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Thiefbay?

As many of you will be aware, a trailer load of Scalextric digital Assets was recently stolen from a lorry park in Kent. The thieves did make the detection task of the 'boys in blue' a little easier though; within days, large numbers of the sets were up for sale on eBay by distinctly questionable sellers. One in particular caught my attention - over 100 listings from a non-business seller, half of which were the digital sets in question. The rest were identical Nike trainers - must have been a profitable weekend for the hijackers! It occurs to me that the crime detection rate could be radically improved by taking your local bobby off the beat(!) and sitting him in front of a certain auction site for the duration of his shift. I wonder why eBay has never been charged with facilitating the sale of stolen property?

Generally, although I do use eBay to a certain extent- my feedback rating of just 118 spread over seven years tells the story - I still purchase the vast majority of my slot car needs from the traders who advertise in the Journal. Yes, I could save a few quid by buying new releases from the eBay dealers but I am a little old fashioned and believe that service and depth of stock counts for more than a discount on retail price. I know that if I order an item from people such as Sean Fothersgill and Mark Scale it will arrive promptly, be well packed and, in the event of a fault, will be replaced swiftly without quibble. That, to me, is worth far more than £3 off the price.

Sean, in particular, has been most helpful in the ongoing construction of my garage track; I have been bombarding him with requests for information and he has responded quickly with good advice, regardless of whether I eventually buy the items from him. Try getting similar help from some of the eBay shops and see where it gets you!

Till next month
Brian

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BY **ROB SMITH**



MESSAGES FROM MARGATE

As usual, the end of July and beginning of August has seen a real rush of new releases with 15 to describe, not counting the drift Range Rover and Gallardo as I haven't got mine yet. Where to begin?

C2822 Ferrari F430 "Red"
C2846W Ferrari F430 Silver
C2818W Ferrari F430

Another new model for this year is the impact resistant Ferrari F430 with black windows and painted lights. The solo car is C2822 in red as one might expect. As C2822W it can also be found in set C1195 GT Pursuit along with a yellow version C2828W. It can also be found in an Argos exclusive twin pack with a silver version C2846W. These come in a polystyrene tray with a cardboard outer sleeve. The twin pack has a reference of C2847.

The shape of the Ferrari is very good with plenty of moulding detail. This is a digital plug ready car for when the plugs finally arrive. However I'm waiting for the detailed version with much more anticipation.

C2808 Range Rover "Police Car"
C2819 Range Rover "Street Car"

The Range Rover is huge – well, it seems to be when compared to most other Scalextric cars. However, that is what 1/32nd scale really means and the Range Rover is exactly the right size. Two versions have been released so far. The Police Car comes with flashing headlamps, roof lights and an annoying siren that the kids will



love. Disappointingly it has black windows and no interior to allow room for the speaker. Why this couldn't be fitted elsewhere is beyond me as there is lots of space. The silver "Street Car" is much nicer with an excellent paint finish to show off the great details in the lights well. The Range Rover is also digital plug ready. ⇨



C2752D Ferrari 248 F1 2006 No6

No digital plug will be available for single seaters at the moment and so they are still being released by Hornby as official digital versions with the old chip soldered into place. The 2006 Massa Ferrari was released as a standard car back in December 2006.

C2806 Vodafone McLaren Mercedes F. Alonso

C2837 Vodafone McLaren Mercedes L. Hamilton

C2813 McLaren MP4-21 Pedro De La Rosa

The current F1 championship battle between Alonso and Hamilton can now be re-enacted on the Scalextric track too with the release of the new McLarens. The chrome finish works very well although perhaps not quite as mirrored as the real thing. As expected, the body work is complex with the tiny winglets and aerodynamic

aids reproduced perfectly. Purists might argue that it isn't really the 2007 championship car, but I for one don't care.

With an eye to the Spanish market there is also a Pedro de la Rosa version. In 2006, Pedro competed in eight races after replacing Juan Pablo Montoya from the French Grand Prix onwards. He gained 19 championship points, finished 11th in the Drivers' Championship and reached the podium once with a second place finish in Hungary. The Alonso and Hamilton cars have black bases to their cases too.

C2803 Ferrari 375 F1 No12

A welcome addition to the Classic Grand Prix range is the Ferrari 375. As with all these classic releases, the detailing is superb, especially the suspension and the louvres along the bonnet and sides. Of particular note on this model is the cockpit detail with tiny instruments on the dashboard which you can actually read.



C2782A 50th Celebrating 50 Years Of Scalextric

C2826AW Ferrari 375 F1

C2751AW Ferrari 248 F1 2006

And finally to the main 50th Anniversary Twin Pack that we have all been waiting for. Firstly it is beautifully presented in a deeper version of the previous twin pack boxes. At the bottom is a slot containing the 50th Anniversary book and inside are two Ferraris. Both cars are Sport Limited Editions with the photo etched limited edition plaques underneath. The limited edition is of 7000 items worldwide and a SuperSlot version is not expected due to the legal problems of the Scalextric name in Spain.

The modern Ferrari is C2751AW – the 2006 Schumacher car released as solo item back in December 2006.

The classic Ferrari is C2826AW. In most details this is identical to C2803 the solo release with one major difference – the body top is pressed from tin whilst the chassis, running gear



Which one is the tinfoil version?



and interior are plastic. Mind you, it is really quite hard to spot the difference and it is only the fact that the louvres and rivets are painted and not moulded that gives the game away. Tinfoil manufacture has advanced as far in 50 years as the rest of Scalextric.

I'm struggling not to be a bit disappointed with this release – I would not have bothered with the tinfoil version (or replicated the 1957 technology, gimbal pick up et al) and made both cars unique to the set.

Hornby would like to hear your comments on the tinfoil car and specifically whether you think other tinfoil releases would be worth pursuing further.

Ferraris

Thanks to all of you who expressed an opinion on what the next Scalextric Ferrari should be. A variety of 250 and GTO models were perhaps predictable favourites but also more modern F1 and classic road cars such as the 246 Dino were also popular. I have passed on the requests to Hornby and now we will have to wait and see.

Formula SuperSlot

The news last month about the Spain only part work of F1 cars brought a flurry of emails expressing a desire for such a release in the UK and not a small amount of indignation that we were missing out. What you have to remember is that this is not a Hornby release but is driven by the part work publisher. Why de Agostini abandoned their part work in the UK a few years ago I don't know, but they are the ones who need to be encouraged to try again.

The list

Hornby have released the reference numbers of the 15 cars in the collection of which five are exclusive.

H2806 Mercedes McLaren F1 2007 - Fernando Alonso

H2780 ING Renault F1 2007 - Giancarlo Fisichella

H2838 Mercedes McLaren F1 2006 Orange - Pedro de la Rosa – exclusive

⇒



H2817 Honda F1 2007 - Button
H2723B Renault F1 2006 - Fernando Alonso
Turkish GP – exclusive
H2837 Mercedes McLaren F1 Hamilton 2007
H2725 Williams F1 2006 - Rosberg
H2839 Mercedes McLaren F1 2006 - Kimi
Räikkönen – exclusive
H2850 Honda F1 2007 - Barcelona Test black
– exclusive
H2841 Williams F1 2007 - Wurz – exclusive
H2851 Honda F1 2006 - Barrichello 2006
Turkish GP
H2842 Eagle Weslake - Dan Gurney
H2748 McLaren M23 1976 - James Hunt
H2852 Lotus 49 - Graham Hill
H2663 Vanwall - Tony Brooks

C2858 McLaren & Renault twin-pack

Hornby have announced the release of another twin pack later in the year – not a Sport limited edition but a pair of Renault and McLaren F1 cars.

Mini-catalogue

SuperSlot have produced a very nice mini-catalogue for 2007. It's about 100mm x 200mm in size and shows the whole range of cars, sets and accessories. It doesn't tell us anything we didn't already know but it's a nice item to find never the less. Many thanks to Mike Ronald who spotted this on a recent trip to Barcelona and was kind enough to send me a copy - I very much appreciate his help in bringing these things to my attention. ■



As I mentioned back in April, Racemasters have been making moves to bring the Tomy AFX range back to prominence and last month signalled the depth of the intent with the release of four really lovely Champ Cars.

All four are 2006 cars, with the Sebastian Bourdais and Paul Tracy cars also available in a very impressive two lane set called "Long Beach GP". This set also shows Racemasters' desire to regain former glories, as it contains five of their new 18" curves as well as taking up quite a bit of space. Cost is about £80, quite high for an H:O set but pitched at the right value to show H:O should be regarded with respect.

The four bodies sit on the latest version of the Super G + chassis, another sign that the company intends to be top dog as they were for much of the eighties and early nineties. For too long the quality and durability of the chassis has been going downhill and most racers nowadays have tales of woe involving out of alignment bulkheads and broken chassis. None of the actual design parameters have changed, but a much better and more pliable plastic has been used.

Naturally enough AFX have gone for readily recognizable drivers, something that is more important nowadays as the series becomes weaker post-ILR split (to be fair that series is much weakened too), so it is no surprise to see multiple and reigning champion Bourdais, feisty Canadian veteran Tracy, Australia's Will Power (great name!) and ex-F1 driver Justin Wilson as the first four cars. My understanding is that the



2007 versions of the Tracy and Bourdais cars, being quite different from the 2006 cars, will be part of the next batch of releases.



It is slightly disappointing to see the standard SG+ open wheel body has been used again, but realistically AFX were never going to torpedo the release with the large amount of tooling cost that involves when they already have an adequate mould to use. Their next release, =>





four gorgeous MK11 GT40s from 1966, *has* involved such expense so AFX are willing to take risks just not needless ones. Long term there is hope that an all new body AND chassis will be produced.

The actual execution of the four cars is really rather good. Colours are vibrant and the tampo printing crisp and clear. There are some very small graphics on the cars, including the drivers' names but most can be made out very clearly. There is also good attention to detail, such as the rearward facing CDW logos on the Wilson Rusports car. If I have a grumble it is the drivers being painted plain black, I do feel it should have been possible to paint the helmets in one correct colour and put in seatbelt straps. Nonetheless an overall very impressive release and, in conjunction with those GT40s, ones that should have AFX's competitors thinking about upping their own game. ■

KITSONBOBS

by PHIL INSULL

During the past month I have been on a couple of away trips to classic slot meetings at Southend and Netley. At both meetings fellow Wolf Malcolm Scotto and I were made to feel most welcome and at Netley scored a bit of success by winning the 1961-65 Concours with my Dave Jones bodied Lotus 25 and the Le Mans / GT section Concours with my AA Bodied Ferrari TR, although in race terms we were blown away at both meetings and suffered some damage due to my increasingly awful driving. I did encounter a couple of funny moments. At one meeting I was greeted by the phrase, "Ah you're the resin man", while I know I can be a bit bluff at times I didn't think I was quite as bad as that. The second comment was,

"I bet you do alright with all the free cars and stuff you get from the NSCC, etc". Well I have to say that rankled a bit. While I do get some kind manufacturers who have supplied their latest bodies gratis for me to include in my round ups, (Thank you David and Dave for your generosity) and I get great service from MRE, Pendle, Penelope Pitlane, TRRC and World Classics, I do actually pay for virtually everything I build. Now this isn't a complaint or a hint, I just wanted to put the record straight, by paying for them I get to choose what I feature in the articles, I can give my unbiased opinion and I don't have a hang up about the cars becoming part of my collection afterwards. ➡➡



Concours winners from Netley 2007 - Dave Jones bodied Lotus and AA Ferrari TR61



On to the news then - first up is OCAR's pending release of their new Aston Martin AM V8 and Jaguar XJ12 Saloon, which I know a number of people are hoping to get in time for the sold out World Classics Euro Saloon Event at Wolverhampton on October 14th, and possibly their planned Alfasud road car and Bastos Rover SD1 may be available by October along with the World Classic Alfa SVZ Alpine Rally. The big Jag apparently has room for an NSR chassis underneath and should be pretty quick if it arrives in time.

From last month I have completed the Triumph Spitfire LM65 and pretty neat it looks too, but the standard PCS32 chassis does need a fair bit of cutting down to fit inside such a small wheelbase.



World Classic's Triumph Spitfire LM65

Penelope Pitlane have now released their Birkin Bentley and Lotus 18, the Bentley is still on my workbench but I did get the Lotus finished. The body kits are designed for the Penelope Pitlane chassis and the Lotus can be built either as the Team Lotus version with side panels in place and exposed fuel caps or as the Rob Walker entered Stirling Moss Monaco 61 winner with side panels removed and driver's legs exposed, which is how I have built mine. Again this is a great bit of timing with the Penelope Pitlane sponsored Half Tonne Grand Prix meeting at Wolves on November 25th. (Places still available).



Penelope Pitlane's new Lotus 18 Rob Walker – Stirling Moss Monaco 61 and 1960 Scarab

Staying with resin, I enjoyed building Traffic Models Morris Minor so much that I bought another five kits and have built them for this month, these being the Riley 1.5, Hillman Imp, Austin A35, Austin 1100, and Triumph Herald Coupé. They look great and are loads of fun to drive, with skinny tyres giving lots of sideways moments just like the real ones.



Traffic Models Riley, Imp, A35, 1100 and Herald Coupé

TRRC have released the Delahaye 145 LM38 sports car version, the first available being ready to run versions with body kits due soon after. Across the Channel, Protoslot have announced two new releases expected in September or October, these being the Porsche 914/6 LM70 and the Ferrari TR61 as ever both as pre-painted or unpainted kits. Sadly at the



Spirit's new Martini Porsche 936s

time of writing the expected MMK 1/24th scale kits and their ready to run Ferrari TR61 still haven't arrived in the UK, but they shouldn't be far away. Rounding out the resin section Pendle Slot Racing have a limited number of ready to race PRS Abarths in a very attractive new Rothmans livery but, as with the others, these will probably sell out quickly.

On to plastic now and sticking with Pendle Slot Racing. In addition to last month's pre-production photos of MB Slot's upcoming Zonda, they also have pre-production photos of NSR's upcoming Renault Clio R3, which looks very tasty and should be very quick. Slot.It have just released plain white versions of the Lancia LC2 and the McLaren F1 GTR for all those who wish to do custom liveries, and I gather Pendle now have more stock of the magnificent 1/24th scale Porsche 962 kits from B.R.M. Most

eagerly awaited though are probably the two new Martini liveried Porsche 936s from Spirit. These are available as either the white Le Mans 76 high air box or black Nurburgring 76 low air box versions. Spirit also has a new red and yellow liveried Pneuhoeg sponsored BMW 2002.

Rounding out this month is Revell's latest limited editions release - the David Hobbs BMW 320i, and finally I have purchased one of Slotter's new Zytteks although, to be honest, the track performance is disappointing and should not worry Slot.It or NSR runners just yet. On the brighter side however, as mentioned by Gareth in his column last month, Slotter have posted pictures of the pre-production versions of their planned Fiat 131 Abarth and Renault Alpine A110 and have confirmed they are planning an Opel Manta 400 and Lola T70 Spyder. ■





When Fly have their annual August shut down, there tends to be a surge of new releases from mid July thru' to early August. This takes into account the delay from the cars being produced, to them hitting the shelves. Every year I brace down my credit card and wait for the tidal wave to hit. This year was to be no exception with eight pre-announced models available, plus another three specially commissioned models (previously only known by those that needed to know) to hit the shelves during this short period. Of course, once the storm has been weathered the opposite happens, with nothing at all released until mid September.

Standard Releases

BMW M1 "Jägermeister" #1 (88269)
 DRT 1982, driven by Kurt König. The second "Jägermeister" liveried M1 produced by Fly this year. The other being E1303, race #31, which was produced as a limited edition of 1500 and only available through certain outlets. This latest version is a standard edition and readily available via your local friendly neighbourhood dealer. Once again it is decorated in orange and fitted with gold BBS wheels.

Porsche 917K "Team AAW" #18 (88270)
 24hr Le Mans 1970. Anybody who has seen the "Le Mans" film, starring Steve McQueen may recognise this car as it featured quite a bit during the opening few laps. It was driven by David Piper and Gijs van Lennep, but unfortunately failed to finish the race due to an accident on lap 113. The model itself is decorated in yellow and has red stripes running around the lower sills with red flashes on the rear winglets. Finishing

touches to this model include red tampo printing around the headlights to simulate duct tape. This car first appeared in the 2003 catalogue and goes to prove that any of the cars pictured in older catalogues not yet produced, could still happen.



BMW 3.5 CSL "Conforstick" #44 (88271)
 Driven by Jean-Claude Justice and Jean Belin taking part in the 24hr Le Mans race of 1976. As above, this car also failed to finish the race due to head gasket failure after lap 128. The model is decorated in dark blue with yellow stripes along the door sills and around the wheel arches. This version has the shorter more stockier rear wing fitted.

Venturi 400 LM "Sherwood" #68 (88272)
 24hr Le Mans 1994, driven by Antonio Puig, Xavier Camp and Jean Louis Sirera to 17th place, completing 225 laps. The model is decorated in an attractive red with broad silver bands and finished off with white wheels. Like the Porsche 917K listed above, this too first appeared in the 2003 catalogue. ➡➡

Las Temporadas Argentinas

Porsche 917K "Martini" #38 (99036)

As mentioned in the July issue, this model was originally planned to be a Ferrari 250 GTO together with the "Cobra/Ferrari Wars" DVD. Due to problems with the film not being available in a multi-regional format it meant that it has been put on ice for the time being. I believe Fly are trying to sort the problem, so watch this space for further developments. The Porsche 917K included with the box set is decorated in silver with red and blue "Martini" stripes running down the centre and along both sides. It depicts the car that took part at the 1000km Buenos Aires in 1971 driven by Gérard Larrousse and Vic Elford. The DVD included with the set is a documentary with plenty of still photographs concentrating on a series of GT races in Argentina between 1947 and 1972. "Las Temporadas Argentinas", meaning Argentinian races held in the summer season. A booklet is included in the set which is full of interesting photos and a detailed account of the featured race, narrated by Vic Elford.

Champion Drivers

Dodge Viper GTS-R #50 (99061)

A special edition focusing on the 'professor' himself, Alain Prost. The car is decorated in white, blue and red and is modelled on the car that Alain and his eldest son Nicolas drove at Magny Cours in 2005. The set is presented in a sturdy cardboard box together with a die-cast model of Alain standing on a plinth with his hands on his hips.

Circuitos Con Historia - Nurburgring

BMW M1 "Motorsport" #201 (99073)

1000km Nurburgring 1980, driven by Hans Stuck and Nelson Piquet, finishing in 3rd place, 55 seconds behind the winning Porsche 908/4. The car featured is decorated in white with a map of the *Nordschleife* printed on and displayed in a presentation cardboard box. Included with the set is a booklet all about the old Nurburgring circuit and shows just what a dangerous, but challenging, circuit it is.



Special Editions

BMW M3 E30 "Camel" #2 (99062)

Rally Rias Bajas winner in 1989, driven by Toñi Ponce and Gaspar León. This is a specially commissioned model, limited to 1000 units produced solely for the Toñi Ponce boutique in Gran Canaria. This follows in the footsteps of the "7 Up" M3 E30 released earlier this year and is now the third in this exclusive series (a Ninco VW Touareg, limited to 240 units being the first). This latest model is decorated mainly in yellow with a white rear quarter. At first glance the model looks rather plain, but taped underneath the plinth is a tell-tale blue packet containing the adults' only cigarette sponsorship decals. Strangely though, the blue packet that came with my car contained two identical sheets of "Camel" decals with the illustrated instructions from the soon to be released "Rothmans" M3 E30 "duo kit" (88298). After a minor panic, I managed to find a useful pictorial guide on the Ponce Motorsport web site to aid me. Once the 11 decals are applied, it totally transforms the car into a true rally cigarette pack

replica. The car is mounted on the usual black plinth with crystal case and has a numbered coloured backing card. Also mounted on the plinth is a "Ponce Motorsport" pin brooch, which can be removed and worn if desired.

BMW M3 E30 "Blaupunkt" #5 (99084)

VI Rallye Valeo 1989, driven by J.Bassas and A.Rodriguez. Another unannounced model, limited to 500 units which has been produced for the Spanish travel agency "Viajes" to sell in their outlets to customers. It is decorated in an eye-catching white with blue stripes and mounted on a grey plinth. The backing card is numbered and decorated in a similar scheme to the car.

Porsche 911 SC (99075)

Campeonato Nacional de Rally Slot 2007. This racing kit has been produced for the Spanish slot rally championships and is limited to 400 units. It is decorated in orange and has a map of Spain on the bonnet and doors. The car is presented in the new style racing kit box, which includes extra accessories like an engine cradle, chassis springs and various crown gears etc. ➔





(62580) Ford Escort RS Cosworth

By Dave Chang

SCX's latest release in their classic range is a reproduction of the iconic Ford Escort RS Cosworth (#62580). This is a model of the 1994 1000 Lakes Rally winner driven by Tommi Mäkinen and Serpo Harjanne.

The RS (Rallye Sport) designation first appeared in 1970, and has consistently been reserved for high performance versions of the cars. The Escort RS Cosworth appeared in 1992 – a major reworking of the standard Escort – and took the place of the Sierra RS500 as Ford's principal motorsport car. It was four wheel drive powered by a 227 bhp 2 litre 16 valve Cosworth engine and featured an advanced aerodynamic design which included the adjustable 'whale-tail' spoiler. Unfortunately

it did not fare as well in the World Rally Championships as Ford had hoped and, despite significant engine upgrades in 1994 and a number of wins, failed to dominate the era. Its main competitors were the Lancia Delta Integrale, the Toyota Celica Turbo and GTFour, the Subaru Impreza 555 and the Mitsubishi Lancer Evo 2.

The Ford Escort RS Cosworth ceased production in 1996. Despite its mediocre results in WRC, the car handled extremely well on tarmac and became an aspirational vehicle for boy racers and anyone who appreciated a great high performance car. Time has been good to the car's memory, elevating it to cult status. ➤➤



The Slot Car

I don't have many SCX cars in my collection, and was very interested to see this model, especially since SCX have a high reputation for the performance of their rally cars.

The first impressive feature is the display box. The car is held off the bottom at an angle, making viewing the car and checking it out very easy. By supporting the car off the ground, it also prevents the tyres from getting 'flat spots' where they might have been compressed against the base for months in a shop before being bought. The box also features six icons indicating the features – but I only understood the first two (lights and 4 x 4).

SCX's model captures the real car's livery very well. The base white paint is thick and nicely applied and the deep metallic blue is nicely vivid. It is let down a bit in a few areas. The review car featured slight smudging or blurring at the edge of the metallic blue areas. This is somewhat surprising, because the other layers of tampo printing and tiny lettering are impressively crisp. The livery seems to have been simplified a little from the real car – Ford emblems are missing from the wing mirrors and the wheel hubs. The spare wheel hub inside the car is left in the black of the plastic it is moulded

in instead of white. The windows feature black edging, but the white lettering or graphics from the red sun visor band have been omitted. The final discrepancy is the logo 'SCX©' which appears in the bottom right of the windscreen.

Unlike the body, the wheel hubs do look a bit plastic. Attention is drawn away from the hubs by the well proportioned tyres complete with Michelin Pilot SX decals. The tyres have a ribbed tread, and raised lettering 'SCX' and what I think is the tyre size. The raised lettering is very subtle and hard to see, and does not spoil the look of the tyres at all.

The body is well proportioned, capturing the lines of the car accurately. The oval vents on the bonnet and at the back of the front wings are open, and the RS's distinctive 'whale-tail' spoiler is properly presented. Shut lines and body panel lines are crisply moulded. The light cluster may look a bit 'blobby' – but that is exactly how it really looked. Having said that – my research indicates that the rally light cluster, frequently used in the 1994 season, may not have been present on the 1000 Lakes car.

The interior is a medium pan of black plastic with minor detailing, black roll bars, a driver and co-pilot from the armpits up. Whilst I do delight in excessive interior detailing, this car does not seem to miss it. The matt black plastic makes the interior look dark, so it is not immediately obvious that anything is missing.

SCX have included roof aerials. These are made of black plastic, and whilst they look nice on the new car, I suspect they will snap off the first time the car rolls over. This is one detail that I would be happy for manufacturers to omit, although Scalextric's solution of making them from bendy rubber works quite well too.

The ride height of the car looks good, and the wheels fill the arches nicely without any risk of rubbing. The wheels do protrude ever so slightly from the body work, but from most angles this is not visible.

Although I have pointed out a number of shortcomings in the appearance of the car, I should stress: this car looks really good. It would be easy to mistake it for a die-cast.





The body is secured to the chassis by three screws, two behind the front wheels and one at the back. The black front grille is part of the chassis and acts as a clip to hold the front of the body in place. Removal of the body is simpler than if it had a lot more screws, and it also allows people to leave the screws loose to allow the body to rock, which often aids the stability of the car especially when racing without magnets. The chassis is strengthened by a couple of longitudinal struts inside which also hold the brass axle bushes.

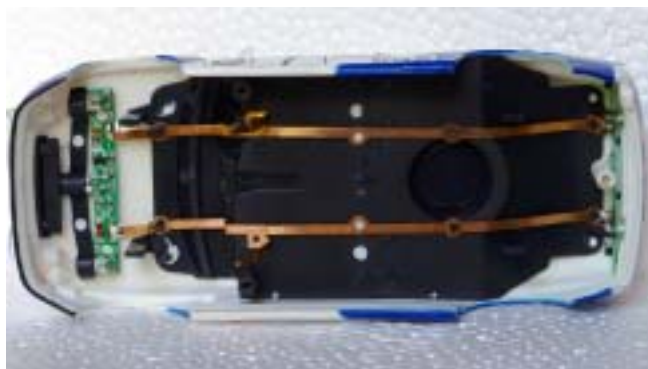
The car comes with a small 'U' shaped bar magnet fitted just in front of the rear axle. It is thicker at the ends than in the middle. Often, a 'U' shape is used because theoretically there is less magnetic downforce when the car is going straight, and more attraction as the back end slides out positioning the thicker part of the magnet over the rails. The bar is not very wide, so I think that in this case it is primarily to allow space for the pinion inside the car. The magnet is accessed from underneath the car, and its height and downforce can be adjusted using two screws, without the need to dismantle the car.

Like the real thing, the slot car is four wheel drive. This is achieved by the motor featuring a prop shaft that extends forwards and backwards, with a pinion on each end driving crown gears on both the front and rear axles. The alternative

method is for the motor to drive one axle, and for the other axle to be linked by a rubber band. There are openings in the chassis for the two crown gears, which makes it possible to lubricate the gears without opening the car.

Just ahead of the front axle is a nicely engineered sprung guide with about 4mm of vertical travel. Sprung guides are a nicety on any slot car, enabling the guide to maintain electrical contact even if the front of the car bounces or rides up. They are even more useful on 4 wheel drive cars, where you want the front wheels to make solid contact with the track and to support the car. A fixed guide would be hard to adjust perfectly in these circumstances. They also allow the more experimental rally aficionados to make rough terrain and dirt tracks and still drive their cars.

Looking inside the body, we can see SCX's innovative electrical system. Rather than connecting the electrical components by soldering wires to them, SCX build copper strips into their cars. This means that you do not need to use a soldering iron to change the motor, and it also means that the body can have the lights built in, without them having to be attached to the chassis by wires. As the body is screwed on, the sprung copper strips in the body make electrical contact with the strips in the chassis. =>



The motor is an RX81B which is rated at 18,000 rpm. It can also be removed and replaced without the aid of a soldering iron. This is a great arrangement, the only downside is that you are constrained to SCX replacement motors.

The car features three white LEDs at the front, one for each pair of main headlights, and another for the central bank of rally lights. These are held in a black plastic holder, which doubles as a light shield to reduce the light bleeding through the bodywork. At the rear are a pair of red LEDs for the tail lights. The bleed is moderately controlled, but if you are as fussy as me, you will need to apply some extra black paint inside the body shell to eliminate it completely. The rear lights look great, the fronts are satisfyingly bright too, with the light evenly spread across the four cluster lights.

Performance

The test track used was my garage Scalextric Sport layout powered and timed with Sport World. It is a twisty hilly layout with hairpins and sweeping curves.

First impression of the Escort RS on the track straight out of the box is that it is fun and very controllable. The brakes are sharp, acceleration is responsive. The back slides out nicely on the corners. The four wheel drive definitely made a positive difference to the car's handling.

The Escort was pitted against an SCX Fiat Abarth 124, a Scalextric Subaru Impreza (the 2006 Solberg model) and a Ninco Renault Mégane. The Fiat and Renault are 2 wheel rear wheel drive, the Impreza is front wheel

sidewinder driven with a belt providing power to the rear axle. I ran 10 lap qualifying to establish the fastest lap the cars could achieve (as driven by me!). The first measurement of the Escort was literally box standard, then I tested it again with the tyres trued and the body screws loosened. The other cars are also box standard with basic tuning.

Times

Escort RS Cosworth box standard	7.121s
Escort RS Cosworth tuned	7.050s
SCX Fiat Abarth 124	7.394
Scalextric Subaru Impreza	6.115
Ninco Renault Mégane	7.551

The tuning made a small improvement on the lap times, but actually made the car harder to drive. It is now faster, but more likely to roll at corners rather than slide. More tuning should give the best of both worlds, and increase the performance noticeably more.

All the cars felt very different – the Fiat was light and sprightly, but prone to rolling or jumping out of the slot if the corners were over cooked; the Ninco was very slidy but quick, the Subaru was glued to the track, and the Escort RS was somewhere in between all of them.

Conclusion

This car is well made, looks great and drives very well. If you are a fan of the Escort RS Cosworth, or a fan of 90s rally cars, I would say that this model is a must. If the review car is typical of the rest of the production run, it is also a great option if you want a no-fuss car that will drive nicely straight out of the box.

In looks, SCX has made a few compromises and rates marginally below the front runners with a basic medium pan interior and a few minor livery omissions, but they have chosen which corners to cut carefully, so the car still looks very impressive.

The performance of the car is in the range of other manufacturers. For the fairest racing, you need to class your cars carefully according to performance, or race the same model. We will have to wait to see if more liveries of the Escort appear. ■



I had been thinking it was going to be a quiet month and I would have nothing to write about but I have managed to pick a couple of topics to hopefully hold your interest.

To avoid boring you with almost the same statistics this month, I will just say August saw similar listing values, numbers and patterns as July for the UK site thanks to a half price listing day again. It is quite remarkable how many sellers really gear up for these cheap listing days, especially in our slot sales world. Regular buyers do as well I have noticed, and I can count myself guilty as charged on the buying side! It is especially true for those items like spares that tend to be at the lower price end of the market. So my little tip for this month is, if you are looking in the spares direction and cannot be bothered to look at eBay every day, look out for the cheap listing days and search on that day amongst the newly listed items for your spares, if you can't find them with any of the dealers who regularly advertise in the Journal. Also don't forget to check out eBay shops where spares often lurk because of the lower listing fees.

Bargains?!

For the bargain hunter the cheap listing days can often bring out the best deals as well as treasured items with a few different sellers making appearances. This was true on a lot of other days this month, especially on the top of the range Scalextric Digital Super GT sets that retail at around the £200 mark. Generally only the odd set had been listed and sold in previous weeks, and this was mainly from shops selling via eBay. These sets have not been out long and have just appeared in the Argos shopping catalogue if you want to look them up. Suddenly sets were in plentiful supply though, at rock bottom prices this month. I stopped counting after 40 had been sold within the first week or so

of the month in the range £100 to £125 with many on BIN prices. Remarkably almost all had the same description even though they were from allegedly different sellers. Some were newly registered sellers, and others usually sold non slot related merchandise. As I write I noted that at least one seller who had shifted many sets was no longer registered on eBay so maybe these "hot" deals were too good to be true?

Did I bag a set then? Well no, I did not succumb to these bargains as I was made aware that a lorry load containing 866 of these sets, I believe it was, had been stolen at the end of July and I thought it too much of a coincidence that these were suddenly available in plentiful supply from private, not business sellers. I have been told the police are taking a keen interest in these sales so I suggest you choose your seller carefully if in the market for this set. (Many of you may have seen this on the local news, received an email, or read about this theft on Slotforum so apologies if this is old news to you by the time you read this.)

Genuine bargains are around if you have plenty of patience and it is not miserable weatherwise which is when people tend to stay in and log on and then we see some of those fancy Sunday listing prices. However one Sunday bargain pointed out to me was a Revell Porsche Spyder which the seller said was hard to find. In general, standard Revell cars usually fetch £10 to £15 currently but there were no buyers on one Sunday morning as one listing only achieved £7.39 and that for a James Dean LE mint boxed example. Missed that one! Another good bargain example was a 60s grandstand that only reached £1.26 and which I believe one of our committee members was well pleased to win. I did manage to win an auction for 1p for some track and a Scalextric bag. ⇒

New Scalextric releases have again have been keenly priced with a number of the new 50th Anniversary Ferrari sets containing the modern tinplate car struggling to make the £50 mark, although you do have to be careful as one big seller has taken to breaking these up and selling them without the book. The tinplate Ferrari from these sets has also sold on its own and fetched over £50. The set without the book has at times only just crept past the £40 mark and I was fortunate to get one of these bargains. The new Scalextric case cars have been selling around the low £20 mark but surprisingly for the moment the Hamilton McLaren has been pitched only slightly higher with BIN prices of £24. I cannot see these being at this price in a couple of months' time when the Christmas buying season gets in full swing in view of this rookie's popularity.

SRA & Slot.It

Last month's rather high price for an SRA TV tower seems to have prompted a few more sellers to list SRA items. For those not aware, it has been reported that SRA is no longer manufacturing its metal figures and accessories. Prices achieved this month were all around retail though. Whilst on the subject of figures I have noticed that nicely painted examples do tend to attract higher bids on the right day so this could be a way of getting some more money for your SRA figures later in the year.

Whilst not so many earlier Slot.It models were listed in the UK, the US saw several of the later Le Mans Audi listed. Prices in the range \$100 to \$150 are being realised for these models regularly it seems, and a Mercedes Kouros hit the \$125 level. However these price rises do not seem to have filtered through to the Nissan and Lancia models - well not yet anyway!

This month's prices

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day.
 Triang Scalextric 1959? Manual £72.01
 JAGUAR E SCALEXTRIC C 34 Weiss Slotcar Selten!! €151 (German eBay and in a 70s rally box of all things on Wednesday night).

Slot it - Porsche 956C - Still sealed in Box £53 (Monday night).

Scalextric Auto Union C96 'C' Type. Tuned. In Box £336.67 (White version in very good condition and boxed on Wednesday night).

6 Litre Auto Union Type C MM/C £266 (White version in what appeared to be very good condition on Sunday night).

Scalextric MM/C53 Austin Healey 100-6 TINPLATE electric £174 (red version missing motor and rear axle. Blue version with rust marks, motor present but wrong wheels went for £224 from same seller on Sunday night).

Scalextric C2510 Ford Boss Mustang 2003 Retailer RARE £365 (picture showed car still in bubblewrap on Tuesday afternoon).

SCALEXTRIC 50TH ANNIVERSARY COLLECTABLE PIN BADGE £14.45 (Dutch auction for 2 badges on Monday night).

scalextric 1960s winners trophies in vgc x 3, £25 (No winner's Laurel and no packaging. BIN price on Tuesday night).

1960'S 2ND Edition Triang Scalextric Catalog 24 Pages \$80 (excellent colour example on US eBay Saturday night. Seller also had black and white version which sold for \$66.50 at same time and #1 that went for \$102.50)

old scalextrick car austin healey boxed £65.89 (excellent example near mint according to seller on Tuesday morning. At same time seller also had red Aston Martin with same unique spelling that went for £70.50).

Vintage TriangTV Stand £37.50 (missing figure and bit of tower on Monday evening).

Scalextric Trackside Buildings (Stand, TV Tower etc) £46.50 (boxed including starter and refreshment kiosk on Saturday night).

RARE SCALEXTRIC 13TH EDITION CATALOGUE 1972 PRICE LIST £21.88 (Good used condition with prices written in on Friday night).

Pink-Kar CV-002 Bugatti T39 Black very rare #118 of 300 £77.01 (Used but excellent condition still boxed on Sunday night).

I shall be at the Milton Keynes swapmeet in September so if you have any comments you want to make on the column try and track me down there. ■



100 YEAR BITS & PIECES 100 YEAR

Wolverhampton Classic Races

The World Classics Euro Saloon Classic on Sunday October 14th is sold out but spectators are welcome - free entry. The Penelope Pitlane Half Tonner Grand Prix for 1.5 litre F1 cars 1961-65 on Sunday November 25th still has limited places available.

Any members competing in the Classic Saloons may like to whet their appetite with footage of a round in the 1971 Osram Saloon Car Championship at Crystal Palace. It features a terrific scrap between Martin Thomas, Mike Crabtree and the great Gerry Marshall. The film is in two parts and the link is easily followed when part one is finished. Make sure you turn up the volume - the cars sound fantastic as does Murray's commentary. For those of us the unmentionable side of 45, these really are great memories - www.youtube.com/watch?v=kY5zdNgvT0c.

David Wisdom

Loughborough Swapmeet 16th March 2008

As it is important to give as much notice as possible to avoid date clashes with other organisers please note that the Loughborough event is a lot earlier than in recent years.

The previous problems we have had to contend with regarding the Sunday we could book appear to have been relaxed. In the past we could only book the weekend that the students returned, so that there would be staff available on site. Now apparently the University have so many events going on throughout the holidays that staffing our event is not a problem.

So we have decided to go to the week before Easter next year. Part of the reasoning behind this decision is to see if it will increase the numbers through the door, we wondered if people may have still been returning from holidays on our normal weekend. Anyway, we will see what happens next March.

Bob Bott

Gang races off with toys

Police warning after thieves steal hundreds of race sets

by Helen Wagstaff

SCALEXTRIC sets worth more than £170,000 have been stolen from a lorry park.

Police believe thieves deliberately targeted a trailer containing the 666 Scalextric sets at a park near Detling Aerodrome Industrial Estate, off the A249, Detling, because they knew the contents had a high value.

The gang struck during the

early hours of Monday, July 31, when they unhooked a lorry trailer from its cab.

Inside were Scalextric Digital Super GT race sets, worth about £200 each.

The trailer was then attached to another lorry cab and the thieves drove it away.

Both the cab and the trailer were later found abandoned in North Woolwich.

Det Con Catherine Baker said: "These Scalextric sets are highly desirable with each set retailing for about £200. This was a planned operation and the offenders clearly targeted the trailer,

knowing the high value of its contents, estimated collectively to be worth more than £170,000."

The stolen sets contain an Aston Martin DBRS, a Porsche 911 GT3R and a Dodge Viper.

Det Con Baker said: "I advise consumers to be aware not to buy any of these Scalextric sets from anyone but an approved retailer."

"If anyone has a reason to suspect that a box set may be stolen please contact me on 01622 694180 or Crimestoppers on 0800 555 111. This call is free and confidential."





B.R.M. – Porsche 962C 1/24th Scale Kits By Phil Insull

I was really happy when I found out that a new Italian manufacturer called B.R.M. was going to produce a 1/24th scale Porsche 962C kit. Better yet, the news that this was a serious kit with some high quality parts and a fully pre-painted body. The last bit of news that Pendle Slot Racing had been named as the UK stockist was even better; I didn't have to go shopping abroad for one of these new kits.

Now I normally give you a bit of background regarding the real cars; however, the 956/962 series were so successful for Porsche in Group C racing that I don't think the editor would let me have the space required to catalogue their achievements. The B.R.M. 962C kits come currently in six different liveries, white Kenwood #10, red Kenwood #10, aqua marine Leyton House #16, red and black Advan #25, red and yellow Momo #30, and yellow FromA #27. The first three were all engineered

by the Kremer brothers and featured a modified rear wing layout which has been produced on the corresponding three kits. These three are, according to Autosport, all currently up for sale with two at £POA, while the red Kenwood version chassis CK6/88 could be yours for a mere £175,000.00. A darn sight cheaper then is the 1/24th scale kit from B.R.M. and, as I could not decide which one to order, I went for the Leyton House and white Kenwood versions of the Kremer cars.

The cars come as pre-painted and tampo-printed kits with a very stiff one piece plastic chassis, body-shell pre-assembled with glass, radiator grilles, wing etc. Wheels are grub screw mounted alloys with two "air pocket" sections in the rims and the inserts pre-assembled; axles are hardened steel with a nylon alloy crown gear fixed by a grub screw and race bearings, while the tyres are B.R.M.'s own and seem very soft



Beautiful pre-painted and pre-tampo printed Porsche 962C Kits from B.R.M.





Kits come complete with everything including tools

and sticky. The interior has a cockpit section, pliable driver figure, and scuttle / dashboard top which push fit together. There is a central magnet for those who want it and a big 25,000 rpm inline boxer motor with B.R.M.'s own branding on it. Finally the kit has all the screws, washers, guide, braids, wires, and an Allen key and screwdriver so you have everything you need for assembly.

Putting the kits together couldn't be simpler. These are as easy as assembling the Slot.It 312PB kits and easier than the recent Ninco Ferrari 360 ones, just follow the instructions and you should be ready in 15 minutes or so. I did do one additional thing to mine and that was to cut

and fit an aluminium spacer tube on one side of the rear axles next to the crown gear to make sure it stayed in mesh. I have had similar American crown gears on previous cars and, as the axles develop a little play, the teeth can come out of mesh and this helps to prevent it. I then oiled the gears and bearings and was ready to go testing at Wolves.

On the Slotfire track the cars were quick but the magnets were so strong that there was no feel to the Porsches and it felt like you could bomb round all day and never come off. On to the wood routed copper tape track and now we have to drive them. Using first a Parma 45 ohm and then an MRRC 25ohm controller the cars became very lively and as confidence grew I got down from the low 9 seconds bracket to 8.20 and managed around forty laps with each before suffering a spin out. The motors have terrific punch and the only problem I had was that the Wolves straights aren't long enough to let me open these cars up. Grip from the tyres is very good and being long and low the Porsches corner superbly well; in fact by far and away the best handling 1/24th scale cars I have ever driven. Couple this to their great looks and ease of assembly and I think we may end up with a regular 1/24th class at Wolves before too long. I loved these so much I'm going to order a couple more next pay day and, with Pendle Slot =>



Assembled chassis with additional tube modification to left of the crown gear



Simply stunning looking and very quick for
1/24th scale motors

Racing stocking a full range of parts to fit, keeping them in tiptop form should be no problem. Rumour has it that B.R.M. are planning more Group C cars from the same

period including the Toyota CV88, which would be great. With quality like this it's easy to see why 1/24th scale is so popular in Germany and Italy, and why people like me are getting more and more hooked on it in the UK. ■





The Slot Car Handbook - Dave Chang

By the Editor

Although I have not yet collated all the responses to the Journal survey, one thing that does stand out is the number of requests for articles about tuning slot cars. This book would therefore appear to fill a need as it is a comprehensive look at Scalextric racing in general and tuning in particular.

Author

Dave Chang is a member of the NSCC and no mean racer himself as I discovered at this year's Ramsgate weekend. He is a moderator with the Slotforum website under his tag of 'Astro' and has a really good scenic track in his garage. He is also a thoroughly nice bloke who will chat for hours about slot racing over a pint or six.

Dave has written several reviews for the Journal and he remains, to this day, as the only person ever to submit a piece totally devoid of spelling, punctuation and grammatical errors - RESPECT! As a well-known editorial pedant it thus gives me great pleasure to announce that I found a spelling error in the book, although I did have to look very hard to find it.

Target Audience

The publication is aimed at the vast majority of slot car racers - those who play on plastic track with 1/32 scale magnet cars (analogue or digital) from Scalextric, Technitoys SCX, Ninco, Fly etc. There is a token coverage of other scales and non-magnet racing on wooden tracks but those seeking specific information on these minority interests would really need to look elsewhere for sources of knowledge.

The Book

There is virtually nothing in the book which cannot be found in various other publications or scattered over t'interweb but you will spend a long time tracking down the information. This is the real appeal of the book to me - just about

all the important bits are concentrated in this one volume. It is extremely well written, the layout is excellent and it provides a single source of information about tracks, cars, layouts, controllers etc. It really seems strange that nobody has thought to publish something like this before now.

The first chapter is an ideal introduction to the hobby for the absolute novice. It covers the anatomy of a slot car and basic preparation such as running in the motor and meshing the gears. It is particularly strong on tyre truing and preparation - something I always struggled with at the beginning.

The second chapter, entitled upgrades, delves a little more deeply into the black art of tuning. It includes sections on upgrading motors, changing gear ratios and modifying magnet set-ups. Throughout the book every step is neatly explained with pictures and diagrams plus a list of tools required for the job in hand.

Further chapters cover track maintenance, digital cars and the actual racing with a very useful troubleshooting guide at the back of the book. All in all it does exactly what it says on the tin - "The definitive guide to setting up and running Scalextric style 1/32 scale RTR slot cars."

Buy It?

I did - even though I could have obtained a review copy for free! If you are an experienced racer used to competing at top club level then the book will probably have a more limited appeal but it is not really written for you anyway. Everybody else, from complete novice upwards, should find it immensely useful.

If you would like further information or want to purchase a signed copy direct from the author go to: www.theslotcarhandbook.com. Alternatively go back to page four of the Journal and enter the competition to win a copy. ■



Porsche 997 50445 Menzel 50446 Road car

By Dave Smith

I didn't even realise that Ninco had produced a new version of the Porsche until Brian emailed and offered me one to review. I decided to wait until the parcel arrived and was pleasantly surprised by the new model in front of me.

The Porsche 997 was in a stunning yellow and black driven by the ever successful Christian Menzel. This particular livery appeared in 2005 in the Porsche Super Cup and was a successful year for Menzel with four victories.

The car comes at present in two liveries, the one I'm reviewing here and a road going version in white; I'm sure more will follow. It is decorated in yellow and black with the German Postal Service "forum/gelb" emblazoned along each side and their logo across the bonnet.



This being a completely new model from Ninco I was struck at how low it looks sitting in its box. I also found it unusual for a Ninco car to have "eyebrow effect wheel arches" with the tyres partially obscured by the flared arches.

Fitted with low profile 18x10 tyres the car looks correct when compared to its real life counterpart. The 997 comes with the usual Ninco sprung guide and central button magnet and an NC5 motor producing 20,000 rpm at 14.8v, set in the anglewinder configuration. I always find these motors get faster the more running in that you give them.

I track tested the new 997 against a Ninco Porsche 911 GT3 model. Both cars are pretty much the same size and wheelbase, the only obvious difference is the angle winder in the 997. The GT3 handles the track pretty well with magnet removed; I didn't really try it with magnet fitted (force of habit to remove them).

However I tried the 997 with magnet intact and had a job to make it de-slot around a Scalextric sport track. Due to its very low ground clearance it stuck itself down and my four year old who was eagerly watching had fun running it round with no trouble before I tweaked it and removed the magnet from car. With the offending object removed and the tyres gently trued it easily out performed the 911 by two tenths of a second and was very forgiving as its tail began to slide.

I tried a couple of JGTC cars I had lying close to hand and the 997 easily kept pace against these and, with a bit of tinkering, I'm sure will out perform them. I checked my Ninco collection and I can't find another car with the smaller front wheels fitted to this model (you may know different). They will be useful if available as a spare for club racing.

Overall I'm quite impressed and would definitely give it a try in our club's new GT class. ■



Pierre Levegh and Le Mans

By Dave Yerbury

This story is as full of tragic irony as any in motorsport history. 1923 saw the first running of the Le Mans 24 Hour race. Levegh attended it and it changed his life as he was captivated by it. He became a very good mechanic with his own garage and as an average club driver he tried hard but with little success. But in 1938 he acquired a Talbot dealership at the age of nearly 40 and was offered a works drive in the 5th works car. It looked like he was on his way but co-driver Jean Trevoux broke the car long before he was due to drive. 1939 brought no offers of a drive and for the next five years the German Airforce put paid to any competition as they used it as a Fighter Airbase. Racing did not resume until 1949.

After two years as a spectator he was finally offered a Talbot drive for 1951 and, with René Marchand, finished a creditable 4th. Levegh felt he could make the Talbot a better car so he bought one, which arrived late in 1951. His modifications included engine preparation, large fuel tank and a new alloy body shell. His only concern was glory for himself and France.

1952 Le Mans and Jaguar were favourites, having won the previous year, along with the new Mercedes Benz 300SL. Not a lot of attention was given to the No 8 Talbot driven by a middle aged man who had never won a thing. Levegh could not stay with the others but things turned in his favour as the C-Type's new nose caused the cars to overheat and all the Ferrari's clutches failed.

In those days there were no rules governing how long any driver could stay at the wheel. There was a feeling Levegh wanted to win on his own and by 3am the leading Gordini had retired and Levegh was in the lead. Levegh had finally achieved his dream by leading Le Mans.

So, after 11 hours of hard driving it was expected he would hand over to Marchand. But although tired, Levegh pressed on, determined to do it on his own. At 8am he came in for fuel and his wife and co-driver pleaded with him to get out of the car, to no avail. Even at the next midmorning stop Marchand tried to force him out of the driving seat but Levegh, probably now on auto pilot, pushed him away and let out the clutch.

Mercedes team boss Neubauer did not ask his cars to go faster as surely Levegh could not last another five hours. The two remaining Mercedes, now in formation, shadowing Levegh and the hopes of France. Nobody was sure whether they could catch him or they were just waiting for exhaustion to get the better of him. Levegh came in for his last stop and could not be persuaded to vacate the car even by Tony Lago. His co-driver was again repulsed and with victory in sight Levegh was again away.

The reason would not become known for years later. He had sensed a vibration in the engine which he decided that only he was capable of nursing home. With over 23 hours gone Lang and Neidermeyer in the 300SLs crossed the line in the lead. Levegh's worst fears had come to fruition and the Talbot's crank had broken with only 40 minutes to go. Some tried to blame Levegh for selecting the wrong gear and blowing the engine but the car had a preselector and it would have been very difficult to achieve this, even in his tired state.

The French felt they had been cheated by Levegh going it alone, he had been a hero for 23 hours and 20 minutes, now he was jeered. After this day no one was allowed to drive for longer than 18 out of 24 hours. In 1953 Levegh drove a works Talbot and he finished a lowly 15th in ➤➤



an uncompetitive car. In 1954 aboard a Talbot he crashed out. After this he stopped racing but irony was lurking in the form of Neubauer who had been impressed by Levegh in 1952.

1955 saw the return of Mercedes to full time racing. Nuebauer needed a co-driver for John Fitch, the American, and Levegh accepted the offer. Levegh was now 54 years old and the Mercedes drive would bring him his greatest chance to win Le Mans. Driving the number 20 Mercedes he ran near the front early on then, just after 6pm, the incident for which he will always be remembered started to unfold. Hawthorn's D-Type tangled with Macklin's Austin Healey opposite the pits and Levegh, closing at over 150 mph, could not avoid Macklin. Levegh had raised an arm to warn the following Fangio then the #20 Mercedes clipped the Healey, taking off and disintegrating as it went into the crowd, killing Levegh and around 83 spectators. Later that night the Mercedes team withdrew.

Levegh's life was Le Mans and all he wanted was his name to be synonymous with the 24 hour race. It is ironic that he will be remembered mostly for this tragic accident.

The car is modelled on Levegh's 1952 near Le Mans winner. You can blame Mike Hyatt as it was his idea. It's quite a large car as it is a flared in version of the GP Talbot Lago. It should make a good track car with a wheelbase of 78mm and a track of 50mm. The chassis is

the versatile PCS32 from Pendle Slot fitted with a Scalex Mabuchi can. Sitting on Ninco spoked wheels I think it looks good to go. The chassis is secured into the shell with a single post at the front and a solid plastic oblong at the rear, both are levelled up square and glued into place. Finished in a shade of French blue. I am not a racer so I can only imagine it goes as good as it looks. ■





SCX Corvette C6R Reference: 62520

By Jim Moyes

This is a model of the car entered by the Belgian PSI Experience racing team in the Spa 1000kms race in May 2006 scoring a creditable third in GT1 class and 10th overall. Driving was shared by Finns Pertti Kuismanen and Markus Palttala and Dutchman Jos Menten. The real car's chassis number is 002 which actually makes it a model of the same car that SCX have already released – the yellow Compuware #64 car that fared so well at Le Mans in 2005, finishing first in class and 5th overall driven by Magnussen/Beretta/Gavin. It would be interesting to know whether this was by coincidence or design. Perhaps Gareth could ask those in the know at Tecnitoys and report back.

I think it is an excellent model of the real car, capturing the shape and stance very well.

The livery on SCX cars has come on in leaps and bounds in recent years. This design has many small lines and plenty of sponsors names that are represented with remarkable clarity. SCX have even gone to the trouble of reproducing the blue wheels that, as far as I can make out from the PSI-Motorsport website, were only used at the opening round of the 2006 LMS championship in Istanbul, Turkey. It would surely have been far easier for them to produce plain silver wheels as fitted for the rest of the season and to the previously released Compuware car. They have made one glaring “faux pas” though; the Belgian flag on the driver's door is back to front.

When comparing the car to the previous model I noticed that this was the same case with the Stars an' Stripes! ⇒



Decoration aside, the performance of this latest release is where the biggest difference lies. SCX have managed to squeeze a few more horses under the hood, or more correctly, under the driver's platform. The new car is fitted with the latest RX 42-B motor. When Gareth asked me to do a review of an SCX car, he suggested the latest Merc DTM with floating motor pod, but I spotted this Corvette in his box of goodies and, as we were running an SCX GT class at the Bolwextric club, I thought this gave more opportunity for a meaningful comparison. The following Monday night at Bolwextric was actually the last (of eight) rounds of this particular class, so I was up against well run-in and prepped cars, driven by people who had got to know their cars very well, in a fresh straight-out-of-the-box version. I had no chance of winning the series, so just used the night as a test session. Well, I won all of my heats comfortably, the car was that much more responsive out of the bends and accelerated further along the straights. Some post race testing showed that lap times had been improved by almost half a

second with the new motor. I set the lap counter to a ten lap race and then ran each car. Best lap times over the 130 foot MDF/Copper tape track with the power supplies set at 12V were;

Compuware car (RX41 motor) 11.86

PSI Motorsport car (RX42B motor) 11.45

This increase in performance is a bit of a double-edged sword however, as for the previous seven rounds of our SCX GT championship it had been proved that it was possible to win with any of the five currently available contenders. We had some fantastic close racing and nobody could say they didn't have a chance because they were using a certain model. Now it would be near impossible to win with the old motor in a race against cars with the new one fitted. But that's the price of progress, I suppose.

Many thanks to Gareth Jex, AEC Models and Tecnitoys for the chance to review this great car. ■

