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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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Christmas Past

I was just 10 years old in 1958 and my family was not particularly well-off so my main Christmas present that year was a Dinky double-deck car transporter. I immediately loaded it up with a selection of racing cars and set off to an imaginary Grand Prix - yes even at that young age I was obsessed with Formula One racing!

I had a school friend whose family was seriously wealthy and, that year, he invited me over for tea on Boxing Day. On arrival he took me through to the 'parlour' to play with his presents and it was there I saw my very first Scalextric set. Although the new toy had been introduced at the previous year's Toy Fair it was not really widely available till 1958 and my friend had received one of the very early sets.

I could say I was instantly hooked and a lifelong obsession started on that day, but I would be lying! I didn't actually have a set of my own till 1979 although I never forgot that first experience. In truth, early Scalextric was rubbish; the rubber track had no grip, the cars were tinsplate toys and completely uncontrollable by the simple on/off bell push controller of the day. We played with it until the batteries ran flat after an hour then moved on to his new Hornby Dublo train set for the rest of the afternoon - I told you his family were rich!

Despite the poor quality of that early product and various financial crises over the years, Scalextric is still here, thriving under the present management and celebrating its 50th Anniversary year - an amazing achievement for a toy plastic car game. Fred Francis must have got something right all those years ago - Happy Birthday Scalextric, live long and prosper.

Till next month

Brian



by
Rob Smith



MESSAGES FROM MARGATE

I had a horrible thought that I would have nothing to write about at all this month but, true to form, Hornby have finished off the year with some superb releases.

With Sport, Standard and Digital versions counted separately I have added 96 new cars to the list of cars released in 2006. Not quite as many as last year but still an impressive total. Surely something for everyone this year.

C2761 Jaguar XKRS Cytosport No6

For those of you who liked the Rocketsports XKRS you will not be disappointed with the superb new Cytosport version. Finished in an eye catching silver with bold yellow stripes and sills this car really looks great. I wonder if we will get the third car this year which should be white.



C2725 Williams 2006 No9

C2726 Williams 2006 No10

The two 2006 liveried Williams F1 show the usual attention to detail we now expect. They are beautifully finished in a rich metallic blue

and white with some tiny details. They use the same mould as last year's cars with the exception of the front wing. This has lost two tiny winglets on either end plate which most people won't even notice.

C2751 Ferrari F1 No5

Schumacher may not have won the Formula1 Championship in 2006 but this is a fitting release to remember him by. Of course this is the number 5 2006 car but without the benefit of the new style rear wing.



C2770A Ferrari 330/P4 / Limited Edition with C2771A Ferrari 330/P4 No3 and C2772A Ferrari 330/P4 No4

For collectors of historic sportscars this twin pack will be the highlight of the year. It celebrates the 1967 Monza race in the World Sportscar Championship where the P4s came first and second driven by Amon/Bandini (number 3) and Parkes/Scarfiotti (number 4) respectively. With no works Ford team in this ➡➡



race there was just one Chaparral to give the Ferraris a race although in the end a Porsche 910 took third place. To read more about the race find a secondhand copy of Motorsport from June 1967 or visit <http://www.imca-slotracing.com/1967-PART1.htm> - a very interesting web site containing both slot and 1:1 racing information.

Visually identical to the previous P4 releases in plain red with big white roundels these cars look gorgeous. Add to that the Sport packaging finished appropriately in red and you have a very collectable item. It is a limited edition of 5000 worldwide.

C2715 Honda F1 No12

C2716 Honda F1 No11

The new Hondas really show how detailed slot cars are at this time. There are so many details to the bodywork with tiny winglets everywhere and the complex aerodynamics reproduced so accurately. Use of the small motor has allowed the body shape to be very true to life and from the outside it is hard to see how a motor has been fitted at all.

The other details that will delight are the detailed helmet designs. Jenson's (C2715 #12) is especially good. This development was allowed because the licence deal with Honda was for the complete product, not just for the car. Let's hope other licence deals follow the same path in the future.

C2749 Subaru Impreza WRC Works 2006

The arrival of the 2006 Subaru was a surprise as it had previously been reported that the car would be delayed until early 2007. This too is a brand new mould representing the car driven by Solberg in the 2006 Argentinian round of the WRC. As with the real car, the rear is much like the previous version but the front is very different and there are various aerals and details on the roof.

Like the Peugeot 307 the Impreza has a front mounted sidewinder motor driving the front wheels directly with rubber band drive taken to the rear wheels. With weight to the front but four wheel drive the car should handle



well and not easily de-slot. Let me know how you think it behaves on the track and whether you like the characteristics or not.



www.scalextric.co.uk

The Scalextric website has had a makeover in a very fetching shade of blue. More cosmetic than content it is still difficult to find anything useful. Who agrees? Let me know and I'll lobby the marketing department. The Service sheets which were recently updated have vanished or are too difficult to find. These did allude to two new models as yet confirmed – A C2788 Peugeot 307 and a C2805 Mini Cooper from a set C1194. More information as and when it becomes available.

Paperwork

Two new items of paperwork are available from your local retailer. The first is an A5 booklet entitled "Welcome To The Digital Age". The title is misleading as it is a full mini-catalogue with details of all sets, cars and accessories in a 36 page booklet. Intriguingly it is Issue 12, presumably a successor to the concertina 'Race For Real' leaflet Issue 11. Best of all – it's free.

Secondly we have a fold out leaflet approximately 200mm square. This is entitled The Classic Collection and shows details of the current Classic Grand Prix, Rally and Le Mans ranges. It is rather nice but quite hard to find.

There is also a DVD that has been sent to retailers to promote the features and benefits of the Digital system.

Coming Soon

As usual at this time of the year Hornby are tight-lipped about the 2007 range until the UK Toyfair and Catalogue are released in the new year. However, I can reveal that there is some new branding, which *might* involve some new boxes. The 50th birthday will be celebrated with a book available separately (see Amazon already) and in a twin pack with two very interesting cars.

Competition

Have you ever wondered what it would be like to be part of the Hornby design team and struggle with the decisions that they have to make? Now you have the opportunity to design a Scalextric set to your own specifications. Hornby are offering an exciting prize to the designer of the best set and you have until the end of February to submit your ideas on the form included with this Journal. If you need new cars or liveries designed you need to specify this in the cars section and likewise for accessories. You need to name the set, describe it briefly and give your reasoning behind it. The set need not be a race circuit – what about rally, rally cross, drag, etc. It can be modern or historic, based on fact or totally imaginary. It might be to fit a specific space or might be ready for a club to use. All these decisions are yours to consider and make. However, you must consider the retail price. What would people pay for your set? Think about current set prices for an idea of what you get for your money. You can enter more than one design if you wish.

As an idea here is my design:

Set Name: Le Mans 2007

Description: A miniature Le Mans circuit in Digital with three Aston Martin DBR9s

Reason: To celebrate the 1-2-3 victory at Le Mans 2007 by the Works Aston Martin DBR9s and the leading privateer. – Ever the optimist!

Price: £250

Cars: Three DBR9s – the two 2007 works cars and the Scuderia Italia privateer. These are all new liveries to existing cars.

Accessories: none specifically.

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Track Design: A big track needing a 3m x 2m space resembling Le Mans with three straight lane changes and two curved ones and a single lane pit lane.

The entries will be assessed by a panel of judges in the Hornby product design team and myself. The winner will be the design we consider to have been best thought out and having a real chance of making production. So get started and send me your designs as soon as possible.

Stop-Press 2007 Releases

Just as I finished compiling this month's report, Hornby published their planned releases for 2007. As always, it remains to be seen whether they all reach the shops this year but it is certainly an interesting potential line-up.

Sets

C1194 Inner City Speed X1
C1195 GT Pursuit X2
C1196 Rally Pro Championship X2
C1198 Pole Position X3
C1199 Street Pursuit X3
C1200 Ultimate Endurance X4
C1203 Scalextric Start
C1206 Speed Rivals
C1197 Digital Driver (digital)
C1201 Digital Super GT (digital)
C1202 World Championship (digital)

Limited Edition Car Packs

C2782A Ferrari 375 50th Anniversary, with book
C2783A Mercedes McLaren 722 Edition + Mercedes 300 SLR

Standard Cars

C2799 Ferrari 312T
C2800 McLaren M23
C2803 Ferrari 375 Classic F1
C2806 McLaren F1 Alonso
C2813 McLaren F1 De La Rosa
C2784 Maserati MC12
C2785 Jaguar XKRS

C2786 Porsche 911 GT3R
C2787 Ferrari P4 yellow
C2790 Aston Martin DBR9
C2795 Dodge Viper GTSR
C2798 Ford Escort MK1
C2801 Nissan Skyline
C2804 Ferrari F430 (detailed)
C2807 Mini Cooper classic
C2809 Audi R10 Diesel Le Mans
C2812 Porsche LMP2 Le Mans
C2814 Mercedes 300 SLR Fangio
C2753 Mercedes McLaren black
C2762 Seat Leon
C2773 BMW Mini
C2788 Peugeot 307
C2789 Subaru Impreza WRC, The SUN
C2802 Ford Focus WRC
C2805 BMW Mini Cooper (one piece body)
C2796 Chevy Camaro
C2797 Ford Mustang
C2791 Ford Fusion NASCAR # 1
C2792 Ford Fusion NASCAR # 2
C2793 Chevrolet NASCAR # 1
C2794 Chevrolet NASCAR # 2

Digital Cars

C2665D Porsche 911
C2715D BAR Honda F1
C2806D McLaren F1

Digital Plug Cars

C2774 Ford Mustang
C2804 Ferrari F430 GTR
C2808 Range Rover Police (drift)
C2809 Audi R10 Diesel Le Mans
C2811 Chaparral 2F
C2812 Porsche LMP2 Le Mans
C2819 Range Rover street version
C2810 Lamborghini Gallardo
C2822 Ferrari F430 GTR (drift)

Seasons Greetings

By the time you read this, Christmas will have passed and the New Year well and truly begun so I hope you had a good holiday and I wish you an exciting and fruitful Scalextric-collecting year ahead. ■



To get the New Year off to a great start, Ninco announce a new livery of one of the most collectable body styles in their range - the McLaren F1 GTR. This model is entitled "Zuhai" (50435) after the Chinese circuit where it is reported to have finished first - the only time it appeared in this livery. Next up, the Volkswagen Touareg "Duvel" (50381) is on offer. Only the second livery of this model, it makes a welcome addition to the Raid category after first appearing in last year's catalogue.

Three other cars due for release early this year are those outlined in last month's edition; the totally new Ford Focus WRC, Austin Healey 3000 and the fantastic Ferrari F50 kit.

World Cup Results

At the end of 2006 Ninco held their second World Cup GT alongside the Verona Toy Fair in Italy. Teams from all over the world competed

on a massive sixteen lane circuit using the Ninco Mosler MT900R. This event was announced in the June issue of the Journal but, to my surprise, only two individuals from the UK showed any interest in attending! With places limited to just sixteen finalists, only one place could be offered to a UK team.

It was hoped to hold the British qualifying round at Slot Rally GB but due to only one team showing interest, they automatically qualified as the only entrant! Alongside the UK, teams lined up from Argentina, Belgium, Holland, Italy, Spain, Portugal and the United States of America. As the host country, Italian teams made up half of the grid with Spain represented by two teams.

The event was a tremendous success with the Spanish Team Mas Slot taking 1st place completing 1499 laps during six hours of closely contested racing. Teams Ninco Italia and ➤➤



Now that's what I call a multi-lane track





BRT Italia took 2nd and 3rd places respectively with just 12 laps separating the top three. A trophy sponsored by MiniAuto Slot magazine was presented to Davide Ferri of the Mondoslot team for achieving fastest lap of the competition: a blisteringly fast lap of 11.919 seconds. Well done to all the teams who took part... and come on Britain, let's show a bit more enthusiasm for this year!

2006 Review

For me, 2006 was an extremely busy year. Not only was work taking me overseas far more frequently than previous years but I had the Ninco NSCC Club Mégane project to look after! Unless you have been involved with a

project like this, it is difficult to fully appreciate the amount of time and effort required to stay on top of things - and this is just for a few hundred of one car. During the same period, Ninco released over 30 different cars, most of which were manufactured in thousands rather than hundreds!

Of the dozen categories of cars offered by Ninco, the GT saw the most releases with a total of fifteen, including three totally new models; the Ferrari 360, the Mosler MT900R and the Nissan 350Z. The Rally group saw seven additions including the new Mitsubishi Lancer and Subaru Impreza WRC cars, both fitted with all-round interchangeable suspension. Some great liveries were produced during 2006, most notably the Toyota "Zent", Mosler "Gulf" and of course the Mégane "NSCC"!!

The year finished with the release of the long awaited N-Digital system. Initial reactions show that it has been well worth the wait and we look forward to the continued evolution of digital track throughout 2007. ■



Greats, Fakes and Copies, this about sums up the final month of the year with one new release in SCX form, some newly arrived specials and some info on copies!

New Releases

62120 Ferrari 500 GTS Maranello

Based on the 2003 FIA GT Championship entry as driven by Italian Fabio Babini. Mainly a red body with bold yellow flashes over the

except that each of the 3000 cars have been individually signed by Carlos Sainz himself. Needless to say the cars sold out very quickly in Spain. Each comes in a nice presentation box (the same style as the Audi Quattro) a certificate and a red baseball cap. Not the cheapest model to get hold of RRP €75. How popular is Mr Sainz in Spain! ⇨⇨



doors. A massive rear spoiler to assist the back end. All the normal SCX features, lights, 2WD etc. etc. A great looking model, very long, wide and low.

The Greats Altaya Carlos Sainz Limited Edition

This is a Spanish only Scalextric (Tecnitoys) limited edition of 3000 Renault 5 Turbos based on the Tour De Corse rally from 1985. Nothing too special then? Very similar to the Rallye De Espanya collection? Well, yes to all the above





Not falling into the greats, but one to look out for. Last month I told you about the Seat 1430 made for the Spanish Toy shop Poly. Well it now transpires that there are two versions of this car, Ref 6236. Basically the tampon printing on the roof is either forward or rear facing. No idea on the numbers of rear facing ones made but, let's be honest, it's unlikely this is a mistake!

Fakes

Several months ago I was made aware of a brand of slot car called 'Jiada' marketing the 'Wallop 1:32 Scale Racing System'. The first set I saw in the flesh was a Formula One set which is an exact copy of the SCX system, track, cars, controllers even the box is the same. The only differences (apart from a lack of quality) are the graphics – no corporate logos on the cars for example, Jaguar becomes 'JHADA', Kimi

becomes 'KIND' the sponsor Orange becomes 'Ornate' and Subaru becomes 'SUAVITY'???? Even the reference numbers are the same as SCX. Basically this is a direct copy of licensed product. Of course I asked Tecnitoy's what they knew about it, but not too surprisingly little was said.



At first the only sets available were the F1 sets and some were finding their way into supermarkets in Spain and onwards via eBay to the UK. It now appears that all the cars shown on the rear of the set box are now available, six F1 cars, four DTMs and two Rally cars. Keep an eye out for them, but don't pay too much! Generally speaking the cars on their own sell for just £7 each - new.

Copies

Again in a similar vein, but not quite so brazen are another new manufacture called 'OpenSlot' who have recently come on the scene in Spain selling Rally Sets and F1 sets for around £20.00. Yes - £20 for a simple oval, transformer, controllers and two cars. The track is basically a direct SCX copy, but the cars are a mixture of copies. The bodies themselves look very, very crude copies from Diecast cars, the figures are direct copies of SCX, as are the guide flags. The chassis looks like a Carrera copy with a curved recess in the base (like their digital cars). Don't



expect top quality, these cars are exceedingly cheap. Again no corporate sponsors' logos appear on anything.

How the Chinese factories are allowed to make these copies – who knows, but I would imagine steps are being taken to stamp them out. Remember the USSR Scalextric cars? I'm not aware of either of the copies being available in the UK, but please let me know if you do come across them.

That's it for now, might have some 2007 release info next month. ■





Another bumper month with 10 models in total to report on, including two cars which make up the latest historic team set. Also, there is news of two limited editions which were previously unannounced and almost slipped under the radar. Finally, for all you truck fans out there, Fly have now released the first of their lightweight truck racing series.

Recent Releases

Lola T70 Mk.3B, white #6 (C96)

Painted in white with a blue band across the nose and driven by Antonio Carlos Avallone competing in the 300km Tarumá in 1971. This race formed part of a 25 race Latin series which

started in January and finished in December visiting circuits all around Brazil, including Buenos Aires and Interlagos.

Chevrolet Corvette C5R "Valeo" #72 (A133)

Decorated in blue and yellow which is modelled on the car that took part at the 24hr Le Mans in 2006. Driven by Luc Alphand, Patrice Goueslard and Jérôme Policand, finishing 7th overall after completing 346 laps.

Porsche 911 GT1 evo, white (A521) Grand Am 2003

Although the car is mainly white it has very colourful graphics in luminous green and light



blue. The wheels complete the attractive appearance as the front ones are royal blue, whereas the rears are yellow. Driven by Gunnar Jeannette, Kyle Petty and Paul Newman.

Lister Storm “Datasonix” (A2009)

The penultimate car in the 10th Anniversary collection. This is a re-issue of the previously released (A101) car, which competed at Le Mans in 1995. Due to the livery, the anniversary logo is positioned in the centre of the bonnet as opposed to the left hand front wing of the previous releases.

Porsche 911 GT1 98 “Martini” (Fly 115), evo 3 racing

A bit of a stealth car this one, being decorated in matt black with the familiar “Martini” red and blue stripes. It is fitted with the usual sprung motor mount cradle, racing motor and weight saving features etc.

Sisu Truck, white (Fly 200), racing series

Although branded as a racing truck, it doesn't unfortunately come fitted with the excellent sprung motor mount, as fitted to the latest evo car series. However, it does have a new chassis fitted with a Fly racing motor. The wheels and tyres are as per any standard range truck. To

save weight the body is made of lightweight plastic and includes a flat Lexan interior.

Garage Francorchamps

Another recent release is the latest Ferrari team set (Team 14), which is a representation of the famous Belgian privateer racing team “Écurie Francorchamps”. Also known as “Équipe Nationale Belge”, the team was formed in 1952 by Jacques Swaters and has had a continuing relationship with Ferrari ever since. The first car they took delivery of was a yellow Ferrari 500 F2 which gave them their first Grand Prix victory. Despite this they competed the majority of the time in sports and GT races. Apparently, when they picked up the 500 F2 from the factory at Maranello, it was driven 1000km overnight back to Belgium, without lights, road equipment or insurance! A feature of this team is that their cars are mostly painted in yellow, or have a yellow stripe on them.

The two cars which make up the set are a Ferrari 365 GTB/4 “Daytona” and a Ferrari 250 GTO. The 365 is painted entirely in yellow, whereas the 250 is silver with a yellow stripe running across the bonnet. Although the box does not give any indication of the races the cars competed in, my research has found that the 365 (race #34) took part in the 24hr Le Mans race in 1973, was driven by Jean-Claude Andruet





and Richard Bond, finishing 20th overall after completing 271 laps. According to the plate tampoed on the bonnet and boot, the 250 GTO (race #172) competed in the 13th Tour de France Automobile. This is the first version of the 250 GTO from Fly to include a co-driver, who incidentally is holding some very detailed pace notes. The complete set is mounted into a cigar shaped box which has a leather look finish to it.

Limited Editions

There were a couple of unannounced limited editions released at the tail end of last year, both of which almost slipped under the radar. Although information on them is a little sketchy, I have managed to piece something together.

Porsche 911 SC (Red) #1 (E931), Rally Classic – 54th Rally Costa Brava 2006

Thank you to our eBay correspondent Stephen Langford for alerting me to this one. Limited to 500 units and already at a premium price on eBay. It appears this model was made for Spanish shops only, but as always with these cars

they do pop up on various international eBay auctions. A quick search of the internet proved this point. The backing card is yellow on the face side, but white on the reverse. A definite collectable of the future.

BMW M1 “Jägermeister” #31 (E1303), DRT 1982, driven by Kurt Konig.

Once again it appears this model was also made for Spanish shops only, but a limited number of them turned up in Germany and other remote places. Although this model is limited to 1500 units there are two different versions to collect. The most common version is mounted onto a plinth which has the details of the car as usual and the name of the Spanish shop added, which reads “Edicion Especial – La Estacion del Hobby”. The other harder to find version just has the name of the car, race and driver. The latter are the ones which ended up in Germany etc. The “Estacion del Hobby” version includes a backing collector card, whereas the other version has no collector card. Despite the difference on the plinth the model itself is identical. ■



Amongst my birthday presents late last year I was touched to find that my better half, always one to indulge me in my hobby, had cut out a picture of the latest chassis from BSRT. The implication was, if I purchased said chassis (the G-Jet as covered in last month's column) that she would cover the cost. Never one to look a gift horse in the mouth I quickly placed an order for one. Maybe the \$50 price tag puts people off when re-makes of 70s 'magnetless' chassis can be purchased for a quarter of that, even though the newcomer is massively more engineered and not really a toy, but such considerations slid off my radar once it was somebody else's money being spent!

My partner's generosity landed me a very swish looking piece of kit, complete with shiny pieces of brass fitted in place of the traction magnets, a beautifully engineered weight fitted to the front and upgraded electricals, wheels, tyres and gears. I removed the body posts as I wanted to run a hard body as opposed to the suggested (but not supplied) Lexan one. I then fitted a standard Tomy clip (the BSRT cars are heavily based on the Tomy SG+ design and many dimensions match) so that I could use one of their best bodies, the Jaguar XJR9, complete with politically incorrect Silk Cut logos. With the car tweaked and oiled, I then waited until the final EAHORC race meet to run it rather than dust off my home track. The thinking here was to see how valid BSRT's stipulation that 12V power should be used with these cars on a track much larger than anything the chassis

would encounter on home soil. For some strange reason 95% of home tracks (even permanent ones) in the USA and virtually all club tracks could be fitted on a set of tables or boards in an area 8' x 20' whereas here in the UK many tracks are 150'-230' long and fill rooms. So the plan was to drive the car on standard UK power settings (18V and 1amp) and see if the G-Jet would thrive or die. No doubt the carefully thought out ballast would help the car perform and it shows the level of faith people in the know have in BSRT in that I never considered for a second that it would be slower than the non-magnet cars of the past, more how fast would it be compared to the SG+.

A huge factor in this thinking was the tyres, being as they were neither silicone nor sponge but a combination of both. Such tyres have been the backbone of the US racing scene for many years, a sponge tyre that deforms easily under load and hugs the road; they are machine coated in a very thin layer of silicone which gives awesome grip as it heats up. In the end it turned out that 18V was a little rich for the G-Jet but I found, and so did others, that the car was happy on 15V and 16V, whilst a tad tame on 12 volts. No doubt this reflects the aforementioned difference between UK and US race layouts. The G-Jet was comfortable turning laps around 7 seconds, nearly 1.5s better than a modern remake of the 70s 'pancake' designs but two seconds slower than a SG+ it is based on. That may sound a lot but, considering that the car has no traction magnets, everyone was impressed.

Certainly the car did not lack for power, something that always blighted the pancake cars, and would be less of a handful on a track wired for brakes. Overall then a very impressive, if pricey, piece of kit. One nice touch with the G-Jet is that the tyres are black. This might sound a given, but in the US scene it just does not work like that, colour being used to denote compound type or diameter. BSRT decided that, quite rightly, the absence of traction magnets meant only one size and compound would be needed and therefore a more accurate tyre colour could be used. Certainly that colour issue has put UK racers off in the past (along with the cost at \$10-\$12 a pair) and it has to be said the G-Jet defiantly scored well with me in the looks departments as it raced round.

The Skytronic 660190 power unit, as mentioned last month, has come in handy, as it has enough extra power, on its highest setting, over standard 16V units to make running Wizzard chassis (see May 2006 Column) at their proper speed a viable option as well as making running any kind of H:O chassis on our larger club tracks less prone to one lane or area being down on power. The 12V setting may come in handy in the future and for those of you who race 1/32nd scale at home and are thinking of dabbling with H:O, this robust unit would be a good purchase. The unit is quite large and heavy, and has a lab quality feel too it, even though it looks more like a toy unit. Even the 9V and 15V settings could be useful, such as in introducing younger children to the delights of 1/32nd scale and H:O scale respectively without smearing your prized cars all over the walls! This power unit can be purchased from Tait (<http://taitcomponents.co.uk> or phone 0141 564 1234) and their internal part number for the unit is 101047. Cost is around £10 + postage per unit. I have four of the units wired up ready to be used at any EAHORC track that does not have dedicated and regulated power supplies. £50 to standardize this element of the racing was a good investment in my opinion.

2006 was quite a year for new cars and as such the release of two new F1s from Mattel almost went unnoticed. This situation is not

helped by the fact that Mattel do not publish the 'event' in any way, they merely update one of their sets with zero fanfare.



The latest incarnation updates the Williams F1 car to the 2005 colour scheme and the Ferrari to a generic Michael Schumacher scheme. The latter is a big disappointment as it does not particularly look like any recent Ferrari although the #1 on the nose clearly suggests 2005. By contrast the Williams looks fantastic, a good representation of the actual car with clear colours and sharp lines, with the vibrancy of the silver divider lines being particularly impressive.



If 2006 was a good year for H:O releases then 2007 should be a positive bonanza. Life-Like already have a new set listed on their website ("Downtown Drifters" at \$80) as well as a Honda Civic "SI 2006" listed for June at \$20 plus of course the increased NASCAR commitment under their new owners which I touched on back in October. This should see models of Juan Montoya's Dodge (and possibly a Jacques Villeneuve Fusion?), as well as the much anticipated Red Bull and Cat Toyotas. ➡



With Chevy and Dodge both changing models this year for at least some races, the variety within Nascar has never been higher and Life-Like have already shown willing to keep pace. With Autoworld due to release perhaps 25 cars, three sets and an all new chassis this year, plus

the usual one or two cars expected from Tomy and Mattel, and Scalextric confirming there will be new cars from them, it should be a good time to be into H:O. I leave you with a picture of what I think must be the first H:O scale F1 car with an accurate wheelbase. More on this next month. ■

Kits 'N' Bobs

A round up of recent kit and resin releases

By Phil Insull

As I sit here, before Christmas, it feels strange putting together my first Kits 'N' Bobs for the New Year, however the holiday period promises to be a busy one with all kinds of new slot goodies. First up, the boys at Penelope Pitlane have now released their production versions of the Aston Martin DBR4/250 and Bugatti 251, a full review will follow just as soon as I have them finished. Also from our new companies comes TRRC's third release in the form of the standard tail 1934 Auto Union A type. Next up expect the 1938 Delahaye 145 early in the New Year.

Last month I told you about the MMK Aston Martin Project 214 and the Cobra Daytona, well that was a little premature but they are now in stock here in the UK. Similarly a car that has finally arrived here after some wait is the MRRC Chaparral 2F as a single car, with the number 4 Nurburgring and a number 66 limited edition. (Despite the famous number 66

being associated with Chaparral the 2F never raced with the number). A new body kit from OCAR/World Classics is the Team Surtees Lola T70 MKIII (not the previous MKIIIB) as it appeared at the 1967 Le Mans trials weekend, with Daytona American International Racing and BOAC Brands Hatch versions both with a lower tail end.

To follow these in the New Year expect to see OCAR bring us a Pegaso, Mercedes 300SL, Lotus Elan Modsport, Triumph Spitfire Le Mans Coupe, an Alfasud and a De Tomaso Panterra LM. I have managed to finish the Reinecke Pontiac Ventura and Buick Apollo thanks to help from Artin North America and Slot Car World based in Texas who kindly provided the Artin Stocker complete chassis for these two cars. These are versatile low cost chassis and they do a wide boy version ideal for dirt car projects, while the Artin Stockers are ideal for use with Slotcars4U's new range of ➤➤



MMK's new Aston Martin Project 214 and Cartrix BRM P25 Jo Bonnier

modern Nascar decals to go with their excellent Nascar Darkside and TransAm ones. For details check out www.slotcarworld.com or e-mail: scw@centex.net

Super quality resin specialists, Slot Classics of Spain, have announced their next release of a Ferrari TR59/60, the 1960 Le Mans winning car of Frere and Gendebien and, in order to try and prevent the kind of profiteering that has occurred in the past with speculators snapping up the 300 units and selling them on for upwards of double to genuine collectors who hadn't managed to get one, they have committed to a larger run of 500 units so that genuine collectors can buy direct from them at the recommended retail price. They are also planning a 1951 Le Mans version of the Lancia Aurelia B20 and a 1961 Tourist Trophy Rob Walker version of the Ferrari 250SWB. Over the pond and Beardog Racing are almost ready with their 1967 Eagle body kits, these should be available in the New Year via UK agents A.B. Slot but pre-order because they should go like hot cakes.

More modern cars now but sticking with resin, Le Mans Miniatures have released the 2002 Le Mans winning Audi R8 and are about to do the 2003 Bentley Speed 8s in both ready to run and pre-painted kit form; our good friends at MRE are taking pre-orders on these. Finishing with resin, Proto Slot's web site has news of three new versions of their Can-Am Lola T70 together with one of my all time favourites, the Can-Am Porsche 917/30 Sunoco the incredible "Panzer" as driven by the late, great Mark Donohue, sadly at this time I can't find out if these are destined for the UK.



Slot.It Ferrari 312PB and MRRRC Chaparral 2F

Onto our plastic round up starting with Slot.It's new Ferrari 312PB available in ready decorated kit form, as either the 1972 Watkins Glen, Andretti/Ickx or Petersen/Schenken cars. These kits are very easy to put together and come with a standard sidewinder set up, but the chassis do allow for the new angle winder Slot.It gears and pinions to be used instead (available separately). Also here is the Hydro-Aluminium version of the Porsche 962C as raced at Le Mans in 1989 and a bit of Slot.It news is the release planned mid 2007 of a new controller, with multiple adjustment settings and promised at a reasonable price.



Team Slot's Clarion Audi Quattro A2, Reinecke Motor Sport Pontiac Ventura and Buick Apollo with Artin Stocker chassis.

From our friends at Team Slot comes another new livery in the form of the Clarion sponsored Audi Quattro A2 as driven by Per Eklund. Spirit have introduced a range of twin packs with two Renault Five bodies and one chassis so you can interchange them, they will also be adding the Peugeot 406 silhouette cars and a BMW 2002 Alpina to their upcoming 406 coupés. Just in time for the Wolverhampton Early bird Grand Prix is the latest in Cartrix's Classic Grand Prix series, the 1959 Dutch Grand Prix winning BRM P25 of Jo Bonnier. As normal this comes wrapped in a soft cloth on a Perspex plinth in a presentation tin, although be aware that the BRM is too wide for scale and will only be allowed to run as an unmodified RTR car. Final word goes to Revell Monogram who managed to release their Trabant in two liveries just before Christmas, pictures to follow next month. ■



Dutch Trio Track

By Hub Habets

At the swapmeet in Milton Keynes, February last year, I drove some laps of the portable Slot Rally GB track. The zooming sound, coming from the gears of the Scalextric Subaru, impressed me enormously. This was very different to driving on the normal bumpy plastic track pieces.

On the way back home to Holland, I decided to build my own MDF race track - not a modern sterile circuit, but a public road track, as used from the 1950s until the 1970s.

But where could it be built? Roger Gillham showed me the way in his 6th edition Scalextric book - a tip-up construction on the garage wall.

My garage wall is about five metres in length so two pieces of 2.44m x 1.22m MDF sheets could just be used.

First I sketched a track on paper, 10 times smaller than it would eventually be and I discovered that three lanes were the maximum possible for these table dimensions.

The lanes are all about 17mtrs in length but I made the inner one a little bit longer than the other two. It is a mistake to suppose that the shortest track is also the fastest!

In this way, I hoped to get some fluctuation of speed on different places on the circuit for each slot. This would be nice for close racing, and changing the places during a lap.

To tip up the table, it should be light so I chose a lightweight construction, like the wing of an aeroplane. On the hinge side the track should be thick and at the front it should be thin. In this way, the gravity point would move toward the hinges.

I started with 10mm vertical multiplex strips, on which the 8mm MDF track was bolted and glued. The slots were cut with a pendulum saw, with two blades soldered to each other to get a 3mm gap.



Overall view of the Trio Track

Scenery

When the track was ready, I decided to make some scenery. The total maximum height of 19cm was the biggest restriction. Otherwise, I could not use the garage for my car.

With a small hand drill, I cut the stones into the MDF walls.

In the neighbourhood of the ruin, some stones of the original road surface are visible from underneath the damaged tarmac. With the same small drill, I made the gutters and the drain covers on the roadsides. To avoid crashing into the walls, the wheels of the cars, first meet the borders of the kerbstones. So, if you go too far sideways, the impact on these kerbstones will be big, and you will lose a lot of time. Precise and neat driving is an advantage. ⇨⇩



Lancia 037 party, passing the spectators at the picnic table

On each outside edge of the track, I made a different scenic item. I searched for pictures of picnic tables on the internet. I then made one from small strips of wood.

On the next corner I made a fence, with hinges, made from small bent nails and rings cut from the insulation of an electrical wire.

The trees and bushes are all hand made. I used several techniques. Trees are made from sisal rope or copper wire in combination with steel wool. Thereafter, they got a black paint spray and some glue to hold the grit from the model train shop.

The bushes are made from painted steel wool, with glue and grit from the model train shop on top.

On modern tracks, they are out of time. So on this circuit, they are necessary to represent the right time feeling: I am talking about bales of straw.

They are very easy to make yourself. First you have to saw little blocks of wood. After this you have to cut small pieces of sisal rope with scissors. Glue them on the blocks, drill two holes in it, and finish the bales with some sewing thread. The wooden blocks guarantee the right shape of the bales.

Painting some tarmac repair places on the track in another colour gives a special effect and the white lines on each side of the road provide the finishing touch.

Electrical items

Finally the copper tape was put in place and the wires underneath the table were soldered. Three electronic controllers with brakes and driving direction switches are used to give enough possibilities to race enjoyably in both directions. The transformers are placed on a removable shelf. Within five minutes the track can be set up and ready to race.



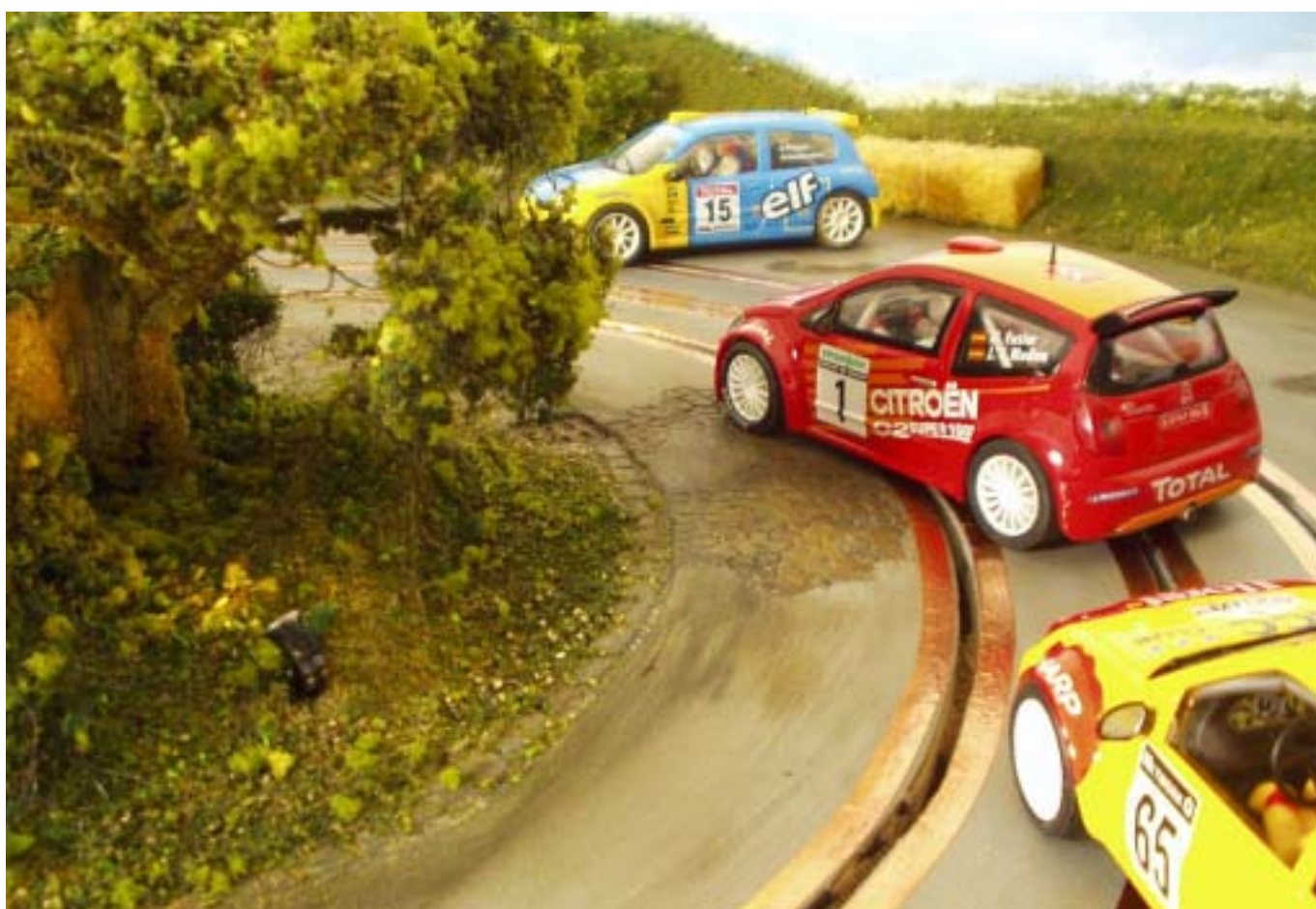
Driving at full speed alongside the walls (above)

(Below) Three decades of rallysport driving through the hairpin left





Some classic Porsches and Jaguars passing the ruin



The 1600 cars sliding along the gutter and a drain cover

(Below) Spectators watching the race at Ruin Bend



(Above) Sitting on a bank, watching the cars in the twilight



(Above) Exiting Ruin Bend in the darkness

Conclusion

Creating your own track is not only a challenge, but it gives you also a lot of satisfaction. I hope you enjoy the pictures of the finished result.

I still love the zooming of the slot cars, like at Milton Keynes, but now at home! ■

A Brief Collectors' Guide - Lamborghini Diablo

By Rob Smith

In 1963 Ferruccio Lamborghini founded a factory to make the perfect car. Popular rumour has it that he was unhappy with the products of another well known local GT car manufacturer. Whatever his reasons, he progressed from being a successful manufacturer of tractors and air-conditioning equipment to create the world's most exotic cars. These included landmark cars like the bewitching Miura, the awesome Countach, the elegant Espada and the original 350 and 400 models as well as the Islero, Jarama, the imposing LM002 "off-road" car and the Urraco, Silhouette and Jalpa V8 engined cars.

The Diablo was launched in 1990 and over the next 11 years 11 versions were built with each one progressively more powerful, faster and more outrageous.

The original Diablo was followed by the VT, the SE30, the Roadster, the SV, the SV Roadster, the SVR, the GT, the GTR, the 6.0 litre and the 6.0 SE. Always a phenomenally powerful car the SE30 had a mid mounted, fuel injected, 5,707cc, 48 valve, DOHC, 60 V12 engine driving through a 5 speed Lamborghini box with rear wheel drive. The engine produced 540bhp@7100rpm giving a theoretical 207 mph/335 kmh top speed. 2,634 Diablos of all types were built.



The real thing

The Scalextric Diablo was first seen in Catalogue 32 of 1991 and the first cars, C127 and C411, were released in the middle of that year priced at £23.87. Always quite a popular model, it remained in the catalogues until 1999 when it finally left the catalogues and price lists. However, a few specials were made after this date and are amongst the most collectable Diablos.

As Diablos were not regularly raced in international competition, most of Hornby's releases are road going versions with a notable exception being an attractive Valvoline livery (C2192). A pro-celeb race series did support a few races on the F1 calendar at one stage.

Only one major change was made to the moulds during the six year run and this was the addition of a rear wing. C283, the black set car, marks the change over and versions were produced both with and without the wing.

Most Diablos are quite easy to collect although there are some interesting versions to find. The well known Barcelona model shop Palau commissioned a pair of Diablos in white (C361) and brown (C360) in 1996 and 500 were made of each.



Palau Diablos





Above - 1st Dealers' Range Presentation car
and 1999 NSCC/Hornby Weekend version

Below - 'Crystal Classics' Diablo produced for
Brooklands event in 2000



The 1st Range Presentation car Hornby produced in 1998 was a Diablo. Only 300 were produced and the gold paint crystallised to give an unusual effect. Metallic paint was still in its infancy for Hornby at this time.

In 1999 Hornby produced the rarest Diablo version for the annual NSCC/Hornby weekend and just 48 were produced. Beautifully sprayed black, rather than just black plastic, it features the NSCC laurel wreath logo on the bonnet and sides and came with a certificate. There is no C reference for this car.

Jeff Davies commissioned a transparent Diablo to celebrate an event at Brooklands in 2000. This was mounted on a transparent base and was known as a Crystal Classic. Only 100 of these were produced and each is numbered in marker pen on the base. There is no C reference for this car.

Also in 2000 a clear Diablo was given away at the International Sales Conference. It came

on a clear plinth printed "International Sales Conference 2000" but, as it's the only one I don't have, I am not sure what printing, if any, appears on the car itself or how many were made – perhaps someone can elucidate further. There is no C reference for this car either.

There are a number of oddities known to exist too. Plain, untampoed bodies exist in some numbers for both versions of C283 but the tampo printing was only a small bonnet badge anyway. There are a couple of untampoed crystal classics cars without the "B" logo and date on the bonnet known. A couple of pale green, unpainted versions of C452 are known. An interesting prototype is a non metallic green version with small round holes where the large rectangular rear wing mountings would later be – presumably part of the mould modification process.

What others are out there within the NSCC? Please let me know if you have other variations to add to the list. ■

Reference	Description	Date	Number
C127	Lamborghini Diablo - <i>Yellow, no wing</i>	1991	
C411	Lamborghini Diablo - <i>Red, no wing</i>	1991	
C283	Lamborghini Diablo - <i>Black, Only in set C770 Road Racing</i>	1992	
C283	Lamborghini Diablo - <i>Black with wing</i>	1994	
C451	Lamborghini Diablo Red	1994	18
C452	Lamborghini Diablo Green	1994	
C360	Lamborghini Diablo Palau No 4 Car - <i>Brown</i>	1996	4
C361	Lamborghini Diablo Palau No 3 Car - <i>White</i>	1996	3
C582	Lamborghini Diablo Blue	1996	12
C2003	Lamborghini Diablo "Ceric" - <i>Black and orange</i>	1997	16
C2069	Gold Diablo 1 of 300 1998 Range Presentation	1998	
C2093	Lamborghini Diablo Teng Tools - <i>Red</i>	1998	10
	Lamborghini Diablo NSCC - <i>Black, gold NSCC logos</i>	1999	
C2192	Lamborghini Diablo Valvoline	1999	188
C2193	Diablo SV - <i>Orange</i>	1999	
F2223	Lamborghini Diablo - <i>Senna, Yellow and green</i>	1999	19
F2224	Lamborghini Diablo - <i>Senna, White and blue</i>	1999	18
	Crystal Classics Diablo	2000	
	International Sales Conference 2000	2000	



Happy New Year to you all. I would like to kick off this year by reminding you that this report is covering December offerings on eBay up to Christmas only. Those of you who have had perhaps a bit of extra time over the holiday period to look at eBay and have maybe seen some interesting items could perhaps start a New Year resolution to send in the details to me - after you have got your bargain of course! Anyway, thanks again to those who have sent in some information for this report which means people are reading my ramblings out there!

There has again in the past month been a fair amount of discussion on SlotForum about the state of the slot market if you want a different take to this report, but I think the views are generally in the same direction as the way I see eBay going, which is relative bargains to be had for those prepared to search and wait. However there is still plenty of interest in anything unusual or rare and many a seller continues to seduce the buyer with the magic "R" word in their listing and is often well rewarded. However there seem to be a lot of cheap Scalextric ex-set cars starting to flood on to the market that is perhaps suppressing prices as well.

December saw the number of listings fall initially in the UK from the highs of November but then boosted significantly by a couple of 10p BIN (Buy It Now) listing days at the start of the month. This saw some 3000 extra listings being made as sellers tried to cash in on the extra Christmas demand. As we neared Christmas the effect of these days wore off. A few big sellers scaling down their sales operations meant ending with around 3500 to 4000 listings. It has been a mixed bag from a selling and buying point of view, with many newbie "slot" buyers often willing to pay a bit more to get what they

wanted and more than the rest of us would usually pay. However, as I mentioned last month with the advent of some auctions appearing with just Bidder 1, Bidder 2 etc now rather than buyers' IDs, it can be difficult to prove this is the case. Incidentally, this hidden ID way of bidding still does not seem to happen on all auctions, so I am not sure if it is something the seller can set up or not. Personally from a buyer's point of view I remain a little sceptical on this move as I always try and do a bit of homework on anything that is more unusual if I am trying to acquire that item for myself. With blank bidder IDs the process could easily be abused in favour of the seller I feel.

Back to higher prices then. I have been keeping a closer eye on set prices in the past month where I feel this was perhaps more evident. One example was a Super Stox set, admittedly in VGC, but would you pay £72 plus £15 P&P with the cardboard tunnel missing? Probably not I guess. Similarly a Porsche Turbo set in excellent condition made £50, but I still have not worked out how the only person bidding met the reserve and jumped the bidding up by £5 to win this item. Strange that one!

Again this month, the importance of spelling correctly and having the item in the best condition was illustrated by the Scalextric Rallye Internationale set in excellent condition which sold quickly for £40 BIN, whereas a *Scaleletric(!)* Rallye International in not quite as good condition fetched only £6.10 (and no I did not win that one!).

Digital Get Set?

It seems that Scalextric digital sets seem to be appealing more to the public this year which was confirmed by my local retailer late in December who had rather been caught out by demand this year compared to analogue sets.

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One of the big sellers on eBay has been breaking and assembling sets as well as chipping non digital produced cars to produce some sets specially made to fit on an 8 x 4 feet board. (2440 x 1220 mm for those of our overseas members working metrically!) With BIN prices of sets from £200 to just under £700, most have been selling well, apart from those above the £500 mark as buyers seem prepared to pay out for all the necessary gear in one go. There should have been some happy “kids” this Christmas but I suspect a few could have been well over normal school age! There are also more digital cars being listed in both new and, surprisingly perhaps, lightly used models.

Rarities?

An interesting XR3i rarity attracted a bit more interest than the normal sky blue STP Skytravel would normally do this month as it was in green. Enquiries have revealed that it has not been repainted but is in a shade of green that no normal production of any car of any era has used before. The model was checked for fading and appeared to be the same colour inside and out as well as all over the car. MIB it went for £77.

People selling off their collections always provide a good opportunity to compare prices of certain models at that point in time, particularly for some harder to find models. For all you Ninco McLaren F1 sports car fans, a whole set listed individually and ending on a Thursday night made interesting reading price wise. Lack £25, A Day Off £38, Jacadi unsold at £30, Tag Huer set car white £30, Fina £56.49, Ueno Clinic £38, Franck Muller £56.55, Tag Huer silver £41.01 and £54, Gulf no 34 £51, Gulf no 33 £51, Road car £31.06, SOK unsold at £30 and Harrods £45.

On to something that can genuinely be described as rare - a C69 Ferrari in Yellow. At €7000 BIN from you know who, (Geronimo) this is more than I have ever paid for a real car let alone a model. Next highest individual car from him was a red Scalextric Alpine ref 090114 which at time of writing remained unsold even at a more modest €2800.

Recent Prices

On to prices then as listed and spelt on UK eBay unless stated, with the time and auction ending day.

Scalextric Wolf F1 car New boxed Ultra Rare!!!
£22.99 (Sun afternoon)

Vintage 1960's Set 50 complete and with transformer £18.99 (Sun evening)

#1 Triang Scalextric Vintage 1960s Plastic Sign boards £65 (Set of 11 different named Team name boards for Pit buildings. Friday afternoon)
Scalextric Ferrari 330 P4 spec. ed. From Top Gear £237 (A little steep maybe but then this is a factory snow covered version of the standard P4. Reportedly only 25 were produced and given away to journalists. Does this mark the start of snow limited editions for 2007 maybe? Auction ended Friday mid day)

Mega Rare Teamslot Audi Quattro #10 of 75
£21.01 (number 10 of 75 unused Sun night)

NINCO RENAULT MEGANE NSCC!!!no fly,no scx,no scalextric £132 (Supposedly a pre production sample shown to NSCC but without any limited edition card and more likely a test body made up. Sold on Friday night)

80's C676 Ford Escort XR3i Scalextric Box Set
£26 (VGC ending Sun night)

SCALEXTRIC SLOT CAR MOTOR BIKE
TYPHOON MM/B1\$AU285 (Australian issue in green with yellow rider. Broken belt and passengers head missing ending Thurs morning)
SCALEXTRIC BATIMENT D'ENTREE
CMM/A 233 CIRCUIT AN. 1963 €233.50 (near MB red roofed entrance building on French eBay ending Sat afternoon)

For those new or rejoining members who do not have my details and would like to send in correspondence please email me at:

stevelangford66@googlemail.com

Lastly for those with an interest in personal registrations for their car make sure you read about my lucky purchase elsewhere in the journal. Brian was pleased when I told him! ■



Swapmeet Reports - Dudley and Orpington

By Roger Barker

Dudley Swapmeet 29th October 2006

So, it was a new day, and a new venue, with a Swapmeet returning to the West Midlands after a gap of more years than most can remember. In fact many current members may not even have been around when there was a meet in the area.

So why Dudley and why the premises of Black Country Auctions? Well I'd like to say it was due to global warming, or some kind of mystical interplanetary intervention, but sadly not, it was just a chance conversation on a wet mid week November day, between two long time slot car enthusiasts (or nutcases as my wife calls us!), namely Phil Aston (the proprietor of the afore mentioned auction company) and myself. I had bemoaned the fact to Phil that we were going to lose the Newark venue and he kindly offered the use of his premises in Dudley. It was that simple!

So now we had a venue, but let me say, trying to organise a Swapmeet is complex enough, without trying to do one miles from where you live. It has to be said that Steve (Cannon) and I could not have put this event on without the great help of Phil and his son, Chris. Gents, a big thank you to you both.

The Meet

The weekend started for Steve and myself, by travelling over to Dudley on the Saturday afternoon, arriving around tea time to set up the venue, known as "Baylies Hall". The now Auction House, actually started its life as a school in the early part of the 20th Century. The meet itself was to take place in what appeared to be the old hall, and a smaller room to the rear. Baylies Hall has great character, with superb natural light, and despite not being the biggest of venues, lends itself perfectly to hold a Swapmeet.

During the course of the evening we were joined by Mark Scale, who had travelled up from Sandown Park Toy Fair, and Robert Learmouth, who had made the journey up from Southampton. The setting out of the tables proved challenging, we had very good table sales and it was a major task to fit everyone in to where they wanted to be and with whom they wanted to be - but we managed it! Well done Steve, "the logistics man"

So, with tables set and everything prepared, we retired to a nearby Travel Lodge (along with bar and restaurant) to debate the meet that lay ahead. The conversation centred around the apparent decline in meets over the years, as the onslaught of the World Wide Web appears to gather pace apparently unabated.

It was a concern to those present that evening that this now ancient media, namely Swapmeets, for buying / selling / swapping of all things slot should not wither and die under the intense glare of the slick, faceless, media of the internet. The consensus was that it has its place but so too does the Swapmeet. The ability to see what you buy, swap, or haggle for, (all under the umbrella of the NSCC) should not be underestimated. It certainly gives NSCC members a safeguard for quality that does not exist elsewhere for acquiring slot merchandise. Despite these concerns, there was an air of expectation about the day that was to follow.

The Sunday morning started very early, all signposts were out and we waited for the table holders to arrive. For the record I won the sweep stake on who would be first there, it was Phil Underwood (thanks Phil I owe you a drink mate!). By eight thirty the place was humming and this set the tone for the day. There was a number of brand new stall holders, along with a good percentage of the stalwart traders, which has to be good for the event. As usual, there ➤➤

was some super stuff on display, not least a type 59 Bugatti, a Bond Set, and a superb yellow C68 Aston, to name just a few items. Oh to have a bottomless pit of cash!

There was a break in proceedings for the stallholders at around 9:30am when breakfast arrived. For those of you who have not been to an event organised by Steve and myself, we like to provide the stall holders with a bacon cob and a hot drink as a thank you for coming. This year's offering was provided by the pub next door and I am not joking when I say there must have been a shortage of bacon in the West Midlands that morning along with bread cobs (or baps, depending where you are in the country), as these were BIGGEST bacon butties I have ever seen, they drew gasps of amazement from those present. Make a mental note to book a table next year to sample one!

So, having satisfied the hunger pangs of the stallholders, it was time for the customers to satisfy their hunger for the "world of slot". It appears that the West Midlands liked having an event back in their area, as well over a hundred people came through the door and they stayed, spent, swapped and sold all day! In fact there were deals happening until half an hour after the event had officially closed!

Most table holders reported above average to very good days, some in fact went as far as to say excellent. All appeared to be very positive about the day which I can tell you is always a relief to the organisers!

Will this event happen next year? The answer has to be yes. Will it be at the same time of year, possibly not. We are looking to arrange it for the first week in December, so as not to clash with Brian Walter's Stortford event. I personally think it would be great to have a proper Christmas meet - that may mean mince pies instead of bacon butties folks! Those who wish to travel the night before would be made very welcome. Maybe we could have an NSCC Christmas dinner the night before. Now there's a thought!

Orpington Swapmeet 25th November 2006

Back in my guise of slot traveller, I had the pleasure of standing at Phil Smiths' Orpington meet recently and it could only be described as SUPERB! The event has, from its inception, always been a very friendly and well run affair. The venue is ideal for the purpose, the location in the south is in the catchment of the majority of the "Slot World", the Crofton Halls are modern, warm and very user friendly, not to mention the excellent on site catering. (Mrs S deserves the mention!).

From the start this event has always had the right ingredients, but it has taken time and effort on Phil's part to establish itself as a leading location on the slot map. Due to the distances involved and my body's reluctance to wake itself at some unearthly hour of the morning to make the three and a half hour journey down to Orpington, I decided that it would be a good idea to travel down the night before. Good idea number one! Those who read my articles may be seeing a pattern emerging! In company with my trusted friend Steve we made the rain soaked journey down on Friday evening and checked in to a Premier Lodge about a half hour from Orpington. Cold lager and a sizeable mixed grill set me up for a good night's sleep and the day to follow.

Next morning we travelled from the hotel in torrential rain, and arrived at the halls to see a number of traders taking shelter from the elements. Enter stage left Phil and entourage, and, as if by pre arrangement, the rain stopped and we were bathed in late November sunshine. The signs were looking good, I personally was not disappointed! We bundled our wares into the hall and commenced a day of swapping, buying, and selling. As usual I did more buying than selling, but that is what these days are all about - and no eBay commission to pay either!

The day did have a continental flavour to it, not least my dear friend Marcel, with what appeared to be the World's supply of 'slight seconds'! I kept shaking my head in disbelief at the sheer volume of cars he had and, like many others on the day, did my best to keep as many



as possible on these shores! This event carried on the impression I had got from Dudley, that there was a real "feel good" factor around, something I had not sensed in Swapmeet circles for some time. Maybe it was just personal, I don't know, but having spoken to others there they too, by and large, shared the feeling that it was a good day. Phil had been, I believe, fully booked and had even had to open up the stage area to accommodate stallholders. I also understand that he had record numbers through the door. Those who attended were not shy to spend their money or do swaps. It was very pleasing to see and experience.

Speaking to Phil late in the day when he was trying to get us out of the hall, he remarked that people were still trading long after the doors had officially closed, this has to be a good sign! This event has a quite unique feel and flavour to it. It certainly is realising its true potential as a slot event in the calendar and fully justifies Phil's belief in the project. I know now he has regular dates with the Halls so he can further promote the meet on his many travels and who knows what other international travellers he may tempt to these shores to what is becoming the Capital's premier slot show. ■



NSCC/Hornby Weekend 2007

Following on from the well received 2006 event I am pleased to announce that we will be holding another weekend with Hornby in 2007. The dates are the 24th and 25th March 2007 at the Kent International hotel by the Ramsgate Marina.

Once again it is open to just 47 members to enjoy a weekend of camaraderie and the opportunity to discuss racing and collecting Scalextric with Hornby's management team. There will be a light hearted race championship, displays of collectable cars, Q&A sessions with Hornby, a quiz and a dinner. Of course, there is also the limited edition car ONLY available to the attendees.

As usual, preference will be given to those who have not attended before. The event is usually oversubscribed and to take part in the draw you must get your applications to me by post or email by Friday 9th February 2007. I will inform you of your successful application as soon as I can after that date.

If you need more information, please give me a call.

Rob Smith

My other car is.....

December saw the release of the new "07" plate numbers from the DVLA that can be used on road vehicles in the UK registered from March 2007. For those that do not know you can, through the DVLA website, choose your own combination of letters and numbers - for a price of course. You then have to ring up and hope you get through as some of these combinations are very attractive and are often snapped up by dealers who re-sell them at inflated prices. Some with special interest, spelling out words, are only available through specialist DVLA auctions.

Fortunately for me there can't be many Scalextric fans at the DVLA and the number dealers as I was lucky to get through and get my initials (Steve Langford) on the "07" plate with the letters CAR to produce what I hope will be a most apt number plate for me of SL07 CAR at a reasonable price. With one of Pendle's "My other car is a Scalextric" stickers to go in the back window my only problem now is waiting and saving up for a new car to put this on, as well as getting that "T" no sorry I mean "7" just right on the plate! Our editor had also had his eye on this one and sent me a very rude email when he realised I had beaten him to it!

Steve Langford



50427 Ninco Nissan 350z G'zox Japanese Super GT

By Kevin Myler

I have been delighted to see the plethora of Japanese GT models and liveries appearing over the last couple of years, as I think the JGTC/ Super GT offers a distinctive difference to the GT models we have been seeing over the last few years. The liveries, colour schemes, visual approach to the graphic treatments and sponsors are all distinct to the series, and they have been most welcome.

The Series

In 1994, the JGTC - All-Japan Grand Touring Car Championship - began and the prime aim of the founders was to provide exciting and

spectacular versions of GT models that the fans recognised, enhanced beyond standard saloon specification, saluting the great days of Group five and GT1 endurance racing. The races were and continue to be, exciting, close, hard to predict the winners and no team or driver monopolises them by the look of past results. Wheel-to-wheel battles and unpredictable race outcomes provided a natural platform for building its audience base. It has also seen an influx of European drivers taking part. Its caché is enduring. The fan reaction was instant, and euphoric. A smash hit and it continues to this day.

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My first sighting of a Japanese GT Car was of the Toyota Castrol Supra, and I am amazed that no plastic slot car manufacturer was brave enough to set the ball rolling earlier but still, here we are, and what we have is good.

Hornby and Ninco have followed Cartrix's lead in going down this route and have provided some of the more welcome contemporary car releases in the last 3-4 years.

We are so used to getting the classic cars of our dreams now from all the makers (and long may it continue), but I think quite often we forget the quality of the more up to date models released.

This is the latest in Ninco's editions of the Nissan 350Z, the car that was the championship winner in 2005, and this delightfully vibrant variant came 8th in the driver's championship that year, and 6th in the team's cup, from the Hasemi Motor Sport Corporation driven by Toshihiro Kaneishi and Erik Comas, in GZOX livery.

Ninco beat Hornby to getting this model out first in 2006, and this is the first livery that is different to those produced by both manufacturers. They both came out with the perhaps predictable, but excellent blue Calsonic and red /silver Xanavi liveries, so this one is a real treat, and hopefully will signal an endeavour to give us some of the more radical and distinctive liveries we have seen in the JGTC/ Super GT.

The Real Thing

Base Model: Nissan Fairlady Z Type-E

Chassis Type: Z33

Length x Width: 4625 mm x 1940 mm

Weight: 1080 kg

Wheelbase: 2650mm

Track F: 1640mm x R: 1620mm

Transmission: 6-speed sequential (Transaxle)

Clutch: 5.5" Carbon Triple Plate

Suspension: F&R: Double Wishbone

Brake: F&R: Ventilated Disk

Tyres: Bridgestone F: 330/40R18 R: 330/40R18

Wheel: Enkei F:13.0Jx18 R:13.0Jx18

The Model

Chassis: Plastic Injection Moulded

Length: 141mm

Width: 63,75mm

Height: 37,8mm

Motor : NC5 angle winder "Speeder"

Front axle: 53,5mm

Front tyre: slicks 20x10

Rear axle: 53,5mm

Rear tyre: slicks 20x10



The Detail

The tampo printing on this car is superb- crisp and accurate when seen next to photos of the real model. The sample I was kindly offered to test didn't have a single fault on it.

The colour scheme is that of the 2005 car, which has subsequently changed from the livery we have on this model, and I think the one Ninco has produced is excellent. Surely it wasn't that long ago we were at the mercy of how accurate the sticker applicator was at the factory, in order to get a decent model, not just from Ninco, but from several other manufacturers?

Tampo printing now is just expected to be accurate, but I still breathe a massive sigh of relief when a car I receive through the post has all its markings spot on, and in the right place.

A high gloss black base is enhanced by the silver, black and dayglo orange livery, contrasting well with the polished gold effect hubs, chunky and aggressive, with the now standard chrome brake discs. Very "Tiger" effect in appearance. Silver adorns the roof and rear bodywork. A large "3" is on the roof, reminiscent of the Corvette C5R from the 1999 Le Mans, that Fly issued.



Is it me, or are Japanese graphics on race cars the most dynamic, be it lettering, colour combinations and shapes and curves? I love the classic Jägermeister, Martini, Red Bull and Gulf cars we see but, after that, the rest of the world has some catching up to do, aesthetically, with Japanese graphics on cars.

Underneath, it has the single roundel button magnet that has been commonly used in previously issued Ninco cars in the last 3-4 years, including the JGTC issues.

The body has that detailed, accurate but no-fuss attitude to detailing that Ninco have cultivated for some time - no metal etching plates here. Front winglets are sturdy looking, and we have the customary yellow tow hooks at the front and the rear- good detail but not overboard, what is needed for character, but not superfluous.

The interior has all the information you need, the usual GT driver figure and just enough detail to allow you to race without too much worry about potential damage. It's a very sturdy, compact arrangement with nonetheless sufficient detail to keep up with the rapidly rising level of detailing we have come to expect from contemporary slot car manufacturers. We, as consumers, are spoilt rotten now and I wonder where slot car detailing will end.

The performance

When I drove it for the first few test laps, I was immediately impressed at the smoothness of the ride- the underside of the car has a very low, flat attitude and the performance benefits greatly from this.

It is a very quiet runner too. I am the sort of home racer that likes to make the minimum adjustments to a box fresh car, to get the truth from it. Little or no oil needed here.

The Scalextric Sport track used had a mixture of tight and fast corners, linked by a series of s curves and a long straight, to not only see it perform at top speed but to see its reaction going into, and coming out of high speed curves.

Good downforce was aided by the forward siting of the magnet in the underpan but not at the risk of creating a robot car- the NC5 gave smooth, responsive but powerful performance. I am not a wooden track racer but, for the home circuit racer that I am, it is more than enough. I just don't want to go to the day where we just sit back and press the throttle to full, à la H:O scale and hold on. I'm delighted to say this car gives fast but controllable performance that still needs the driver to use the throttle to get the most out of the Nissan.

Straight line speed and stability was top notch, but the drifts I got coming out of the curves were a bonus, and the slicks give just enough grip to allow the driver, and not the robot, to come out of you. The longer I drove this car, it felt I had driven it for ages. Still kept sharp, and start up was as crisp as ever, after many, many laps! The car was given a real going over, and I was impressed by the level of wear on the slicks, and the sturdy and sure-footed level of response and stability in and out of bends and through the curves.

Long may Ninco and all the other manufacturers give us the type of aggressive, spectacular, and distinctive cars that the founders of the real life JGTC made as their cornerstone. This model only adds to the lustre of the range, and is highly recommended. ■





Ninco Subaru WRC Rally Argentina '06 by Phil Upton

Firstly a thank you to Brian for supplying the car for review. I'll keep this short and try to answer a question or two.

The car arrives and the finish is excellent. Good detail although the occupants faces may get painted in at a later date. The small roof spoiler looks good. It is also a different hue of blue to the Red Bull Lancer which is good.

Is it different?

This model is the first Subaru with the ProShock suspension and it works well. It is different to the Lancer in that it only has one drive belt and yellow (hard) springs on the shocks rather than the medium blue. It also has all the fittings for the yet to be released light kit.

the same story unfolded, basically there was nothing in it.

It was taken to Woking's large wooden track where anything out of true is massively high-lighted and, surprisingly, it ran absolutely excellently throughout the meeting and for 15 minutes constant use afterwards by various club members. So much so the club is considering running a box standard class next year.

Back home and now, with the Ninco Dune section installed in the middle of the main straight, more running. Here the stiff springs told a tale over the softer Lancer. Several off track trips into the trees needed more care over the bumps!



Important bit How does it go Mister?

Very well it has to be said. Straight from the box (apart from removing the magnet) it ran smoothly, no bouncing on my Ninco circuit. In fact it lapped within a tenth of my Lancer, which has trued tyres, with my friend Mark providing the input to the second lane. Swapping cars over

Result?

Well I think a good new model. Works well, well finished and more importantly all still in one piece despite the crashes. Personally I think that Ninco could have supplied it with two belts to keep the WRC cast the same but overall thumbs up.

Next it is off to the Wye Valley Stages for some more competition! ■



SCX 62160 Suzuki Swift 88630 Rally Chrono Pack

By Mark Hatton

Well, there I was standing at a dealer's table at the Dudley swapmeet admiring the new SCX Suzuki and thinking, "Can I afford just one more car?" when the bloke standing next to me picked it up and bought it! Ah well I thought, just saved myself a few quid and I can put my son's money back in his "secret" hiding place before he gets back from rugby training!!

Then, would you believe it, our esteemed editor Brian emailed me the next day to say that Gareth (Mr Epsom 2005/6) Jex had one ready for me to do a review on if I wished. Go on then, I just had to wait for Gareth to come back from a business trip abroad so that he could post it to me.

A week later and the postman drops off said car. First impressions, unusually not good. This car looked like it had been in a rally already. The display box was cracked, I suspect the trip through the postal service did this (unless Gareth found it hard to give up a rally car!?). The two aerials on the roof were bent over through almost 90°, the air intake on the roof has been stuck on about 1mm above it and the co-driver's windscreen wiper is miles away from the windscreen. Sadly, things really didn't improve once I opened the box for a closer look. The side glass on both sides of the car is not flush. There is about a 1mm gap that runs from the C-pillar

at the rear of the car all along the top side of the glass between the roof and glass all the way to the front, across the top of the windscreen and back down the other side to the end at the other C-pillar. You can even view the driver's helmet through the gap. One of the front lights and one of the rear light lenses are also a poor fit. To top it all, one of the little spring front guide pick ups drops down on full lock and jams the guide blade. The car hasn't even turned a wheel on the track yet and it's not looking good. Have SCX employed some BL workers from the early 1970s on the production line?

I have to admit (with regret) that this is probably the worst finished car I have seen for a very long while from any of the major manufacturers but has this put me off? Not really, I am disappointed with the fit and finish but this is probably just my bad luck. I doubt if all cars are like this and the odd imperfection is not the end of the world unless you happen to be one of the rivet counters when perhaps perfection is everything.

OK, moans out of the way, what do I think of this new mould and model in general? As it happens, on the morning that the Suzuki arrived I also saw the real thing drive past at a junction so from my first look at the model and the full size car my general impression is that the car looks to be to the right size and scale.

The model itself is based on the 2006 Suzuki MotorSport car as driven by Guy Wilkes and Phil Pugh, both from the UK and entered into last year's JWRC championship. The model and decals are based on the fourth round (28-30 April) 2006 Rally Argentina which Wilkes won with the sister car in third spot. A quick look at the website's own pictures show what a excellent job SCX has done of reproducing the livery from this race right down to the detailing of both of the drivers' helmets. If you check out ➡



the web address (www.suzukisport-europe.com) as found on the A-pillar of the car you will find a link to all their exploits from this year.

Back to the model now and what I really like is the nice overall bright yellow of the car, the grilles in the bonnet and the neat Suzuki "S" in the front grill. This really helps to set the car off, as do all the decals which to my eyes look very crisp with no bleed evident on any of them. What look like the water washer nozzles have been picked out perfectly with two black spots of paint as well as the front bonnet catches being of even better detail picked out in silver on the raised plastic of the body shell. The wing mirrors have a silver finish on them to make them look like glass and the tampo printing up the A-pillar on both sides with the Suzuki Sport web page address looks great. The driver and co-driver's names and nationality can also be found just in front of the wing mirrors and you can read them, but you may well find you need a magnifying glass for this one. Moving round to the rear there are two more finely picked out silver quick release catches for the boot, the boot handle is crisply picked out in the mould, the boot spoiler is firmly attached and you can even make out the European Union stars on the number plate. The whole of the tampo printing and the new mould is really first class and not to be faulted in my opinion.



On to the inside of the car. If you remember, at the start of my review I said the car looked like it had completed a rally already? Well, by the eyes on stalks look of the driver and co-driver it certainly looks like they have just

come off the back of a barrel roll or two! Both driver and co-driver are all in yellow with white gloves and seatbelts. They also have painted on microphones as well as additional detailing to both crash helmets which is a nice touch as well as being accurate from the pictures I viewed from the Suzuki MotorSport web page of the race. The tops of the seats also have wrap around wings around the helmets, a rather large gear stick can be seen sticking vertically up from between the two pilots as well as a bit of roll cage but that's it. The rest of the inside is just black with no additional detailing unless you count the co-driver's pace notes, which must be in braille because I certainly cannot see them! Maybe this accounts for the wild look and the finish of the car then!?



The underpan has nice detailing of bits of suspension, chassis and the exhaust sticking out the back. The motor fitted is a two wheel drive RX41 with the standard screw in SCX type magnet fixed behind the motor. Two screws at the front and one at the rear and the body and chassis comes apart easily. Sadly no underside painting that has been seen on many recent SCX rally cars. I also like the rally muddy, snow effect, etc that SCX produce on some of their models. I personally would like to see one of these effects on all of their rally cars as well as the underside detailing as, if you drive your rally car hard, then you are going to see the underside a few times!

As for the lights, well SCX has stuck to their tried and tested solution of two copper metal strips either side of the chassis from the front spring pick ups to the motor cradle. There are

then two copper strips that hang down from the top shell which take power to the two small PCBs that contain the very bright neon LEDs. The front LEDs are certainly bright and, combined with the excellently modelled front headlights, look great for a bit of night rallying. Not quite so good at the rear as, though the LEDs are nice and bright, the light can also be viewed through the shell as well as the rear light clusters.

As for the wheels and tyres, well surprisingly the tyres are slicks and not the rally ribbed type. The hubs are a nice eleven spoke silver design with what look like very big BF Goodrich logos on them. They still look good but I wonder how long they will last on the track with a bit of rough and tumble?

The mesh of the rear gear and motor pinion is nice and tight with virtually no movement in the rear axle. The motor gearing feels typically “notchy” like all new SCX motors when you give the wheels a little spin. This will loosen up nicely after a few month’s wear, typical SCX motor characteristics. Surprisingly, there is no apparent lubrication of any of the gearing or motor so I will sort that out before I move onto the track test.

Rally Chrono Pack

On with the track test and as a bonus a review of the new Rally Chrono Pack. As it was my birthday (14 again!) I decided that the better half had better invest in this item for me so it seemed only fitting for a rally car to be the first on track.

OK, small test track assembled, all cabled up, magnet in and.... away we twitch! Well that’s all that happened. Cables all checked, car checked, all OK but every time I tried it the car just twitched, the read-out started to run then no power and the read-out had three lines on it. Tried a new transformer and hand throttle, no change. Looked at the track and took the standard power base out. All fine now so back to the test.

As I thought before I started, the Suzuki was pretty much stuck to the track until grip was



exceeded and the car just shot off at the next available corner onto the laminate and into the distance to a skidding halt. The Suzuki is no rocket ship with the RX41 motor but there is a bit of pull in the motor and SCX motors nearly always get much better and smoother with use.

Now magnet out and off we go again, literally as usual, as several laps with a magnet in and the first corner saw me slide under my daughter’s bed! Back on track, settle down, recalibrate finger and brain and the times steadily drop. What’s the difference? Well, in simple terms just over a second a lap slower with the magnet out but also much more rewarding as I try to power out of corners to see if I can get a double “beep” from the chronometer to let me know that that’s my fastest lap. The slick tyres seem to have plenty of grip and are not too keen to slide but if you put too much in the backend lets go quite quickly and if you’re in the loop then you’re off. If you can get it just right then you can get the Suzuki to power into the corner on three wheels as the inside rear wheel just lifts as you pitch the car into the corner, great fun!

Overall it’s very steady if a little slow with the magnet in but take the magnet out, it doesn’t get much faster but is more rewarding to get right and getting the wheel to lift in the corner is a bonus.

So what about this Rally Chrono pack? For your money you get a start ramp with a built in timer, a couple of buttons and some chequered posts with start banners to join it all up. Easy to sort, no need for instructions for this. You also ➡➡



get two loops, a special piece of track and short straight that takes it from the ramp to blend into the main track. Now for the important bit, what you don't get: a transformer and hand throttle. If you haven't got these then you will be disappointed as the set will not work.

To complete the track setup then plug in the transformer, hand throttle and a small jack plug from the special track piece into the back of the chronometer base. This cable is for the track sensor as the car completes each lap.

Now a quick read of the short and simple multi lingual instructions to find out what the buttons do. Set your laps: 1, 5, 10, 15 or 20, place your car on the ramp, press the "mode" button, the unit starts a beeping countdown as well as four LEDs on the unit lighting up one at a time with the beeps until all four LEDs are on and then out with all the LEDs and power is applied to the track at the same time. As you then come round to complete a lap you either get a beep, or two beeps if it's your fastest lap to date. The display will also show your last lap for two seconds and then go back to tell you how many laps you have left. Trying to watch this and your car will probably see you off the track, but you will probably miss it as you aren't looking! Once your laps are up, a final long beep from the unit as you pass the track sensor and the power is cut.



The unit will now display your overall time for X amount of laps. You can also check out your fastest lap and your average lap times down

to hundredths of a second by pressing the "select" button. I won't bore you with quoting the instructions but it is very easy. Reset your car on the ramp, one button press and away you go again with the same parameters for another set of laps. It all worked fine for me and is easy enough for a young child to use. You may wish to set up the laps for them to start, show them which button to press and then that's it.

Minus points, well you can't store any times so you will need to write them down if you wish to keep them. If you spin off at the first corner then you can't just reset the unit, a real pain. You have a couple of options; turn the power off and reset everything again or just run your car over the sensor until the unit times out and start again. It would be a good idea if the instructions told you NOT to include a standard power base in your layout, but you know this now so you shouldn't have the same problem! However, other people may well think they have a faulty unit and just try to return it. The main problem, which I mentioned earlier, is that if you don't already have a SCX transformer and hand throttle you'll be stuck before you even start. One of the dealers (Pendle Slot Racing) sell the set plus some add on track, transformer and hand throttle so that may well be the way for some people.

That's it then, so in summary: the little Suzuki is a cracking little car to peddle round the track and I just wish that SCX et al would do more of these cars instead of yet *another* Subaru! The model looks spot on to me compared to the real thing, SCX just need to make sure that the quality control does not slip, as my example is far from perfect. Would I buy one, well as I said at the start of the article, I was just about to so the answer must be yes!

The Rally Chrono Pack was purchased with my wife's money and, apart from some minor niggles mentioned above, I have enjoyed playing with it and look forward to sorting out several cars for my son and I to do battle with once I have sorted out a bigger and more challenging track for us to zip round. Timing has never been easier. ■



TRRC Bentley, Alfa and Auto Union

By Phil Insull

Recent newcomers to the slot market in the UK are Tertre Rouge Racing Company aka TRRC. I have been fortunate enough to get my hands on the first three releases - the Bentley Embiricos, Alfa Romeo P3 Streamliner and Auto Union A type Streamliner. These are resin body kits from a company whose aim is to offer slot enthusiasts cars from pre-1940. Along with these body kits TRRC also produce alloy slot wheels and inserts that represent the wire wheels used during the 1930s, which will take available 'Classic' rubber from Scalextric, Ninco, or Ortmann.

The Embiricos Bentley was based on the 4.25 chassis with a streamlined, light weight coachwork designed in 1938 by a Parisian dentist called Paulin and made by French coachbuilders Pourtout for Greek banker Andre Embiricos. Sadly the car did not appear at Le Mans in 1939, despite being entered, but did reappear a decade later in the hands of English privateers Hay and Wisdom to score a creditable sixth place finish. The car returned in 1950 when it could only manage 14th in the hands of Hay and Hunter, while 1951 saw it finish again on its final appearance, this time 22nd in the hands of Hay and Clarke.

The two Grand Prix machines are both from the 1934 Avusrennen, the Alfa Romeo P3 Tipo B streamliner entered by Enzo Ferrari was victorious for young rising star Guy Moll on the frightening banked circuit at Avus. Opposition was reduced following the decision by Mercedes-Benz to withdraw their entries after practice problems which left the Auto Union A type streamliners to carry the flag for Germany. However, team leader Hans Stuck was forced to retire while well in the lead at two-thirds distance leaving Moll to lead home Scuderia Ferrari team mate Achille Varzi, with the Auto Union of August Momberger the highest placed German entry in third place.



The Embiricos Bentley

All three kits arrived as unpainted resin shells, with required interior and Lexan glass pieces for the Bentley and, for the GP cars, with resin drivers, exhausts, steering wheel, and in the case of the Alfa additional streamline fairings. I also ordered three sets of wheels and inserts plus Ortmann tyres to go with the kits. The first consideration was what to use for chassis/power etc. It was a huge stroke of luck that the Penelope Pitlane guys introduced me to their FJ1 brass chassis. I was able to use slightly modified versions for both the Bentley and the Alfa, the chassis being nice and narrow when fitted with the Scalextric Moto GP motor. Both were completed with Slot.It deep flag guides, axles and gears. The modifications on the Bentley required a new back mounting post to be bonded into place in front of the original moulded post and the thinning out of the shell with a Dremel to provide plenty of room for the rear wheels under the spats. The Alfa simply required mounting posts to be screwed to the chassis, bonded into the underside of the shell and a bit of thinning with the Dremmel to take some weight out of the shell. The Auto Union however required more thought, the FJ1 chassis, narrow as it is, was a little too wide at the rear to fit the Auto Union so I decided to make my



own from 1mm brass plate, simply cutting out a hole for the Moto GP motor and a rectangle from the extreme rear of the chassis to create two small 'horns' onto which the rear brass axle bearings were soldered and a Slot.It axle and gear fitted. The front axle location was by means of a simple brass tube soldered in the right place, and the Slot.It guide just ahead through a hole in the plate. No body posts with this one as the front axle tube and rear bearings are just tight enough a fit into the body to ensure it stays firmly put when in use.



The Alfa P3 and Auto Union A type streamliners

All three cars were hand painted with Acrylic, gun metal for the Bentley, aluminium silver for the Auto Union and wine red for the Alfa, the drivers, glass and interiors were fitted and detail painting completed and some chrome foil used to finish off the Auto Union's filler caps and spine ridge. The three beauties were ready to take to the Wolves' wood track for a test spin. One thing I did note when loading my box was the size of these three. I had a couple of Pre-add GP cars together with a Cartrix Mercedes, Scalextric Maserati 250F and Pink-kar Auto Union in the box and these all looked a bit small compared to the TRRC cars.

Once at the track a check of the dimensions against Mac Pinches and Dave Jones dimensions 'bible' showed the bodies were pretty much spot on, except the Auto Union's front wheel fairings

are a shade too wide and could have done with me rubbing them down around 0.5mm on each side, and a big mistake by me. I had failed to read TRRC's advice about front wheels. I had ordered all my wheels with the hub, which makes the front track too wide for scale, what I should have done (and subsequently have) is ordered front wheels without the hub and just the rears with. Once these come I can correct my blunder and make the cars conform to the correct track dimensions. My second building mistake also became quickly apparent; 1930s cars are fairly tall with very narrow wheels, which means when you push too hard into a tight corner they will roll. The best I could manage round Wolves' wood track was a stately 12.4 seconds with the Bentley, so back to the workbench to fit some adhesive lead strips. Fortunately, having a decent ground clearance meant I could fit quite a bit of lead along the underside of all three chassis, thus lowering the centre of gravity considerably. Back to the track and I'm now doing 9.95 with the Auto Union, 10.01 with the Alfa and 10.16 with the Bentley, and I've got rid of the tendency to roll and the cars flow nicely on the Ortmann rubber, albeit the Moto GP motors are a bit peaky when used with a standard 45ohm controller.

For comparison I then ran my Alfa 159 with the FJ1 chassis and same Moto GP motor, axle and guide set up. This model, as per the real thing, has a lower ride height as it showed with a best lap of 9.15 seconds. However my opinion is that what we are looking at here is simply the nature of the beast. These are based on 1930s cars and should stand taller than a 50's car with different handling characteristics as per the real thing. What I do know is the finished item looks good and with a bit of tweaking will handle very nicely in the manner you would expect from cars of that era and if you get a few of these TRRC cars together you could have some real fun replicating great pre-war races. Well done to TRRC for picking a time period that is sadly often overlooked by the slot world. I shall eagerly look forward to your next releases. ■

Angus Rally Stage

By Alan Slade

Having left my original track at Quorn when I moved to Dundee, I decided that I would build another one for the 1999 Toyota 132 Rally of Great Britain.

As my original design was well over 200ft long and included a massive mountain range that would have needed a step ladder to see over it, I thought that I had better scale it down so that it would not need an articulated truck for transportation, hence the finished design. But with a floor area of 14ft x 8ft it is still quite big.

Unlike the Quorn track this one uses a mixture of Plexytrack/SCX track and wood/copper tape to add to the mix of surfaces, but the principle is still the same, a mixture of fast and slow sections with some easy corners and some not so easy - more on this later.

Because of transport considerations, I wanted, if possible, to get the finished track in our A35 van, the track is made up largely of 4ft x 2ft boards on 2inch x 1inch frames with two longer sections, one 6ft x 1ft for the top road section and one 5ft x 2ft for the start of the forest section.

This time I did transfer my doodles to the boards before I started cutting and I'm pleased to say that generally it all worked out well. To get



The original sketches on the board can be clearly seen in this picture with the final cut lines also visible.

the reverse turns in the forest part I used 4inch radius bends which took quite a bit of cutting, even with my home made radius gauge. ➡➡



Overview of the Angus stage. it is approximately 50/50 copper tape and Plexytrack.



Before starting to lay the track and cut the slots I marked out the positions of the ditches and river and cut these first. I know this is not the usual way, but the river runs under the Plexytrack and I could not have made it afterwards. But anyway you build roads over rivers, not rivers under roads don't you?

There are only two long straight sections of copper taped track, these being the start (3ft) and the road section up beside the woodyard (12ft), so these were cut using a circular saw and everything else was cut using a router and guide bar. The transition sections between the board and the Plexytrack were fun to make and it took a bit of experimenting before I managed to get a smooth join. The secret was to continue the slot in the board beyond the join and then fit the wooden ramp and cut the slot in that.

Whilst I had the circular saw handy I also cut the staging section at the start and the parc fermé at the finish. This way cars could be lined up before the stage starts to save having to continually call for the cars and then kept ready for the next stage when they have finished.



Cars lined up ready for the start of the stage. Obviously a club event from the great variety of cars!

The woodyard is the connecting piece between the two road sections and has a variety of hazards - log piles naturally, but also some rough surfaces and there is usually a tractor or two in there as well. If you manage to miss all these, the final sting in the tail is the very large solid tree right on the exit ramp!

The road section from the woodyard to the forest is fairly straight forward Plexytrack, but the hill is not quite in line, so it takes a brave soul who will attack it hard and actually jump it,



An overall view of the woodyard under construction. The top two sections have more log piles and felled trees, whilst the bottom section is very rough stone.



It does not pay to be careless on the exit from the woodyard as that tree will NOT move!



The revised forestry section. It is now much easier to get round what was a double hairpin as the cars are carrying a bit of speed with them. The holes in the banks and board are where trees are planted when the stage is in use.

some have and got back in the slot - most are not so fortunate! The track sections do not come right up to the edge of the boards and I used short straights to connect between the boards, cutting the circular lugs off the track sections so that they would push together. The boards are held together with over-centre clips or bolts.

The final part of the track was designed purely to complement the fast sections at the beginning and hopefully slow the cars down as they approached the finish which is just beyond a humpback bridge and 90° left. As you can see from the pictures it is all turns with the longest straight being around 3ft, this in a track length of around 25ft. Again for this part of the track I used a router and guide bar to cut out the

wooden sections and Plexytrack/SCX track for the rest of it. The humpback bridge is home made by forming a half straight over a piece of plastic piping. It needed some care as the metal track sections wanted to buckle and touch and I then had to move them apart so that the ➡



A Toyota weaving between the log piles.





A driver's eye view going into the forest

guide would go through. On reflection it would probably have been easier to make this out of hardboard and I may still do this one-day.

Sharp-eyed readers may have noticed that the bridge has only one side wall (a 12mm thick piece of MDF), this is intentional as the bridge is under repair and there are cones, barriers and JCBs in the other lane. So you have to take a fairly steady approach, but not too steady or you will get stuck on the top of the bridge.

Having rather a lot of very large trees in our garden I did some pruning and these provided the logs and trees for the stage. Logs and felled trees / stumps are glued down and the trees are screwed in place so they will not move when hit, no matter how fast the car is going! It also makes marshalling interesting. The banks are made from painted polystyrene with bits of lichen and moss and wood chippings over them, so if they are hit bits do come off and get in the way of the next car. Other scenery comes from model railway shops and courtesy of Britains and some of the grass areas are bits of old green carpet.

Sawdust, bits of sand, gravel and wood chippings are liberally sprinkled everywhere to give variety to the surfaces and make for an interesting ride. As is normal, the ditches and

river were painted with a matt greeny brown colour to seal them, liberal quantities of varnish were added to give a watery effect and a few small stones were put onto the river bed.

The track surface for the wooden road section is blackboard paint, the woodyard is painted a variety of matt colours with wood chippings and bits of gravel in the paint and the forest section is grey emulsion with varying quantities of sharp sand added to the wet paint (i.e. home made Sandtex). Unlike the Quorn track I did not experience any problems taping the track as it is just a straight forward single lane track with no crossovers.

When the track was used for the Toyota 132 Rally of Great Britain some of the drivers complained that the forestry section was too tight and they could not get round without help, but as other drivers managed to tackle it successfully I explained that it was all a matter of technique. The same drivers also complained about the lack of sides to the track as they had nothing to lean on!

But anyway on my return home I decided to open up a bit more forest and change the route slightly as can be seen in the picture. I also fitted some hardboard sides on it to make it easier to pack for transporting/storage.

As I did for the Quorn stage I'll take you for a ride around the stage to try to give you an idea of what it is like, as before the numbers in brackets are the approximate distances in feet between the various parts and the number/letter combination is the next corner/hazard.

START (3) Tarmac 90R; (12) Tarmac 180 L through gate onto mud - mind the ditches ; (¼) R /L flick between logs; (1) bear left past machinery and more logs; (2) kink R onto rough gravel/stones; (3) opening 180 R ramp very slippery - CARE TREE! onto road; (4) large hump in road - not straight; (4) 90 R - mind fence & bushes on outside; (5) straight on through gate - dip - onto forest track; (1½) long open R; (1½) 90R; (½) 45L; (½) 45L; (¾) 135L blind - tight; (¾) 135R blind - tight; (2) 180R - tight into 180L opening v. rough; (1) ramp - straight onto Tarmac; (2) 180L tight; (½) swop to inside of bend 180R - can slide tail out; cross to outside (3) 90R onto humpback bridge sharp - mind roadworks 90L open (1) FINISH.

So there it is a nice simple, but challenging rally stage with a variety of surface changes to add a bit more interest to it, and yes, it does all fit in the A35 - just! Like the Quorn track, it is still in existence and gets an occasional outing. ■

