



No. 304 JULY 2007



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Contents

Events & Competitions.....	2
Diary Dates.....	5
Messages From Margate.....	7
Fly On The Wall.....	11
H:O World.....	15
Ebay Watch.....	17
From The Archives.....	19
Kits 'N' Bobs.....	21
Slot Classic Review.....	26
Fly Review.....	29
Ninco Review.....	32
Easy Braiding.....	36
SCX Review.....	39
Wolverhampton Classic.....	42

### Editor

Brian Rogers  
27 Paige Close  
Watlington  
King's Lynn  
Norfolk  
PE33 0TQ  
Tel:- 01553 813090  
Fax:- 0870 7051127  
e-mail:- editor@nsc.co.uk

### Trade Advertising

Adrian Leggett  
Roseville  
Westwood Lane  
Normandy  
Guildford  
Surrey  
GU3 2JG  
Tel:- 07773 967333  
between 09:00 - 18:00  
01483 810102 evenings  
e-mail:- sales@nsc.co.uk

## Congratulations - you are a winner

I buy my National Lottery tickets on-line and I received an email today asking me to log into my account for some exciting news. This I did to discover that I had won the princely sum of £10! Somehow other people's idea of the English language does not seem to match my own conception of it. Winning a tenner is definitely not my idea of exciting news.

The word 'rare' also seems to be a tad overused these days, especially in eBay auctions and particularly in those of the slot car variety. A search for this particular word just turned up 98,713 items of this nature up for sale on eBay.co.uk at the moment. Amongst these were no less than 20 Scalextric 'Dunlop' and 'Goodyear' bridges - one of which was alleged to be 'extremely rare'!

The problem with this constant hyperbole is that, when something out of the ordinary turns up, writers run out of superlatives - which brings us, via a somewhat tortuous route, to the current F1 sensation that is Mr Lewis Hamilton. Now he is, as far as I can judge, more than a teensy bit special, although there could well be an alternative viewpoint that for a rookie to have performed so superbly then the others might not be as good as we have previously been led to believe. If I were a double World Champion being comprehensively stuffed by a lad with just seven GPs to his name then I would spend less time moaning about 'team bias' and more time trying to bring my own game up to scratch!

The press have gone so far over the top with this particular story - one sports writer even proclaimed Lewis to be a better driver than Fangio, Senna and Schumacher combined - that they will have to invent entirely new words if his career really reaches the stratosphere.

Personally, I rather liked the letter in the Telegraph which suggested that young Lewis should be given a tennis racket and shipped off to Wimbledon forthwith! I trust Scalextric have trebled their production order for the forthcoming Hamilton McLaren!

*Till next month*

*Brian*



BY **ROB SMITH**



## **MESSAGES FROM MARGATE**

### **C2787 Ferrari P4 330 Yellow No11**

It is nice to discover that not all Ferraris are red and this yellow P4 makes a pleasant change, especially with its blue wheels. There is considerable debate over this car's official nomenclature but I believe it to be the 330P3 Écurie Francorchamps car from 1966-67. This car has a V12 engine with 6 twin Weber carburettors, making it officially a P3.

### **C2790 Aston Martin DBR9 No5**

This is the FIA GT 2006 of Deltraz and Puccini which was run by the Phoenix Racing team. The team finished third in the championship with some strong finishes but without that elusive win. The Scalextric version is a beautiful recreation of this very busy livery.

Hornby, please let us have some more liveries.

⇒



### **C2825 James Thompson Seat Leon BTCC**

The first of this year's Collector Centre limited editions is the BTCC Seat Leon of James Thompson. Visually this is almost identical to Jason Plato's car, C2705, in yellow and silver with race number 14. The limited edition is of 1200 and this time it is limited to the UK!



### **C2799 Ferrari 312T No 2 & C2800 McLaren M23 No 40**

The latest historic Grand Prix cars from Hornby are just superb. The details are so fine and the printing very good. The red paint on the Ferrari isn't as glossy as it could be though. My favourite is the Ferrari of Clay Regazzoni and for those that don't know his story:

Gianclaudio Giuseppe "Clay" Regazzoni (September 5, 1939 – December 15, 2006) was a Swiss racing car driver. He competed in Formula One races from 1970 to 1980, winning five Grands Prix. His first win came in his debut season, driving for Ferrari. He remained with the Italian team until 1974. After a single season with BRM, Regazzoni returned to Ferrari for a further three years. After finally leaving Ferrari, Regazzoni drove for the Ensign and Shadow teams before moving to Williams in 1979, where he became the first driver to win for the British team.

He was replaced by Carlos Reutemann at Williams for 1980 and moved back to Ensign. Following an accident at the 1980 United States Grand Prix West he was left paralysed from the



waist down, ending his career in Formula One. Regazzoni did not stop racing, however: he competed in the Paris-Dakar rally and Sebring 12 hours using a hand controlled car during the late 1980s and early 1990s. In 1996, Regazzoni was refused entry into the World Sportscar Championship by the FIA and became a commentator for Italian TV. He died in a car accident in Italy on December 15, 2006.

In comparison with the Ferrari, the McLaren of Gilles Villeneuve is quite plain, though just as beautifully modelled with the rear suspension and gearbox detail worthy of special mention. Of course, Villeneuve went on to become a legendary driver whom many believe to be the best. Gilles Villeneuve (January 18, 1950 – May 8, 1982) was a Canadian Formula One racing driver. An enthusiast of cars and fast driving from an early age, he started his professional career in snowmobile racing in his native province of Quebec. He moved into single seaters — winning the US and Canadian Formula Atlantic championships in 1976 before being offered a one-off drive with McLaren at the 1977 British Grand Prix. He was taken on by reigning world champions Ferrari for the end of the season — in only his fifth season racing cars — and from 1978 to his death in 1982 drove for the Italian team. He won six Grand Prix races in a short career at the highest level. In 1979 he finished second by four points in the championship to team mate Jody Scheckter.

Villeneuve died in a 140 mph crash with the March of Jochen Mass during practice for the 1982 Belgian Grand Prix at Zolder. The





accident came only two weeks after an intense argument with his team-mate, Didier Pironi, over Pironi's move to pass Villeneuve at Imola. At the time of his death, Villeneuve was extremely popular with fans and with many journalists, on whom his death had a profound effect. Since 1982 he has become an iconic figure in the history of the sport, renowned for his car control, aggressive driving style, and a 'never give up' attitude

### **C2823 Ford GT Road Version**

The Ford GT is proving very popular for Hornby and this release is finished in metallic blue with twin silver stripes.

### **News from Spain**

SuperSlot have produced a 2007 catalogue in Spain – somewhat predictably with Alonso's McLaren on the front. Produced in Spain and not by the UK parent company the catalogue is nicely produced and in the style of the UK

version. Disappointingly there are no hidden gems of Spanish only releases to be found.

There is to be a SuperSlot exclusive only available to members. This is a Porsche GT3R and can be seen on the SuperSlot web site.

### **Maserati Wings**

The short winged Maserati appears only to have been released in digital form as a second batch for sets. The reference is therefore C2630DW. ➡➡



## Coming Soon

Firstly the new packaging. This looks very good and reminiscent of the old 70s hinged plastic box. Of course, that is exactly what it is with a blue or black base and hinged plastic lid. The hinges appear quite robust and should last well. Information about the car is on a card standing at the back with barcode stickers etc on the back. It displays the car well and should be liked by both retailers and collectors.

The final production version of the new Mini has arrived for approval. It looks great in the red and white Monte Carlo 1967 livery with number 177. It is tiny, especially compared with another production-ready car - the road going Range Rover. This has beautiful silver paint but strangely no number plates. The Lamborghini Gallardo drift is also production-ready. In a typical Lambo colour of orange the shape looks perfect - shame it's not a fully detailed version. With the Gallardo now racing in GT3 around the world perhaps we can expect a track version.

Exclusive to the Mercedes 50th anniversary twin pack is a 722 version of the McLaren Mercedes SLR. This differs from the original version only by its new chin spoiler and different wheels. The Chaparral is nearing completion and the huge rear wing will be a push fit and therefore removable to prevent damage on the track. The Porsche LMP2 is also a running prototype now. The body work detail is very fine especially the louvres over the front wheels. It's nice to know that R&D continues at Margate at a furious pace and not only are the new models for 2007 coming together, the plans for 2008 are also being formulated. Expect plenty to please the collector but I can't say more - yet!

## Cancer Care

In June I met Mrs Maureen Jones from the Cancer Care Appeal to hand over a cheque from the NSCC for £3530.50. This was the money raised at the 2007 Hornby/NSCC Weekend from the raffle and auction of items donated to us by Hornby. Maureen was delighted with our gift and I am to pass on her thanks to all of you who bid so generously on the items on offer.



At the beginning of June the Cancer Care Appeal opened a day centre in Margate to provide nursing and support for cancer patients in Thanet. The centre provides chemotherapy and blood transfusion services together with all of the care which is required. These places never have enough money and the Appeal is now looking for a further £100,000 to finish equipping and running the centre over the next few years. Hornby and the NSCC will continue to support this very worthwhile charity in the future.

## Which Ferrari?

NSCC members have a perfect opportunity to influence a future Scalextric model. Please vote for which Ferrari Hornby should make next. It might be road, GT or F1 and it might be modern or classic. Let me know by post or email which Ferrari you would like to see produced. Remember that it must be possible to produce the car in a variety of liveries so one off prototypes are unlikely to get made. My vote is for a remake of C69 – the 250GT but what do you think? ■





Seven new models to report on this month, including the exciting brand new March 761. Also this month there is another 'Racing Films Collection' car available and news of further planned releases leading up to the Autumn.

### Recent Releases

**Audi Quattro A2 "HB Audi Sport" #1 (88258)**

Safari Rally 1984, driven by Hannu Mikkola with co-driver Arne Hertz to 3<sup>rd</sup> position. It is decorated in white with yellow parallel stripes

running down both sides. Included with this model is a decal sheet of the cigarette sponsors for you to apply. It has front bull-bars with spotlights incorporated and is mounted on a sand coloured plinth.

### Porsche 911 SC "Gitanes" #3 (88261)

Rally Monte Carlo 1978 winner, driven by Pierre Nicolas with co-driver Vincent Laverne. An eye-catching livery mainly in blue, with a white roof, gold bumpers and wheel arches. Like the Quattro previously mentioned, it also ➡➡



comes with a decal sheet. When applied this completely transforms the car into a cigarette packet on wheels. The car has spotlights mounted on the bonnet, which have yellow lenses incorporated.

### **Ford Capri RS Turbo "Koken Tools" #50 (88262)**

Decorated in an attractive white with red chequered flag graphics. Although this is a genuine racing livery it has been released as part of the lightweight evo racing series. As with all the current cars in this series, it is in the new style box with the usual racing accessories etc.

### **Saleen S7R (Blue) #55 (88260)**

Driven to 1<sup>st</sup> place by Stephane Ortelli and Soheil Ayari, competing in the GT1 class of the 1000 km at Spa Francorchamps in 2006. The car is mainly blue with light blue, red and white stripe graphics.

## **March in June**

June saw the release of the brand new March 761. This is Fly's first attempt at producing an F1 car, and has been eagerly anticipated since the first prototypes were shown at this year's Nuremberg toy show. It features an intricate front wheel steering system, incorporating suspension and camber movement. The motor fitted is a "slimline" Mabuchi type and is similar to the one fitted into current Scalextric classic F1s. I am currently compiling a review and first impressions are of an extremely fast, nimble racer.

### **88256 - "John Day Model Cars" #34**

Driven by Hans Stuck and was originally planned as the car he drove in the British GP in 1976, but has been changed to the Canadian GP of the same year. Decorated in white with a silver rear wing and red and blue sponsor graphics on the front. The model is presented in the normal crystal case with a blue backing card.





A new dimension here is that it has been mounted on a light grey plinth, representing a track surface and has a start-grid marking painted on.

### **99042 - "First National City" #10**

Italy GP 1976, driven to victory by Ronnie Peterson. Decorated in red, white and blue with a silver wing. This is a limited edition model, restricted to 1000 units and is presented in a special box. This is made of sturdy cardboard and is slightly larger than the normal crystal case. A hinge on one end allows you to tilt the lid and display the model. Imagine one of the Scalextric Sport boxes, but slightly larger with the hinge on one end, as opposed to along the back.

## **Live Fast Die Young**

### **Porsche 908/2 "Tergal" #2 (99035)**

This is the second car in the "Racing Films Collection" and is presented in a special box, together with a DVD and booklet. The box set is a dedicated memoriam to the Swiss driver Jo Siffert. The DVD shows footage of Siffert at the wheel of the various cars he drove (mainly Porsches) and interviews with friends and members of his family. The Porsche 908/2 model included represents the car he and Juan Fernandez drove to 3<sup>rd</sup> position in the 6 hour race at Jarama in 1970. Many die-hard Fly classic collectors will recognise this car from the previously released C12 model. Although they are the same car and race details, this latest version does have some livery differences and



now looks more like its real-life counterpart. Decorated in yellow with a green front valance and side skirts.

## **Announcements**

Fly have announced their production schedule for July and August. In catalogue reference order, they are as follows: -

- 88268 – Porsche 935 K3 – 24hr Daytona 1981
  - 88269 – BMW M1 – DRT 82 – Jagermeister
  - 88270 – Porsche 917K – 24hr Le Mans 1970 – David Piper
  - 88271 – BMW 3.5 CSL – 24hr Le Mans 1976
  - 88272 – Venturi 400LM – 24hr Le Mans 1994
  - 88273 – Porsche 935 K3 – 24hr Le Mans 1980
  - 88274 – Porsche 911 Carrera – 24hr Le Mans 1973
  - 99037 – Porsche 911 Carrera – Targa Florio 1973 – Racing Films Collection
  - 99049 – Porsche 911 GT1 – Playboy series
  - 99050 – Porsche 911 GT1 – Playboy series
  - 99073 – BMW M1 – 1000km Nurburgring 1980 – Mythical Circuits
  - 99075 – Porsche 911 SC – Spanish Rallie Championship special edition
- Further to the above there are also some additions to the June schedule, previously listed in the April Journal: -
- 99077 – BMW M3 E30 – Monte Carlo 89 Spanish Rally Championship
  - 99078 – BMW 320i – Alpine edition

Fly have also announced that they will be producing a new kit series. They will be very similar to the ones released last year, only this time they will come packaged as a "duokit" and include two body shells with one complete chassis. The first two in the series are as follows:

- 88298 – BMW M3 E30 – "Rothmans" and "Fina"
- 88300 – Renault 5 Turbo – "Europcar" and "Elf"

⇒





One point of note is that one of the two body shells included in both sets has been previously released as a standard edition model, whereas the other is totally new. The good news is that the kits will retail at less than the price of a standard edition model, but will not come with a display case. If you prefer to display the new livery car and add on the price of a display box, the overall price will be the same or slightly higher than usual. This will depend solely on where you purchase your cars from of course.

Another previously unannounced special edition car in the pipeline is a Ferrari 365 GTB/4 (96045). This will be very similar to the "MiniAuto" special edition previously released and will not be available in any shop.

## Amendments

Finally, following last month's confusion concerning the catalogue number changes to the new March 761. Well, the same appears to have happened again, only this time concerning the next "Racing Films Collection" release. It was originally planned that #3 in the series was to be a Ferrari 250 GTO, together with "The Cobra/Ferrari Wars" DVD (99036). This has now changed to a Porsche 917K with the "100 Anos de Targa Florio" DVD. A Porsche 911 Carrera has been listed as #4 in the series (99037 - see list above). One can only assume the 250 GTO will now be #5. Watch this space for further developments, until then happy Fly collecting. ■



I, like many others I'm sure, have always been turned off by shows of patriotism which wander into jingoism. This has what has made ITV's coverage of F1 this year bad even by their low standards and the whole Lewis Hamilton at Monaco 'event' so unpalatable. Nonetheless, kept in check there is nothing wrong with having some pride in a fellow Brit's achievements and this is where the Panoz LMP1 body shell from SCD comes in. In the interest of fairness, of course, it has to be stated the car in question is American and the body was not made in the UK. But just like Don Panoz himself, SCD had the courage to go for something off the mainstream and get that vision through to reality.

are promised for the future) and presented in a blister pack with a printed insert. Both these elements add to costs, but give the SCD release a much more professional 'feel'.

Looking at pictures of real LMP1s it is clear that SCD have retained a lot of detail from the full sized 6 litre, front engined monster, especially the sides and nose. If I had to pick a fault I think the mirrors are a little high, but this is easily fixed and a very minor quibble and I'm sure fully painted up cars will look absolutely on the money. Thankfully, Patto's make about 7 sets of decals for the LMP1 and I'm sure this was a factor for SCD in their decision to make the car and to leave it decal free (the body is available in red or white, with black rear wing and mirrors.



For starters, it would have been easy to make the body from resin, but SCD have gone the much more intense (and no doubt much more expensive) route of ABS plastic. Then too, the body is fully licensed (and more Panoz models

Unusually, SCD have chosen the narrow version of the Tomy SRT chassis, usually used for open wheel cars, as the mounting platform. Presumably there is a good reason for this, although I imagine that this will not stop ➡➡





people modifying the bodies to fit them to other chassis. Mounted on the chassis, the body has a really sturdy 'quality' feel to it and the fit is total perfection, as is the ride height. In fact some of the serious players in H:O could learn a lesson or two on that front. Unfortunately, this sturdiness comes at a price and the 7.3g of my example, if typical, could hold the Panoz back in the heat of a racing battle when you consider the 3-5g is more the norm.

Nonetheless, early signs are the H:O fraternity are not put off by this, any new player in the H:O market is always welcome and maybe SCD will address the weight issue on future releases. With one body costing just £4.95, you really cannot go wrong especially if you are skilful with a Dremel! You can buy the Panoz direct from SCD (<http://www.slotcarsdirect.co.uk/>) once they return from holiday on July 23<sup>rd</sup>. ■

Well, how many of you have tried out the snipe method of bidding mentioned last month? I am finding it a useful tool to complement normal bidding and have used it to great effect this month to assist in buying a Fly T1 Porsche. At just under £700 this is the highest price I have ever paid for a slot car, but as it was on behalf of one of our members, who will hopefully pay me for it when it arrives, I will not be in trouble with my other half if she reads this!

This past month has seen UK listings hover around 3700 and then get boosted by some 2000 on the one cheap listing day during the month. It seems there is a lot of run of the mill stuff out there and people are waiting for these cheap listing days to move items on so buyers who are patient can get some good bargains. That is only my opinion and as I have said before you can see more comments on Slotforum from time to time for a different view. (I did note someone said the other day if you want more commentary on eBay then join the NSCC and read the Journal. That's me I thought!). Despite having said there is a lot of run of the mill stuff, there are always interesting gems or themes cropping up and this month was no exception.

### The Name is..

Bond. James Bond. There have been several "Bond" auctions this month besides the modern Carrera ones with, at the time of writing, a Scalextric Aston and Mercedes pair for a BIN price of £1295 (there is no decimal point for those unfamiliar with Bond values) as well as an auction listing for the pair at £500 with five days to go. Completed listings showed one Aston unsold at £850 and one sale at £622 for an example with repro sunroof and passenger. There was also a set complete with cars but with a couple of bits missing and marked box lid that went for £1150.

### Catalogues

There seems to have been a new wave of seldom seen (I try not to use the 'R' word as no doubt I will be proved wrong!) Scalextric literature this past month, with several collections listed of individual items that have appealed to one or two buyers/collectors it seems. Besides a lot of price lists and leaflets from Holland, Mexico, Canada, USA and Australia to name but a few, there were some interesting Scandinavian versions of 70s catalogues which fetched substantial prices. Having got all the English catalogue versions myself, a few more foreign examples would be nice but not at some of the prices I have listed below. English versions seem to have fallen from previous reported price levels with, for example, near mint number 13 catalogues making around the £30 mark, though one example admittedly did have two punch holes. Prices do vary considerably for catalogues during any one month even with the near mint examples fetching considerably more. So, for those on a limited budget, just wait till the right one turns up.

Varying prices can also be seen with the more modern yellow Dunlop bridges that fetch anything from £3 to £13. On the Slot.It front one of the first Audis hit £113.11 which was a new record as far as I have seen. This was the first 'Made in EU' version of the car no. 10 SICA01b/EU. However, best top dollar prize must go to the refreshment stand that reached £465. Mind you there were only two bidders on this, so I wonder if the sale was actually completed especially as there was no sign of a Tea Urn, brown "board" or box for this item!

### Unique?

One particular listing that caught my eye was for one of the new Impact resistant Scalextric blue Minis that fetched £200. It had been donated to Top Gear magazine. Rather a lot you may ➡





think even if all the proceeds were going to the BBC Children in Need charity. It was liveried up with "ibuyeco" on the sides of the car. A rare model perhaps but bear in mind that enquiries to the seller indicated that this was only a sticker put on the side not a tampo print. So I think most of us would give it a miss or make our own version if wanted rather than paying that much. Staying on the Scalextric Mini theme there was also a C7 Mini type 1 in black with a black roof, RX motor and possibly unique according to the seller. The roof had not been painted and the seller quoted Roger Gillham as saying it was a novelty possibly missing the roof process. This car went for £79. In a similar untampoed vein, a Scalextric single seat F1 high nose in white fetched £21.01 in comparison and went to one of our members I believe.

### **This month's prices**

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

Scalextric Swedish 5th Catalogue Mega Rare Issue VGC £54 (Could have been another Scandinavian country and same for others below. Punch holes, Saturday Afternoon)

Scalextric Swedish 6th Catalogue Mega Rare Issue VGC £53 (Sellotaped cover and punch holes Saturday afternoon)

Scalextric Swedish 7th Catalogue Mega Rare Issue VGC £63 (No punch holes! Saturday afternoon)

Scalextric Swedish 8th Catalogue Mega Rare Issue VGC £52 (No punch holes! Saturday afternoon)

Scalextric Swedish 16th Catalogue Mega Rare Issue VGC £27.99 (No punch holes! Saturday afternoon)

Scalextric Swedish 20th Catalogue Mega Rare Issue VGC £27.77 (No punch holes! Saturday afternoon)

Scalextric Triang Railways Australian Colour Leaflet VGC £18.77 (60s 6 page colour leaflet printed in Australia showing trains and cars including green Australian issue motorbike. Thursday night)

Scalextric Rare Finnish 1976 Catalogue Near Mint Cond £64.00 (Thursday night)

7 Scalextric catalogues £27 (Including no 26 1985 new releases and others from 80s on Saturday night but different seller from above items)

The Biggest Collection of Scalextric Nascar EVER £1300 (56 cars including all L/E according to seller on Weds night with £70 P&P! – I would want a pallet load delivered for that P&P price)

scalextric 1929 bentley black C.64 £83.26 (Boxed broken headlight included exhaust loose damaged on Weds evening)

early triang scalextric boxed set model motor racing £42.05 (yellow Porsche Spyder and blue Jaguar D type looked in very good condition no marks on Weds evening)

Rare Vintage 60's MINT Scalextric Alpine A210 Slot Car \$92.01 (Mint example with spare mint body according to seller on Saturday night US eBay)

7 Scalextric catalogues £27 (Including no 26 1985 new releases and others from 80's on Saturday night)

Scalextric Porsche GT3r Silver Plated Prize Car Mint £155.67 (Silver chromed car in plain case and no sleeve "Made as prize for 2006 racing series" Saturday night)

Very Rare Triang Scalextric Chrome Bentley Slot Car! £435.63 (Canadian seller ending on Monday night)

Scalextric Ford Focus Police Car C2488 £44 (Picture showed lights blazing which may have dazzled the bidder here I think! Thursday afternoon)

SCALEXTRIC NSCC LTD ED C.380 DATSUN 260Z - MINT BOXED £88.60 (Sunday night)

VINTAGE SCALEXTRIC BOXED SET £536.50 (Expensive for a VG Tinplate no 2 set but for the eagle eyed it included a boxed Red Tinplate Healey. Sunday evening)

Lastly on the Dr. Who front again and to illustrate the art of buying patience, last month's Dalek high price was exterminated, well almost, with one listing just beating the £15 mark. ■



# A Look Behind The Scenes At The Minimodels Factory In Havant

By Malcolm Parker

First published February 1994

I doubt many of you will have heard of Frank Buckland but from 1966 to 1970, Frank was employed in the high security design department at Minimodels in Havant and was involved in both the design and development of several well known Scalextric cars and features.

Frank's interest in slot racing began in the late 50s, stimulated by several visits to Goodwood, where displays of the tinplate models caught his eye. He set up his own club, using converted 1/24 Merit cars to run on a hard-board/copper tape track and believes it was photographs of this track that helped secure him a position with Minimodels.

The design department at the time consisted of 14 full time staff, including four draughtsmen, four modelmakers (including a trained watchmaker) and a tracer. Although this team carried out some work for other divisions of the Triang empire, their main concern was with Scalextric. At this boom time for the industry, it's perhaps not surprising to find that the output from other manufacturers across the globe was examined in detail, and that there was a secret room full of all the latest cars from Cox, K&B, Airfix, Strombecker etc. for reference.

One of Frank's first designs was the hand controller for the new Race-Tuned range in 1966 which proved to be extremely popular. (Catalogue No.7 shows an earlier rejected prototype.) This was quickly followed by a new design for the standard hand controller, the exterior of which remains unchanged to this day.

Although he was never involved with any of the design or development of the Bugatti, Frank did shed some light on the true story surrounding its production and a simple explanation for its extreme rarity today. After a modest success with the Bentley and Alfa, normal production was planned for the Bugatti

and Auto Union and all the parts were moulded for a fairly standard sized run. The problem was that there were very few advance orders for the Auto Union and virtually none for the Bugatti. The Auto Unions were assembled as usual, but with the Bugatti's rather fragile front end, it was decided to build them on demand to special order, and rarely more than six were ever assembled at any one time.

Quite simply, if you wrote in, they would put one together for you, but otherwise the unbuilt parts just sat in boxes gathering dust. This also goes some way toward explaining the scratch-built appearance of examples of the C95 Race-Tuned version. When Frank started up another slot club a little later on, the Bugattis provided an excellent source of parts for experimentation and several sledge powered Bugattis were built along with Bentleys and Alfas.

When the Havant factory closed in 1970, the remaining Bugatti mouldings were dumped, along with about another five skips full of redundant spare parts!

1968 bought with it the Powersledge, a radical concept, the design for which was closely guarded prior to its release. Not surprisingly there was hell to pay when the hand built prototype went walkabout during the first week it was on display at the Triang showrooms. Although a second prototype was quickly built up to replace it, the performance never quite matched the original and perhaps this in turn led to the rather disappointing performance of the production version.

A lot of time was also spent developing a slotless Scalextric system which never actually saw the light of day. It worked, but even for the designers, controlling the cars proved near impossible to master and there were always doubts about the reliability of the Stone-age electronics.

⇒





Frank also designed the Electra, based on an assorted bunch of Can-Am photographs and his own imagination. I'd always felt that the reason for these two non-prototypical designs must have some connection with the licensing fee that manufacturers of the full size vehicles had begun to demand around this time, but apparently this wasn't the case and the reason for these were simply a request from the board for a unique in-house design.

For 1969 all eyes at the factory were on the Chequered Flag Formula 3 Team, as for the first time Minimodels, through Scalextric, became the sponsors of a full scale racing car.

The Minimodels design team were given a specific brief that when it was launched, the Scalextric model version should outperform everything else in the range. This is the reason it was fitted with the Johnson blue can motor and is also the reason why this model is so much out of scale (1/32 plans were drawn up but quickly rejected.). Anyone who has had the chance to race a Team car against any other Scalextric F1 car (barring magnatraxion) will know that this particular goal was successfully achieved.

Frank also had a hand in the design of the Ferrari V8 and Lotus Indy and was responsible for adding the wing to the latter (they were rather fashionable at the time!). The Matra MS11 which accompanied these two was actually designed by the French factory.

Around this time there was also some experimentation going on with 1/24 - 26D powered Vacform bodied cars. Utilizing a very simple flat plate chassis design, both a TVR and Lamborghini Mura were built (by another designer called Ron Aaron) but these never really got any further than the concept stage.

Although he wasn't directly involved with the design of the rear wheel drive C7 Mini, Frank did make a contribution when his 1965 Hillman Minx was immortalised by donating its registration number to the model. But his pride and joy for this year were the Ferrari P4 and the Lamborghini Mura. These differed in several minor details from the final production versions, perhaps the most notable were that both were

fitted with separate wing mirrors and flat rather featureless driver platforms. If you examine a P4 closely, you can just see the filled in square hole where the wing mirrors would have gone. Some test shots were pulled of both cars with the holes, but they never actually made it to production and the tooling was quickly modified. These were also the first models to include a separate transfer sheet.

Many hours were spent hand cutting the louvres on the Mura from plastic sheet and the number of these on the model had to be identical to the real car. After spending many hours hand building the prototypes, the original Mura was accidentally smashed in a car door while being rushed to the Chicago Toy Fair, rather frustrating for Frank but a chance for some very lucrative overtime!

Frank also has fond memories of running the Scalextric display at the Triang showrooms on the Edgware Road in London (more overtime!). Hours of practice meant Frank could easily beat off the sales reps around the layout, particularly when it came to the Flying Leap.

"You Steer" arrived in 1970, the result of some imaginative thinking by a chap called Dave Dipnall (who also designed much of the workings on the 1/24 GP cars) along with the Jump Jockey system which was much more Frank's work. The other two models Frank was concerned with were the Dart and Cougar, both determined efforts at economy from the factory with very simple tooling - slab sided with no undercuts and both designed to use the very minimum of plastic. The Cougar in particular was a design Frank loathed, having started with something he felt acceptable, he then had to hack bits off till virtually all that was left was a stump!

Frank has many, fond memories of his brief time at Havant, doing a job that must be the envy of all modelmakers even though the end, when it came, was extremely sudden. "Everyone was called up for a meeting on the shop floor and told that the factory would close at 12.00 that same day!" He is now happily retired and devotes much time to his main hobby of building and flying model aircraft. ■

# Kits 'N' Bobs

## A round up of recent kit and resin releases

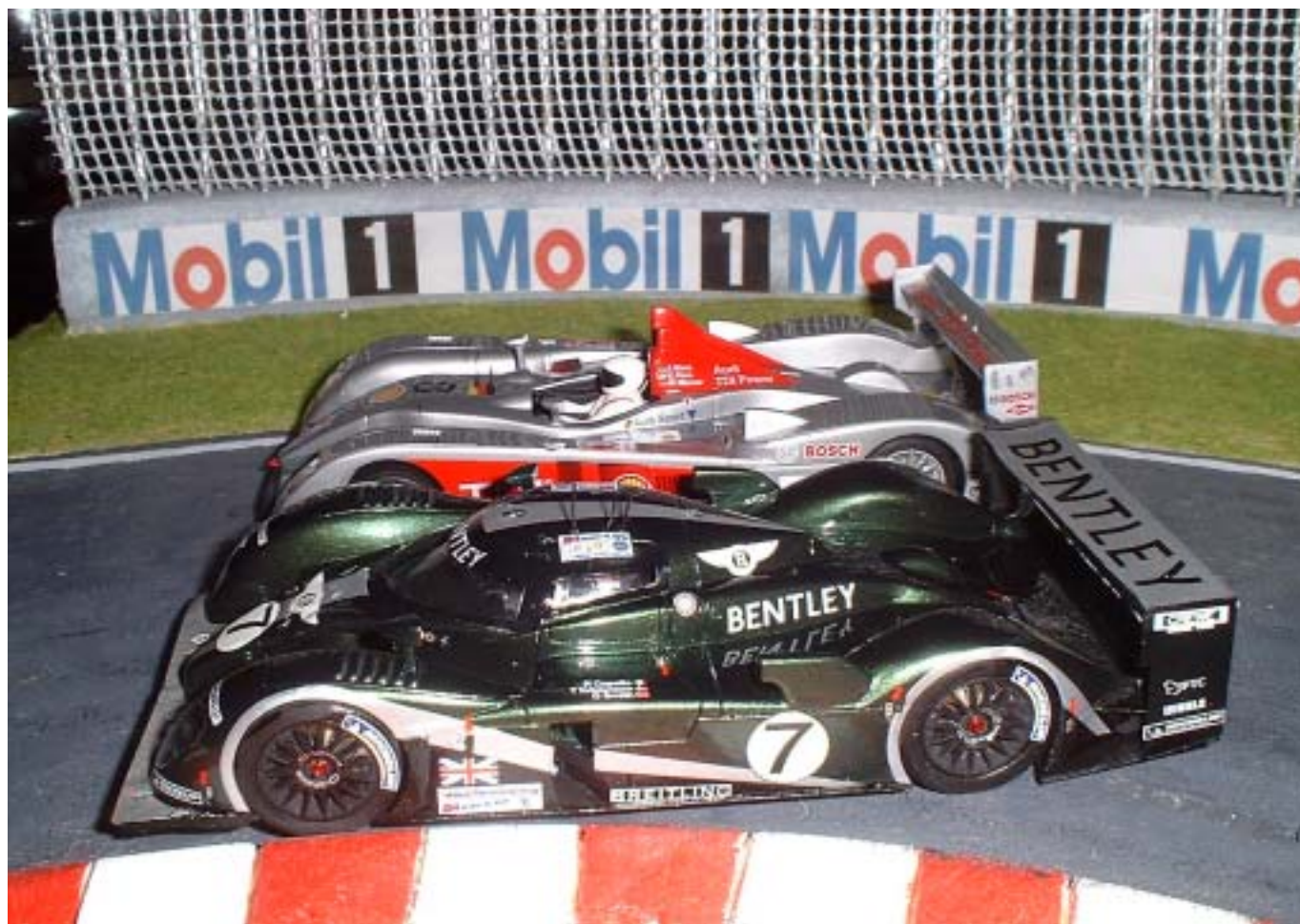
By Phil Insull

**A**s promised last month we start July's Kits 'N' Bobs with Avant Slot's first release, the Audi R10 TDI. The Avant Audis are available either as kits, which are virtually complete, just requiring a motor to finish them, or as ready to race versions.

Due to time I bought one of the ready to race versions from Pendle Slot Racing and was duly impressed by its performance straight from the box. The stiff plastic chassis contains a punchy, open face, boxer style, in line motor in a floating cradle, which also houses the rear axle assembly. There is a brass pinion and nylon/alloy crown gear with a decent quality steel axle; the chassis has plenty of weight low down but the body top is incredibly light. Straight from the box the Audi managed respectable 8.5 – 9

second laps at Wolverhampton and I'm sure would do even better with a deep wood track guide, alloy rear wheels and some better gripping tyres. The quality of finish and detail on the body is good with decent tampo printing and, best yet, mine stood up to a right old high speed shunt from behind with no damage whatsoever, so it's pretty strong too. Other news from Pendle Slot Racing is that they will be stockists for the new BRM 1/24<sup>th</sup> scale Porsche 962C kits, due out in July/August. These will be pre-painted and come with all the parts you need for some very serious 1/24<sup>th</sup> scale racing. Hopefully I will be able to build and review one of the very first ones to hit these shores in next month's edition.

⇒



Avant Slot Audi R10 TDI and LMM Bentley EXP 8



June was a busy old month in my house - in addition to a trip to Spain to acquire a new house, and being at the Goodwood Festival of Speed, I also managed to build some of the backlog of slot kits ready for this month's Kits 'N' Bobs. One of the ones that took a lot of time was Le Mans Miniatures new Bentley EXP8 Le Mans 2003 winner of Capello, Kristensen, and Smith. This is a most excellent and highly detailed kit but the number of tiny metal parts and decals meant it seemed to take forever to build. As a runner it's a bit heavy and slow, thanks mainly to the resin chassis and body but again not many folks build these kind of kits for serious racing.

Last month I also mentioned Reinecke Motorsports fantastic 1/32<sup>nd</sup> static Ford Transporter kit, well I've worked my little socks off and here it is in all its glory. I've decaled mine

up with Bud Moore livery, but the decal sheet included from Slot Cars 4 U allows you to do a Chrysler/Plymouth, Brabham, Lotus, Ferrari, Shelby, Tyrrell, Alfa Romeo, Holman Moody, March, Abarth, Dodge, McLaren or Chevrolet transporter instead. This kit is a must for anyone with a sixties or seventies themed track and although I stuck to creating a static mainly due to time constraints it wouldn't be too difficult for most scratch build guys to motorise it.

Another pair of cars promised for completion this month were TRRC's latest 1939 Auto Union D type, modelled on the car driven by the legendary "flying Mantuan" Tazio Nuvolari. The kit is designed for the SM1m chassis from Penelope Pitlane, and mine uses the Moto GP Scalextric motor with Slot.It axles, gears, and guide. From Penelope Pitlane themselves comes confirmation that the next in



Reinecke Motorsports Ford Transporter





Proto Slot Paxton Turbine, TRRC Auto Union D Type and OCAR Triumph TR3S

their 2.5 litre GP range will be the 1960 Scarab and also announcement of the 1930 Birkin Bentley. Both of these resin kits should be available very soon having just gone from the wooden masters stage to the pre-production moulds, both of course are designed to fit onto Penelope Pitlane's own chassis and I understand that new photo etched wheels for the Bentley are also in the pre-production stage.

Now out from France is Proto Slot's 1967 Paxton Turbine STP car known as "Whispering Sam" driven by Parnelli-Jones and leading the Indy 500 with just 3 laps to go when sidelined by a \$6 ball bearing failure. This kit has been designed to fit their brand new PY02 steel chassis, which is also available from stockists as a stand-alone item. Powered by the Scalextric F1 motor, the pre-painted kit came complete with wheels, guide, axles, etc. although for mine I

chose to substitute the rear axle for a Slot. It with a green crown gear. Again the kit looks fabulous when complete and handles well enough but it is unlikely to frighten many people with its ➡



MMK Alfa SV and Matra-BRM 620



outright speed. Proto Slot should have released their new Alfa Romeo 33/3 LM70 by the time you read this and will quickly follow with two versions of the Aston Martin DB4GT Zagato, these being the green Goodwood '62 Jim Clark car and a blue Le Mans '62 version. Sticking with French manufacturers, MMK are following up last month's Alfa Romeo SV and Matra BRM 620 with the release of a Matra 640 and a '56 Talbot Maserati in 1/32<sup>nd</sup> scale and a '52 Lago Talbot T26GS and Aston Martin DBR1 in 1/24<sup>th</sup> scale ready to run and kit forms.

Here in the UK, World Classics now have their Triumph TR3S kit out, although mine isn't quite finished, still lacking its driver. Maxi Models have just released the stunning looking Mark Donohue Can Am Sunoco pinstripe liveried McLaren M6B, this car was heavily modified by entrant Roger Penske and won in Donohue's hands at Bridgehampton in 1968.

Our friends at AA Bodies don't have any new releases this month but they are offering a new "build it for you" service via Slot Car Portal. Next we jet over to the States where Resilient Resins have a Porsche 908 F1 body out for those of you who are thinking of taking part in the Penelope Pitlane sponsored "half-tonner" Grand Prix later this year and were lucky enough to be able to get hold of any of David Jones's exquisite resin 1.5 litre F1 bodies during the MRE Le Mans weekend. For those of you who have and need decals, don't forget Patto's Place in Australia who does just about every 1.5 litre GP car ever built along with his own range of plasti-card moulded bodies. While finally on the resin kits, news comes to me that Beardog Racing are almost ready to release their Lotus 34 Indianapolis car. As with previous releases, numbers will be very limited and will be available in the UK via AB Slot Sport.



Spirit BMW 2002 and Auto Art Peugeot 307 WRC

On to ready to run slot cars and first up is news that Artin have released some fine looking 1/32<sup>nd</sup> scale DTM Mercedes, these being available from our friends SlotCarWorld.com in Texas. Spirit's second BMW 2002, this time as the 1973 RAC version driven by Waldegard and Thorszelius, is now available as is Auto Arts new 1/32<sup>nd</sup> scale Peugeot 307WRC as driven by Marko Martin and the late Michael "Beef" Park at Monte Carlo 2005. Slot.It's 84 Martini liveried Lancia LC2 is now very definitely here at last, along with the '86 Burago liveried Porsche 956 and '85 Schlesser liveried Porsche 956KH.

very smart presentation box. The car itself is moulded in plain red or white plastic with a black rear wing and has old-fashioned vinyl stickers to decorate the car with. Available in the UK via Pendle Slot Racing this is the previously unreleased raid car from the SCX-Exin range of the 1990s and really fits in with the old SCX-Exin Nissan Patrol and Peugeot 405 raid cars. SCX-Exin went bump at the time and the prototypes never hit the shelves - well here they now are courtesy of Catmark. The original SCX-Exin raid vehicles fetch good prices on eBay these days and are much sought after and don't be put off by the 90s styling and finish



**Catmarks Mitsubishi Montero rally raider**

Finally in this jam-packed month is the second release from Catmark, following on from their Lunar Rover they bring us the 1991 Paris-Tripoli-Dakar Mitsubishi Montero. This really is something of an unusual beast coming in a

these are still by far the best rally raid cars available, knocking the modern Ninco stuff into a cocked hat for tackling proper raid slot tracks and obstacles. ■





## Slot Classic Ferrari TR59/60 By Phil Insull

Cesar Jimenez of Slot Classics makes some of the most desirable slot cars in Europe, if not the world - a bold statement. Well not if you consider they extended the production run of their latest release, the Ferrari TR59/60 "Le Mans 1960", from 300 to 500 units and still managed to sell out during the pre-production period. In fact the reason behind the increase in numbers was mainly to put a stop to profiteering speculation, but sadly I feel that this will still occur and some genuine collectors will be forced to pay over the odds for these cars. The best way to avoid disappointment is to pre-order an allocated car from each new release, not cheap but these cars are hand made top quality items.

The ready built versions come in a nicely decorated box with the issue number stamped on it and, as I had signed up for an allocated car from each new release, a rather fetching plaque with my name and collectors number on it.

The car itself is based on the 1960 Le Mans winning number 11 Ferrari TR driven to victory by Belgian racers Olivier Gendebien and Paul Frère. Gendebien had previously won in 1958 with Phil Hill in a Scaglietti bodied TR, but the 59/60 cars now sported more aggressive looking coachwork by Fantuzzi. Other changes from the 1958 winning car included a slightly shorter wheelbase, a new five-speed gearbox made in unit with the De Dion rear axle, and disc brakes in place of drums. The V12 2,958 cc motor



remained but it was now reliably pushing out just over 300 bhp. Gendebien was to go on to repeat his victories again with Phil Hill in both 1961 and 1962. Back to 1960 however and the contemporary race reports describe Le Mans as something of a dull affair. Once Masten Gregory's leading Maserati had retired in the second hour the Gendebien/Frere car assumed a lead it was never to relinquish.



Fine details abound on the TR59/60 with Gendebien depicted at the wheel wearing his distinctive yellow helmet; clutching the wooden steering wheel with its Ferrari three spoke pattern and badge. There is a metal short throw gear lever on his left, black dials on the silver dashboard and the tiny rear view mirror sits correctly on top of the middle of the dash. The windscreen is a tall, full width wrap around affair as was dictated by the rules in 1960, with metal screen supports and a wiper. The bonnet scoops are perfectly and correctly placed with a small Perspex air deflector on the driver's side and a Perspex cover over the engine inlet trumpets. The bonnet latches are photo etched metal, as is the radiator grille and protective grill over the mouth of the inlet cover. The headlights sit behind Perspex covers, and the spotlights can just be seen through the black radiator grille as on the real cars. Moving round to the side, the alloy wheels contain fabulous photo etched wire inserts, and the hot air exits in the bodywork have photo etched two bar grilles over them. At the rear there are two little



jewel type tail lights and photo etched towing hooks, while the metal fuel cap sits in the aero fairing behind the driver's head. Finishing the whole thing off are two gun-metal twin pipe exhausts running along the length of each sill.

Mechanically the TR sits on the now familiar Slot Classic Chassis so similar to the PCS32; power is provided by a standard Mabuchi driving through a 9/27 pinion and crown wheel.

On to the track at Wolverhampton, and rather unsurprisingly performance is stately rather than exciting, partly due to my unwillingness to risk any damage to my precious car. The best lap was around thirteen seconds on the routed track, but I did manage some twenty-five laps without one single off. Yes the TR could be made to go quicker but to some degree that's missing the point a bit, the car looks so good just gently drifting round that if you went any faster you'd no longer be able to see how beautiful this slot car is. Not one for the racer then or the general collector but most definitely one for the slot car connoisseur. ■





## Audi Quattro A2 – 1000 Lakes Rally 1983 (A1901/88226)

By Simon Moss

**T**he 1000 Lakes Rally has been an event since 1951 and was renamed in 1994 to the “Neste Oil Rally Finland” due to Neste Oil becoming the main sponsor. It is colloquially known in Finland as the Jyväskylän Suurajot or Jyväskylä (Great Drive) and is held in the Jyväskylä area in Central Finland. Rally Finland is the biggest organised public event held in the Nordic countries, gathering over 500,000 spectators every year.

From 1951 to 1972 the event was held as a national competition and since the introduction of the World Rally Championship in 1973, as Finland’s WRC race. It is known as the “Gravel Grand Prix” due to it being the highest average

speed rally in the whole WRC calendar. The most famous stage is Ouninpohja, with its spectacular high-speed jumps. However, the section was modified after the 2004 event when Petter Solberg exceeded the FIA’s maximum average speed of 130 km/h. Rally Finland has been voted “Rally of the Year” 4 times (1998, 2002, 2003 and 2004) by WRC teams.

In all its 56 year history the Finnish rally has only been won twice by non-Scandinavian drivers. These are Carlos Sainz in 1990 and Didier Auriol in 1992. Hannu Mikkola holds the record for the most wins with seven with Markku Alén and Marcus Grönholm on six apiece. ➡➡







## “Flying Finn”

Hannu Mikkola was born in 1942 and enjoyed a career in rally driving spanning 31 years. He started off driving a Volvo PV 544, but enjoyed much success in a Ford Escort during the 1970s. His most successful period was during the 1970s and 1980s, often driving an Escort, but in 1981 switched to the new revolutionary Audi team with the Quattro. It was with this car that he won his first and only world title in 1983 alongside fellow Swedish co-driver Arne Hertz. On their way to the championship they notched up 4 wins and 3 second places. In 1984 they finished 2<sup>nd</sup> behind team mate Stig Blomqvist, but finished in 22<sup>nd</sup> place the year after due to stiffer competition in the group B class from Peugeot and Lancia. Mikkola remained with Audi until 1987, before switching to Mazda. He remained with Mazda until 1991 when he went into semi-retirement, but continued to make sporadic appearances in international rallies, until retiring fully in 1993. Hannu Mikkola was involved in the only international rally to end in a dead heat. He and Russell Brookes finished equal on stage times competing in the 1978 Burmah International Rally, but Mikkola won the event by virtue of being faster than Brookes on the opening stage. Overall, Hannu Mikkola took part in 123 world rallies, with 18 victories, 629 stage wins and finished on the podium 44 times.

## The Model

As you would expect from Fly, this is a very good reproduction of the actual car. Although the Quattro has been modelled before by the likes of SCX and Teamslot, none are as detailed and complete as this version from Fly. Exterior detailing includes front and rear light lenses, front and rear grilles, individual wing mirrors, twin wiper blades, roof aerial, tow hooks, burnished grey exhaust pipe and silicon mud flaps. Unlike some Fly car models in the range, the door handles have only been tampoed black over the body moulding detail. The overall tampo finish is crisp and sharp with the finer detailed lettering being legible. The only gripe here is some of the paint from the tampo does not fill in all the panel lines and shows some of the white under-colour through. It would also have been nice if the car had been given an overall coat of lacquer. What you end up with is a two-tone finish; a scale shine finish on the white areas and a semi-shine/matt finish on the tampoed areas. Internal detailing includes a roll cage, detailed dashboard, steering wheel, rear-view mirror, gear stick and fire extinguisher. The driver and co-driver are held in by individual seat belt harnesses which are anchored to the rear of the cabin. Incidentally, the co-driver is holding a notebook with detailed pace notes.



The chassis is secured to the body with three screws; two at the front and one at the rear. The Mabuchi motor is set in an in-line configuration and situated just aft of the chassis' centre-line. On each end of the motor is a drive shaft providing a positive 4WD system. The front shaft protrudes approximately 33mm, with the rear approximately 10mm. The front shaft has been extended by fitting a spring to secure the extension shaft to the motor's own shaft. This is exactly the same procedure as any of the front engine cars produced by Fly in the past (only in reverse of course). Each axle has a plastic 27 tooth contrate gear fitted, meshing with a 9 tooth plastic pinion giving an overall gear ratio of 3:1. The axle and drive shaft bearings are also plastic and make for a smooth but noisy running system. The magnet position is situated directly behind the motor and just forward of the rear axle. One other feature of this model is the drop-arm guide blade system. The whole arm is just over 50mm in length and pivots just forward of the motor. When the car is lifted off the track the arm drops down at an angle of approximately 20°. Rather than use gravity to enable the arm to drop, a small spring is attached to the hinge and is just the right strength to avoid making the car sit up when on the track. When the car is placed back on the track the weight of the car overpowers the spring and the arm sinks into a recess in the chassis. On the end of the drop arm is a standard Fly guide blade, which has a very wide turning arc.

## On the Track

The "out the box" performance was predictable and to be honest quite boring. I intended to drive it for a number of laps and build up the speed on each. After a handful of laps I removed the car from the track and disposed of the magnet. The reason for this was for the high percentage of time I had the throttle on full power during the lap. The drag from the super strong magnet just overpowered the motor and completely took all the enjoyment away. In fairness, the drag

effect was probably emphasised by the magnet being a little closer to the rails, as my track is built from the older "Scalextric Classic" system, which is not renowned for being perfectly flat! Once the magnet was removed the car became much more fun to drive. This was helped further by the hard tyres fitted and made the car handle like the real thing. With the 4WD system, I found power-sliding not so easy to do as a rear-wheel drive car. This was down to the front wheels pulling the car round the corner, which tended to counteract the rear wheels pushing the car. Despite this, with over exuberant driving the back-end could be swung out of the corners in true rally fashion and fish-tail down the straight. At first the car seemed relatively slow compared to other Fly cars I have, but after 500+ laps it loosened up and quickened.

Unfortunately, I don't have a dedicated rally track, so I was unable to test its full off-road capabilities. I set up a small oval track with two high-hump bridges incorporated. This proved to be great fun, as it was possible to lift the car off the track slightly on the downward slope of the hump. Anybody who has one of the latest SCX off-road sets or Exin TT sets will know what I mean. With a slight burst of the throttle at the top of the hump the cars front end would lift off slightly. As the drop arm is not as long as the SCX off-road cars the jumps were less spectacular, but fun nonetheless. It would be great to have a high speed camera to film the jumps and see the drop arm working.

## Conclusion

With some slot cars the tendency is to upgrade them in some way, either with softer tyres or faster motor etc. With the in-line motor, 4WD and hard tyres, for me the Quattro drives pretty well and will remain in its current configuration. It's fun to drive (once the magnet is removed) and accurate enough to collect. A brave attempt by Fly to produce a proper 4WD car and one which will prove very popular. ■



## 50444 Ascari "Gigawave" 50458 Ascari 10th Anniversary

By Jim Butt

**A**scari. The very name brings to the mind's eye images of early 50s Grand Prix cars flashing by, with one of the masters at the helm of the mighty Ferrari. Alberto Ascari, son of 20s Grand Prix driver Antonio Ascari, began his career following WWII with the Maserati team, winning regularly. In 1949, Alberto joined the Ferrari team and became its first superstar. In 1952 he won every Grand Prix in which he was entered, and won half of them in 1953, setting a record of nine consecutive Grand Prix victories. The first double World Champion (1952 and 1953), he left Ferrari in '54 and went to drive for Lancia, with little success. A week after crashing his Lancia into the harbour at Monaco in May 1955, Alberto was killed at Monza while testing a Ferrari.

### Ascari, the car

Established in Dorset, England in 1995, Ascari Cars was named in honour of the Italian champion, and took inspiration from his career. They set out to build limited edition supercars, and a race resort in Spain where owners could experience both the exhilaration of driving their cars at the limits and also enjoy luxurious relaxation. Their second car, the KZ1 has been competing in the Spanish GT race series, generally finishing highly in the standings. Quite an accomplishment for a young company and team. For further info, their website is:-

[www.ascari.net](http://www.ascari.net)

And now with the history in mind, let's have a look at the latest Ninco release, the Ascari KZ1. The car is available initially in two liveries, the silver and red #45 Gigawave sponsored race car (Ninco # 50444) and the all yellow with black stripes "10<sup>th</sup> anniversary show car" (Ninco # 50458). We'll be looking at the Gigawave car for this review.



Ninco has packaged the Ascari in their usual display case, secured to the plinth by a small plastic "tee" retainer. Upon removal of the lid and initial inspection of the model, the overall look is stunning. The metallic silver and red livery is very attractive, and the clearcoat is uniform and very shiny. The only flaw I could find in the paint was a few specs of dust and some minor "fisheyes" in the roof, but I needed to be wearing my 4x magnifiers to see it. With the naked eye, they are totally unseen. The tampo printing is clean and sharp; with the only flaw I could find being in the hood emblem, which was missing a tiny speck of paint from the top of the grey part of the emblem. Again, without the magnifiers, it looks perfect. It's quite difficult to get metallic paints to look good in scale without appearing to be "metalflake", but Ninco has done an admirable job. Bravo.

Exterior detailing is quite nice, with the head and taillights very convincing, and the rear wing seems sturdy and easily replaced if it pops off during a crash. The side mirrors look especially nice, and appear durable.

The interior is nicely done, with the pilot (Scott Turvey, according to the side window markings) in a red uniform and all white helmet. I do wish that he was in a flat red uniform instead of a semi-gloss one, but that's a minor issue to say the least. The bars of the roll cage that go past the side windows are a bit too low, and don't follow the interior of the roofline.





Detailing of the dash is very well done, and closely matches the photos of the real car's dash I found. A fire extinguisher bottle is on the floor, and the intake plenum of the engine is visible through the rear window. Again, it is very convincing and representative of the real car. One minor source of amusement for me is the lack of a gear shifter, either floor or paddles. One must assume that Mr. Turvey is driving with an automatic gearbox.

Comparing the silhouette of the body to photos of the real cars, it appears that Ninco has captured the shape quite well. In fact, I wonder if the Ascari folks may have shared some CAD data with Ninco, it looks that close. Breaking out the calipers, I found that my initial impressions were quite correct; the dimensions are almost all spot on. The wheelbase (82.5mm), length (134.5mm), and height (35mm) are exactly 1/32 of the dimensions of the car as posted on the Ascari website. The width however, at 62mm, is 4mm too wide. Not a huge margin, but with the rest of the car exactly scale, one must wonder if it was really necessary to stretch the width to achieve scale appearance, or performance. Either way, the car is visually a masterpiece.

I did find a couple of minor issues with the body that didn't really bother me, but may annoy a collector of "shelf queens". The front of the body has some heavy mould parting lines that run across the nose and back along the sides of the front bumpers. They are a bit more noticeable than they could be, I don't see any parting lines anywhere else on the car.



The other item was pointed out to me; I didn't notice it at all. The left side door is 1mm longer than the right side one. This is only visible when viewing the car from directly above, at the leading edge of the door where it meets the windshield A pillar. I'm certain that 99.99% of owners would never see this, leave it to my nit-picking co-driver to find something like that.

The overall conclusion was that this is a real looker! Beautifully done.

Mechanically, Ninco has built on their anglewinder platform, with the chassis looking very much like the one in my Mosler and Mégane Trophy. Power is from the 20k RPM NC-5 speeder motor, through the usual red 12 to 32 gearing with brass bushings on the axle. Wheels are standard Ninco fare, and the rear tyres appear to be a silicone compound, very soft and grippy. Strangely, the left rear wheel and tyre were sticking out of the wheel arch by about 2mm, with the right side being flush. The wheel was fully seated on the axle, so the only conclusion I could come to was that the axle is a bit too long. This was really a shame from the visual standpoint, as it detracted from the looks of the car from that angle. However, as we shall see, it didn't appear to affect the handling at all. I'll remove the wheel and trim the axle a bit someday.

⇒



On removal of the body, I was delighted to find that Ninco have stiffened the chassis by making the vertical ribs deeper than previous cars, and cross bracing the centre and rear sections of the chassis pan. I have always felt that this style chassis was too flexible, and the cross bracing will stiffen it so that it doesn't rely on the body screws being tight to add torsional rigidity. It has the usual Ninco button magnet mounted amidships. A bar magnet would give more consistent grip as the tail slides out in the turns, but they're being consistent with the rest of the range. Besides, one of the first things I do with most of my cars is install the magnet on the side of the fridge anyway.



Only a bit more data, then we're off to the track to see how this baby performs! I decided to benchmark the Ascari against a Ninco Mosler, a Ninco Mégane Trophy, and an NSR

Mosler. The Ascari and the Ninco Mosler were tested both with and without magnet, while the Mégane kept its magnet and the NSR did not have one installed. All 4 cars weighed about the same, roughly 83 grams. (The Ninco Mosler was a bit more at 100 grams, I have a bit of lead added) On my Magnet Marshall, the Ascari registered 223 grams of downforce, the Mosler 240, and the Mégane 146.

First testing was performed on a roughly 8-metre circuit of Carrera plastic track. The Ascari was a bit noisy, but I'll attribute that to its newness. As the evening's testing wore on, things quietened down a bit. The Ascari was a delight to drive, handling well, and able to really hustle around the plastic course.

Carrera circuit		
	Fast Lap	Lap Average
Ninco Mosler, no magnet	2.87	2.95
Ninco Megane, magnet	2.62	2.8
NSR Mosler, no magnet	2.59	2.72
Ninco Ascari, magnet	2.34	2.46
Ninco Ascari, no magnet	2.94	3.03

As you can see, the Ascari with the magnet installed was faster than the Mégane with magnet, which is no great shock. The Mégane is taller, and a bit tippier. Once the magnet was removed from the Ascari, things got more interesting. The Mosler was a tiny bit faster, but





recall that I have a bit of weight added to it to help settle the chassis. However, as the Ascari loosened up, I could feel it getting faster, and I'm certain with another couple of hundred laps it would have been passing the Mosler regularly. The NSR was still a bit quicker than the rest, but its smaller tyres, lower chassis, and the fact that its very well "run-in" helped. The Ascari and Mosler would make great running mates on plastic, either with or without the magnets.



And so, on to the wood! The remainder of the testing was done on my 87' (27.5 metre) routed wood track. The Ascari was really beginning to come into its own, as it loosened up and began to really fly! It was great fun to drive, very controllable, and rock steady.

Flying Cow Raceway		
	Fast Lap	Lap Average
Ninco Mosler, no magnet	8.553	8.75
Ninco Mosler, magnet	7.396	7.52
Ninco Megane, magnet	7.72	7.95
NSR Mosler, no magnet	7.819	7.99
Ninco Ascari, no magnet	8.326	8.42
Ninco Ascari, no magnet, tuned	8.129	8.25
Ninco Ascari, magnet, tuned	7.225	7.35

First, I ran the Ascari with the magnet removed, but otherwise still as it came from the box. The best lap time was 8.326, which was 2 tenths of a second faster than the race prepared Mosler. I then sanded the tyres just a bit, rounded the outside edges of them slightly, and backed the body screws out about one full turn. The Ascari really woke up then, shaving another 2 tenths off the lap times, with a fast lap of 8.129. Driving it was a delight, it was totally

controllable, you could put the tail anywhere you wanted, and traction was excellent. It had a tiny bit of tyre chatter coming off the exit of the turns, but it didn't seem to hurt anything.



With that, I re-installed the magnets in both the Mosler and the Ascari. Both cars had the tyres trued slightly, and were run with the body screws one turn loose. The lap times were very close, with the Ascari being about a tenth faster. The Mégane was about 4 tenths off the pace now, and wouldn't be a contender in a race with the others.



In conclusion, Ninco have got themselves a true winner here. From both a modeller's and racer's standpoint, the Ascari is a delight. It's a beautiful model of a very appealing car, and goes as well as it looks. I was truly impressed with its track manners in all situations, plastic or wood track, with and without magnet. The car was well behaved straight from the box, and continued to get better as the testing progressed, with no problems at all. I fully believe that you'll not go wrong adding one or more of these beauties to your stable. ■

# Easy Braiding

By Terry Blackmore

One of the things I always found rather difficult to cope with on model slot cars was how to braid and wire up a car. Usually it was an easy way for me to destroy a perfectly good set of braids before they even got used. Eventually I found out how to do it without destroying the braids, using as little of the materials as possible, with hardly any waste.

This is the method I use - it entails the use of my well worn and often used mini vice, plus a few tools to make it easier. The tools I use (not always for the job they were intended for) are:

- A mini vice
- Guide
- SCX special braids pro part No. 50020
- Ningo 1 mtr lead wire and eyelets part No. 80107
- Pair of scissors
- Wire strippers
- Pair of small needle nosed pliers.
- Screwdriver - I use the NSR large Allen key screw driver, but a small normal one will do the same job.
- Soldering iron, solder and flux.

The method is as follows:

1) Feed one end of the braid through the hole in the guide, decide how long the braid should be. I normally go to about 1/16" from the end of the guide blade. Put the guide blade into the vice as far down as it will go and lock it in so that it doesn't move around and damage the braid. This also stops the braid from being pushed through the hole while inserting the eyelet. The braid should be bent over the front of the guide.

2) Take the length of lead wire, strip off enough of the sheathing to allow the exposed wire to be double the length of the eyelet. Thread the wire through the eyelet and bend over. For the best method of stopping eyelets from coming out of the guide during a race I always put them behind the braid instead of in front. This makes a much tighter fit.

3) Using the Allen key I push down into the guide braid hole to make the braid roughly the shape of the guide and, using the pliers, push home the eyelet.





4) Using scissors, I then cut the braid as close to the eyelet as possible.



At this stage I don't cut the lead wire, but rather use the other end for the second braid.



5) Repeat method on the other braid making sure that the braids are the same length.



6) I always cut the wire to length when the guide is in the car and the lead wire in position. There is no wastage this way. When making a rough guess of what the length should be it either turns out to be too long or more usually far too short.



7) Strip a short piece of sheathing from the end of each wire, then solder the wires to the motor terminals using as little solder and flux as possible.



One bonus is not having to trim the braid after fitting, which usually results in braids of differing lengths, as often or not with a crooked cut across the braid. The result is a pair of neat tidy flat braids that work properly from the start, with only the occasional minor adjustment to height to pick up the power from the track. I found that the two commercial products I use to be the best for my purpose, as well as being reliable.

My thanks to Dave Picknell, for originally giving me the idea of putting the eyelets behind instead in front of the braid. ■





## 62530 Fiat 124 Spyder

By Hub Habets

After the successes of daughter Lancia with their Fulvia, Fiat decided, in the late 1960s, to enter also in international rallying. The two seater 124 Sport Spider was their first attempt after supporting some privateers in 124 and 125 saloon cars. With only 1438cc the engine was too small to be a winner. But in 1972 Italian Pinto became European Champion with the bigger 1608cc engine which delivered 155 bhp.

Next year they redesigned the car with wing extensions and vents. The engine capacity rose again. From 1756cc they got now 165 bhp. The Fiat Abarth 124 Rallye was born. Finally, in 1975, a 16 valve cylinder head and 1832cc produced 210 bhp at the rear wheels.

In Portugal, the Spyders were now unbeatable. Pinto and the Finnish driver Markku Alén won the event in 1974 and 75. But mostly Fiat had less luck.

Despite the big efforts of the factory, to enter as many cars as possible, success was still very elusive. They entered the San Remo Rally in 1974 with seven cars. In the first stage, four retired through crashes, including hitting each other! At the finish they only got second behind the Stratos of Munari. The quality of the Spyder was not what it should be and the heavy car had to struggle against rivals with two litre engines.

Nevertheless, the Spyder was the basis of success for Markku Alén. After his debut and ➤➤



SCX launched the first version of the Spyder at the end of 2005. The red and yellow car was driven by Italian Mauricio Verini. In which rally he took part is not clear, because the rally plates are missing. The second version was only available in Spain in the Altaya collection "Rallyes de Espania". It featured the Mobil sponsored car in which Carlos Alfonso Lamberti got fourth overall in the Rallye El Corte Inglés of 1979.

For me the Spyder is a very special car with a beautiful body shape. The rally version with big wheel extensions, vent holes and extra spot lights is one of the most exciting rally cars of the seventies so I was very pleased when the NSCC sent me this car to test for the Journal.

Opening these SCX boxes is always a balancing act between using some violence and being careful to avoid damaging the car but I finally succeeded. The car looks excellent! The similarity to the real car is very good. The





dimensions are exactly 1/32 scale. I have a few minor points of criticism about the yellow striping in front of the roof and a degree of colour fading on the edges of the yellow wing extensions but, on the other side, there are so many wonderful details: the perfect roll cage, 90 km/h sign on the rear screen (because they were allowed to drive with spikes on the public road between the special stages), the Elvis Presley style pair of sun glasses on the drivers' noses, which reflected the seventies norm, the beautiful scaled rims and the detailed exhaust pipe and the rear lights in three different colours. (At the front I painted the direction indicator lamps white. It is only on this version, SCX did not paint them). Underneath, the car is also very tidy.

After removing the three screws, the typical SCX design became visible. The engine looks like the ordinary RX41, but it is more than that. On the outside of the engine can "RX 41B" is printed and, through the vent holes, the 20% longer commutator is visible. The outside dimensions are the same, but this engine is more powerful, like the 16 valve was in reality.

At the front, a small spring keeps the guide flag in a straight position and the longitudinal contact strips press the guide flag against the track. The SCX system does not use any wires between the engine and the guide or to the lights. This is not only a simple, but also a very clever system because the guide rotates in a disc and not in a thin bush as is often seen with other manufacturers. The thin bush will do the job in the beginning, but when the material gets older and crispier, it will split. The SCX construction has enough wall thickness to keep the material stress low so will last for many years. The guide is also well positioned. The front wheels just touch the track, so resistance of the front wheels will be low, but will support the car in the bends. The spring loaded guide also enables the car to tilt further before it leaves the slot.

The front axle had too much clearance, so I filled it with some Cox spacer rings. I also glued the engine on both sides with a small strip of hot glue. The gearing was already greased by the factory, so I only needed to oil the bronze rear axle bearings and the motor bearings.

While running in the engine without the body mounted, I discovered a rear axle bearing was also rotating. With a small strip of paper between the chassis and the bearing, the fitting is now a little tighter. Gluing is also a possibility, but with the paper solution, you can still remove the rear axle!

After these small modifications, I decided to run a first round on my Scalextric Classic track.

Magnets are only useful on a refrigerator door, so I drove without, as should be done for a rally car. With only 78mm distance between the guide flag and the rear axle, you would expect a nervous car. But it is not. The inline and low in the chassis engine makes the car very well balanced. It gives you a great feeling of forgiving when you go just a little too fast. It is fun to drive, but is it also faster than the earlier two versions with their ordinary RX 41 engines? On my twisty rally track it is not! But the reason is very simple. The Mobil car of Lamberti has slicks mounted so it has more rubber on the track than the profiled tyres of the Olio Fiat car. The Verini Spyder is on Scalextric Subaru tyres, which run very smooth and faster than the slicks on the Mobil car. With the SCX slicks mounted on the blue Olio Fiat Spyder, the older versions were just beaten. On the much faster wooden Dutch Trio Track, the advantage of the more powerful RX 41B engine was clear. The Alén car drove easily away from the others. With Ortmann tyres, the car became too fast to imitate the reality.

## Conclusion

SCX have really done a great job with their Spyder. The car not only looks good, it is also very enjoyable to drive. They scaled a very important rally car of the seventies for use on the slot track at home. When you buy it, do not expect the lap times of a Le Mans car. This is reality on your track, with acceptable speeds.

The Lancia Fulvia 1.6 HF is also a rally car from that period. I hope it is also interesting enough to be the next model for their SCX Classics Series. ■

# Wolverhampton MRE Classic Le Mans/Sports Event

By Phil Insull

**T**his is the fourth MRE Classic Le Mans/Sports car event to be held at Wolverhampton, and again we were lucky enough to have continued and excellent sponsorship from our good friend Gary and his team at MRE. In addition to terrific prizes for the overall, class one and class two top three, MRE kindly provided prizes for the Concours 1-2-3, MRE Trophy Winner, top Junior, for the entrant with the lowest qualifying distance and superb “goodie bags” for every one taking part. I would remind everyone who took part, and those who didn’t, to check out MRE’s extensive range of slot cars, spares, scenery, materials and tools at [www.mre.co.uk](http://www.mre.co.uk). Gary does us proud every year so please check out his excellent prices and make his faith and support of these events worthwhile.

With a practice day on Saturday attended by around twenty entrants throughout the day, the main event took place on Sunday 13<sup>th</sup> May. The doors opened at 9:00 with virtually all of the drivers turning up early to get in some practice before the event got underway at 11:15.

Having insisted on pre-paid entry this time we had started off with forty six entrants, but due to some very genuine reasons this was reduced to thirty eight by the start of play, with around a dozen or so additional spectators. One staunch supporter missing from our number was Wrexham’s Rob Davies who was still convalescing at home following a recent illness; his driving and marshalling skills were both deeply missed. The first feature of the day was the MRE Concours D’Elegance, based on people’s votes, which was won by Roy ➡➡



The MRE Concours winning cars





Pritchard with his lovely little Austin-Healey Frog Eye Sprite, with Bill Charters second with his very tasty 1968 Le Mans Corvette, and Alan Tadd with a pretty Lola MKIII. Roy's winning margin was pretty overwhelming although it did mean he had to run the tiny Sprite with its cut down PCS32 chassis in at least one qualifying heat. For its size it went well but was always going to be losing laps to HRS chassis cars and the like. There were some mighty fine cars on display with some amazing looking Chaparral 2Fs from Gary Skipp and one from Chris Adams which featured a working rear flipper wing.

Once more the famous "Wolves bacon butties and baps" were available courtesy of Ian Scotto and then it was time for the drivers to get on with the main event held on the Wolves routed/copper tape four-lane circuit. As always, each driver ran a three-minute heat on each lane, but this time the distance obtained from all four heats would determine which group final they would end up in. The two classes were front motored only in class one and any position motor in scratch/modified or ready to race for class two, with the classes being separated at the finals stage.

Disappointingly from my point of view there were only three drivers who decided to try the challenge of the front-motored class one, however one of these brave trio was none other than Wolves Classic King Mick Kerr, whose scratch built chassis and superb driving saw him qualify seventh overall against some very quick side winder and angle winder cars.

With Mick otherwise engaged it was left to a newcomer to the Wolves classic events but no stranger to the Slot.It challenge regulars, Jim Brown, to dominate the qualifying heats finishing over a lap and a half in front of second placed qualifier Graham Windle. Joining Jim and Graham in the class two, six minute final were Mac Pinches and Dick Smith, with Jim running a HRS chassis Ford GT40, Graham a Milan Tomasek chassis Ferrari, Mac a Mick Kerr chassis Lola MKIIB, and Dick a Lola MKIII with his own chassis. Jim went on to dominate in the Final as he had in the rest of the

meeting and won by a lap and a half from Mac, Graham and Dick. Jim also scorched to the fastest lap time of the day at 7.205 seconds.

Over in class one Mick Kerr won at a canter with his lovely Ferrari 250 GTO, which just whispered serenely on its way from myself with a MRRC chassis Top Slot Cobra Daytona Coupe, and the unlucky young first timer Kane Tilley who was right on my tail for the first few laps before his Revell Grand Corvette lost drive. Kane switched to his back up car but had dropped back too far to recover.

Ian Fitzpatrick claimed the MRE Trophy for the highest placed entry with a self-built chassis and body on his Ferrari, beating his father Charles in the process. MRE top Junior award went to young Charlie Prince with his Chaparral 2F, while the MRE prize for last went to Pete Shepherd, with his lovely looking ISO. Pete in fact stopped me from getting the wooden spoon by just half a lap.

The groups battled it out for the group winners trophies and were won by: Dave Farrow (B) Chris Adams (C) Bill Charters (D) John Prince (E) Roy Pritchard (F) Charles Fitzpatrick (G) Matthew Holdcroft (H) and Andy Tyrer (I), while the Chris Jurkowski Memorial Trophy went to John Roche for his sporting congratulations of Bill Charters who he had led right up to the last corner of the D Group before spinning off.

Gary has kindly stated that MRE will to continue to sponsor the Le Mans/Sports event for 2008, details of dates and time period for the cars will be announced later in the year, while our next event is the Classic Slot Limited Pre 1980 European Saloon Car event on October 14<sup>th</sup>, with thirty eight drivers pre-paid and registered to take part it should be another cracking meeting, if you wish to join us get your entry fee off now.

As ever the final word goes to our charity raffle with prizes kindly supplied by MRE, Steve Francis, Bill Charters, Charles Fitzpatrick, Pete Emery, RS and myself, we raised £101 for our charity the Acorns Children's Hospice at Walsall, thanks to all who dug deep to buy tickets. ■