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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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## Baldrick, I have a cunning plan....

In 1997 we had an extension added to our house which provided a new garage, utility room and main bedroom. Mrs Editor gained her cherished ensuite bathroom and, in return, I received a fully carpeted and wired loft area in which to build my longed for slot car track. Ten years on, Mrs Editor still won't let me in "her" bathroom and the loftspace is full of junk!

I quickly discovered that lofts are virtually useless for slot car purposes - too cold in Winter, and way too hot in Summer. Mine is just about tolerable for approximately three months of the year and the palaver involved in lugging track construction materials up there meant that I ended up with a small layout on its floor - hardly what I originally had in mind!

Recently though, it occurred to me that the garage, which is immediately under the main bedroom, hadn't actually been occupied by a car since it was built and had become a store room for the barbecue trolley, garden furniture, fishing gear and other assorted household items. It was then I recalled a recent Journal article about the building of a garage track.....

"Dearheart, as we don't use the garage for its primary purpose, wouldn't it be a good idea to block the door off, get some wooden racking installed to tidy up the junk and make a proper storage room? It would also cut out the draughts, make the bedroom a lot warmer and help save the planet by reducing our carbon footprint." That last bit was a masterstroke I thought!

"Nice try," she replied, "How much room is the slot track going to occupy and how do you intend to pay for it?" Curses - rumbled again. However, after some prolonged negotiation, permission was granted and construction has finally started - I have some very nice slot items for sale on eBay at the moment if anybody would like to contribute to the building fund!

*Till next month*

*Brian*



# OBITUARY

**Ian Thompson 29<sup>th</sup> September 1956 – 25<sup>th</sup> March 2007**

Ian Thompson was my friend, though it has to be pointed out this didn't make me anything special as Ian could make friends with most people within about thirty seconds of meeting them. He was that kind of guy.

Sadly Ian died on Sunday 25<sup>th</sup> March, having suffered a severe heart attack in the early hours. This tragedy is poignant as he was scheduled to go into hospital for a heart by-pass operation the following Wednesday, having had his condition diagnosed some six weeks previously. As Ian was not much over 50 it's hard to believe this has happened to someone so relatively young these days.

I knew Ian, off and on, over a period of 36 years. We both went to Annadale Grammar School in Belfast, though separated by a year. We played rugby together for our school house team for a couple of years. We were both involved in Scouting in County Down. When I became District Commissioner for Scouts in Newtownards District, Ian was one of the Scout Leaders in what had become his home village, Ballygowan.

My wife and I moved to Ballygowan in 1990. I joined the NSCC in 1993 and, about two minutes after my first Newsletter showing me as a new member arrived, my phone rang and it was Ian wanting to talk to me about Scalextric. He had been a member since 1989 (according to Bob Bott the first person from NI to join the NSCC) and was delighted to find someone else living so close that shared his hobby.

As fortune would have it, I was working full-time for Scouting at this time; with another Scout professional, Colin Turtle, I had been running an annual Scalextric competition for NI Scouts for a couple of years and when Ian heard about this he volunteered to help us.

It was during lunch break at one of the Scout events that Ian, Colin and I discussed the possibility of trying to recruit other interested parties in an attempt to get a club up and running. This resulted in the formation of NISCAR (**N**orthern **I**reland **S**lotcar **C**ollectors **A**nd **R**acers) in 1995. Guess who came up with the title? Yes that's right, Ian.

He became NISCAR's first Chairman, and remained our only one until his untimely demise. His laid back, level headed nature, affable demeanour, and almost encyclopaedic knowledge on all things slot related, made him an ideal person for the job.

Just two years ago he took his passion for slot cars even further. Having retired from the Police Service of Northern Ireland, and formerly the Royal Ulster Constabulary, he realised a long standing ambition by forming a business partnership with fellow NSCC and NISCAR member, Gavin Walsh, and opening Northern Ireland's first commercial slot car raceway and retail outlet. He was really in his element and was delighted to spend time with all and sundry who ventured into the premises, anyone showing the least interest in Scalextric was automatically a target for recruitment into NISCAR.

Ian was first and foremost a family man. He leaves behind his wife Margaret and children, Karen, Laura, Philip, Stephen and also grandchildren. We offer our deepest sympathy to them all.

Ian Thompson was my friend and I was honoured to call him so. I know we will all miss him terribly.

*Sinclair Trotter*  
*NISCAR*  
*Club Secretary*



BY **ROB SMITH**

## **MESSAGES FROM MARGATE**



A fairly quiet month again from Hornby without too much to get excited about.

### **C2820DW Mini Cooper Yellow**

### **C2821DW Mini Cooper Red**

### **C2824W Mini Cooper Red**

To begin we have three set only cars, all of which are the new Mini with the one piece body. The digital cars are from set C1197 Digital Driver. This is the beginners' Sport Digital set creating a simple oval with one straight lane change track. The red car has a black and white chequered roof and the yellow car has a fetching black and white set of zebra stripes.

C2824 is from set C1194 Inner City Speed and has a black and white spider's web design on the roof. The set is a small figure of eight with the right angled crossing in the centre. This should really test how robust these new Minis are! The other car in the set is C2805, the blue Mini described last month, as it is also available as a solo release.

### **C2785 Jaguar XKRS Autocon Motorsports No12**

The latest release of the very quick Jaguar XKRS is a dazzling orange and black livery. Not exactly pretty, especially with the flames down the side, it is an accurate representation of the real car. The team must love the colour scheme as they are racing an MG Lola in the same colours this year.

See [www.autoconmotorsports.com](http://www.autoconmotorsports.com) for more information.



### **C2786 Porsche 911 GT3R Jet Alliance No99**

The latest Porsche release is a much more attractive livery of blue and white. However, with 26 different releases (not including digital) to choose from, it is perhaps time Hornby produced a new version. The current Porsche 997 is competing on the track in both GT2 and GT3 forms and in club racing too. ➡



### **C2715D Honda F1 No12**

Until a version of the digital plug is produced suitable for single seat racing cars, Hornby will still produce digital ready versions of the F1 cars. C2715D is the digital version of Button's 2006 Honda which was released in December last year.

Hornby are working on the livery for the 2007 car covered with a satellite image of the world rather than the usual sponsor's logos. It is giving them an interesting challenge as Tampos printing cannot do graded colour. I am assured that nothing is impossible and that a solution will be found that is up to the now expected standard. However, on current form perhaps the real car will be scrapped before then.

### **Variation**

A variation of the first Maserati MC12 has been brought to my attention. This is car C2630 (and A and D) the #33 blue car with the big white trident on the roof. The variation regards the rear wing which originally was the full width of the car. Versions of all three variants are rumoured fitted with a narrower rear wing but still black with white Maserati script. Perhaps someone can confirm and even sell me one (of each). The narrow wing can be seen on the other MC12 releases C2728 and C2784 in red.

### **Coming Soon**

News from Hornby of the next batch of releases includes C2762, the Dutch WTCC Seat Leon of Tom Coronel, C2782, the stunning yellow Ferrari P4 with blue wheels and C2796, a Chevrolet Camaro in the maroon and white colours of Tony Toulis. All three of these releases look great on the press release and should be eagerly anticipated. ■





**W**ith a heavy release schedule planned between now and June, Fly has been very busy in keeping up with it. There are no less than fifteen, yes 15, new models to report on this month, including the very exclusive AG - argentum plata (silver) - Viper. Also, the first of the racing films collection is now available, plus the return of the annual catalogue and the infamous #69!

## 2007 Catalogue and Announcements

Starting off with the brand new Fly catalogue which is back after a one year absence. As before, it will be available as a normal catalogue publication, or as part of a limited edition boxed set combined with a special edition car. At the time of writing only the limited boxed set is available. This year the special edition car is an **Audi Quattro A2 (99016)**, which is decorated in blue and white and has "...un ano para dejar huella 2007" tampoed onto it. When you do a direct translation of this into English on the internet it comes back with an unprintable phrase, which I'm sure is not the intended message. Anybody who wishes to enjoy a quiet laugh to themselves can try logging onto <http://babelfish.altavista.com/> and see what I mean. The phrase is actually referring to another year on the track, or something similar. The model is displayed in a presentation cardboard box in which the catalogue fits into a recess on top.

Unfortunately, I don't have a copy of the catalogue at the time of writing so I am unable to preview it in any detail. Having said that, it does reveal two previously unannounced new

models; Ferrari F40 and Zakspeed Mustang. A release date for these is not known, but 2007 is anticipated. Watch this space in a future issue for a more detailed catalogue review. Further to this, a second classic F1 car is in the pipeline but details of this are still under wraps.

## Recent Releases

**Marcos 600LM "Eurotech" #5 (88241).** Zolder 24hrs 2006, driven to 2<sup>nd</sup> place by Marc Goossens, Danny van Dongen and Cor Euser. An attractive livery in yellow and black with gold BBS wheels.

**Ferrari 250 GTO (Blue/Yellow) #112 (88250).** Targa Florio 1964, driven to 9<sup>th</sup> place by an all Swedish driver line-up of Ulf Norinder and "Pico" Troberg. The car is decorated in the Swedish national colours, in blue with a yellow stripe running full length along the centre.

**Alfa Romeo Giulia GTAm (Red) #105 (88252).** Zandvoort 1970, driven to victory by Toine Hezemans in the European Touring Car Championship 1970. Another attractive livery in red with multi-coloured cartoon style graphics down both sides. Anybody who already has this model may have noticed the race circuit printed on the plinth as "Zandvort".

**Porsche Carrera 6 'Martini' #86 (88255).** 1000km Nurburgring 1968, driven by Anton Fischhaber and Helmut Leuze. Unfortunately the car failed to finish the race due to engine problems. A collectable "Martini" livery in white with bold golden yellow stripes running along the car's length. The backing card is white and has a picture of the car and a map of the "Nordschleife" printed on it.

→→



#### **BMW M3 E30 “Art Car” (99022).**

The fourth “Art Car” to be produced by Fly and displayed in a presentation cardboard box. This particular car was designed by Keith Done and is the most colourful, wackiest colour scheme of the series to date. In fact anybody who is prone to headaches should avoid this one. Think of a colour in the spectrum and it will probably be there.

#### **BMW M1 (Yellow) #81 (99041).**

In memoriam to Clay Regazzoni who died in a car crash in Italy on December 15<sup>th</sup> 2006. This limited edition is decorated in yellow with black wheels and presented in a crystal case with a white backing card. The card incorporates a picture of Clay’s racing helmet, which has been faithfully reproduced on the driver figure. The model is depicting the car he drove to 9<sup>th</sup> position at the Norisring, competing in the DRM series in 1979.

#### **BMW 320i E46 drift car (88254).**

This is the second car in the “drift” series, following in the footsteps of the previously released Alfa 156 (A753). Like the Alfa, the

BMW is decorated in orange and black and presented in a crystal case. The interior is also orange which includes the roll cage. The model depicted is an actual reproduction from a drift car event which includes the entrant’s number details printed on the side windows. One unique feature of this model is that it has no rear wing fitted. Although this is a standard release model fitted with a magnet, it does include a racing motor.

## **Racing Films Collection**

#### **Porsche 911S “Toad Hall” #23T (99020).**

Targa Florio 1972, driven to 10<sup>th</sup> place by Jürgen Barth and Michael Keyser after completing 9 laps. Decorated in pale yellow, with two reel-to-reel cameras attached, one on the rear engine cover, the other to the bonnet.

The first of the racing films collection is now available. This is a series of cars that include a DVD of a film/documentary relating to the model depicted. “The Speed Merchants” is the film included with this car and is a documentary charting the progress of the Ferrari team in the





1972 GT season. The documentary is in full colour and narrated by Vic Elford and Mario Andretti with a running time of approximately 95 minutes. The excellent footage takes you into the world of 1970's GT racing, including interviews, race footage, factory visits and the social life outside of the sport. One particular gem of note was at a party when a young lady asked Mario Andretti whether he preferred to be called "Ma-rio" or Mar-io". Also included with the box set is a booklet summarising what's on the DVD and a collection card. The booklet is printed in Spanish as well as English. The collection card has five numbered token spaces to be filled. The tokens are found on the card plinth in the form of a peelable sticker. Once you have the collection card filled with all the correct tokens, post it to your local Fly Car dealer who in turn will order you the sixth car. The whole package is presented in a cardboard book style box with the DVD and booklet fitting neatly into two pockets inside the lid.

## Return of the #69

### **Ferrari 250 GTO (Maroon) #69 (99027).**

Yes, the long awaited return of the Gaugemaster special editions has arrived. Limited to 500 units, the 250 GTO becomes the 13<sup>th</sup> model to be decorated in this now iconic livery/number combination. It has Gaugemaster's own train icon graphics adorning the roof. The model is presented in the usual crystal case together with a white plinth and has a coloured numbered backing card.



For reference, the 12 other models in the series are as follows; Dodge Viper (E4), Marcos 600 LM (E21), Joest Porsche (E41), Panoz Esperante (E62), Porsche 911 GT1 98 (E72), Lister Storm (E101), Ford Capri RS (E141) and Lola T70 (S31). The remaining four cars were presented in two twin car boxed sets. BMW M3 GTR and Saleen S7R (E263) and Ferrari 365 GTB/4 and BMW 3.5 CSL (E651). Further to this, a Ferrari F40 is planned later in the year.

## Argentum Plata

### **Dodge Viper GTS-R (ES400).**

The final model in Fly's 10<sup>th</sup> anniversary celebrations is now with us and what a special edition it is. The body is hand crafted in solid silver and limited to 350 units. Although not to everybody's taste, the finish has a rather scratched, antiqued look to it. Personally I like this effect, which is further enhanced by the wavy front grilles on the bonnet. This then gives the appearance of being sculptured from a solid piece of silver. The only negative point of note for me is the red plastic rear wing and mirrors. It has a fully detailed interior, the same as any other Fly Viper and is fitted with a plastic chassis housing the motor and guide blade etc. The silver wheels are also plastic. The car is displayed in a presentation cardboard box with two card certificates. One is wax sealed onto the box plinth showing hand made authenticity and the other indicates the total quantity produced. It is worth mentioning, although not stated on the box, that the body was manufactured by Madrid Jewellers "Sierpe and Becerril".

⇒



## Recent Racing Releases

Just missing last month's Journal was the first of the new racing series presented in a new box together with extra accessories. The body shell and its components are laid out in a foam tray. All that's required is for the purchaser to assemble. The extra accessories include three different sized contrate gears and an extra motor cradle. These cars are very similar to the previously released evo3 racers which include; sprung motor cradle, racing motor, stronium wheels, lightweight Lexan interior, calibrated axles, type D racing tyres and the introduction of a new red low friction gliss guide.

### **Porsche 911 SC (Orange) (88249).**

Fifth in the evo3 rallye series, following in the wheel tracks of the white, yellow, red and "Danone" versions.

### **Porsche 911 GT1 98 "Xbox 360" (88253).**

Decorated in matt black and luminous green, this is the tenth evo3 GT1 98 to be produced by Fly.

### **Sisu Truck "Xbox 360" (08049).**

A near identical livery to the above Porsche, in matt black and luminous green. Although this

truck has a new chassis and Lexan interior, it does not come with the new packaging and accessories.

## ...And Finally

Following the "DHL" Porsche GT1 98 reported in the March issue, another has been produced for the company. This time it is a **Dodge Viper GTS-R (99024)**, which is for "DHL" to give to their new clients. The car is decorated in red with two parallel yellow stripes running down the centre, and has the "DHL" logo in yellow printed on the rear wing, bonnet and sides together with race #25. It is limited to 1500 units and presented in a crystal case with a numbered yellow backing card.

Fly are to make available 80 pre-production prototype examples of the March 761. They are made of a combination of white plastic and nylon and will be unpainted and have no motor fitted. These models will be very exclusive and, as you would imagine, cost more than the average Fly car, but sure to be a collector's item in the future. ■



After the bumper March announcements following the Toy Fairs, April saw a dry spell as far as news was concerned. However, some of the releases forecast have already landed on the shelves – albeit for a short period of time before being snapped up! Most notable among these were the Ford Focus WRC car which received a cracking review from Matt Tucker last month; *by the way Matt, the uprated Impreza (50440) featuring all round ProShock suspension is now available to challenge your Focus...* In addition to the Focus and Impreza, a new rally livery of the Mitsubishi Lancer (50436) is due for release. The specification is similar, with all-round ProShock suspension and four-wheel-drive but the lime-green paint work is certainly very different!

## Trophy winners

The two latest Méganes (50437 and 50438) in new liveries are also making appearances in stores and at swapmeets around the globe. Both are offered in very noticeable decorations and continue to be popular with a number of clubs including the Mégane Trophy as a series in their calendars this year. New Tottenham Raceway (N. London) have further rounds of this series almost every month for the rest of this year and Medway Model Racing Group (Kent) have their 5-round series planned for the summer. Now in its third year this series offers an array of liveries for a varied field of equally matched race cars. For those interested in seeing the full size cars in action, the Renault Sport Mégane Trophy Series comes to Donington in September – ➡➡





*see if you can spot a future Ninco livery!* Both Ninco cars can also be found in the Trophy Series starter set which includes a 3.68m oval track, banking supports, crash barriers and 55ohm controllers.

## Racing heritage

This month sees the release of a totally new GT car from Ninco with two liveries to choose from: show-car and race-car. Named after the world's first double Formula 1 champion, Alberto Ascari (1918-1955), a team of race professionals set up this relatively new sports car manufacturer and began developing their first limited edition super car. Within three years, the Ascari Écosse was launched, paving the way for their second car the KZ1. A move to new premises in Banbury (close to Silverstone) during 2000, enabled Ascari to design and build this special brand of road going super car alongside race-prepared versions for competing in GT championships. The "Show Car" was produced to commemorate Ascari's 10<sup>th</sup> anniversary in 2005. Ninco's reproduction (50458) of this little beauty

houses an NC-5 motor mounted in the angle-winder position. The high-gloss yellow paintwork is divided by a double black stripe running nose to tail, just off-centre, along the length of the car. The race version is finished in silver with flowing red and black decoration along each side. This is based on the race livery of the Damax team who competed with a pair of works Ascaris during the European GT3 Championship. Sponsorship for the team came from RF equipment supplier "Gigawave" and this is the name given to the Ninco release (50444).

## 24-hour Mosler

Another popular GT race car is the Mosler MT900R. The next livery to be released by Ninco is the "Daytona" (50442) which carries number 24. The MT900R was originally designed to contest 24 Hours of Daytona although it had just as much success competing in the British and Spanish GT championships and just like the original car, Ninco offer a car which is delivered, ready to race... *(although you may want to remove the magnet!!)* ■



# Kits 'N' Bobs

A round up of recent kit and resin releases

By Phil Insull

Starting off this month are pictures of the long awaited new Peugeot 406s from Spirit. The coupé is available in yellow Brands Hatch livery or red JAG livery both from the BTCC, while the more striking looking Silhouette version is available in silver and blue Motul livery.

To be honest, having given these cars an airing at Wolves, the Silhouette version was reasonably quick but the coupé was awful. On investigation the reason proved to be a severely bent rear axle, in spite of the manufacturer's

claim that the axles are calibrated. So soft was the one in mine I could actually bend it back almost straight with just my fingers. Discussing this with a number of club mates I discovered that all five other members who had bought one (from various reputable suppliers) had the same problem. I was also dismayed to find that the box claims both cars have an alloy crown wheel, well sorry but no, all the ones I've seen have plastic crowns, clearly Spain does not have the same laws governing trades descriptions as we do here in the UK. ➡➤



Spirit's new Peugeot 406 Coupé and Silhouette cars,  
MMK's GT40 with Slot It Porsche 962 Le Mans 1986 Winner

Hopefully Spirit will improve their quality issues as they have several new cars planned for this year with a BMW 2002 in touring and rally liveries, a Courage LMP, and three versions of the mighty Porsche 936. A good many people have long been waiting for a decent version of this car and included in the line up is the "Black Martini" liveried prototype. When the real car was developed this was due to be the race livery but the Porsche and Martini marketing people realised that the black colour scheme did not really stand out on television so changed it to white.

Last month I mentioned Reinecke Motorsport's new release - the 1965 Plymouth Fury. Designed, as ever, to fit onto the Carrera NASCAR Chassis, this looks a beautifully crafted kit and comes as resin body shell, glass, and flat interior with driver. Undoubtedly decals will soon be available from our friends at Slotcars4u, but sadly you will have to wait another month for pictures as mine only arrived on the day of writing and not even I can build them that fast! Two cars I have completed from last month include the OCAR / World Classics Mercedes 300 SLR and Pegaso Z102 and I have photographed them with the completed Slot Iberia Ferrari 860 I mentioned a couple of months back. The next World Classics release is expected to be a 1959 TR3A as raced at Le Mans and should be out by the time you read this. World Classics are, of course, the UK importers for French manufacturers MMK and

have stocks of the new limited edition GT 40 LM. They will soon have the limited edition Alfa Romeo SVZ and Matra 620 LM. My friends at Pendle Slot Racing are now stocking a ready to run racing convertible version of PRS's exquisite little Fiat Abarth, which is just fantastic looking.



Proto Slot Spyker C8, Alpine A220, and Porsche 917/30

Last month I also told you I was building three new kits from Proto Slot, the Spyker C8, the Alpine A220, and the Porsche 917/30; well they are now complete and shown in the promised photograph. I also mentioned AA Bodies' new Maserati 300S and Lago Talbot T26. I've also finished them using Penelope Pitlane chassis and wheels and have pictured them here alongside the AA Bodies' Cooper Bobtail.



World Classics' Pegaso and Mercedes with Slot Iberia's Ferrari 860



AA Bodies Maserati 300S, Lago Talbot T26 and Cooper bobtail



Biggest news from the UK this month is a new release from Tetre Rouge Racing Cars with their 1938 Pau Grand Prix winning Delahaye 145 with a 1939 D type Auto Union set to follow very soon after. Something of a surprise is the news that TRRC plan to do some more modern era cars with the 1985 Spa 24 hour ETCC winning BMW 635 Csi and the 1985 Volvo 240 Turbo that finished third in the same event. TRRC are also planning a series of BMW "Art" cars starting with a 635 Csi.

The last bit of news on the resin front concerns Slot Classic of Spain, who won the prestigious MiniAuto resin slot car of the year award for 2006 for their wonderful Lancia Aurelia B20.

On to ready to run slot cars and I can bring you pictures of last month's new releases from Revell, the Simca 1000 Rallye, Porsche 904GTS, and Chaparral 2C and this month's King Cobra.



Revell's King Cobra, Porsche 904, Chaparral 2C and Simca 1000

Further news is that Revell are planning to venture into "Darkside" NASCAR with plans for both a 1963 and 1965 Ford Galaxie later this year. Slot.It's McLaren F1 GTR has been a bit slow in arriving in the U.K. but the limited edition 1986 Le Mans winning Rothmans Porsche 962 as driven by Stuck, Bell and Holbert is now available. As with earlier releases

from Slot.It if you "accidentally" put sticky tape over the "racing" transfers they peel off to reveal the proper Rothmans livery below.

While getting information and stock out of Carrera seems to be a problem these days, the enterprising chaps at Pendle Slot Racing have obtained limited stock of the 1/32<sup>nd</sup> versions of the 1932 Hot Rods and I have managed to get hold of them to bring you a picture of all three versions. Let's hope that Carrera sort out supplies to the U.K. soon as they have some interesting cars lined up for 2007, although I was not happy to find that all three rear number plates fell off the cars as soon as I ran them. I was even less pleased with the yellow one, which failed to run until I soldered the motor wires on, not what I expect from a new unopened slot car.



Carrera's 1/32<sup>nd</sup> 1932 Hot Rods

Finally I must mention that Wolverhampton Slot Car Club's "Half Tonner" Grand Prix for 1.5 Litre GP cars from 1961-65 on Sunday 25<sup>th</sup> November 2007 is now kindly being sponsored by Wolverhampton based Penelope Pitlane. An additional class has been added for cars using unmodified SM1 Penelope Pitlane chassis, with a further prize to the highest placed car using any Penelope Pitlane Chassis, my thanks on behalf of WSCC to Steve and Rob for their kind support. For further details on entry please e-mail me on [jt004b2112@blueyonder.co.uk](mailto:jt004b2112@blueyonder.co.uk). ■



**N**ow available is the exquisite Ferrari 312P Coupé. Both models released to date are absolutely gorgeous and would be the highlight of anybody's collection. Having said that, they do perform exceptionally well on the track too. They are fitted with the latest orange Slot.it 23,000 rpm motor, as will all the Racer range from now on. Window etching has been introduced on this model and is another step up in technology. Also, they are fitted with plastic front winglets, which is another first. Both cars have a fully detailed interior and a new head for the driver who is wearing a face scarf. The detail even extends to a photo-etched plate in the wheel arch behind the front wheels.

### **RCR31 – Ferrari 312P "NART" #22**

World championship 2<sup>nd</sup> round - Sebring 12hrs 1970. Driven by Mike Parkes and Chuck Parsons to 6<sup>th</sup> place after completing 240 laps.

Decorated in red with a blue and white stripe running down the centre of the bonnet and silver rear wheel arches. Both headlights have covers over them and a nice touch here is the decal has been well pressed into the headlight surround. Other unique features to this car are the bubble roof and the inclusion of a centre rear winglet flanked by two smaller ones. The front winglets have a square edge to them and fit flush to the line of the car. In keeping with its real-life counterpart the driver's side numeral has been overlaid by a day-glo number, whereas the so called passenger side is a plain white number roundel.

### **RCR32 – Ferrari 312P "NART" #23**

World championship 1<sup>st</sup> round - Daytona 24hrs 1970. Driven by David Piper and Tony Adamowicz to 5<sup>th</sup> place after completing 632 laps. Again decorated in red, but with the blue ➡



and white stripe running along the centre of the bonnet and along the centre of the roof. This is possible as it does not have the bubble roof. Other variations to this model are no centre rear winglet, just the smaller outer ones and rounder front winglets which protrude to the side more. Also, as it raced at Daytona where the track runs anticlockwise, the day-glo number is on the so called passenger side.

## Developments

Already in production is the “Apple Computers” Porsche 935 K3 (RCR33), which is anticipated to be available by the end of May. Followed shortly by the “Mecom” Ferrari 250 LM (RCR34).

The next brand new model to come from Racer will be the Ferrari 350P Can-Am car, with the first livery being in the orange “Gunston” colours. Although this car is nearing final development, Racer are currently working

on the finer details. The Chaparral 2E has been delayed due to extra work on getting it right. This was anticipated as Racer are spending more time and being very careful to produce as near an exact model replica as possible. As I am on the subject of brand new models, I would just like to clarify that Racer are planning to produce an Alfa 33/3, as stated in my previous report. This will be the version that raced during the 1969/70 season and will be different to the Slot.it version also due this year. This response is after reading a thread on the Slotforum recently.

The new plastic chassis for the Ferrari 330 P4/412P is now available should anybody want to upgrade their cars from the not-so-flat resin version. The part number is “SP/P4 B”. Production of the resin chassis has been suspended and all P4s produced in the last couple of months have had the new chassis fitted. ■

# Interstate Home Slot Racers

By Jim Butt

Following some email conversation with our esteemed editor this past Christmas, I offered to write an article about our club here in the Mid-Atlantic region of the USA. I'd like to give a brief introduction to the club, explain a few of our practices and philosophies, and finish with a tour of our tracks. I would like to credit Todd Brace, the club's "founding father", for quite a bit of the following history.

Todd was thumbing through the August 1995 edition of the Vintage Slot Racing Newsletter after a two-decade absence from slot cars, and found a classified ad asking others in the area who would like to get together to race 1/32 slot cars to contact Bruce Strachan. Todd called Bruce, and arranged a visit. In that same issue of VSRN, the remarkable Monogram layout of Bob Ziegler of Harrisburg, Pa was featured. Todd contacted Bob, of course.

About the same time, at a local toy car show, I met Todd, and Joe Weinstein, an accomplished commercial slot racer who happened to be there. In the space of about a month, Bruce, Todd, Joe, Bob and myself were loosely meeting, in "groups" of three or four, to race slot cars. Through word of mouth, advertisements in the paper, and more networking at toy shows, Alan Schwartz, Rich Miller, Steve and Pierce York and others followed. The result was a solid group of racers who met regularly in the mid/late 1990s racing on our home tracks. At one race meet at Todd's house there were 22 racers present. It was Bruce who noted that because folks were coming from Pennsylvania, Virginia, New York, New Jersey, and of course Maryland we were truly an Interstate Home Slot Racers group.

Many other new racers were found through the "net", either connecting through web sites such as Old Weird Herald, Slot Car Illustrated, and Home Racing World, or by stumbling

across one another through eBay transactions. We now regularly have between 16 and 22 racers at our meets. Due to the widespread area of our group, it's not unusual for many of us to drive two to three hours each way to a race. The area we have participation from is about 150 miles north to south, and about the same east to west. Most of us can only dream of the types of club activities that seem to be prevalent in the UK, where race meets can be held every week on a weeknight. We're limited to weekend racing due to the distances involved.

Our basic club philosophy is to have close, competitive racing, but keep it friendly and fun. We strive very hard not to take ourselves too seriously here. At the core, we're a group of good friends, who enjoy taunting and racing each other in good fun. No attitudes allowed. After all, we're grown men playing with toy cars! There are no dues, the only "fee" imposed is a contribution to the pizza fund at each race. Hey, a racer's got to eat, right? We break for a pizza lunch between classes, and it would hardly be fair to ask the host to provide lunch for 20 hungry guys!

Generally, we race two classes of cars, with two sub groups, per season. One of the sub groups will be a mostly box stock one, for those who don't have the time or desire to build and modify cars. The other group will be more open, allowing many more modifications or scratch built cars. The classes this year are LMP from 1980 on and vintage sports cars up to 1970. The box stock LMP group is Slot.It only, and is allowed to carry the stock magnet. The open LMP group and both Vintage sports car groups are run without magnets.

The IHSR race series runs from early Fall until late Spring, making the rounds of those members with tracks who are willing to host a race. Our tracks are all three or four lanes with



computer controlled race management systems. We are truly fortunate to have such a great variety of tracks to race on, and it makes the racing that much more fun. What setup works perfectly on one track may be utter rubbish at the next venue, so the challenge is to set up a car that will perform well for the conditions.

And with that lead-in, let's take a brief tour of the tracks of the IHSR.

First, we'll look at Bruce Strachan's beautiful Ninco course. Bruce's track was featured in one of the early issues of Model Car Racing magazine. It's four lanes and about 55 feet in lap length. He has done a great job of incorporating the Ninco track into the scenery, for a flush surface and an interesting drive through the elevation changes and a combination of several tight corners and a big open right hand sweeper that really tests your ability to hang your car on the ragged edge and hold on. It's to the right of this picture, just after the underpass.



Here's the view of the south end of the track, showing the beginning of the long straight that runs right up the middle of the layout.



Next up is the incredible Monogram track of Bob Ziegler. Bob's track is a real speed monster, with a 24-foot long back straight, and then a serious technical section through the infield. Monogram was one of the best vintage tracks, being beautifully smooth and, with high downforce in the rails for the magnet cars, the speeds attainable are downright scary.



Sadly, Bob's track is currently taken apart, as he has recently moved house and has not yet had the time to rebuild. I'm sure the next version will be even better!

Staying in the north of our area, we next visit the beautiful three lane wood track of Nils Hagen-Frederiksen. Nils, with the help of his son Chris, have created one of the most photogenic tracks around, "The Frederikring", and it's a real pleasure to race on.



The track undulates up and down through the countryside with varying radius turns, two squeeze sections, and several places of different textured paint, just to keep you on your toes. Nils

has used “magnetic paint” on his track with great success. The paint contains iron filings, which both add a slight texture to the surface, and give the benefit of light magnetic downforce for magnet cars, which don’t break loose when the car drifts off line and the magnet gets away from the rails. Driving this track is always a pleasure. The landscaping and attention to detail make Nils’ track one of the club favourites for photo shoots of our cars.

Heading south, our next stop is at the legendary home of “Ecurie Martini”, otherwise known as Alan Schwartz. You may recognize Alan’s moniker from his many postings on the various message boards; he is a scratch builder extraordinaire, and his history of slot racing dates back to owning and racing the original Scalextric tinplate cars in 1958. Alan’s track is another routed wood track with magnetic braid. The pictures here are just after routing, and the track has since had scenery added. It’s four lanes, about 50 feet in lap length, and is a treacherous combination of several varying radius turns, an uphill hairpin, then a long downhill “ess” curve sweeper, which changes radius several times on its way to the bottom. Pay attention, and you can really fly down that hill. Nod off, and you’ll be in the guardrail in a heartbeat.



After the sweeper, you come down the front straight, through a series of esses leading into the underpass, then the long straight ending in that dastardly uphill hairpin. Brakes really matter here!



We’ll head east from here, to Charlie Chase’s Aberdeen Proving Grounds Raceway. Charlie lives just off the Aberdeen military base, which is the home to many of the US armed forces development groups. There is a large test track for tanks, ordinance testing facilities, etc. So, it’s only natural that Charlie’s track carries through the military theme, with helicopters overhead and tanks in the infield. The track is a four lane Artin, super smooth, and quite interesting to drive.



From the start, you’re into a tight left hand turn, up the hill to the overpass, back down to a hairpin, then off down the long back straight which leads uphill to a tight right-hander with an ess turn at the exit. Then it’s back downhill, through an ess turn under the bridge, a short straight, and up the long front straight. You can really build up speed down those straights; this is another track where brakes really matter!

To the south we have the track of Keith Allen, which is another routed wood masterpiece. Keith has done a beautiful job with this track, the course winds its way through the landscape, with a couple of squeeze sections, and magnificent scenery. He also used magnetic braid to allow the use of magnets if desired. Keith has a real “home track advantage” when



we race here, it's a really challenging course. You may not be able to tell from the photos, but nowhere on the track is there an actual “straightaway”. Even the sections that look straight have a slight curve, kink, or ess shape to them. It really keeps you focused the entire time. Of course, that beautiful scenery and landscaping make for beautiful race photos, as the below picture shows.

A bit further south is the track of Hayes Lewis. It's another routed wood track, three lanes, with magnetic braid. Hayes created a real pretzel of switchbacks, straights, and overpasses that can make your head spin keeping track of where you're headed next.

Just as this report is being written this track has been relocated to another club member's home and Hayes has begun construction of a digital track. As I haven't yet had the opportunity to try digital, I'm looking forward to giving it a go.





Larry and Brian are using magnetic paint, with copper tape. Having run that type surface at Nils' track, I think I can safely say that the speeds here will be beyond belief. We're really looking forward to "opening day".

Wrapping up our tour, we'll come "home" to my place, Flying Cow Raceway.

The Flying Cow is routed wood with magnetic braid, four lanes and about 87' lap length. It's based on a series of tracks I had done

Off to the west, a real monster of a track is taking shape. Larry and Brian Priore, the "Black Box Racing Team", have taken down their three lane routed wood track and are constructing "Hellanbach Speedway". Their creation has a 26' long front straight, lots of big sweeping turns, and looks like it's going to be an amazing place to race.





in the past, changing the details slightly with each rebuild until I got the design that really suited me. The track is a combination of long straights, sweeping turns and two hairpins that tighten in radius at the apex then open back out to the next straight. All the turns are balanced, so that for every left turn there is an equal radius and almost in length right turn. The lanes are no more than  $\frac{1}{4}$ " different in length, and the fast lap times can come from any lane. The right hand hairpin leads into the uphill straight to the overpass, while the left hander is at the bottom of the short downhill straight. Once you get the feel for the turns, you can really get through them quickly.

Scenery, structures and landscaping have been kept to a minimum, so as not to distract the eye of the racers. You may notice in the photos the track lights surrounded by traffic cones. These lights function with the track power, going green when the power comes on, then yellow and red when the power shuts off. You may also

notice that the bridge side rail supports are aluminium bar. I had been wondering why my overpass had been sagging, since I thought it was well supported. My curiosity ended one day when I found Bear, our 27-pound housecat, napping contentedly in the centre of the span. No wonder it was drooping!

And so ends our IHSR tour. I hope that you've enjoyed the trip; we've covered about 300 miles today, and visited nine of the nicest places to race slot cars in the Mid-Atlantic area. If you're ever in the neighbourhood, please let us know. Visitors are always welcome here at IHSR. For more details I can be contacted at [subdude17349@comcast.net](mailto:subdude17349@comcast.net) or you can visit our website message boards at:

<http://p208.ezboard.com/binterstatehomeslotracingclub>

You'll find much more information there, and many, many more photos. Please stop by to say hello, and let us know if you enjoyed the tour! ■

# Larkfield Raceway

By Dave Smith

**L**arkfield Raceway was founded approximately 10 years ago. The first club track was a four-lane copper taped routed track purchased second hand by a member who loaned it to the club until it got established and could stand on its own feet. I have been a member myself since 1998 so I have been racking my memory to put this together. The club meets on Friday evening in a council owned hall and the first job is to assemble the track which is stored on the ground floor (the room the club hires is on the first). As with other clubs it's usually the same faces who assemble the track and get it working before others arrive.

In 2000 Larkfield club had enough funds to have a 6-lane track made for them. The track is approx 93feet long and is made from routed MDF fitted with magnetex stainless steel braiding which allows facility for magnatraction.

The track was made by Track Masters from a plan that all members approved. It was delivered painted in black board paint and was

painted as you see now by the club secretary and his son. It runs from a PC with slot master software

When first purchased the track was powered by Scalextric transformers - one per lane. These were upgraded to Kelvin Light adjustable transformers to allow different voltages to be selected. All the members supply their own throttles and a varied mixture appears on most evenings.

As with all clubs, funds are sometimes a problem so we've hired the track out for birthdays and other occasions. We have also taken part in charitable events, one of which had Johnny Herbert as its patron, and we found him to be a great Scalextric racer when he attended the event (happily signing the track for us). Another fund booster has been to lend the track to car showrooms for launch days of new models - always a big draw as children and parents alike enjoy racing together.





Membership goes up and down and at present we have about 16 members, the general rule is that children have to be accompanied by a parent if under 12.

We race four classes - Ninco Méganes and Ninco JGT series one week followed by Slot.it GT and Ninco Porsches (which are owned by club).

We've been round the houses as to how we modify classes and we've found that almost box standard (just changing tyres and braids) gives the club a very good, even race evening. As you

can see by the pictures not even last year's heat wave beat us as we set the track up in the car park!

We're based in Larkfield, Kent just outside Maidstone, about 5 minutes from the M20.

We are always happy to help new members. The club charges £4 per evening's racing with £10 membership subscription due every year (free for first evening's racing).

If you are interested please give our club secretary Ken a ring on 01732 846857. ■



This month started with me thinking things were quietening down a bit, but then another cheap listing day as well as some feedback on my price listing descriptions ensured I had plenty to write about this month. The cheap listing day saw listings jump from around 4500 to 7500 on the UK site in the middle of the month and then fall back again by the end as sellers gear up for selling around these cheap listing days.

A quick recap on how I report items so, hopefully, you understand why I have reported things in a certain way. I try and view eBay fairly thoroughly at least every couple of days and briefly most days to note newly listed items which I think may be of interest. It is inevitable though that many items are missed and, just like any other auction, you never know how prices are going to end up and if items are described totally correctly.

Although I have had a Scalextric set since the late 60s (and incidentally still have my original set 80) I am no expert on the 60s stuff as I have never really collected it, whereas I am a little more clued up on the modern stuff. Hence, when I see any 60's items, unless there are obvious mistakes to me, I report them as listed and described and this should be borne in mind when reading my reporting. Why explain this you may say? Well, I mentioned last month that a mint and sealed CK2 kit sold for £820 - whilst complete and sealed with items in bags it was not "shrink wrapped" mint and sealed. This was perhaps why it went so "cheaply" at around a third of the price that a shrink wrapped example had recently fetched from a well known international dealer. Again it is 'buyer beware' so do your homework before bidding and don't get caught out or, more importantly, carried away with your bidding.

A good example of getting carried away this past month was on a new Scalextric Ford GT

which at £200 you would think was a limited Range Presentation car or even an NSCC weekend car but in fact was a "Racer" club car. Yes, the car you get for free when you join the Racer Club for £22 (UK membership). The seller described it as limited to 200, corrected it a day before the listing ended but still the bids continued. I bet the seller was rather happy with that result though I can't work out how the winner bid themselves up from £110 to £200. Another example was the new Fly Gagemaster LE Ferrari 250 GTO, E1802, that was available with BIN prices from one seller for less than £40 and yet someone felt inclined to bid over £60 in an auction listing that was on at the same time and from the same seller! Maybe the buyer got seduced by the "LE" tag and the fact only 500 were made of the GTO.

## Buying Checklist

So, if you want to grab a good eBay deal, before bidding make sure you do the following checks. Firstly look at the seller's other listings including completed ones. As well as checking their feedback you should also look at the recently introduced detailed seller ratings as these give a better picture of the way they do business. Finally, check similar items on the main dealer sites for another view on the value, though sometimes these values can vary as much as those realised on eBay. Once you are happy then bid away, always taking into account the P&P.

Most seasoned eBayers know this already but "newbies" may not and that is why I would recommend you always bid a little over a round amount as most items never go for the standard "round pound" prices you generally see at swapmeets and toy fairs. However, as so many bidders do this now, rather than bidding £20.01 say, bid a few pence more and vary your bidding so it does not become too predictable for others to outbid you by pennies.

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## Slot.It

Generally prices remain firm on this range of cars and are starting to appreciate for earlier models. With one seller listing several Porsches at the same Friday night time it is interesting to note the prices realised. Predictably the New Man reached top spot at £112 with a used example fetching £62 on a previous Friday. Next was the Blue 956C Kenwood at £65.12 closely followed by the red and white Canon at £55.55. The 962C Repsol and Shell fetched £37 each and bringing up the rear was the 962C white Blaupunkt at £27. Speaking of Slot. It there was a large lot of £800 worth of accessory tune up parts in one lot this month that went for a relative bargain price of £211.78 on a Saturday morning. Mind you that's a lot of tuning someone is going to do there!

## This month's prices

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

VERY RARE SCALEXTRIC METRO 6R4. TERNCO £162 (described as near mint on Friday night)

NEW SLOTLINE SL01a ALLOY WHEELS Scarce. Discontinued £23 (A pair of 15x8 Countach style alloy rims which have legendary status according to seller. Some SL03a fetched £7.50 on same Sunday night)

Scalextric Gold Plated Shadow F1 Car Mint Prize Car1/32 £51 (Gold chromed 1970's car on Thursday night)

Scalextric ORIGINAL James Bond Bandit 1960's Figure £26 (single figure excellent condition Thursday evening)

E5 RED ASTON MARTIN, MARSHALS CAR, VERY RARE £503 (repro flags and stickers. Small brown mark by bulb. Thursday evening)

RARE!! Scalextric PORSCHE - C125 - GREY - exc condition £47.09 (another one from the same seller as listed in column last month Monday evening)

Scalextric Super 124 Set 200, boxed including both cars £1750.66 (excellent condition set with just the odd bit missing Sunday night)

Scalextric Shop Display Case Old Style Collectors Item £137 (12 car sloping display case Wednesday night)

Vintage Scalextric Store Sign in Excellent Condition AU\$ 78.77 (£33) (9.5 x 29 inches cardboard shop sign showing Lotus and March on Australian eBay early hours of Thursday morning UK time)

NSCC 9th Hornby Weekend Ford GT

Scalextric £400 BIN (Saturday night listing)

Scalextric NSCC Eighth Hornby Weekend Ford GT Pace Car £400 BIN (same seller as above)

NSCC 7th Hornby Weekend Mitsubishi Lancer Evo 7 £300 BIN (as above)

C2549/1 NSCC Sixth Hornby Weekend Ford GT40 Scalextric £400 BIN (as above)

NSCC Scalextric Fifth Hornby Weekend TVR Speed 12 £270 (as above but took longer to sell going on the Sunday morning to best offer)

NSCC limited edition Renault Megane, Ninco £135 BIN (Friday night)

Scalextric NSCC 200th Anniversary Jaguar XJ220 £26 (Wednesday night)

scalextric catalogues £63.23 (A lot for some catalogues maybe but it included 2,3,4,5,6 in excellent condition according to the seller on a Wednesday lunchtime)

hornby scalextric cars DEALER CAR FORD GT 2007 LIMITED £245 (misspelling did not stop the bidding on this Sunday night auction!) Triang Scalextric Typhoon Racing Motorcycle Combination £28 (yellow model missing wires, motor, screws and screen but listed in diecast category on Wednesday night)

Finally a description from one listing that I particularly liked (and maybe the marketing team at Margate did as well) was "Full Professional Scaletric (Scalextric) Best Brand." The seller reckoned that scalextric was the best brand of scaletrics all around. Mind you no bids were placed at £40 for the F1 circuit 4 classic set which showed 5 cars in the pictures but only 4 were listed in the sales pitch.

Thanks to those who have sent in bits for the column again and please contact me if you see anything worthy of inclusion at:

stevelangford66@googlemail.com



# 100 YEAR BITS & PIECES

## TT Mitsubishi Montero 4x4

Yes that's right you read it correctly, the almost mythical and very rare SCX TT car that never officially made it into production is back. Spanish company Power Slot (who made the recent Lunar Buggy slot car) have reproduced it using a mould taken from one of the few original EXIN cars to be liberated from the factory when sold to Tyco.



Based on the car driven in the 1991 Dakar they will be available in three liveries as Exin originally planned. The first two will be red and white and feature sticker type decals (as original) in the Nikon or McGregor livery. The white car will be limited to 1000 units and the red to 1500. Approximate cost per car will be 80€. There will be a third livery (500) available exclusively for Spanish web forum Foroslot's swapmeet held in June in Madrid.

No news as yet of any UK dealers bringing them to the UK, but Cric Crac and Aloy inSpain should be getting stock. Expect a high demand from Spain. Thanks to Marcel Moix from Slotadictos for the information and picture.

*Gareth Jex*

## New Southern Swapmeet

As some of you may know, after 25 years (with membership number 10/82), Mike Pack has packed it in. It's always sad to lose a member, particularly one of such long standing, but a particular consequence of Mike's departure is that he will not be organising the Liphook swapmeet. This would leave a huge gap in the calendar so we're cooking up another one for Hampshire.

The schedule's been very tight but as we go to press, we have identified a date and location: the 1st July at Crestwood College in Eastleigh, just off the M3. That's sufficient to allow us to place the notice in May's Journal but beyond that, all the arrangements still remain to be made. So, the event is fixed but look for more details and hopefully more attractions in June's issue.

It is being organised on behalf of the NSCC, which will fund the venue, insurance, etc. and receive all the income from tables and entrance fees; the organisers won't be profiting personally.

It will be an open event so that as many dealers and buyers as possible are encouraged to come but the Club will participate and members will pay a lower admission charge. Next year, who knows? So please come, support the Club and, most importantly, enjoy yourselves.

*Peter Zivanovic*





Not so much a full column this month as the manufacturers ramp up for their summer releases, but I do have pictures of some forthcoming releases.

First we have the new Micro Scalextric Chevrolet Camaro and Ford Mustang, otherwise known as Bumblebee and Barricade from the new "Transformers" movie set.

Transformers, starring Megan Fox, Jon Voight and Hugo Weaving, opens in the UK on June 29<sup>th</sup>, so look for the set being released to tie in with that.



Then we have three more releases, two Nascars and a Honda Civic (US version) from Life-Like. These should be out late May/early June. ■





Sir,

I am writing in response to Gary Skipp's 'Formula Slot' article in the April Journal.

I can't agree that the single seat slot car scene is in as dire a state as Gary suggests. Single seaters are my favourite type of racers, both in 1/32 and 1/1 worlds.

While it's true that most manufacturers now fit out their cars with extra strong magnets, there is still a certain amount of skill involved in racing and staying on at speeds that can take the light from your eyes.

One of my personal favourites are Ninco F1 cars. These things were the bees' knees when they first came out, and I still enjoy racing them today. While they do indeed have a magnet it's not the type that requires a crowbar to get them off the track and they offer a challenging drive, especially on the likes of Scalextric Sport track.

I've included a picture of a bunch of repaints I've done. These cars really lent themselves to re-livery, using decals supplied, in the main, by Pendle Slot. With my very limited



skills I was able to add Jaguar, Prost, BAR, Benetton and a gold B&H Jordan cars to my F1 grid.

I, for one, really regret that for whatever reason Ninco have ceased F1 production, and for recent liveries we have to put up with the - "Is it a bird?, is it a plane?, no it's a miniature guided missile on wheels type of car."

However, as I said before these cars with the huge magnetic assisted downforce do require a certain type of skill to drive successfully in their own right.

If you want an exciting round of racing give the recent Scalextric A1 cars a go. This racing series must have been a manufacturer's dream, one mould fits all. I like the concept of real-life A1, where all cars are the same make and success is down to driver skill, rather than which team can spend the most on hi-tec wizardry. We've raced A1s a couple of times recently at our club, and I think most of our members enjoyed the experience.

Sadly now production of these seems to have stalled, as Scalextric don't appear to be bringing out any new liveries this year. How can they have done this before producing the Irish Team car?!? I suppose I'll have to get the paints out again.

So there you have it, two very different types of single seat racers, but both are challenging and enjoyable to drive in their own right.

Give them a go, Gary.

I am, yours etc,  
Sinclair Trotter





## Maxi-Models MXC008F Flexi-Chassis

By Phil Insull

**M**axi-Models creator Max Winter makes some great slot cars in both kit and ready to race versions. However, until recently, the chassis have tended to be resin and, while the photo etched interiors look great, for a racing slot car they do add a little too much weight. What's needed then is a proper full blown race chassis, with top quality running gear and a lightweight interior but still keeping Maxi's fantastic looking bodies and external detail. Well now you can get them with Maxi's "fully equipped" MXC008F Flexi-Chassis, and super sports lightweight interior option McLaren M6B.

In 1968 the all-conquering McLaren Can-Am team introduced the new M6B customer car based on the previous year's championship winning M6A. Sadly for the competition, the works drivers had the new improved M8A and so, while the M6B was still a good car, it was not as quick as the works machines. Customers included Moises Solana, Richard Brown, Lothar Motschenbacher, Roger McCaig, Jerry Titus, Oscar Kovaleski, Jay Hill, Jo Bonnier, and of course Dan Gurney. All of these versions being available in the Maxi-Models Super Sprint range.

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Dan Gurney's beautiful M6B "McLeagle"

I went for Gurney's 1968 McLeagle M6B, this was powered by a Ford Engine rather than the more usual Chevrolet unit, although Gurney switched to Chevy power in 1969. Gurney struggled for two years with the McLeagle and famously commented: "The front of the car never felt like it was connected to the rear and vice-versa but at least we had fun with the McLeagle name".



**The MXC008F Chassis "fully equipped"**

The Super Sprint body kit came pre-painted, just requiring some detailing work. Included was a lightweight vacuum formed interior and decal set. I purchased one of Maxi's full-length driver figures and an engine detailing kit to add the finishing touches. The MXC008F Flexi-chassis is available as a stand-alone item, but I decided to go for the "fully equipped" version. This comes with a Professor Motor 26,000 R.P.M. motor, silicon shielded wires, gear set, grounded steel axles, phosphor bronze bearings, a Sakatsu guide with soft copper racing braids, MXA 013 alloy wheel set with inserts and a set of "Indy Grip" silicon racing tyres. Painting the driver and interior took far longer than assembling the chassis to the body, which was a doddle. I used bare metal foil for the tail spoiler and water pipe detail, added the decals and finished it off with a coat of clear lacquer. The result is a car just as stunning to look at as you would expect from a Maxi-Model kit, but how does it go with all this proper racing gear underneath it.



**Great detail and quality on the Super Sprint body kit**

As usual I took the car to Wolverhampton to try it on our three club tracks. In order to judge performance I took my Maxi-Models M6A with resin Chassis, and a Fly Lola T70 mounted on a Slot.it HSR Chassis. As expected, the standard chassis M6A was simply too heavy and under-powered to be competitive, although it's still great fun to slide around. The Flexi Chassis M6B however was a different story being very close in performance to the HSR chassis Lola. On the Ninco and SlotFire tracks the superb magnets on both cars kept them firmly glued to the road, with the 30,000 rpm Slot.it motor of the HSR Lola having just enough extra grunt to out pace the Flexi Chassis by a couple of tenths on both. On the copper tape track however magnets have no effect and raw power isn't everything. The steel Flexi Chassis carries its centre of gravity slightly lower than an HSR and the motor is beautifully smooth. Around the Wolves wood track the M6B was in its element, easily lapping at the mid eight second mark, while the Lola struggled to make it below nine seconds per lap. Some credit here must also go to the highly effective "Indy Grip" tyres, which provided lots more grip than the Slot.it tyres. A change onto NSR tyres for the Lola did help gain another couple of tenths but it still couldn't match the McLeagle for pace. Max has come up with a winning formula, particularly on routed tracks. Now we can have the aesthetic beauty of Maxi-Models along with genuine competition performance. ■





**NASCARS 62190 2006 Chevrolet MonteCarlo 'Goodwrench' (Kevin Harvick) and 62180 Ford Fusion 2006 'Office Depot' (Carl Edwards)  
By Patrick Beane**

**W**hen Gareth sent me these two cars, I was not too sure where to start, after all, oval racing is not that big in Europe (Rockingham and Lausitzring apart). Since then I have found out it is an acronym for National Association for Stock Car Auto Racing. (I know little about UK stock car racing either, but ageing Ford Granadas with all the glass knocked out, dents, hissing leaking radiators and adverts for the local kebab shop are NOT what these cars are about).

Those of you in the UK who recall a recent 'Top-Gear' road trip across the Southern USA may have got the impression that affection for it is also 'Red-neck' territory, well sitting in the sun for three hours or more may or may not give you a sunburned upper back, but with a little help from Wikipedia.org it would seem that - 'Internationally, NASCAR races are broadcast in over 150 countries. It holds 17 of the top 20 attended sporting events in the U.S, and has 75

million fans who purchase over \$2 billion in annual licensed product sales. These fans are considered the most brand-loyal in all of sports, and as a result, Fortune 500 companies sponsor NASCAR more than any other sport' – I think this means IT'S BIG.

When I opened up the package containing the cars, my missus said, "But they're the same" and under dim lighting conditions, I could agree. The body shape is very similar, they are both predominantly red/black and have huge racing numbers painted on the roof, 99 on the Ford, 29 on the Monte-Carlo. There is a lot of detail on the boxes too, with colour pics of the drivers, the GM holographic badge letting you know this is an official licensed product joins the NASCAR hologrammed oval on both boxes just to let you know NASCAR was formed in 1948, not forgetting all the other licensing agreements made with team owners/sponsors/drivers/manufacturers etc.

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## The Cars

To the cars then, compared to most of the SCX I have bought (mostly F1 and rally cars), these are huge. Quoted weight for the Chevy is 90g, motor is rated at 19000 rpm (@14v), with 3:1 gearing and Goodyear Eagle tyres (one front tyre on the Ford was an unappealing shade of grey, compared to the black of the rest). The technical specs can be found easily at [www.scx.es](http://www.scx.es) if you have access to the web, I don't intend quoting all of it here. The Ford is also rated at 90 grams weight, with the same motor and gearing. SCX claim this is the most powerful motor in their 1:32 inventory (pro turbo plus – my multimeter is busted so I do not know if my SportWorld output approaches 14v). The front wheels are one axle only on both cars, no stub axles a la ProSlot/Fly or Ackerman steering, the axles/wheels/tyres run as true as one could hope from a mass producer. Both have the ARS system of self centring guide blade, with double lengths of braid making contact with the track conductor rails.

As I opened the boxes and let clean Norfolk air in, allowing the factory sealed atmosphere to hiss gently out (there's a lot of sticky tape holding lids down to bases), I should add that my track is, these days, Scalex 'Sport', not SCX track which I suspect these cars run best on. I no longer have my old MDF oval which has been dismantled and sold on, so the layout is all radius 2 curves, two longish 10 length straights with timing via the Sportworld system (not connected to a PC).

Compared to some makes I have found that SCX cars generally run very well straight from the box, with little fettling required before enjoying them. One car is consistently 0.5 secs a lap quicker than the other one, and that's still true with 1000 laps each, I got a best lap of 10.121 with the Chevy, the Ford lumbering along at 10.605, this is down from 11 seconds plus when just out of the box. I would like to think it was my familiarization with the cars getting better more than a gentle running in. The Chevy motor just sings along, the Ford motor I tested seems a little unexcited at having

some voltage thrown at it, you can just sense that (if that's possible via a wired handset, it's not a 'seat of your pants' thing) the Chevy is more eager and less prone to sliding off on unbordered corners. Both cars did quieten down as gears/motors bedded in, oiling them made no appreciable difference to noise or performance, Dysoning the track during a break in testing did make a huge 0.5 sec difference, so did removing track dust by sellotaping tyres (for about two laps only). Removing the magnets takes about 10 seconds per car with no need to remove the bodies and adds perhaps 50% to lap times - entertaining certainly but my concentration levels gave up after five laps or so. As a lap time comparison, a brand new zero mileage Hornby Peugeot 307, albeit with pseudo 4WD, covers a lap in 8.5 secs. These SCX'ers however have a mid mounted longitudinal motor and contrate gearing so perhaps that contrast is not a fair one. The 10 length straights mean that the cars have not finished accelerating, and another owner may find it beneficial to extend their layouts to garner the impressive top end promised by SCX.

Back on the 1:1 ovals, these cars do 200 or so laps covering race distances of 300 miles at times, the leaders being within less than 0.1% of each other (that's not many metres apart after that many miles). So 0.5 secs difference would be, let me see, around the 6% difference, that's a fair few miles behind in real terms. Switching the dynamic braking on made about a 0.3 secs per lap difference to both, my ham-fistedness with manually applying the brake button was all too apparent, it seems you have to be able to move your thumb in AND out at just the right time (and that's lap in and lap out!) to make any difference.

## Details

The tampo printing is leap years ahead of SCX cars I have bought in years gone past. They pay such attention to licensing and logos on the models, there is no bleed between the red and black/grey areas on the cars I have. Please bear in mind I am not a rivet counter or ace tuner,





(and rubbish racer would be about right). Some logos such as the bootlip Office Depot one seem incorrect (according to a googled image search), most seem spot on, and I am sure that some teams move stickers around from one race to the next, maybe even from practice to race versions, so its difficult to say "That's WRONG".

Detail elsewhere extends to drivers with nothing below the waist looking at some dials while surrounded by a roll cage, with a seriously inflexible mesh to the drivers door window space, with access to some levers on his right (no in-car TV cameras though) and a 'diffuser' behind the rear axle. The 'air-brake' flaps, which are meant to decrease speed after a spin, are moulded into the roofpanel and there is some front wishbone/transmission reliefs on the under pans of both. Apart from the licensing stamping I would suggest the underpan is identical on both.

I risk being all too critical, and maybe never being asked to review anything else, ever. NASCAR does not really float my boat, so to speak, but if I accept them as what I presume American cars in general to be about, then these two examples are accurate in overall size (big and brash) and handling. After all they do not make many right turns on the ovals, although there are four road courses listed on the NASCAR website (none of which have an approximate figure 8 such as I have). The cars have been returned to the NSCC for use as prizes - see page two for details of how to win one.

Thanks go to SCX for allowing me to test something a little different to my normal purchases and to Gareth for sending them along. ■

# Home Track

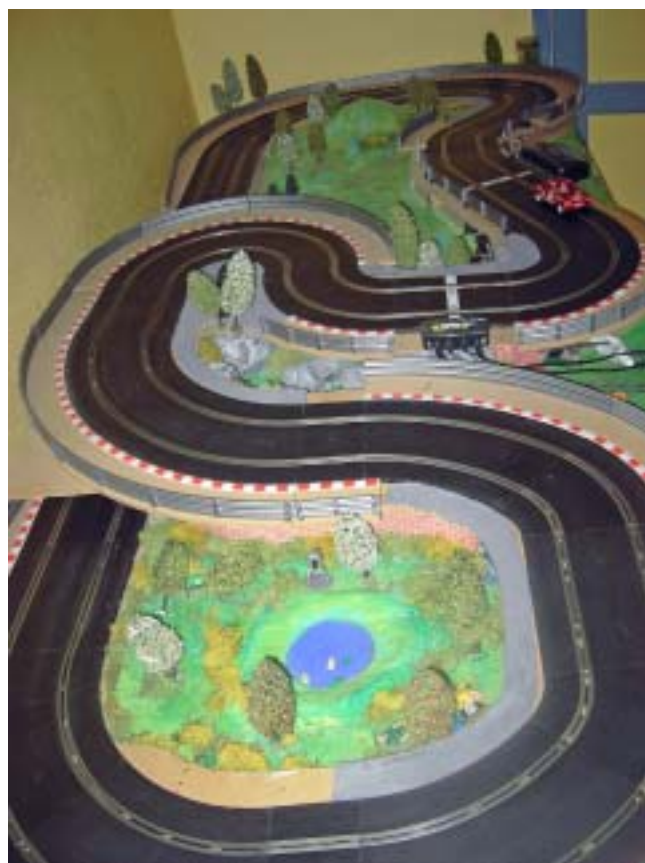
By Adam Saunders

I suppose like most chaps of 40 who have a six year old son they find it very good cover to go wandering around the toy shops remembering what they once played with and regrettably disposed of many years ago. It was after one of these trips that I decided James needed a slot car track and, with a quick scan through the Trade-it, a Scalextric Crash 'n' Bash set was soon covering our living room floor. After putting up with this for five days the novelty of this was wearing thin for the wife. I presume that's why she packed it away whilst I was at work!

Every couple of months the track would be unpacked and then put away again which didn't go down with James too well at all, I then had the urge to make something permanent. With limited space all I could do was an 8ft by 4ft chipboard base and, reading 'Racer' magazine, I saw Roger Gillham's test track that he had hung on his garage wall. I e-mailed Roger who sent back track plans and we were off in construction mode and to the shops.

I slightly tweaked Roger's design to give us a tunnel and an extra two feet in track length, this elevated section is supported by a single piece of hardboard two inches wider than the track to make room for borders, which I cut with a jigsaw. Once this was supported I used sticky brick paper on cereal packets to cover up the holes. Balls of newspaper were sprayed matt

grey and flecked with black to look like rocks. The infield is again newspaper with PVA to hold it all down covered with more sheets over the top. Next came a coating of Sandtex over the whole lot which was painted green with yellow and brown splodges added trying to make it look artistic.



As a first attempt at diorama I was quite pleased at the outcome. It was never intended to be a race circuit with pits and buildings; I was after a sort of Mille Miglia feel to it. I think this reflects in the type of cars I buy as there aren't many F1 cars in the collection, apart from the ones I need to race at Gordano Scalextric Racing Club. At the moment James can race for about 30 minutes before finding something else to do, sometimes I'm left there for ages before I notice I'm on my own. There are no intentions of track extensions due to lack of space so we'll keep racing and enjoying it as it is. ■





## Citroen Xsara SCX PRO Ref 50250

By Gareth Jex

**B**ack in Feb 2006 Tecnitoys discussed in confidence the prospect of a Pro range of cars with me and shared some early prototype development models and suggestions. I was curious to see just how these would transform into reality and finally we can. Some information was forthcoming a few months back when I was asked to check the translations of the sales brochure, but I couldn't really answer all of the points until I had a car in my hands.

Tecnitoys have launched their new range of PRO cars with two models and an entire range of spares and replacement hop up parts to suit the serious racer or slot rally enthusiast. Clearly I fall into the later, but not the former so I have passed the Audi R8 SCX PRO car onto Scott Brownlee and other racers at Liphook, Woking and Farnham for their thoughts, look out over the next month or so for their thoughts.

Retailing at approximately £35 SCX have pitched their product under the cost of the Ninco Pro-Race/Rally kits, over the cost of a standard SCX car and just over the cost of a Pro-Shock Ninco. I have deliberately excluded the competitive Spirit Peugeot 205 and to a lesser degree the Renault 5, simply because at the club I race at and in rally events these fall into a modern or Group A/B class rather than WRC.

So what do we get for our £35? A new glossy presentation box (similar to the Vintage range), one chassis, one body, spare guide flag, alternative gear crown, spare race spec braid, spare chassis screws, allen key and a 'Driving and Maintenance Guide' booklet. ➡➡

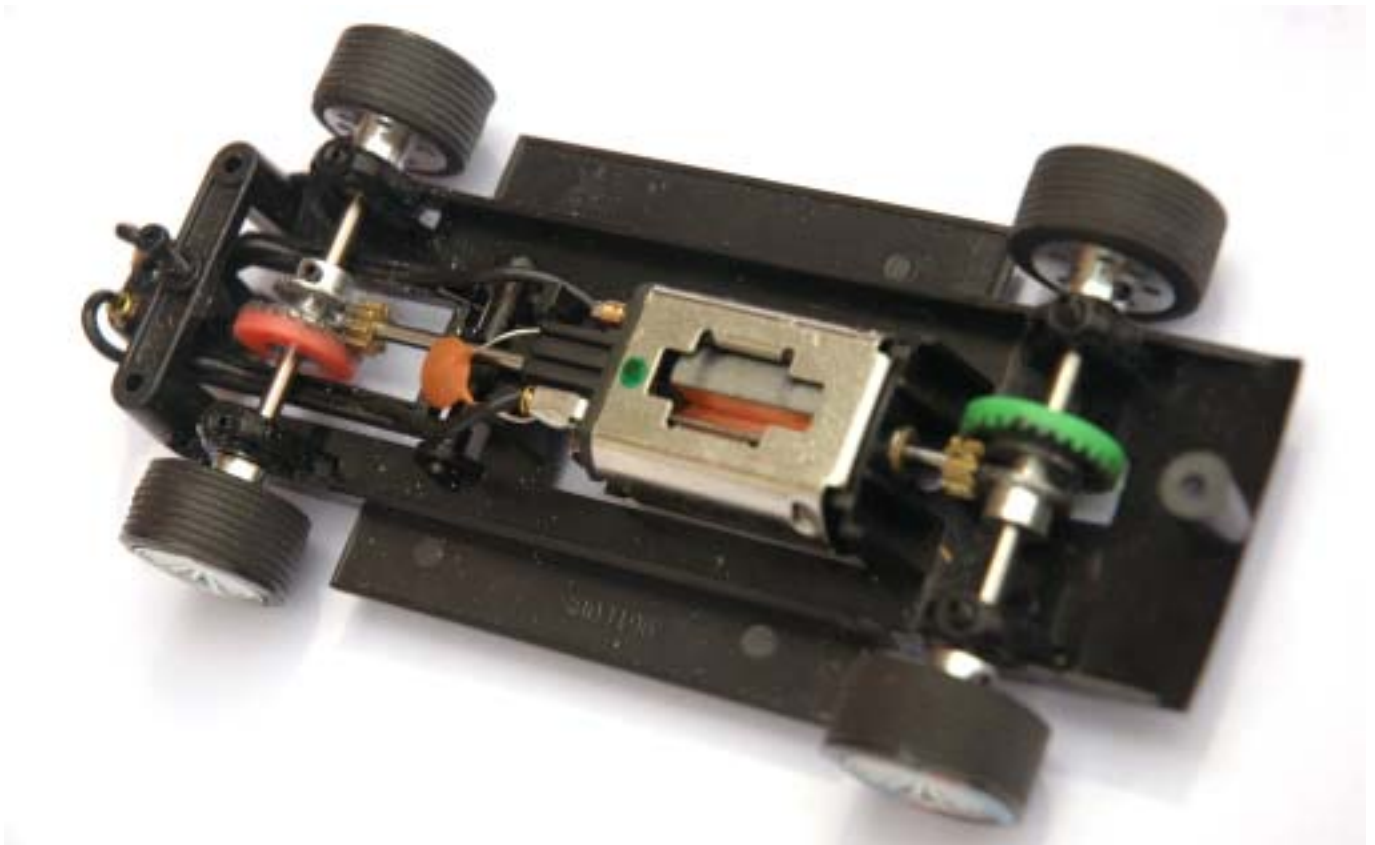


Dealing with each component in turn;

**Chassis;** This is a single section plastic construction component with vertical ribs for lateral strength running front to rear. The guide flag is attached to the chassis via a sprung drop arm guide assembly, aiding variations in track levels and useful when driving on snow or mud (flour/cocoa powder). The spring is not too aggressive in box stock form, but this can be increased or reduced if you require; personally I think too much sprung guide merely lifts the front of the car under acceleration, so SCX have this about right. The amount of travel on the drop arm can be controlled via a screw set above the guide flag. Turn down to reduce: turn up to get the max travel of approx 35mm. This however does give a minor problem. If you leave the screw in place (rather than remove it) the guide flag catches on the screw when it returns to its top position thus removing the action of the drop arm – I found this very annoying during use and decided to pull the screw to the maximum upright position to ensure no catching - a small bit of tape over the screw head would also work.

**Motor;** This is a brand new motor with new internal design, windings and output. 4x4 direct drive with a stated rpm of 22'500 @14V. In testing, the motor certainly has the power with super swift acceleration, good top speed (in fact I couldn't get to top speed on our club track) and gentle braking. I only gave the motor a gentle run in and did not perform extensive running in under water or lengthy running at lower volts. I suspect this would greatly benefit the running of this motor. Straight from the box it is pretty start/stop requiring a hefty dose of power to move off but, as I said, this will probably soften out with use and running in. Unlike the SCX Audi Pro you can only use the SCX Motor Pro Double Rally in this car. The Audi has an adaptor to change the motor to Mabuchi type motors.

**Running Gear;** The model comes with three aluminium gears as standard, (pink - 24 teeth, green 27 and blue 26). Unusually, straight from the box the car is set up with different crowns front and rear. 27/9 at the rear and 24/9 at the front. At first I thought this was mad, but as





SCX state in the manual this is deliberate. They state that the front wheel spinning faster than the rear aids acceleration out of the corners and gives gentler braking. I have to say I think they are right, but try it for yourself. Pinions are available as spares in different teeth sizes of 9, 10 and 11. Standard front and rear on the car is 9.

**Wheels, Axles, Bearings;** All this power and gearing is nothing without some decent round bits and SCX have addressed this. The axles are calibrated high quality solid steel, mine were straight (which makes a change!). The axles are held in place with spherical bearings set into adjustable brackets allowing you to set the ride height front and rear via small grub screws on top of the bracket.

Wheels are aluminium with one grub screw to attach to the axle, the spoke wheel inserts simply snap into place. Front and rear are 16mm diameter with a 9mm width. Again my example had round wheels! Tyres are grooved rubber, 9mm x 17.5mm on the front and 9mm x 18.5mm on the rear. BF Goodrich printed on the sidewalls. Grip levels on Ninco track was good, giving a decent level of grip, but not too much to stop power slides and movement. To be honest the wheels/tyres look too small on the model and really should be bigger to fill the arches more.

**Body;** At first glance you could be forgiven for thinking this is identical to the existing SCX Xsara, but it's not. The body with this kit is based on the Sordo/Marti entry in the 2006 Rally of Argentina. It is in fact brand new with totally different dimensions, air intakes, rear wing, etc, etc. The livery is spot on with all details faithfully reproduced. All this said is fine, but this is a PRO spec body and very different to the standard SCX cars. It's lightweight, really light! The body and interior weighs in at just 24.5 grammes. To meet Spanish slot rally regulations this is not a Lexan crisp packet, but only just. The material used is very thin clear plastic, tampo printed on the exterior. It flexes but is still strong enough for the inevitable rough

and tumble of competitive use (well in my hands anyway!). For all the light weight, none of the detail is missing (with the exception of aerials).

Unlike normal SCX cars, this model does not come with lights or the dreaded magnet!

So what's it like to drive? Well I love SCX cars, or more specifically RX motored cars, but I'm the first to admit that they are not the fastest, and head to head on any circuit with a decent straight you're likely to be overtaken half way down, only to catch up on the twisty bits. But this new model changes all that. In the WRC class at Farnham, top dog is generally the Ninco Mitsubishi or Subaru, not any more. After I had removed the offending screw catching the drop arm the car performs very well. Very aggressive style is required at the moment, but hopefully this will reduce when the motor is run in. After a little practice and running I could easily keep up with the Nincos and most of the time pull away into the distance. It's noisy, but again time will smooth out this.

To sum up, love it! There is something for every slot enthusiast and racer. It's a great looking model/livery with a new body shape, good racer out of the box, plenty to tinker with for those that like that sort of thing and a full range of spares for the crashes and breaks (including chassis!). And not too expensive to put people off having a go. Last but not least, the guide book that comes with the car is very well written and not only gives technical details but some useful tips on preparation and driving styles etc.

The box lid states 'Only for Rally Competition', but I think it's broader than that. Club use certainly, but home users will enjoy this car without having to delve too deeply into the black art of slot car preparation and after market parts. In my opinion SCX are to be commended for releasing a mainstream product that doesn't have a magnet! Ban them all I say!

Thanks to Tecnitoy's for supplying the review sample, for more detailed information and specifications take a look at their web site for a downloadable PDF document:

[http://www.scx.es/img/novetats/SALES\\_FOLDER\\_PRO.pdf](http://www.scx.es/img/novetats/SALES_FOLDER_PRO.pdf) ■

