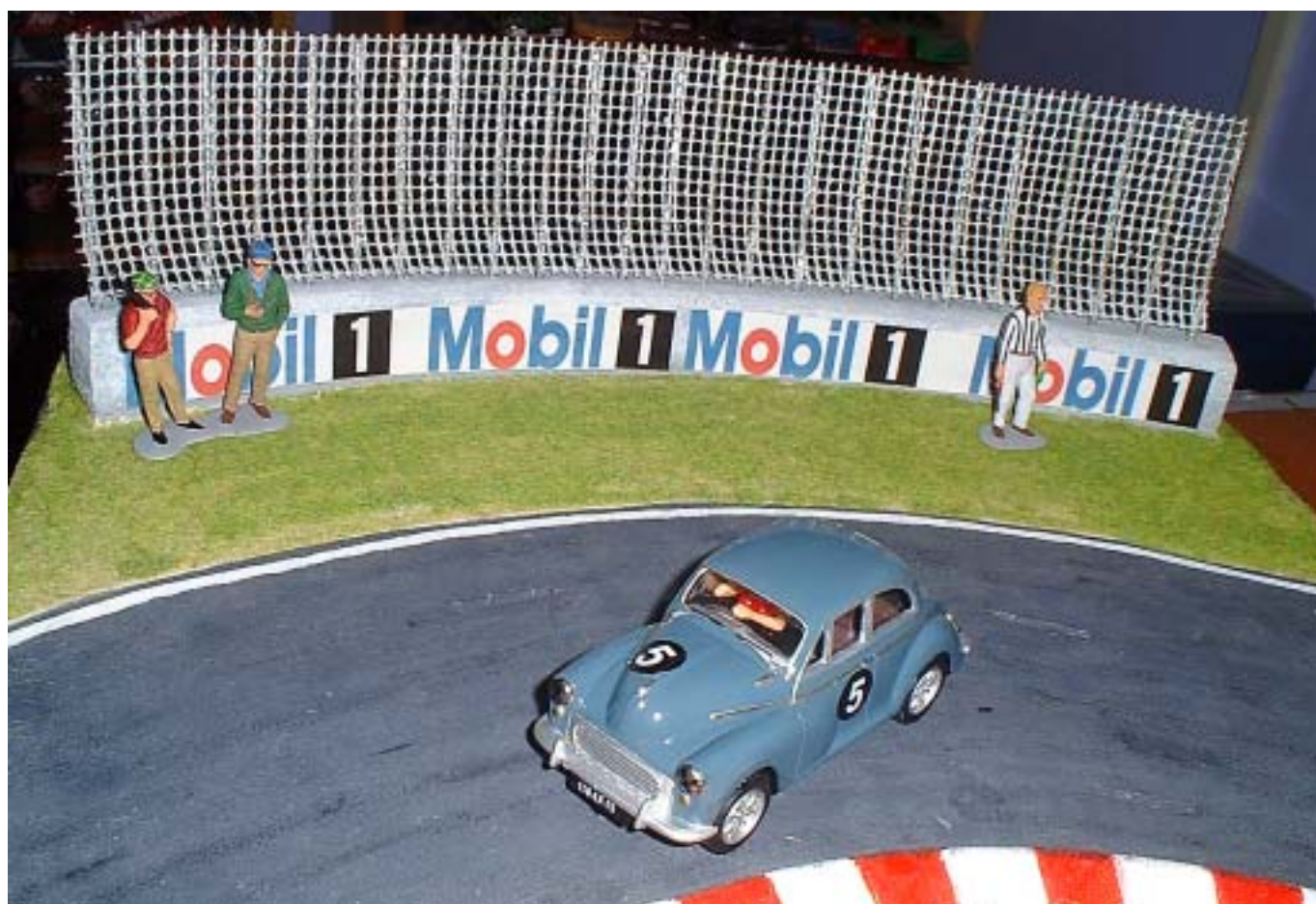
bmc32 Morris Minor

by Phil Insull

This world of ours has a few people who are really individual characters with their own unique perspective on how things should be.

The first one in this article is a gentleman called Alexandra Arnold Constantine Issigonis, otherwise known as Alec, born in Turkey in 1906 to British parents. He became famous as the designer of the classic Mini although more rightly he should be remembered as designer of three out of the top five selling British cars of all time. The Mini, the Austin 1100 and, of course, his first great creation - the Morris Minor. When released in 1948 the Minor offered relatively cheap, reliable, and practical motoring to an austere post-war Britain. However, not everyone loved it; company owner William Morris (by then Lord Nuffield) was reportedly furious over

the design and is quoted as saying it looked like a “poached egg”. Lord Nuffield was wrong and the British public took it to their hearts with the Minor becoming, at the time, the best selling British car when production eventually ceased some 23 years later in 1971. Indeed so popular is the Minor that even now, some thirty-six years after the last one was built, the Morris Minor Owners Club boasts some 14,500 members. With a car this popular it is no wonder that very soon they featured in both racing and rallying with great characters such as Barrie “Whizzo” Williams having his first ever race in a Minor at Rufforth back in 1960. Minors are still very active and competitive in the Classic Saloon Club championships in the hands of regular class winners like Julien and Bernard Slade, Tony Lake and Reg Salaway.



The Morris Minor 1000 from bmc32



The other main character in my story is an enthusiast who has his own individual view of slot cars, Steve of 'Traffic Model Cars' (website - www.slotcarkits.co.uk) whose model ranges include bmc32, and Highway32.

These ranges are clearly dedicated to cars of the fifties, sixties and seventies when Britain still had a proper motoring industry and British cars had wonderful unique identities and characters, which have sadly disappeared in our corporate twenty first century world. Well, maybe not because these ranges of resin and plastic kits are mainly based on the superb individual British designs of the recent past and one of their latest is the Morris Minor 1000 two-door saloon. Available as either a resin body kit with interior and screen (£25) or as a complete slot car kit with chassis, motor, axles, guide, wheels, etc, (£49) in fact everything you need to get running bar paint and a few simple tools.

The body-shell, chassis unit and rear axle/motor clamps are crisply moulded in resin and require nothing more than a quick wash in warm water to prepare them for painting, the windows are clear vac form, with a lightweight vac formed interior and white metal headlights. When ordering you also get a choice of male or female driver figures and I chose to go with the lady option for mine. The motor is a standard Mabuchi for which the chassis is designed, the guide a spring-loaded Fly type, with Scalextric axles and nylon rear bearings. Wheels are of the Minilite variety favoured by most of the current historic racers of Minor 1000s, with Scalextric type treaded tyres.



Underside of the Minor showing resin chassis, Mabuchi motor and battle damage scratches.

Assembly is very straightforward; the axles need about 2mm taking off each side with a Dremel and the back of the front hubs cutting flush to ensure that the wheels do not protrude beyond the wheel arches. First I trimmed the glass and interior with scissors to provide a good fit, I then hand painted the buxom young lady driver figure and interior and the window surrounds using Tamiya acrylics. I fitted the running gear to the chassis, and secured the motor/rear axle using the simple screw down clamp. I then pilot drilled the four pre-marked holes on the body mounting points, secured the driver, glass and interior with a dab of epoxy and simply screwed the body to the chassis. Having done this I applied two coats of Tamiya XF18 medium blue acrylic to the body followed by chrome silver for the bumpers and grilles. The headlights were push fitted with a dab of glue to secure them and the pre-etched tape crosses were painted matt black, along with the wiper blades. Finally a touch of clear yellow, clear red and smoke were applied for the lights. Next I had a quick dig in my decals box and found some nice black roundels with some white number fives and a set of black number plate decals. I used some chrome foil to finish off the hinges, handles and the chrome side body trim. Finally I gave it a quick coat of Tamiya clear gloss to add a bit of protection to the paint. The end result is a great looking, two door, Morris 1000 similar to those still being raced in today's classic saloon events with the unique character of this well loved British icon.

Finally it's off to Wolves to see how it runs and get some opinions from my fellow club members. The reaction was great, particularly among those members who, like myself, are now the wrong side of forty and can recall the days when the Minor was one of the most frequently spotted cars on the roads. Not only were folks impressed with the detail and accuracy of bmc32's Minor and the charms of its lady pilot but they also loved the car, bringing back many fond memories. One other aspect pointed out was the quality of paint finish I had achieved by hand, again the credit here must go to the ➡



The Minor holds off the Rapier, Magnette and A40.

quality of the moulding and finish on the Minor, which was so good I didn't have to rub it down before painting.

Next onto the wooden Wolves track and to give a fair comparison I ran the Minor against two earlier bmc32 creations - the Austin A40 Farina Mk 1 and the Highway32 Sunbeam Rapier MK 3, which use MRRC chassis and the MG Magnette ZA which has a similar resin chassis to the Morris Minor.

Lap times were never going to be super quick as we are not talking high-tech Slot. It chassis here and I sure as heck don't want to damage the paint work on my lovely looking cars. All four however can be driven at a good steady pace with very little de-slotting. Given its wider wheels and tyres, the Minor proved quite stable through the faster curves although, like its real counterparts, it does like to waggle a wheel in the air through some of the tighter bends. Having run for 25 laps I managed a very respectable time of 11.52 seconds, which is not

bad at all for a relatively heavy resin chassis car. I then ran the other three managing a best of 10.68 with the Rapier, 11.40 with the Magnette and 12.37 with the A40. With a bit more running in and a set of Ortmann rear tyres, I'm convinced the Morris Minor 1000 could be hustled round in times comparable or better than the Rapier and I'm sure, given the fairly wide body, that some of the renowned scratch chassis builders could fit something under the beautiful little Morris that really makes it shift.

In conclusion this is a wonderful looking, easy to build kit that would make a great addition to any collection and has particular appeal to those of us who remember the days when they were one of the most popular cars on the roads of Britain. I hope that Traffic keeps up the good work and I for one look forward to more classic British cars that take me back to my younger days. In fact I think I'll order a Riley 1.5 and a Hillman Imp right now. ■



Until Eastleigh, I'd never organised a swapmeet nor ever been remotely involved in organising one. In truth, Paul Atkins deserves a lot of the credit for doing much of the work and bouncing ideas around. Dealers booked tables fairly regularly so there would be plenty for customers to see.

The most anxious part was wondering how many customers would come. The date had pretty much fixed itself. It had to be after publication of the June Journal and the only toy fair or motorsport clash I picked up on was the French GP. At the time, I had not expected the heightened UK interest in F1 - caused by a British driver leading the championship for Heaven's sake. One other thing blew up in my face. I'd dismissed the concert for Diana from my consciousness as something to be avoided at all costs, so that crept up on me unnoticed until about a week before the swapmeet.

I guess these factors may have dissuaded some from coming but overall the event was a success. The hall was well filled and plenty of customers made the journey. There was a good variety of product to choose from but the undoubted highlight was Phil Smith's collapsing auction, which saw a few hundred "Black Box" Scalextric cars find new homes at anything between the opening price of £40 and the final clearout at £5.

The consensus seems to be that we should do it again. Without Eastleigh, there would have been nothing between Loughborough in April and Milton Keynes in September - a gap of 5 months. Many also suggested that it would be better held in the glass-covered "Crescent", which forms the spine of the school's main building. That would be larger, brighter and (without the matting that needed to cover the gym floor) it would impact rather less on everyone's sense of smell. Eastleigh II could therefore be both bigger and better.

Paul and I ran this event on the Club's behalf and would be happy to do so again. We would just like to be sure that the location is OK for Club members. My own feelings are that Eastleigh is easy to get to from most directions, it is a decent distance from its nearest neighbours (Swindon and Orpington) and serves many local members very well. It is possible that there may be a different location in the south that might benefit more of us so, if you believe that to be the case, please let us know. Also let us know if you think another date would be more suitable.

As I write this, I'm preparing to spend the weekend attending my car club's annual jamboree. I've attended one of these before but this year I went early to help with setting the event up. That reinforced to me just how dependent members clubs like ours are on the efforts of volunteers. I was really cheered at Eastleigh when several members stayed back to help us clear the hall of tables, chairs, matting and general detritus (and Bob Bott). Everything was done in high spirits and so quickly that we were clear before 3pm. It was the perfect end to the day so thanks to everyone involved.

Whilst chatting to my fellow car club setter-uppers, I was told about one of the older members. Brian (not his real name) owns one of the oldest cars in the club, which he restored himself and of which he is justifiably very proud. In two-tone blue with masses of gleaming chrome, it looks brilliant. But Brian is not famous for this or any other car. His tale should serve as a salutary warning to all those of us who thought it might be rather fun to grow old disgracefully.

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The club organises annual trips to Techno Classica in Essen, a kind of monster auto-jumble and general fair for classic cars, parts and services. One year, Brian missed the coaches back to the hotel and forgot its name. He found a taxi but, not speaking German, he showed his hotel key to the driver who took him to the address on the fob. Sadly, this was not of the hotel itself but of the group's head office - in Munchen Gladbach some 50 miles away. The following year, he excelled himself. He became bored with walking so he bought a battery-powered scooter. Missing the coaches was no problem now – he had wheels, which he drove at a steady 25 mph along the hard shoulder of the autobahn until the batteries ran out about half way. A taxi got him back to the hotel with his scooter, which he promptly recharged and proceeded to tear around the ground floor on. Guests and staff all managed to evade him but

some of the fixtures and fittings were less agile. The hotel decided they could do without his custom in the future and banned him.

On the way home, a UK Customs officer boarded the coach and was about to wave it through when he got to Brian and asked him if he had anything to declare. Brian's response to this impudence was that there were illegal immigrants hiding under all the seats. The officer calmly turned to the driver and asked him to pull over to an inspection bay where the coach and everyone's luggage was emptied. Unsurprisingly, the coach company also banned him and the following year, when he offered his payment for the trip, he discovered that the club had too.

Be good and enjoy the summer – if we ever get one. ■



As we head into the so called quieter summer months it is somewhat surprising to see the listings pattern on UK eBay remaining as buoyant this past month. This followed a similar pattern to last month with it falling steadily to just under 4000 again and then rising by some 2000 or so on the only cheap listing day. The US stays by far the biggest market at just under 9000 listings, followed by Germany with around the same number as the UK. Elsewhere, Spain is up just over the thousand level, whilst France is around 500 at time of writing. Prices, certainly in the UK, seem to remain generally depressed for sellers as would be expected at this time of year, but as can be seen from my price table below some auctions seem to strike gold in various markets. Low prices are illustrated by new releases like the Scalextric C2799 and C2800 Classic Grand Prix cars which are being sold for less than £20 including P&P, which is great for buyers but how are sellers making any money at that level?

Sometimes there is no telling how one auction will fare compared to another. For example the same seller with two listings of near identical items of some old Scalextric fences and a gate unit, as well as three Goodwood chicane fences, saw prices of £14.45 for the white Goodwood chicane fence auction but only £8.52 for the black fence one. Does this mean white Goodwood fences are harder to find I wonder? Talking of rare there was another Scalextric Bond Set sold this month that reached £1140. There were a couple of bits missing from the cars and some damage to the lid artwork however. You could have made a Bond set up for much less from another seller who sold a poor pair of cars for £520, and a poor box and incomplete set for £127 on a Friday night.

Slot.It

Slot.It prices remain firm for earlier models with the slightly later produced Audi SICA01f version finding a buyer with a £53 BIN price. Similar prices were achieved over the pond in the US for both these “e” and “f” models though one lucky buyer managed to get a SICA01e for \$73 from a Spanish seller. The more recent Mercedes Kouros is starting to firm up in price it seems, reaching £40 or equivalent plus, but the recent releases including limited editions can still be bought sub £30 including P&P most days for those with the patience! Top dollar as perhaps expected goes to the New Man Porsche at £82 in the UK with a similar price realised on German eBay.

Bargains?

Poor descriptions as I have said before can lead to some bargains. “SlotCar Collection for sale” is not perhaps the best way to describe over a hundred bits of excellent Ninco Track plus 21 boxed cars from all the major manufacturers little used or unused, but I am sure the buyer would be have been very happy with their £300 winning bid.

Similarly “B1Typhoon,excellent,boxed” (yes no Scalextric and no spacing between the words) only reached £33.50. Lastly a “jaguar xj220 collectors car” Cummins Jaguar only reached £56.50. None found a home at yours truly though.

This month's prices

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day.

SRA 1/32 RARE TV Tower + 3 metal figures PAINTED SRAB5 £285.01 (difficult to find now but a huge price for an ex display model on Friday morning). ➡➡

Antique Scalextric March 10 F1 Car - 6 Wheel £9.29 (Are these that old?! Unboxed blue March example missing airbox but with a complete rear wing on Thursday lunchtime).
ford mustang scalextric edition limitee 1000exp €500 (unsold at listing price. Modelzone model on French eBay from new seller who thought this was worth quite a bit!).

Ex shop Scalextric A231 Pair of bushes £32.99 (Bushes described as “factory fresh” still in bag with header card. Sunday night).

Scalextric classic Pitstop building Boxed and Complete £31 (nearly new and boxed but for a modern grey building? Tuesday night).

MG Vanquish Lotus 72 Gold Leaf Jochen Rindt 1970 MB. £72.10 (Sunday night).

C241 Scalextric Alfa Romeo Red Classic series £64.51 (Saturday afternoon).

RARE TRIANG SCALEXTRIC BENTLEY MM/C64 WITH BOX £123 (Missing head-lamp lenses but otherwise complete. Friday night).

C64 Scalextric Bentley Black Rare old 1960s £143.45 (All complete and in rare Export window box selling the next day to one above. Saturday afternoon).

Daytona 24 Hour Scalextric £24.99 (Le Mans Jag and Porsche cars but set box exclusive to Childrens World stores. Tuesday night).

CIRCUIT SCALEXTRIC AYRTON SENNA €45.50 (Team Brasil set with two Audis in on French eBay on Wednesday night. I can not recall seeing this version before).

BOITE CIRCUIT SCALEXTRIC PARFAIT ETAT €2183.06 (A massive price for a French box set on French eBay maybe, but it was in excellent condition and contained a blue C69 Ferrari and a rather lovely Yellow C68 Aston Martin. Friday night).

Rare Scalextric NSCC Rover 3500 Green C561 MB. £57.28 (Sunday night).

SCALEXTRIC TVR SPEED Limited Edition NSCC 2000 £187.82 (Spanish seller on UK eBay on Sunday night).

SCALEXTRIC LAMBORGHINI DIABLO Limited Edition NSCC £161.19 (Black 1999 car. Same seller and time as above).

FLY DHL LOLA LIMITADO COMP SCALEXTRIC DIFICIL RARO SLOT €200 (L/E Black Lola with DHL markings and backing card. BIN price on Sunday night Spanish eBay).

Rare Williams F1 car collection, inc German editions. £104.52 (including two German Veltins models C2417 & C2418. Saturday afternoon).

Scalextric McLaren M9A White Ref C.43 Exc Boxed. £171 (Mexican model in excellent condition but sprayed Spanish rear wing. Wednesday night).

SCALEXTRIC RARE PONT LE MANS DUNLOP, 60's, TBE en BOITE €120 (Excellent boxed rubber bridge BIN price on French eBay. Wednesday afternoon).

ULTRA RARE CATALOGUE MAGASIN LANCEMENT SCALEXTRIX 1962 €63 (French four page flyer on French eBay Friday night. Same seller had another very nice two page flyer that reached €92 on Tuesday night).
selection of Fly catalogues £2.47 (Couple of catalogues including the first one and flyers in good condition. Saturday afternoon).

Scalextric 50 Years Press Kit with full 2007 Catalog \$15.20 (In \$ but UK auction. Tuesday afternoon).

Lastly, on a lighter note, was a lovely “PS” on a lot containing a couple of Airfix sets and extra cars. I think the seller was getting a bit annoyed.

It read:- Why, out of the 4 questions I’ve had about this item, have 3 of them been “how much will it cost to post to Japan/Vienna/Lancashire? What part of “Collect from Chelmsford by Tuesday 17th July ONLY” do people not understand”?

I’m not sure what else I can add to make it clearer but perhaps I’M MOVING HOUSE ON WEDNESDAY 18TH AND ALREADY HAVE TOO MUCH TO DO WITHOUT WORRYING ABOUT WRAPPING ALL THIS UP AND GOING TO QUEUE IN THE POST OFFICE FOR HALF AN HOUR will help people to comprehend. For those of you who have read and understood my earlier message I apologise for being a grumpy old git!■





Mitsubishi Lancer "SIMM" Ref 50436

By Gareth Jex

It's not often that I get asked to review much these days that doesn't have an SCX logo on it. So when Brian asked if I could take a look at this 'odd lime green rally thing' I thought I should give it a go.

Now anyone who already owns a Ninco Mitsubishi will know just how good these cars are on the track and probably not need to read any further. However, there are not that many liveries (three red/silver works liveries, red/yellow Catalunya limited edition and the blue/yellow 'Red Bull' livery) the works liveries are frankly dull, the others are nice, but if you are struggling to pick out your own car on a track full of Mitsubishi Nincos then you might want to consider buying this new livery.

No doubt, exactly as the designers of the real car thought, this car cannot be missed. Only two colours adorn the model - black and **LIME GREEN!** When I say **LIME GREEN** I mean **LIME GREEN**. I doubt the pics will be printed in colour, but trust me it's bright.

In terms of tech spec for the car, four wheel drive (band driven front) from an in-line NC5 motor with "ProShock" suspension. I did put the car on our club track first with the magnet still in (boring) (i.e. it never comes off) and then after a couple of laps took the mag out and

loosened off the body. Again you really are hard pushed to get this car to de-slot, it's planted to the track and very quick with it. I have been to many slot rally competitions and more often than not one of these cars wins outright. Ninco are to be congratulated for this all concurring performance, but in my mind it's also a failing.

This is a rally car, not a track car and I like to see my slot rally cars slide, allowing for some skilled control at lower speeds. It's probably just my excuse for not winning, but they are just too quick! So if you are after a win – buy one.

So enough about the actual slot car, what about the real thing. Well this gets a little tricky. As expected very few people outside of Spain will have ever seen this car in the flesh or on TV. The real car is a Mitsubishi EVO V111 RS Group N (A1) as driven by Spanish Albert Orriols who does very well in Group N (A1 Class). Spanish company SIMM have supported Albert for many years and sponsored his efforts since 2001, with Peugeot 106, 206, Renault Clio, Mitsubishi and in 2006 Subaru. All the cars have been green!

However, there a small problem with this model. The slot car is a Mitsubishi WRC from the 2004 season with double rear wing, square on front and square rear arches and other minor body differences, but basically it's the wrong car.

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As you will probably see again in this Journal, slot manufacturers stating a specific model type is open to error, but to be fair to Ninco they don't actually state it's the Group N car. Take a look at the pics of the works WRC spec and compare with the pic of the real SIMM car.

Aside from the body shape affecting some logo positions and lines, the livery is only OK; because the car is a different shape many logos have had to be moved; rally plate, number plate.

The rally number and logo panel are totally missing from the rear window. The colour seems spot on.

In short a very unusual livery choice pasted onto a different car to please a Spanish home market would be how I sum up the looks, as a slot car – very good almost unbeatable. Thanks to The Hobby Co for the review model. Pics of real car from Albert Orriols web site, works Mitsubishi shots from Mitsubishi web site. ■

NSCC Hill Climb Track

In the spring of 2006, Gareth Jex and a band of happy helpers built this wonderful track on behalf of the NSCC. Its sole purpose was to provide entertainment for visitors to the Toyota stand at the Goodwood Festival of Speed. As such it was built to be as imposing as possible – specifically it was wide enough and high enough to be seen and noticed over the heads of a crowd of people. It was decorated to a very high standard as would befit a global manufacturer's presence at a major motorsport and social event attracting tens of thousands of people.

Subsequently it was moved to Toyota's Surrey headquarters for another starring role at Slot Rally GB. I'm sure many members will have seen this track at either or both of these events. Since then it has been in Toyota's storage facility near Reading but the time has come for the Club to determine its future.

No-one on the Committee, nor anyone we have spoken to, wants to see the track broken up; we would like to see it used and enjoyed. Nevertheless, the Committee has concluded that it is impractical for the Club to use it again in the foreseeable future and that the costs of storing it indefinitely cannot be justified. Therefore it has to go and if any member has the room for it, it can be had for a contribution towards Club funds.

As I said, it is imposing. Its dimensions (all approximate) are 4 metres (13') square by 3m (10') high. It is in three sections: front 1.5m deep and high, rear 2m deep by 3m high and behind it there is a standing area 1.2m high by 0.7m deep. The largest section will require 4 strapping chaps to manhandle it and a large (7.5 tonne?) truck to transport it. But it is a smashing layout and, if you have the space, you will enjoy using it.

Can you provide a permanent home for this masterpiece?

As it has been in storage since the Epsom event last year it will inevitably need some degree of cleaning and refurbishment but the task should be worthwhile for the new owner.



Several colour photographs of the track in use at Goodwood were published in the August 06 issue of the Journal. As a reminder of the sheer scale of the thing here are a couple of pictures to jog your memory.



If you would like to consider giving this track a home, please contact Peter Zivanovic in the first instance (details page 48)

We will be advertising the track in various other places such as Slotforum but NSCC members will be given priority treatment if they wish to acquire it. ■

Alternative Investments

N SCC member Paul Whiting finally achieved his 15 minutes of fame when he was interviewed by financial journalist, Toby Walne for this article which originally appeared in the February issue of "Moneywise" magazine (www.moneywise.co.uk). It is an interesting insight into how the financial world views toy plastic cars.

Brian

"Scalextric fan Paul Whiting has turned his hobby into a canny investment by collecting vintage slot-car racers. The 41-year-old car dealer from Bramerton, near Norwich, has hundreds of pristine Scalextric motors housed in special display cases in his home.

Slot cars are not just for kids - they have a huge following among adult racers, as well as being viewed as a shrewd investment by collectors. Prices of top slot cars have doubled over the past decade, thanks to a wave of nostalgia and modern set improvements which have fuelled a revival of interest. The most sought-after cars now fetch up to £3,000, while even ancient bits of track can be worth hundreds of pounds.

Paul, who is married with two children, says: "I fell in love with Scalextric when I was given a set for Christmas at the age of three. Then as an adult I stumbled on a book about the history of Scalextric. I was hooked and have been collecting them ever since."

Scalextric was an instant success when it was first launched in 1957 using tin-plated vehicles and strong rubber tracks. But the cars were so well built that plenty survive in good condition, so even an original boxed set will typically fetch no more than £500.

From 1960 the slot cars were made of plastic. Paul says: "These later cars were far more vulnerable. By tea time on Christmas Day most had hit the skirting board and were no longer in mint condition. So the 1960s is the most sought-after decade, as there were some iconic designs and surviving examples in great condition are rare."

The Holy Grail of Scalextric motors is the Bugatti model made in 1964, which was pulled off the shelves because it broke too easily. It's worth up to £3,000 nowadays. And if you stumble across an unopened James Bond set from the mid-1960s, complete with Aston Martin racers, it might fetch as much as £3,500 at auction.

Even a piece of old track - such as an obsolete piece of the Goodwood Motor Circuit track chicane - can be worth as much as £200. In the 1980s these most-collectible sets fetched just a few pounds, and until recently old track couldn't be given away at car boot sales. However, Paul warns: "Condition is the key to value; only the best surviving examples can be treated as investments. Used cars tend to be good only for racing fun."

But rarity is not the only consideration. "Just like real cars, certain models are more appealing than others - and this pushes the prices up," Paul adds. A top-condition 1964 Austin Healey can fetch £150 just because of its looks. Other popular models include Aston Martin DB4 and Mercedes 190. Colour is also important. A 1964-manufactured 1933 Alfa Romeo painted blue might fetch £150, while a yellow example can be worth £500.

But the quality of cars made in the late '70s and '80s suffered and therefore hold much less allure. Foreign competitors such as Fly and Ninco started producing better quality slot cars than Scalextric - and these are collectible in their own right. Fortunately, Scalextric has enjoyed a renaissance in recent years, helped partly by the manufacturing of a new digital car that can switch lanes.

The purest slot-car racers, however, prefer traditional sets for competition, often putting in their own engines in order to reach blistering speeds of up to 80mph. Supercharged cars can cost hundreds of pounds but do not typically climb in value as much as vintage motors - although they may provide more thrills for the cash. ■





Milton Keynes Swapmeet

To add to the attractions at the September MK event Derek Cooper will be holding a “black box” collapsing auction.

If you haven't witnessed one of these before the procedure is as follows: Derek will have 200 mint boxed 1970-2000 cars on his table. At 10.30 in the morning, all of the cars on the table are £45 each, at 11.00 the remaining cars reduce to £40, at 11.30 they reduce to £35 and so on until at 2.30 what is left will be mint and boxed Scalextric cars at just £5 each! You have to be there to see the feeding frenzy at 2.00 and 2.30!

Nigel Copcutt has also asked me to inform everybody that entry will now be via the front of the building through the main reception area. The fire escape doors at the rear will only be used for loading purposes by stallholders and will be closed once the swapmeet is underway.

Competition Time

The winner of the SCX Williams competition in the June issue is (1840/95) Ray Brownson who correctly stated that Keke Rosberg started a damp race on slicks and only seven cars finished the 1983 Monaco GP. Well done - your car will be on its way shortly.

Brian

New Club

I am going to start a club in Lingfield in the very near future. It will be a four lane routed track that I will be obtaining from my old club in Portsmouth which has now closed. Races will be held on Thursday evenings from 1930 to 2230 and the track will be housed at Dormansland Scout hut, Saxbys Lane, Lingfield, Surrey. All are welcome, for more information please contact me at: motty.d@tiscali.co.uk

David Mott

Journal Survey

Thanks very much to those of you who have taken the trouble to fill in the survey form, your comments are proving very useful. At the time of writing (late July) I have received just over 100 replies so there are a lot more out there waiting to be filled in. Please make every effort to return them so I can gain a full picture of your likes and dislikes. If anybody has lost their form then let me know and I will send another copy. I will provide a report on the results later in the year.

Brian

VECRA Race Meeting

You may have noticed the Wellingborough September VECRA meeting in the Diary Dates. and it has occurred to me that a lot of readers won't have a clue what VECRA is.

The initials stand for Vintage Electric Car Racing Association and it has been set up to promote and support retro vintage scale slot car racing here in the UK and the rest of the world.

VECRA does not wish to impose a set of rules on every event and is obviously in no position to do this, but our outline rules are generally acknowledged to be very workable. We are now working towards a standard set of rules for 1/32 and 1/24 for use in 2007 with a series of events planned at different clubs throughout the UK, if you wish your club to take part in this then please let us know. There are no plans to run a 'championship' at the moment, although if those taking part wish this to happen there is no reason why it cannot in the future.

There is no membership to this association and no one is here to take any money from you, we exist only to support and encourage retro vintage slot car building and racing.

For further information please visit our website: www.vecra.co.uk

John Roche



62550 BRM F1 Vintage

(Or.....If this is a BRM P261
then I'm a banana)

By The Editor

The SCX Vintage series must be highly profitable for Tecnitoy. All they have to do is dig up an ancient mould from the vaults, send it off to China for a modern paint job and some tampo printing, stick it in the customary posh box and - hey presto - a Limited Edition, premium priced item for the collectors' market. Hornby/Scalextric are probably kicking themselves for junking all their old moulds!

It is a sobering thought that most high-priced modern collectables are produced from some sort of moulding process and can be reissued in large numbers at any time as long as the mould exists. An antique hand made furniture item is very hard to reproduce but perfect replicas of old slot cars can be churned out at the touch of a button. Something to bear in mind when you are tempted to splash out serious money on that "rare" car perhaps.

Surely some mistake!

This year's Vintage release from SCX is a reissue from 1968 - C37 BRM F1. Tecnitoy would like you to believe that it is a 1964 P261 V8 driven by Graham Hill. Their website is currently describing the model thus:

"SCX presents one of the legends of the early days of Formula 1, the BRM P261 F1 Vintage with which the British driver Graham Hill won the championship in 1962..... The BRM F1 Vintage with which Graham Hill became Formula 1 world champion in 1962 featured as its most noteworthy development the 1.5-litre V16 135° racing engine, highly powerful at the time for its cylinder rating."

All of this is, of course, the biggest load of old cobblers you are ever likely to read this side of a politician's election manifesto! ➡



A BRM P261 - SCX think their model is one of these
(photo courtesy Chris Frost)



Graham Hill did indeed win the World Championship in 1962 but it was in a P57, not a P261 (which was not even built till 1964) and both had 1.5 litre V8 engines - the V16 was fitted in the original BRM of 1955. Apart from these minor inaccuracies(!) it is also blatantly obvious that the thing is actually based on a P83 and not a P261 at all. The real giveaway is at the rear of the model - 16 engine intakes should have given them a bit of a clue that their alleged 1964 P261 possessed a few more than eight cylinders!

Let us be charitable and assume that all this nonsense was a genuine mistake/poor piece of research by Tecnitoys. However, it does not explain why, having been informed of their error as long ago as March this year, they persisted in marketing it as a P261. One can only assume that they had already produced the

boxes/booklets for the car and were reluctant to throw a lot of expensive packaging material in the skip.

So, let's ignore the shiny box and its equally inaccurate information booklet and move on to a review of the 1966 BRM P83 H16 - which is what this year's car really represents.

The real thing

In 1966 the engine regulations for GP cars were changed and the maximum size was increased from 1.5 litres to 3 litres. As usual none of the teams was prepared for this and most just bored out their previous year's engine to 2 litres - the maximum achievable with the thickness of the original cylinder walls.

BRM's solution came straight out of the "seemed like a good idea at the time" school of racing car design - join two of the existing 1.5



A BRM P83
This is what the car actually represents

litre V8s together (sort of) to make a 3 litre H16. The end result was underpowered, overweight and totally unreliable - the P83 chassis they housed it all in wasn't one of their best efforts either! After their successes of 1962 - 1965 the team reverted to the bad old ways and began their slow descent into oblivion.

The 1966 season tended to follow a pattern - Graham Hill and Jackie Stewart would practise in a P83, the car would usually break down or be completely uncompetitive. They would then race 2 litre versions of the previous year's P261 with some initial success - Stewart won the first round at Monaco and Hill was 3rd. As the season progressed, the other teams, particularly Brabham, acquired more powerful engines and the BRMs slipped down the field.

The P83 didn't actually take part in a race till round 7 at Monza and both cars were out by lap five. The remaining two rounds in the USA and Mexico produced similar outcomes so the car never finished a race during 1966.

1967 was more of the same although the P83 did occasionally finish a race but was never really a competitor for the win.

By 1968 both Hill and Stewart had left the team and the car was quietly retired to the home for failed GP cars - the F5000 championship, where it achieved a similar lack of success.

A 16 cylinder engine has rarely appeared in GP racing and only BRM was stupid enough to repeat the experiment after the first failure! However, the H16 was also fitted in the back of a Lotus 43 and, to everyone's amazement, Jim Clark won the 1966 USA round with it. As far as I am aware this remains the only World Championship win by such an engine and certainly the only success for the H16.

Three P83s were built and all still survive - the Donington Collection has one and Caister Motor Museum holds a second, plus the USA GP winning engine. The third (albeit with an F5000 power plant) is currently for sale at £90,000 by Cheshire Classics, having recently been brought over from a museum in Australia.

The model

Why Exin Scalextric chose to produce the car in the first place remains a mystery as its racing pedigree was virtually non-existent, just like that of last year's McLaren M9A. It reinforces the view that slot car manufacturers rarely have anybody in the design department who has the faintest knowledge of real motor sport.

It would be silly to judge this car by today's standards as the original 60s moulds are always used for these Vintage releases. The car came in the usual colours of the day, red, green, blue, ➡➡



white and yellow and was of average quality for the time. The front end was reasonably accurate but the rear was largely a work of fiction. Apart from the obligatory unrealistic chromed engine and exhaust, an engine cover only appeared on the real car a couple of times in practice and was radically different to that fitted on the model. The model also lacked wing mirrors and the distinctive coolant pipes which ran either side of the cockpit.

Its modern reincarnation has been much improved by a decent paint job and a BRM logo on the nose but they have missed off the "Owen Racing Organisation" legend on the sides. The car carries the racing number 3 which is correct for two of the three races it actually contested - this is probably more by luck than judgement as SCX would presumably have been basing it on the P261's numbers. Their attempt at a Graham Hill look-alike driver is also less than perfect. Firstly they have got the helmet wrong - his name was not written on the side. They have also given him dark goggles and a rather droopy moustache as opposed to the handlebar type he actually sported so he looks more like a Mexican bandit than the quintessential Englishman he was.

In summary then - a slightly inaccurate update of a less than iconic 60s car which was not that great a model in the first place. Its inadequacies are compounded by a ludicrous attempt to pretend it is an entirely different car altogether. SCX really need to raise their game for next year's release or the charm of this Vintage series will begin to pall for the average collector.

Buy it?

If you collect the Vintage series then you probably already have by the time you read this review.

If you are looking for a BRM P261 then you would certainly be wasting your money - keep an eye out instead for the old Airfix/MRRC version which is a reasonable rendition of the original and doesn't fetch silly money in the collectors' market.

If you want a BRM P83 and can't afford £90,000 for a real one then the SCX version is probably your only choice - I don't think many other manufacturers will be making one in the near future!

However, so far I have not mentioned the real reason you may want to purchase this car - actually using it on the track! By their very nature most of these Vintage series cars remain as shelf queens which is a great pity as they are really good performers, albeit a little more sedate than their modern counterparts.

I suggest you buy one, throw away the box and run the car on SCX or Scalextric Classic track - Sport track is probably a bit too slippery for it. There is no need to remove the magnet as it hasn't got one but it does possess an RX motor, an enduring wonder of 60s technology which provides a low centre of gravity and smooth acceleration. It may not have the rocketship speed of modern can motors but I guarantee that you will have a big smile on your face as you gently slide the car round the bends and accelerate away down the straight. ■



62640 Honda Accord WTCC 2007

By Jamle Coles

This car is the latest in the SCX GT car range and is based on the 2005 World Touring Car Championship car driven by the Italian Roberto Colicigo. His career started in 1991 when he was racing karts and he has a number of successful seasons in a variety of disciplines, including 1st place for two years running (2001 and 2002) in the Swedish Touring Car Championships in an Audi A4.

Sadly this car reflects his worst touring car season ever, when he finished 19th in 2005. Compared with the real car from photographs of the Monza race in 2005 – Roberto's "home" event, where he finished a disappointing 18th

place - SCX have done a fantastic job and whilst I can't compare dimensions, due to the action shots, the paint and the sponsors' logos look perfect, apart from the blue flower of the "coim" company above the front wheel arch.

The tampo printing is near enough perfect with just a little bleed by the driver's door, but as this car is for thrashing around the track rather than being a shelf queen, it is fine. The dark pink, cream and black colour scheme also stands out when racing around the track. The sharp contrast between the pink and black is certainly eye catching. It does seem that Touring Car paint-designers have more imagination than ➡➡



their single-seater counterparts, but then to be fair they probably have more fibre glass to play with in terms of paint jobs too!

Quickly turning the car over and there is some nice printing of engine, suspension and exhaust pipes, although whether it matches reality - who knows - but then who really cares? It does add just another extra nice touch of reality to the model.

What's Inside

Now the bit I hate – dissection of the wee beastie to check out the innards!!

First of all poor old Roberto has nothing below his mid chest – but his cockpit has some printing of dials and he has a gear lever and some good detail of his gloves and helmet.

Once apart we have the now familiar copper strips from the sprung self centring guide mechanism running backwards to the centre mounted engine (which I presume is the RX 4 – as I couldn't find a way of prising it out). The rear axle and engine are in the rocking assembly that allows for slight body rock when cornering. The front axle is fixed in place with very little vertical play – more on that later.

On the underside of the bodyshell another pair of copper strips take the current to the rear and front lights. All in all a very neat solution to avoiding wires getting snagged or becoming loose.

Finally there is some very good tampo printing of Michelin on the tyre – although how long that will stay with some close racing is another matter!

Performance

OK, now it's time to reassemble the car and see how this WTCC car performs on the track.

I tried this at my “home” circuit at Farnham which is a Ninco track of about 100 foot long with a mix of fast straights, sweeping curves and curvy more intricate sections too.

Straight out of the box and the usual slightly noisy SCX RX 4 engine noise is amplified by the hollow inside of the car.

The car felt really comfortable to drive and I was soon lapping consistently at 10.5 second per lap with the car hugging the track really well. The front and rear lights were blazing as the Honda roared down the straight towards the double S's and I could almost imagine a dual with Jason Plato taking place!!

We tend to race this car without a magnet so the next thing was to remove the magnet and see how the Honda Accord fared.

Predictably it was a bit slower – well, on average, two seconds a lap slower – but I think the main reason for this was that going into some tighter corners the rear of the car would slide out more without the magnet to hold the car over the slot and this would make the car tip more at the front and because of the fixed front axle this would then cause the car to de-slot.

The only criticism I would have is that when driving this car at full pelt around the track whilst it IS great to have the tail hanging out in power slides around the corners this style of driving is more akin to rallying than WTCC – but then who says that ALL 1/32 racing should match the real world? !

This could be easily fixed with some extra weight at the front ...did I hear someone say grind down the front tyres? !!

Conclusions

To sum up then. This is a refreshing new model from SCX and in a clean and distinctive colour scheme – I'm still not sure if it reminds me of strawberries and cream or salmon and mayonnaise! – and is sure to be competitive when racing.

Many thanks to Gareth Jex and SCX for the opportunity to drive this car which is sure to be a match for the Seat Leons and Alfa 156s in our WTCC class. ■