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THE NSCC
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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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Taking Stock

At the end of March I look forward to the annual treat at work - bloody stocktaking! Ah, the joys of spending a weekend climbing about in a freezing cold warehouse counting 20,000 different electrical items. Not a lot of people know this but there are over 50 different sizes of cable tie in a multitude of colours and electrical wholesalers keep many thousands of each. I have just counted most of ours so the next time I ask a customer which size he would like and he replies, "Normal please mate", I may well garotte him with one!

Every now and then I also attempt to take stock of the slot cars which populate most parts of our house and produce some kind of listing/insurance valuation. I must confess that this is a somewhat more pleasurable occupation than counting twin 13 amp sockets but it is by no means a simple task. I have cars on display on various shelves, a custom built storage container, overflow cupboards in the spare room and half a loft full of "stuff to sort out eventually". That is just the collectable stuff - I daren't attempt to make sense of the jumble of chassis, motors, wheels, half complete cars etc that form the "racing" part of the hoard!

Bearing in mind that I long ago decided to limit my purchases to Formula One cars can anybody explain why I recently discovered some of the following items in the collection..... four Vanquish Can-Am cars, two identical Steve McQueen Porsches, a selection of Scalextric RS500 Cosworths from the 80s and a pile of assorted GT cars? I must have bought them all at some time but when or why escapes me, I swear they creep in the back door when I am not looking. However, I do know exactly why there are a dozen Fly Vipers, a Cobra Coupé and a Pink-Kar 2CV on the shelves - they belong to Mrs Editor - pity I can't blame her for the rest!

And Finally - postal expenses for the new lightweight Journal are showing a significant reduction so we can spend some of the savings on more colour pages from the next issue onwards.

Till next month
Brian

BY **ROB SMITH**

MESSAGES

FROM MARGATE



I had begun to think that Hornby had stopped producing Scalextric cars as, by the second week in March, there had been no new releases. Fortunately they then started with a very nice retailer special GT40 from SlotCity and the excellent brand new Ford Mustang.

H2835A Ferrari F430 GT No 36 Scuderia Playteam

H2849 Porsche GT3R Superslot Club Car

Although not strictly speaking brand new releases these two new models have only just made it over to me from Spain.

The Ferrari is the SuperClub SuperSlot subscription car for 2007/2008 and began to arrive with members in about September last year. Although it has an "A" suffix it is not a sport limited edition. The racing number 36 differs from the UK release which was 78 as does the windscreen banner.

The Porsche GT3R is the SuperSlot club car only available to members. Attractively finished in black, white and red this is the livery of Team Galp Motorsport which has run in the Spanish GT Championship for many years.

C2940 Ford GT40 Schlesinger- Andruet Masters Racing Series 2007

A very pleasant surprise was the arrival of the SlotCity exclusive GT40. This is a copy of the real, vintage Ford GT40 which still races today in the Modern Historic Racing Series, its most recent victory being the Grand Prix of Malta (October 07) on the street circuit of Valletta.

It is driven by Alain Schlesinger and Jean-Claude Andruet whose experience at Le Mans is world renowned. Their victories include the prestigious Monte Carlo and San Remo Rallies, and they have dozens of stage wins and podium finishes around the world.

The Scalextric car is nicely done with perfect blue paint and interesting black wheels. It is a limited edition of just 1500 all sold through SlotCity.

C2873 Ferrari F430 "Yellow (Drift)" C2874 Ferrari F430 "Silver"

Not really new releases either. The yellow car was seen in non-drift form as C2818W and the silver one in the Argos twinpack as C22846W. I have no idea why this silver car has a new reference number.

C2879 Nissan 350Z Drift Greddy

This bright blue Nissan has the livery of a real drift expert. Certainly eye catching if not very tasteful!

⇒⇒





C2774 Ford Mustang FR500C

It's great to receive the first new mould for 2008. Well, actually it is a 2007 release which is very late but well worth waiting for. As usual with the latest releases the paint finish is flawless with bright white paintwork and a bold black stripe. The fine detail of the tampon printing is also excellent and I particularly like the printing behind the wipers.

The detail of the front lights and grilles is very good and there is lots of interior detail too. They say that the devil is in the details – so just look at the rear Ford badge - it is tiny but beautifully formed and you needed a magnifying glass to read it!

C2915 Ferrari 375 F1 No2

To all intents and purposes this is identical to C2803 apart from being number 2. That is the trouble with many classic racing cars - there just aren't hundreds of liveries to choose between.

C2935A NSCC 2008 (Aston Martin Black)

By the time that you read this the 2008 Hornby/NSCC Weekend will all be over. The car this year is an Aston Martin DBR9. As you can guess from the reference number it is a further variation on the 2008 Range presentation car, which is in turn a variation of the DHL liveried car C2790. Not that these derivations are not very successful and they allow Hornby to create such small runs at minimum costs.

The rear wing and side panels define the car as the NSCC Pace Car and there is a further NSCC script on the nose. Thanks once again to Hornby for making this car for us. Please note that the official title for this car is C2935A NSCC 2008 (Aston Martin Black) – there is no label on the box but this is what it says on the shipping cartons from China.



Comings and Goings

There are some additions and subtractions from the catalogue to note.

Firstly the three A1 GP Cars have been cancelled (C2949, C2950, C2951). So have the two F1 Hondas (C2867, C2868) which is more surprising. Apparently this is due to poor retailer demand.

To make up for this we gain the Gulf Aston Martin DBR9 (C2960), a new WRC Ford Focus driven by Latvala (C2962), a plain white COT NASCAR for the US only (C2958) and a general release Earnhardt version (C2958). The next Spanish only SuperClub SuperSlot club car is the Aston Martin DBR9 (H2959).

Details are emerging of the Australian V8s for 2008 although Hornby are quick to point out that these are still unconfirmed.

C2832 Holden Commodore # 22 Mark Skaife will be available in April. These three will be ready in September: C2952 Falcon V8 # 88 Jamie Whincup, C2953 Falcon V8 # 5 Mark Winterbottom and C2954 Holden Commodore # 16 Garth Tander.

SportWorld

Hornby announced recently that SportWorld is being discontinued and that the SportWorld website will go off-line at the end of March.

I am disappointed as I thought that this was a brave attempt to do something different and explore a further dimension to the hobby. Apparently the costs of continued development were too high for the amount of traffic on the site.

Digital Opportunities

Later this year we can look forward to a new six car PowerBase and the new Pitlane Game. These products are still in development and Hornby would love to know what features you would like them to have and how you see Digital developing over the next few years. What would you like to see? Pace cars, pitlane speed limits, computer controlled race management, wireless throttles? The potential list is endless – so tell me what you would like developed and I will lobby the design team accordingly! ■



Still no Ferrari F40, but keep the faith, it's coming – sometime this year! Despite this, there are 11 new models to report on this month and there's news of another new series. With the ever increasing prices of slot cars each year, it's good to see manufacturers trying to cater for people on a tighter budget.

Standard Releases

Chevrolet Corvette C5R (White kit) (88306). Does what it says on the box really – it's white and comes in kit form, which is ideal for letting your imagination go wild and create your own livery.

March 761 "Theodore" #10 (88316)

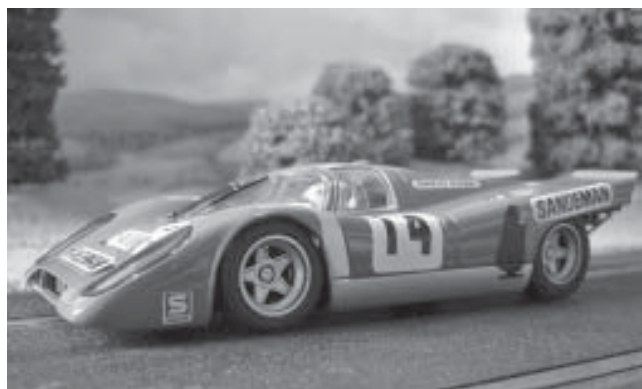
USA West GP 1976, driven by Ronnie Peterson who finished 10th, three laps behind Clay Regazzoni's winning Ferrari 312T. The model is predominantly white, with a silver rear wing and has the Chinese sponsor written both in English and Chinese. A nice feature is the replication of Ronnie's helmet, which is blue with a yellow visor.

Porsche 911 SC "Shell" #1 (88317)

This is a rally kit fitted with the 18,000 rpm racing motor and includes all the accessories needed to tune your car to suit a given circuit. Extra accessories are an alternate engine mount, contrate gears and suspension springs. The car is decorated in yellow and red and fitted with a Lexan interior.

Porsche 917K "Sandeman" #14 (88318)

Modelled on the David Piper car, driven by Portuguese driver Mario Araujo Cabral, who finished 2nd at Vila Real in 1971. The model is decorated in "Piper" green and complemented with gold wheels.



Porsche 935 K3 "BP" #78 (88319)

24hr Le Mans 1982, driven by the all French driver line-up of Dany Snobeck, François Servanin and René Metge who after completing 325 laps finished 5th overall. The car is mainly black, with yellow and green stripes running across the bonnet, along the centre of the roof and down both sides.

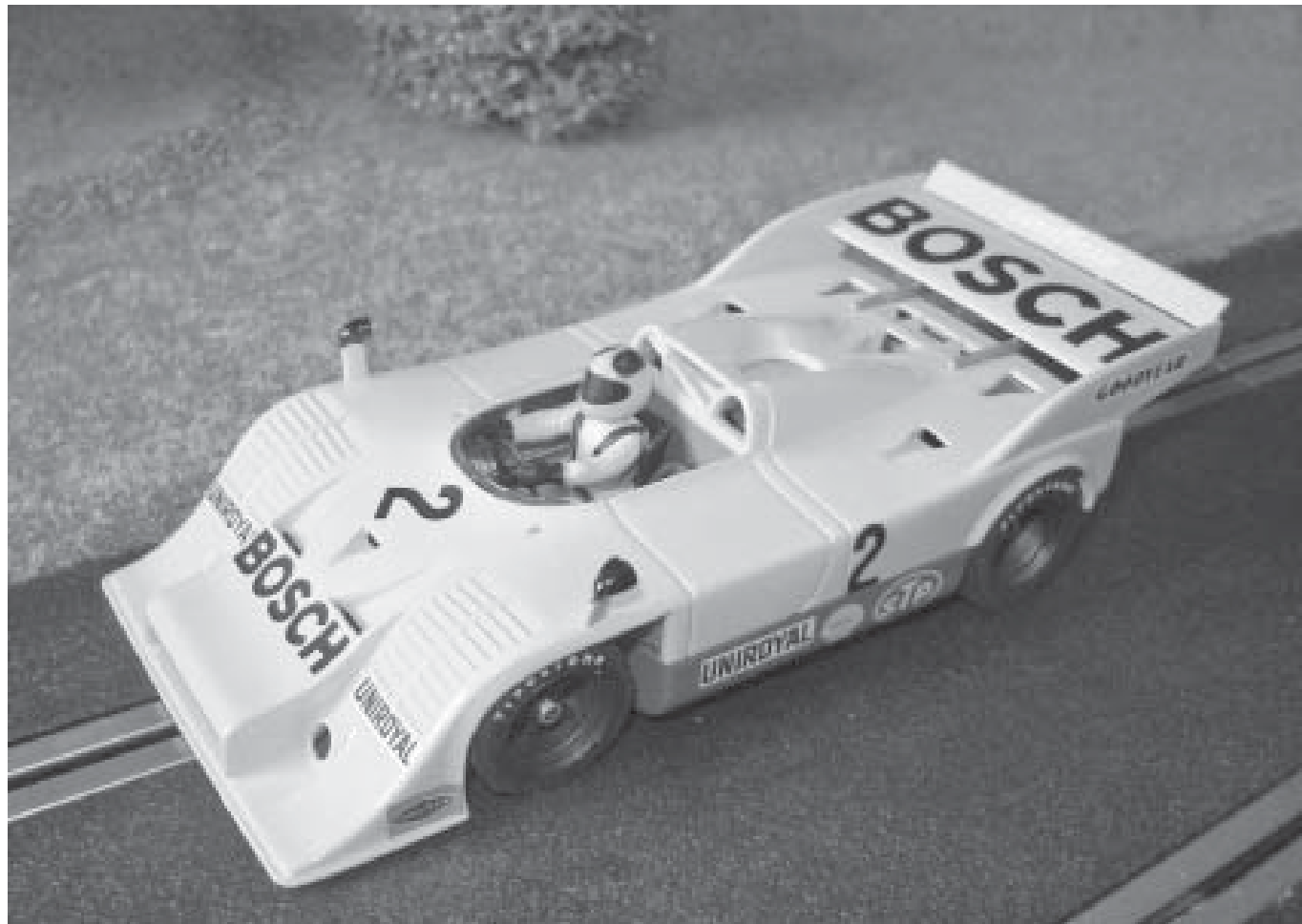
Duo Kits

Porsche 917/10 "Martini" #0 and "Bosch" #2 (88295)

As with all the duo kit releases, the previously released standard edition car (in this case the Martini car, cat ref A170) is fully assembled and ready-to-race, whereas the totally new livery (Bosch) is provided as a pre-painted body shell

and requires some assembly work to bring up to full specification. Therefore, I will concentrate my attentions on the “Bosch” car which yours truly has built. Normally only a body shell is provided, but due to the way the 917/10 is constructed means that a chassis is also supplied. The reason being that the chassis forms half of the car’s exterior side wall, and as the donor Martini car has an all silver side means it is fitted with a silver chassis. However, the Bosch car’s lower side is red and therefore requires a red chassis to complete. I hope you’re following this so far. Also included in the box set is a driver’s head. To complete the Bosch car, detail parts like grills, windscreen, interior, rear wing struts, together with the axle assemblies, motor and guide etc need to be salvaged off the donor Martini car. Taking the donor car apart makes you appreciate what clever design work has gone into reproducing the 917/10. The engine and exhaust system which hides the motor is a real work of art and is relatively easy to remove. The only problem I had was trying to remove the driver’s bulkhead compartment. Although the

bulkhead assembly was easy to pry free it was hampered by the fact that the two seats were glued into the chassis! I guess Fly have their reasons for gluing the seats in, but knowing that the purchaser is going to have to remove them to construct the alternate model beats any logic! Anyway, a large screwdriver slid under the seats and twisted did the trick. This inevitably broke the posts off, which meant I then had to drill them out from under both seats to be able to re-attach to the new posts on the red chassis. Once this is done everything else is plain sailing. The motor, magnet, guide assembly and running gear is simply un-clipped and transferred over. I re-attached the windscreen, grills and rear wing struts to the new body with the heated screwdriver method. I did need to glue the seats into the new chassis as it was difficult to form a tight push-fit bond after drilling. The bulkhead assembly and engine detail simply pushes into place. The last thing to do is change over the driver’s head and screw the chassis to the newly completed body. I then made a new label for the plinth. The car is decorated yellow, with as ➡➡



mentioned before a red lower side. It represents the car driven by Willy Kauhsen competing in the 1974 Interserie, although it could quite easily be from the 1973 championship due to racing for the same team.

Special Editions

BMW M1 “Maurer” #41 (99110)

Norising 1982, driven by Walter Maurer. A specially commissioned model produced for the German importer “H+T” and limited to 600 units. The car is decorated in dark blue with surf picture graphics down both sides and complemented with white wheels. It is mounted on a white base and has a numbered picture backing card. Many thanks to Lee Cook for the photograph.

Playboy Collection

The fourth and fifth in the 12 car special edition series (24 if you collect both crystal and card box variants) are now available. The first catalogue reference number below represents the crystal case version: -

Ford GT40 (99047 and 99048)

This release focuses on the American model Julia Schultz, who featured as cover girl on the November 1998 edition. The car is decorated white with light gold wheels, blue and gold pinstripes running down the centre and has the magazine’s front cover printed onto its roof.

Porsche 911 GT1 evo (99049 and 99050)

Decorated in red, with black graphics, red wheels, gold wing mirrors and rear wing, with the cover photo draped over the car’s sloping roof. This particular edition features the December 1988 Finnish cover girl, Kata Karkkainen.

Announcements

A new series of budget cars is to be produced by Fly, titled “PolyCars”. The low specification of these cars means they will not have any interior detailing and are ideal for the younger racer and public events. They are not to be confused with the previously announced low cost “Flyer” series, which will have interior detail, albeit very



minimal. The 16 cars planned will be moulded in coloured plastic with a simple printed sponsor logo on top. Only one production run of each model will be produced with only enough models available to satisfy the distributor pre-orders. The first in the range is anticipated to be available around April, with the remainder being released at regular intervals over the following 12 months. Only 4 cars are available, each with 4 liveries. Together with their catalogue reference numbers, they are as follows:

Joest Porsche – Momo (87000), Jagermeister (87004), Vodafone (87008), Repsol (87012)

Marcos 600 LM – Castrol (87001), Martini (87005), Repsol (87009), Jagermeister (87013)

Porsche 911 GT1 – Martini (87002), Valvoline (87005), Jagermeister (87010), Shell (87014)

Venturi 400 LM – Shell (87003), Momo (87007), Martini (87011), Jagermeister (87015).

And Finally...

I would like to thank all the members who purchased my Fly rally cars advertised in February's member ads and sorry to those who missed out. I could have sold some cars three times over and managed to sell all but one of my cars advertised, albeit the last remaining few at the MK swapmeet. Just to reiterate what's been said in recent months - that advertising in the Journal is totally free and for me was a 99% success. The prices I set were competitive, which had a bearing on this. I did sell a few other cars on eBay just before Christmas, and although they went for similar prices to those advertised in the Journal, I received less nett income due to the hefty eBay and Paypal fees! Something worth thinking about if you want to sell your unwanted items. ■





A second Carrera Corner and now with the new distributor in the UK getting up to speed I hope to bring these to you every month.

As I say, the new distributor - the Hobby Company – intend to announce cars and release them as and when available, rather than telling us now of cars that will not be in your local slot car shop for a few more months to come. Also Carrera tend to release cars in different parts of the World at different times so, whilst we may all see cars ready in the States or Europe or pictures of imported cars, I intend to announce cars or review them when you can get your paws on them!

SO..what is new in the Carrera racing stable this month? A couple of cars not released by every manufacturer – which is one reason I like Carrera – they try to be different and not copy all other slot car makers.

Formula One

First up is the Toro Rosso number 18 car of Vitantonio Liuzzi – a driver who sadly came to lots of mechanical grief during the season. This car highlights the superb improvements in the Carrera cars over the last couple of years and the tampo printing of the car is excellent in its quality – especially having to take into account the different winglets and other aerodynamic devices which modern cars have.



The second Grand Prix car due to be released this month is DC (David Coulthard)'s Red Bull car from last year. Both the Red Bull and Toro Rosso liveries look wonderful on the full scale Formula One cars and are a refreshing change from the other liveries of either one or at the most two colours.

For some reason they are not available from most other manufacturers and both these Carrera cars look ideal in their depiction of the true life cars and hug the track really well.



Of course - to take into account modern day rules you can remove one or both magnets and experience the wheel spin and sliding that the drivers are enjoying in the new season.

Both cars come in the now familiar Carrera box with a reflective panel and of course easy-replacement guides for non-Carrera tracks.

Hot Hatch

The third car that is released in the UK this month is a bit of an old 1970's icon.... In the grand old days when I still wore short trousers those wonderful people at Volkswagen decided that the car that had been invented by an ex-painter with a moustache and designed by another man who preferred faster cars should be replaced.

Hence the birth of the Golf GTI - The car that started the hot hatchback craze back yet still had room for a family of four.

Despite that, most GTIs were the object of customisation in terms of resprays, sound systems and go-faster exhausts and other paraphernalia.



This Carrera car sums up the "tuning" craze and goes well with the Nissans also produced. A great fun car with wide wheels and a subtle rabbit over the rear wheels – a symbol of a lot of the tuning of these cars.

There are also working lights and this car is digital ready too. I am hoping to conduct a proper review of all these cars for the next issue.

Other Carrera news

In the latest video by Mariah Carey for her single "Touch my Body" she is playing with a Carrera set – don't ask me which cars as it took me 7 watches of the video to notice the cars!!!

For those of you able to tear your eyes away from Ms Carey you will notice that she and her friend are using the Carrera Wireless system of controls- which uses the Mobil Oil can as the receiver for the radio signals.

An interesting fact is that while most manufacturers have to pay licence fees to the various car sponsors Mobil actually pay Carrera to have their name on the oil can.

More Carrera news and releases next month. ■

It's been a busy month finishing off projects with Tarn Model Foundry's new fisherman figure and Police set and completing a new photo display with Slot Track Scenics' spectator embankments; look out for these in this month's photos.



"Sarge are you sure we can nick 'em for speeding at a race event?"

I have also been completing a load of new kits starting with the Proto Slot Kit/Bitume Slot Racing '73 Porsche RSR kit. The Ferrari TR61 in NART colours and the '69 Porsche 917 long tail mentioned last month are en route and should be built for next month's feature. Now finished are the Reinecke Motor Sports new '67 Mercury Cougars; I have built two Bud Moore cars as driven by Parnelli Jones and Dan Gurney with the Team Australia car of Allan Moffat. The superb decals are from Slot Cars 4 U and were well worth the slight wait while they were re-sized for full 1/32 production. Also fully completed is Bauer's re-released 1/32nd Cheetah Spyder available through MRE. This car utilises the MRRC cobra chassis and running gear to produce an exquisite little car.

I told you I'd been busy and two new 1/32nd sports cars from AA Bodies, the Lotus XI and Brabham BT8, are both completed and



"Yes - look at these three Cougars, they're all speeding"

pictured. I used Penelope Pitlane chassis for both and finished the Lotus as the car that Colin "Chunky" Chapman used in qualifying for the 1955 Le Mans (only to be disqualified for ignoring a flag marshal after a spin). The Team Australia theme continues with the BT8 shown as Jack Brabham's own green and gold car. OCAR's latest '53 Alfa Romeo 6c is finished with the supplied decals as Juan Manuel Fangio's Monza Supercortemaggiore winning car using the PCS32 chassis and, in this case, Ninco wheels. Staying with completed items I have also finished the two new MMK kit releases, these being the Alpine A310 LM '77 car and the '60 Maserati "Birdcage" Tipo 61 in Lucky Casner's Team Camoradi colours. Both these kits are designed for PCS 32 chassis and come with interior, driver, decals, and detailing parts, with the Alpine also including correct size wheels from BRM.

The final completed build this month is Penelope Pitlane's 1912 Streamlined Rolls Royce L-E using their F1RL chassis and VF01 and VR01 large classic wheels. The body kit comes with the streamlined wheel inserts used on the Rolls and can be seen at Penelope Pitlane's website or at Pendle Slot Racing. The



“Even this old time Rolls is doing well over 100”

timing of such a kit is ideal as Penelope Pitlane and Tetre Rouge Racing Cars are co-sponsoring a pre-1940 event at Wolves on Sunday 23rd November for scratch built open cockpit cars with multiple seats or for offset single seaters. There is also a class for modified Scalex/Pink-Kar Alfas, Bentleys and Bugattis in the same meeting, places are still available so for further details or entries please contact me via e-mail.



“Sorry Sarge, the Porsche and Alpine aren’t over the limit”

On to the items that I haven’t managed to build this month starting with Traffic Model Cars Ford Transit MK1 Diesel, the kit comes fully complete with running gear and will make a great addition to the various Jags and Cortina Mk3 that they do, we just need the “Sweeney” Granada in order to recreate some favourite ‘70’s TV cop show chases. I intend to do a full build guide and review of the Transit to appear at a later date. I should also mention the very cute “Wallace and Gromit” style Austin A35 van that Traffic Models have recently released, yet another for my “must do” list. A new small manufacturer came to my notice at Milton Keynes, this being Classic Racing Cars based in Bad Munstereifel who had for sale a gorgeous Maserati 300s body kit, which I snapped up. Designed for an MRRC Sebring chassis, mine may well be built onto a Penelope Pitlane Side Winder chassis instead. Sticking with Germany, Ortmann has some new 1/24th resin body kits available in the UK through RS Slot Racing. RS can also supply the complete chassis etc for ➡



"If we can't get this Cheetah and Maserati we'll nick that bloke on the hill for fishing without a licence!"

these and for the SMER 1/24th scale Alfa 158 and Lago-Talbot kits they are selling, which are

of course re-releases of the beautiful 1960's Merit kits. Look out for a build and review on some of these in the near future.

Finally rounding out this month are the ready to run items with new releases from Cartrix of their Gordini T32, the BRP version of the BRM P25 driven by Stirling Moss and the Lotus 16 driven by Graham Hill, also expect to see the Power Slot Quad bikes by late April. Slot.It have released their new version of the Audi R8C, which is compatible with the all new Flat 6 motor and angle winder conversion kit that are due very soon. Slot.It also have the new HRS2 chassis kits available in angle winder, side winder and in-line versions with the ready to run complete rolling chassis due with Pendle Slot Racing sometime in April. Until next time enjoy your building and racing. ■



They say time flies, and it seems amazing to me that EAHORC has now undertaken the start of its sixth season of racing. There have been many bumps and dramas along the way, but generally things are on the up and EAHORC has been able to expose H:O to a very diverse group of slot car racers. I have been dabbling with BSCRA and Scalextric type racing to broaden my own horizons too.

Last month we raced for the second time at the Four Lane Black Top (FLBT) club's premises, with an H:O track beautifully crafted by Andy Whorton from H:O Slots in the South (HOSS) on top of their 1/32nd track. The results have been an absolute joy to race on, a real testament to how good the flow of the FLBT track is and a reminder (as if one were needed) that EAHORC really must get a permanent venue if it can. ➡➡



Joint effort between HOSS and FLBT results in killer H:O track



Three of the new Autoworld Super III cars, the #27 already has a Tyco axle fitted!

The FLBT guys are a really friendly bunch, and little by little they are embracing H:O. In similar vein the August race will take place at Pinewood, on top of their 1/24th track, and it has been very gratifying to receive emails from their members requesting help and tips on getting to grips with H:O. If you are reading this and have not sampled H:O yet, you must by definition have some interest so why not come along and give us a try. Of course this only applies to UK readers in practical terms, so if anyone from outside the UK rolls up I will forgo the race fee!

Whilst EAHORC has been trying hard to expand H:O, it has been helped not just by people like Andy but by the fact there is always

new product on the horizon. The Autoworld Super III has finally gone on sale, and so far the verdict is not good. However, H:O racing in the UK has been down this route before, the Scalextric MR1 being dismissed as no good until some racers developed it and a divide resulted, the consequences of which can still be felt today.

The main problem with the SIII upon inspection seems to be the rear axle. It meshes with the pinion badly and is too wide if you want clean passing. Swapping in a Tyco or Life-Like axle solves both but I must slam Autoworld for such poor execution of a chassis that has been pitched at the Wizzard chassis and cars of similar speed. I have read reports of the arms being underpowered (and the timing setup means armatures from other chassis can't be swapped in), wonky wheels, and fiddly brush tension adjustment, and no backward-compatibility with previous AW bodies.

Lots of work ahead then but remember the MR1 and learn from what happened there. If and when the Super III gets developed by EAHORC racers I will report the findings here. ■

Firstly I hope you picked up on the eBay charity auction mentioned by Phil in last month's Kits'n'Bobs column for a Merit Lotus. I cannot bring you any news of what it made at the time of writing as the auction (330221864593) is still in progress, but it had reached the £200 mark.

There has been considerable discussion lately in the Journal and at swapmeets about eBay and its effect on our hobby. Thanks to all those who stopped and had a chat at these recent events and I know at least one person likes the use of the item numbers to look at finished auctions! Like it or loathe it I think eBay is here to stay, though most sellers would say it is a buyers' market at the moment due to the changes and costs being implemented in the eBay system and not only in the slot car market. There was supposedly a strike by sellers who were unhappy about the new charges and changes in the feedback system for a while, but I cannot say I noticed any sudden dramatic fall in slot car listings. Mind you on the free listing weekend earlier in March there was very little take up of the offer and listings are only at the low 5000s level at time of writing, very much in keeping with last year in fact. Around the globe Germany now leads the way in terms of listings at just over 10,000 whilst the US lags behind at about 8500. Searching on worldwide availability to the German market it now shows some 2500 more listings than the US at 13,700 which is a significant change from around a year ago.

Feedback

Feedback changes should be filtering through to reward regular buyers and sellers as you read this and will result in a jump in feedback numbers for these people. I wonder how much my own feedback will rise in May as you are supposed to be credited with repeat transactions

going back to 1996! Could be an eye-opener that for some of us buyers! Basically you will get one feedback credit per week per seller and buyer for all things you buy/sell in any one week, whereas before you only ever got one credit with that eBay member and nothing for repeat business. e.g. two auctions won in same week equals one credit whereas two auctions in different weeks from the same seller or buyer would give you both two credits when feedback is left.

Bargains and rarities?

Many of us have an opinion on whether there are more bargains at swapmeets or on eBay, or indeed in members' adverts lately. There are some to be had in all these areas for those with the patience and timing to get these deals. On the eBay front, and with permission from the seller "chestnutview" (Scale Models to those of you not in the know), I am happy to report on what I considered a bargain I secured myself this month on eBay. Listed with no reserve on a Sunday night finish was a white Scalextric Mini Type 5 with black roof in overall nice condition but for some very light marks where transfers had been. Quite a rare gem for dedicated Scalextric collectors and these have sold for £200 to £400 in the recent past, so I was pleasantly surprised when my snipe bid came up trumps at £77. Some other sellers may have tried to renege on the deal as I have found out in the past when I have got a real bargain, (catch me at a swapmeet if you want to listen to a good story as it is far too long a tale for me to relay now). No problems here though, and I can report this was delivered post free into the bargain at the Loughborough swapmeet the following week, along with my boxed C10 French blue Javelin (200203799511 to check out the box) that I also won at £16. Many thanks Mark. However all was not lost for them if ➡➡

you took an overall job lot view on prices realised that night, as other cars that had been left unsold on their swapmeet table went for far more than they had been priced at, like a French yellow C2 Matra Jet at £147. Another interesting item I was rather pleased to pick up from a Belgian seller on UK eBay this month was titled “slot horses” (360028855486) In fact this was a French Jump Jockey leaflet which I had never seen before and as I was the only bidder at the £2 starting price I guess other seasoned paper-work collectors missed this one.

One I did not win, and for Ninco collectors out there, was a set of four Clios apparently from an event run by Renault UK in 1995. (280207916025) In four colours the white Clio was run by La Torre, the blue one Rothmans, the red one El Mundo and the yellow one Renault. A Spanish buyer won this lot for £84.59.

One buyer quick off the mark picked up a Scalextric James Bond Aston for £400 BIN within six hours of it being listed as well as the baddies’ Mercedes for £280. A set with two Astons needing some work and a Mercedes went for £1410 on Sunday night (200203710946) while a pair of good looking cars described only as “Scalextric cars” sold as spares made £520 on a Monday night.

Prices

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day:
Scalextric BMW Mini Cooper After Eight Set 251€ (German eBay on Wednesday night whilst another made 425€ BIN on Saturday night).
Mini Moto Drom Bahn mit 2 Mini Cooper 217€ (German eBay on Sunday night).
Scalextric BMW mini Cooper S Promotion Car after Eight £106.12 (No 8 car on Saturday night on UK eBay sold to a Belgian buyer. A mini with a heavy carbon footprint here!).

CHROME MINI COOPER SCALEXTRIC C.099 VERY RARE MIB £142.50 (Monday night 180223018895).

SCALEXTRIC C2835 & SUPERSLOT FERRARI F430 #36 & #72-NEW £87 (2 cars including the superslot club car on Sunday).

1960s EARLY SCALEXTRIC RECORD ROAR ! £15.50 (Excellent condition on Thursday night. Another with torn sleeve went for £20.68 on Tuesday night).

SCALEXTRIC BADGE 50 YEARS £14.71 (Anniversary badge on Monday night).

Scalextric C275 Maestro Yellow limited Edition £18 (Sunday night).

SCALEXTRIC 13TH CATALOGUE 1972 MODEL MOTOR RACING £11.73 (Nice copy except for “stock” written across cover).

Rare Ferrari 643 Motor Show 2000 C2108O 1 of 12 cars MB £216.51 (Daily Telegraph promotional item one of 12 made. Car sold on Sunday night was the black one with ‘Orange Mobile’ livery. Others used at this event were yellow F1 Magazine, white Daily Telegraph, blue Sunday Telegraph 290211311872).

Rare NSCC Porsche 936 Club Car 1988 1 of 350 cars MB £53 (Sunday night).

SCALEXTRIC ASTON MARTIN DBR9 RANGE PRESENTATION CAR. £151.99 (Sunday night).

Scalextric 1960’s catalogue with 1969 price list. £7.16 (VG condition. Sunday and free P&P!).

Scalextric Ternco MG Metro 6R4 Super Rare C360 £130 (Boxed example went unsold as reserve not met 170199064188).

Scalextrics Cars 2 vintage superstox 2 Fender Bender £11.16 (French seller on UK eBay on Monday morning. Bonnets missing but one was Silver and Green model with front bar intact!).
SCALEXTRIC JAGUAR ENTHUSIASTS CLUB XJ220 £46.55 (LE of 220 Sunday night).

Très rare Spectator’s Stand K705 NEUF Boîte 62.50€ (Unmade kit on French eBay on Wednesday night 190202442284).

SCALEXTRIC MEXICAN B.R.M F1 Y FERRARI 156 £995 (Mexican seller on UK eBay on Wednesday night 150223461665).

Slot It Porsche 962C Le Man 1989 SICA03B REPSOL £36.60 (MB Saturday).

Lastly a description I rather liked was “1/32 SCALEXTRIC GENESIS THE BEGINNING ULTRA RARE” for a nice blue tinplate Ferrari that was snapped up without a driver for \$150 BIN on US eBay. ■

Middlesex and Herts Slot Club

By Ken Webb

The club was formed in January 2005 and was fortunate to find a moderate size hall in a Watford community centre where it could build a permanent track. Plans were drawn up, a committee was formed and five of the committee supplied the initial funding. As some of you will know this is not the cheapest or easiest of things to do, and we were lucky enough to have a retail supplier who was also a founder member and driving force within the club, (in fact it was he who found and negotiated terms and conditions with the council), who also spent many hours building, wiring and setting up the club as we know it. Others helped with the design, and building, but without Nic Picot's (Slot 32 UK) considerable driving enthusiasm, I am sure the club would not have started.

Some of you will know that MHSC members have been active in many of the events that are run through out the year, and with Nic's support have put on some successful and novel events. We are also involved with an interclub challenge between five clubs in the Southern England.

MHSC is a fun club, with a fresh and fiendish ambition to be a driving force within the plexi track racing fraternity, wishing to put on events for all racer types who want to run club



standard, and modified classes of cars. We are also in the unique position of being able to put on large corporate events, both at the club and as a mobile asset, offering popular and professional events for all areas of the entertainment, and promotional field.

Many of you will have seen the events that the club has been involved with on Slotforum, and have met some of the club members at these events, so will know that we are a friendly bunch. We race on Monday nights between 19:30 and 22:00, the club's website has all the information about what classes we run and when, along with the rules around these classes.

Club Details

Web site:- www.mhdc.co.uk

Email:- info@mhsc.co.uk

Track Type:- Analogue Ninco plexi track. We have altered the track for digital but only as an experiment. Reverse Lane order green, brown, white, blue, yellow, red.

Track details:- approx 100 foot, PC lap counting and race management, 3 amp variable power supply to each lane with connection by uk standard pin 2 amp sockets. Track is wired for breaks!! Brakes. ■



C467 "XP Parcels" Tyrrell - A Car That Never Was?

By The Editor

Lewis Hamilton caused something of a stir in his debut F1 season by qualifying in fourth place and finishing third in the opening race. However, let us not forget that he was driving a 'state of the art' MP4/22 and had been a member of the McLaren family for ten years. Those of more mature years might well cast their minds back to the French GP of 1989 and the first race of a certain Jean Alesi - 16th on the grid to 4th at the finish in a Tyrrell 018. This was an even greater sensation at the time, bearing in mind that the team was grossly underfunded, the Cosworth powered 018 was up against the full might of the factory teams and probably had about 50bhp less to play with than the winning McLaren/Honda of Alain Prost. Sadly, Alesi's career failed to live up to that early promise as he spent most of it in Ferraris that really weren't up to his talents and ended his GP career with just one victory to his name.

That season did, however, give rise to one of those occasional "car that never was" stories as Scalextric, with a long record of producing Tyrrell F1 cars, decided to release the 018 and it was shown in the #31 catalogue of 1990.

The real car sported an attractive blue and yellow livery, sponsored by Camel cigarettes, XP Parcels Express (a Dutch parcels carrier which still exists) and Kidland shoes (long defunct). Scalextric were a bit iffy about ciggy liveried cars even then so they chose to base the car on the one that ran in the German GP - the only race to restrict tobacco advertising at that time. Thus a picture of a camel appeared on the model rather than the terrible word "Camel!"

The 018 continued into the 1990 season with a change of sponsor, colour scheme and tyre supplier so, by the time the model was released, the advertised car had been junked and it actually appeared in blue/white "Epson" livery with Pirelli tyres instead of Goodyear; a pity really as the original was much more attractive than its replacement. It is difficult to ascertain if Scalextric were bang up-to-date here or whether they belatedly realised that the blue hump backed things on the XP version were actually cigarette logos and changed the car to avoid controversy. At any rate they even went to the trouble of printing Pirelli on the tyres which, as far as I am aware, are unique to this model.





No XP cars ever made it to production and the car pictured in the catalogue has never surfaced so that should have been the end of the matter. In 1991 some part sets of XP decals were made and a couple of dealers sold repaints of the Epson car - something to be aware of if you ever see a “mega-rare production car” for sale. The obvious giveaway with these is that the “Kidland Shoes” logo was not produced and is missing from the rear wing sideplates. The Epson 018 was the last ever Tyrrell produced by Scalextric as, by now, the once great team were on the slippery slope to extinction - such a shame that the final model carried such a lacklustre colour scheme.



A pre-production example of the XP car, differing slightly from the original catalogue picture, was made though and is currently in the possession of an (anonymous!) NSCC member. It is a complete moulded, tampo printed, working slot car - not a hand-built mock-up and it is pictured above.

Here's One I Prepared Earlier!

While rummaging through my collection I came across a spare example of the Epson version and, as I had always wanted one of the XP types, decided to get it repainted. I have absolutely no talent in this department so I needed to find a man who has!

I had noticed the excellent relivery work of ‘Graymalkin’ (real name, Richard Bennett) on Slotforum so I got in touch to see if he would be interested in the project. Fortunately the idea appealed to him and he agreed to carry out the work; I provided the car, replacement Goodyear slicks, a set of the 1991 decals and all the photos I could find of the real car.

⇒⇒



He stripped the car down to its component parts and primed it in white and grey.



Next came the blue coat followed by the yellow one.



The decals were then added, including home-made Kidland ones and, as a nice extra touch, Mr Alesi's helmet was detailed. The original one dated from the "Mr Blobby head" era and looked terribly out of scale when finished so a smaller replacement was sourced from a later car. Richard also added a few extra decals, such as Alesi's name on the cockpit sides, which didn't appear on the original prototype. The whole thing was then lacquered to protect the paintwork.

To say I am very pleased with the finished job would be an understatement - it is absolutely superb and I cannot praise Richard's efforts highly enough. The price was very reasonable as well and, if you should ever want a "special" livery on a car, I can definitely recommend his services. More examples of his work can be found at: www.graymalkin.co.uk - well worth a visit. ■



World Classics Kit Build

Part 3 Final Assembly

By Clive Mills

Here I am again, This is the final assembly stage, which I find is the most enjoyable part of a build.

Drill two small holes where the headlamps are to fit. Then paint the area behind the headlamp silver. Place the clear headlamp and chrome rim into place and glue from the inside of the body.



This will give the effect of the headlamp reflector behind the clear lamp lens.

The driver panel should now be painted. This is very straightforward. I stick the driver's head on the wooden body holder (last month's article). This allows you to paint it without getting paint all over your fingers. The vacuum driver panel is not one of the best as I found the one in my kit was smaller than the opening in the body; I think the driver would have been better if it was a resin figure.



I fitted the panel to one side of the body and filled the right hand side with a tonneau cover. This was made from a piece of matt black plastic from a food container.



The windscreen needs to be trimmed very carefully as it needs to be a very good fit. Cut the main shape to start with and then trim a little at a time until it sits on the body in the correct way.

I glue the front edge first using Araldite rapid, making sure that it fitted along the back edge of the moulding on the body. When this is set, glue the side windows along the edge of the cockpit opening. Set aside until dry.

The driver panel and cover can be fitted simply with tape from the inside or glued into place. Paint the other detail items like the rear lamps and vents in the front wings and then apply the waterside decals. These are all very simple to do.

I found that one thing needed was to fill the radiator intake, as this is simply a large hole in the front of the car.



I cut a small piece of plastic card to fit in the radiator intake. Simply hold a small piece behind, draw the shape with a pencil and trim to fit.



I am always looking for things to use in my models and one thing that is very useful AND FREE is the silver foil from cigarette packets. It is textured and when painted looks like wire mesh. If you know a smoker, ask them to save it for you. Glue the foil onto the card with Bostik or similar glue. Trim it to the same size as the card and then paint the textured foil with matt

black paint. When nearly dry wipe off the excess paint and this leaves the effect of a wire mesh grill.

Glue this into place from behind and add a couple of spot lamps from your scrap box.



All that is needed now is to screw the body back onto the chassis and enjoy driving a car that **YOU HAVE BUILT**.

I hope that this has been interesting for you members that are thinking of building cars. I am going to do another feature on a fibreglass body with a metal chassis next. If you have any questions about building cars please ask. ■



Range Presentation Cars

By Rob Smith

For the past 11 years loyal Scalextric dealers have received a special present from Hornby in the form of a limited edition car. Of course, you don't actually get something for nothing! To qualify the dealer has to attend the annual range presentation at the Margate factory and complete their order forms for the year with encouragement from their sales rep.

The first few cars were completed in the Margate factory in the same semi-official process which created many NSCC cars, the Promo cars and other specials. Amazingly, and unlike many of the other small runs of the late 90s, they all have C numbers.

The size of the limited edition has dropped over the years starting with 300 for the first few models, through 250 and now stands at just 200.

This makes them rare enough to be interesting but not impossible to find and it is well worth doing so. They frequently turn up at swapmeets, eBay and the websites of the familiar specialised dealers. It will cost you the best part of £2000 to collect them all.

Values depend greatly on what the model was, rather than its age, with the Ford GT40 probably the most popular. Not all have been great models and the first 1998 Lamborghini Diablo has a strange crystallised gold finish. Several cars – the GT40, Ford GT, Aston DBR9 and Mini – have been based on cars from the then current range. All have been fictitious liveries which don't appeal to everyone. The Jaguar and Porsche have very simple liveries and Hornby cheekily borrowed our laurel logo for the Jaguar bonnet.



1998 Diablo (C2069)

Gold with black mirrors. Union Jack on bonnet and blue 'New Product Presentation 98' on sides. Early perspex box with blue base printed 'New Product Presentation' and blue sleeve with red and yellow stripes. 'Special Edition' gold sticker. 300 produced.

1999 Jaguar XJ220 (C2228)

Dark metallic red with black mirrors. Gold 1999 on "NSCC" laurel on bonnet and gold 'Range Presentation 1999' on sides. Early perspex box with black base printed 'Range Presentation 1999' and blue sleeve with red and yellow stripes. 'Exclusive Production' gold sticker. 300 produced.

2000 Porsche GT1 (C2317)

Dark metallic blue with matching mirrors. Silver figure and 2000 on front and rear wing and 'Range Presentation 2000' on sides. Later perspex box with black base printed 'Range Presentation 2000' in silver. Yellow and black sleeve. 'Exclusive Production' gold sticker. 300 produced.

2001 Mercedes CLK GT1 (C2352)

Silver with black mirrors/wing with Scalextric logo. Black chequer on bonnet with # 4 and 'Range Presentation 2001' on sides. Later perspex box with black base printed 'Range Presentation 2001' in silver. Yellow and black sleeve. 'Limited Production' gold sticker. 300 produced.

2002 Cadillac LMP (C2350)

Black with Scalextric logo on rear wing. White 'Range Presentation 2002' on front splitter, bonnet and sides. Race #5. Later perspex box with black base printed 'Range Presentation 2002' in white. Yellow and black sleeve. 'Limited Production' gold sticker. 300 produced.

2003 Ford Boss Mustang (C2510)

Blue and yellow with white Scalextric logo on rear wing. 'Range Presentation 2003' in black on roof and yellow on sides. Race #6. Later perspex box with black base printed 'Range

Presentation 2003' in gold. Yellow and black sleeve. 'Limited Production' gold sticker and white C number sticker not attached to sleeve but loose in box. 250 produced.

2004 Ford GT40 (C2549)

Yellow with twin black stripes. Scalextric logos on front wings. Race number 7 on white roundels. 'Range Presentation 2004' in blue around the roundels on the sides. Final perspex box with black base printed 'Range Presentation 2004 Ford Gt MkII' in silver. Purple and yellow sleeve. 'Limited Production' gold sticker. 250 produced.

2005 BMW Mini Cooper S (C2633)

White with black chequer to sides and Union Jack on roof. 'Range Presentation 2005' in red on either side of roof and across bonnet. Race #8. Final perspex box with black base printed 'Mini Cooper S' in silver. Purple and yellow sleeve. 'Limited Edition' gold sticker. No white C number sticker. Reputedly only 235 made.

2006 Maserati Coupé (C2680)

Yellow with black bonnet and sills. Scalextric logos on rear wings and screen, Pirelli on rear spoiler and front wings. 'Range Presentation 2006' in white on bonnet and sills. Race #9 on white roundels. Final perspex box with black base printed 'Range Presentation 2006 Maserati Trofeo' in silver. Purple and yellow sleeve. 250 produced.

2007 Ford GT (C2815)

Blue with yellow stripes. Scalextric logos on bonnet and sides. 50th anniversary logo on roof. '2007 Range Presentation' in white on bonnet and sides. Final perspex box with black base printed '2007 Range Presentation Ford GT' in silver. Purple and yellow sleeve. 200 produced

2008 Aston Martin DBR9 (C2935)

Black with red and yellow flashes. 08 on the roof and 'Range Presentation 08' on sides. 'Range Presentation' on rear wing. Hinged perspex box with 'Range Presentation 2008' printed in white. 200 produced. ■





**SHIPMENT
FROM SPAIN**
By Gareth Jex



email: shipmentfromspain@nsc.co.uk

After last month's large download of information, this month is a little on the quiet side with only one new release in the shops now and news of a few special editions.

Ref SCX 62970 Seat 131 Abarth

This was due in May, but arrived in the UK at the end of March. Based on the car driven by Spanish driver A. Zanini and J. Petisco in the Costa Brava rally, this classic rally car is actually a Fiat 131 Abarth with Seat branding! Fiat/Seat company branding clearly in a bit of a muddle back then. In bright blue with yellow trim and skirt this car can't be missed. Early testing reveals another cracking classic SCX rally car. Two wheel rear drive with lights and all the other normal SCX features. This is the only livery of this car planned for 2008 outside of Spain, but be on the look out for several Spanish only editions and Altaya releases. I'm led to believe that the classic Alitalia livery will not be made due to licencing issues, which is a real shame.



Game Retail Special Edition

Limited info on this car, but Tecnitoys Spain have produced an Audi R8 LM car for the Game retail/web outlet in connection with the recently released Gran Turismo game. It's unclear if this is a Spanish only or worldwide release (my internet search showed nothing). The car is pictured below. I understand that it will only be available to Game customers who buy version 5 of the racing game.



Spanish only Seats

As reported last year Altaya have an entire collection of Seat cars by Tecnitoys, but they have now confirmed that some of the collection will be produced in different liveries for Spain only these include; Ibiza Bimotor (Phillips), Fura and Toledo GT (Repsol)

Car of the Year

Thanks to those who voted for the SCX Ford Escort MK2 as your car of the year. We hope to bring you some interesting SCX/NSCC news next month! ■



Sir,

I was interested to read Jason Wright of Swaton Raceway's opinion of the current state of the slot car market and I am in agreement with him regarding the unregistered traders - that is those selling bulk quantities of cars but who are not registered for VAT and income tax.

Whilst bona fide traders with registered companies and retail/wholesale premises have the everyday overheads involved in running a business, these unscrupulous traders have full time jobs and milk the system by selling slot cars at swapmeets and on eBay - avoiding any taxes on their profits.

Ebay cannot be blamed for this - many genuine eBay sellers are private collectors - not selling the same new cars many times over. The fault mainly lies with the suppliers, who no longer vet who buys from them. There was a time when suppliers used to check out that a trader did have an actual retail shop before supplying him. So hats off to Jason Wright for bringing this subject to the forefront.

However, I also believe that eBay is the best thing that has happened to the slot car market, for buyers and sellers. It has opened up the market and levelled the playing field. If you list a valuable car, it will reach its fair market value - gone are the days of someone offering you a so called "fair price" only to find later it was undervalued and they had resold it at huge profit. The guy in the street gets a better deal on eBay. Bona fide traders who buy in bulk and then pass those savings on to the public are creating a market that would not have evolved from some high street model shops with their

exorbitant prices. This creates more buyers, particularly from guys who could not afford £45 for a single Fly car and this in turn means more slot cars being sold on the open market. The feedback system also means you know when you are dealing with a reputable seller who values his customers and offers good customer service by just glancing at the comments from satisfied buyers.

I also find it odd that some people are ready to knock eBay yet have eBay accounts which they use regularly to buy and sell (double standards?) It is also untrue that eBay is faceless, by offering cars at great prices with excellent service, we have built up a huge customer base who return time after time and have become friends as well as customers.

Last year they turned over fifty billion dollars - that must mean millions of satisfied sellers and buyers!

I am, yours etc,
Richard D'Cruze ("theslotoutlet")

.....

Sir,

Having just read my March Journal I was pleased to find that I had won a prize in the Christmas competition.

I was also compelled to write in by your comments regarding the poor number of entries. I have attended the Ramsgate weekends, swapmeets at Milton Keynes and Bishops Stortford and have always enjoyed these well organised events and the opportunity to meet like-minded slot car enthusiasts. Due to my son playing soccer at weekends I have not been able to attend these events for the last three years. ➡➡



However, when it comes to competitions in the Journal, it is hard to find an excuse not to enter a competition that someone has taken the time to organise. I entered the Car of the Year competition during a lunch break and it took about five minutes to think about my choice and to send off my entry. I have to admit that there are some competitions that I do not enter because I haven't a hope of getting the correct answers, but this particular competition required minimal brain effort, very little time to enter and entrants stood a very good chance of winning a prize. Why didn't more members enter? Your excellent work on the Journal is much appreciated.

I am, yours etc,
Tim Ainslie

.....

Sir,
Reference the braking system mentioned in the SCX review on Page 44 in the January edition. This is not a new concept and I believe that MRRC used something similar in the 60s. In their case it was a pendulum weight swung forwards and a "strap" was tightened around the axle. A bit like how low power dynamometers work, only in reverse.

One thing that I must correct (and this is SCX giving bad information to the press) is in the penultimate paragraph on page 45. Torque is directly proportional to the gear ratio, a 5:1 ratio will reduce the speed by five times and increase the torque by the same. Therefore a 2.6:1 ratio (10 tooth pinion with 26 tooth crownwheel) will give more speed but less torque than a 'standard' 3:1 ratio (9 tooth pinion with 27 tooth crownwheel). If you want another example think of a mountain bike with 27 (or more!) gears. You go up hills in the low gears, less speed but more torque.

Sorry to go on, but as an engineer (and I had hoped that SCX were as well), this sort of thing annoys me (just ask my students!).

I am, yours etc,
Alan Slade

Sir,

I am after some help in a little project I've just become involved in. I live in Abingdon which was the home of the MG and BL Competition Department for many years. So living where I do, actually only a few doors away from the old MG site, you might guess that I also own a couple of full size MGs and belong to the MG Car Club.

The Club is mounting an exhibition in Abingdon Museum which will run from mid May to August and I've agreed to set up a Scalextric circuit and supply a number of MG and Competition Department prepared cars as one of the exhibits. The format will be that there will be a static display in a (locked!) cabinet and several MG Metros for visitors to actually use. Whilst I have more than enough cheap and cheerful Metros which I'm prepared to have ravaged and enough examples of MGs, Minis, TR7s, and Healeys to form the basis of a static display I could really do with some more models to fill out the spaces in the MG timeline.

So that's the project and hence the request for help - are there any members who would like their Abingdon related models to form part of the display? Any make and/or scratch builds would be very welcome. What would up the quality of the exhibit would be things like scratch builds or motorised kits of any age, pre-war MGs to MGA/B/C/Midget, a couple of the rarer Metros like the Ternco, and anything which is a model of a particular car from the BL Competition Department such as the Monte Minis (Scalextric/SCX), Pat Moss Carlson's Healey (or any red/white hardtop Healey), a better example of 'Mabel', the MGB from the OCAR kit than my rather scruffy one, an MGA or two, a Dolomite Sprint (Tony Dron's?) and even the Rover V8s, but anything which has any kind of connection that would help fill out the history and match some of the photos and artefacts which will be there.

I can be contacted on - 07836 316507 or email: Paul.Bizzell@eqs.co.uk

I am, yours etc,
Paul Bizzell



Scalextric Gear Puller By Dave Chang

A pinion puller/pusher is an essential tool for any slot racer's tool kit, as it is a device which offers the only safe way to change pinions without risking damage to the motor. Scalextric have just released a new Gear Puller for exactly this task and more.

The gear puller is mainly made out of a resilient blue plastic, but all the important mechanical parts like the screws, brackets and the bushes are made of metal. The device has a nice solid feel in the hand and appears to be built to a high standard.

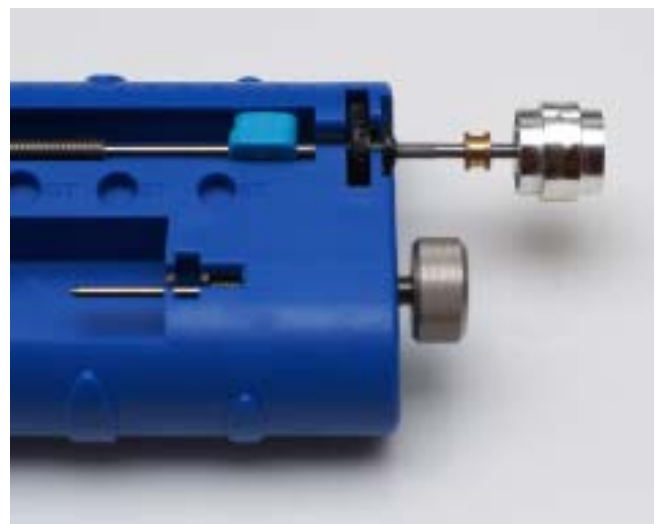
It is larger than other devices I have seen on the market, but it also has more functions. There is a turquoise pull-out drawer in the bottom with compartments for spare gears, axles and bushes. It clips securely shut so there is little risk of all your small components falling out. Axles will not fit if they have wheels or gears attached, nor is there room for a motor. This limitation seems like a good compromise to keep the size and weight of the tool down, and other similar products do not have a drawer at all. There is a slight issue – it became apparent that sometimes when I opened the drawer, items were not in the same compartment that I had put them. On one occasion, there was an item missing, which then stopped the drawer from closing. Small parts can escape over the top of the drawer sections. This may not be important if you use the tool on a workbench at home, but if you put it in your pocket, it is something to be aware of.

The top of the device is divided into three parts: the top channel is for removing and replacing spur and crown gears (the large gears on the axle); then there are various sized holes for sorting pinions, and finally there is a box shaped depression with two screws for changing pinions (the small gear which attaches to the motor).



Gear Puller

The spur/crown gear puller is an unusual inclusion, and a facility I have not seen elsewhere. Scalextric and many other RTR manufacturers' gears are press fitted – and these are very difficult to change. To remove a gear, the wheel near it must first be pulled off. The knurled screw of the gear puller must be unscrewed to leave space so that when the gear is slid into the slot on the right, the bare axle where the wheel used to be can fit into the channel unobstructed. Then tighten the gear puller screw until it just reaches the axle.



Removing a crown gear



Measuring crown gear position

If you plan to replace with another gear, then it is important to measure where the original gear is positioned. This can be done by sliding the turquoise slider to the end of the axle and reading off the etched ruler markings. Then slide the turquoise slider so it covers both the end of the screw and the end of the axle, to hold them in alignment. Tighten the screw; this will slowly push the axle through the gear without risk of the axle bending, whilst the gear is held against a metal plate.

To put another press fit gear on, you must remove the other wheel and loosen the screw so almost the whole axle can fit in the slot. Place the new gear in the space for it, and tighten the gear puller screw to push the axle on. Use the ruler to check it ends up in the right place.

There is one issue with this feature, which is related to the way the axles are made rather than to this device. Many RTR cars have axles with knurled rough parts so that the axles and wheels will grip the axles properly and not slip. The knurling for the wheels may damage and enlarge the hole of the gear when it passes. Also, push fit wheels which have been removed may not sit on the car as securely. This is part of the reason that most aftermarket tune-up wheels and gears – including the Sport-Plus range by Scalextric, do not use the push-fit system but instead are secured by small screws. You can buy plain axles and new press fit spur gears, but you might as well go for the screw fitted range anyway.

Pinion Teeth

Next down on the tool there are five circular depressions of different sizes. This is an ingenious time saving tool for counting the teeth on your pinions. Take a Scalextric pinion and start with the smallest hole till you find one it fits in. Then read the legend by the hole which tells you the number of teeth! No more counting the teeth and wondering which tooth you started on. This has been designed to work with Scalextric's range of pinions; I am not sure whether it will reliably sort pinions from other manufacturers.

Pinions

Finally there is the most important part of the gear puller: the pinion pusher/puller. Without a specialised tool like this, when you pull a pinion off you would have to hold the casing of the motor and pull on the pinion – possibly with pliers which would damage the pinion. But as you pull it, you are also pulling the motor shaft against the motor – which will be applying force to other parts inside the motor against the casing (namely the commutator and armature). You risk damaging or moving these along the motor shaft.

A pinion puller allows you to pull the pinion off without stressing the components. To do this, after loosening the two screws, place a Mabuchi SP motor (the most common sort in Scalextric cars) into the box shaped cavity so that the pinion sits in the small compartment at the right. Then tighten the screw on the right, which will push on the end of the motor shaft while the pinion is held still, and continue turning until the motor shaft is pushed all the way through. Undo the screw to release the pinion.



Removing the pinion

Fitting a new pinion is just as simple: drop one into the right hand slot and tighten the screw on the left – pushing on the other side of the motor shaft until the pinion is seated correctly.



Fitting a new pinion

The whole process is made very easy, this tool is a pleasure to use.

There are a few shortcomings of the design. Some cars come with the pinion fitted very close to the motor. Up till now I have used the Ninco pinion tool, which has a thin metal part to squeeze between the motor and pinion. Sometimes this is too thick to fit. The Scalextric tool requires an even larger 1.5mm gap between the motor and pinion, so there will be many instances when it will not be able to start the process of removing a pinion.

The other main issue is that the tool is over-specialised. It works very well with one of the most common slot motor formats like the Mabuchi SP, but not for other sized motors. Many smaller Scalextric cars now use the thinner Mabuchi FF, this does not line up with the screws and so cannot be used. A correctly sized and shaped plastic insert would hold an FF motor in position, but the pins on the screws are too wide to go through the FF pinions. SCX and Ninco motors are too wide to fit in at all (if you manage to angle them to fit, the motor shaft

cannot be aligned with the screws or pinion). Also, although the left hand slot will accept pinions which are deeper than the right hand cavity, some pinions are too big to fit in the slot – for example Ninco angle winder pinions.

Summing Up

At the end of this I am mainly baffled. This tool is nicely made and great to use, but it has significant flaws at every step. Even the parts drawer has problems – allowing parts to move about and also disappear into the insides of the unit.

The pinion puller/pusher is the most essential function, and within limits it does this really well. It is limited to Mabuchi SP style motors, but they are the most common sort, so if that is what needs doing this is a good tool... except it only works well if there is at least a 1.5mm gap between the motor and the pinion to start with.

The spur/crown gear puller/pusher is very well thought out and works nicely, although there is a question of when you would actually want to mess about with press fit gears rather than getting screw fit ones.

I guess the star of the show is the pinion tooth counter. It is a fantastic time saving device for your Scalextric brand pinions. It may work with some other brands, but you will have to check before using it with them.

So all in all this is not a do it all device. I am forced to say that if you get only one gear puller, get a different one from this. If Scalextric make a number of changes, the Mark 2 could be a brilliant tool, but as it is, this is a good additional tool which will make it easier to change pinions on the occasions where you do have a certain type of motor and a large enough pinion gap. Also, if you do happen to want to move press fit gears around, this may be the only tool for the job. ■

The Joy Of Swapmeets

By Annette Goodman

We've just come back from another enjoyable swapmeet with carrier bags aplenty. In the past months we've been to both Milton Keynes and Bishop's Stortford, and had a great (read as expensive!) time at both, meeting up with old friends and catching up on all the gossip, both slot car related and not. But talking after the event, the topic of: 'Why don't more members attend swapmeets?' came up. So why don't more members attend?

Could it be that they feel they wouldn't know anyone? That everyone attending knows the complete list of C numbers off by heart? That there will be nothing there for their pockets? That eBay is best?!

Let's face it – when most of us started we knew few, if any, other members. Personally, through swapmeets (and the Ramsgate weekend of course!) we're now on 'Hiya' terms with most of the traders (some won't talk to us as they know they'll be subjected to Tony's very persistent and very persuasive haggling, but that's another story), and all the NSCC committee. It's a great feeling to be able to walk into a hall then take half an hour to walk two metres because you've stopped to chat to every other person you meet.

If you don't know that much about the cars – attend a few swapmeets – you soon will! All of the traders are more than happy to chat and advise on purchases, and nine times out of ten they will also point out faults on cars and why they are priced as they are – you can't get fairer than that. If you've never been to a swapmeet it'll be like walking into an Aladdin's cave of slot cars – you'll find models you never knew existed, bargains galore, and enough spares to resurrect even the most knackered of cars! Prices really do range from the hundreds of pounds for that **very** limited edition or one-off example (which, if you ask nicely you may be allowed to hold), to two or three pounds for a perfectly usable run about for the kids. There really is something for

all pockets, and the advantage is that you can touch and compare everything you buy, so no hidden faults or cracks and no disappointment on opening that 'mint' car you were promised in the eBay listing – and of course you don't even have to pay postage.

And who can resist the collapsing auctions which are run at some meets? Older, mint, boxed cars for as little as ten pounds (they do go down to five pounds at the end, but by then there's usually only a couple of old F1 cars left, and no one wants those, do they?!). Even if you've no intention of buying (try and resist, I challenge you!), it really is worth going just to see one – it's like a bunch of old ladies at a jumble sale – a real test of the survival of the fittest!

Any serious collector **needs** swapmeets. Nowhere else can you find such a large selection of original spares, from rear wings to light lenses, body shells to wheel hubs. Nothing beats rummaging around under a table for that elusive piece, especially when you discover it's only 50p! You can't do that on eBay! If there's something you specifically need, a swapmeet is an ideal chance to interrogate all the traders about spares and you'll usually find someone has it somewhere. There's often a good supply of bodysHELLS – so the serious racers can replace lost and broken parts too.

Unfortunately there's nothing anyone can do about the distances sometimes needed to be travelled in order to attend. Personally we will try and find a cheap hotel room (lots of the 'bargain' chains have special deals on) and then make a family weekend of it – most meets are near other attractions or towns, so there's usually something to keep the non slot fans happy too.

Finally, if you need any more persuasion to come to a swapmeet, try these examples:

■ Austin Healey 3000, £12, needed engine work, new light lens and a couple of tyres, all easily accomplished.

■ Brand new 2007 Jaguar XKRS £18, other brand new boxed cars for £10 - £15.

■ Limited edition Beetle, price halved even without any haggling

■ Mint rear wing and wheels (yes really!) for Rebel Rig truck, £2

■ Dealers 2007 Ford GT £150 (seen any on eBay for that price? Thought not!)

The list goes on, there are so many bargains to be had I can't remember most of them. So

come on, give a swapmeet a go - once you've been to one I can guarantee you'll be hooked. Of course you won't get what you want at every meet, but half the fun is searching around and waiting for the bargains to appear, or that elusive spare to finally arrive in a scrap bin or on a trader's table. ■

Confessions Of Another Scalextric Widow

By Tina Dobson

Karl (or Mr Numpty as I prefer to call him), said to me the other evening that I just had to read an article by a Scalextric widow from one of his countless NSCC Journals. I understood every word of what she was saying and I felt I just had to write in and tell you some of my experiences of living with a slot car spod.

What is it about these cars that gets these "boys" so excited. A typical evening for Mr Numpty, after a hard day at work, is to spend from sometimes as early as 5pm, wading through page after page on the web all about one topic - slot cars - right up till bedtime. Yes admittedly he's watching TV as well and at least he is in the living room being part of the family but can someone please explain why he doesn't get bored looking at the same thing night after night? I suppose I should be grateful, he could be looking at naked women or something, but at least I could understand that. Then, when he finally prises himself away, he goes up to bed only to stick his head in one of his countless magazines about guess what? Slot cars!

When he has purchased a car he's like a kid waiting for Christmas. Everyday, till the item arrives it's, "Has it arrived yet?", "Where is it?", "What takes them so long?" Just like a kid. One particular evening springs to mind. Mr Numpty found a site that does quizzes on slot cars. When he got the results back they said he had one wrong. He went out of his way to prove he was right then emailed the site to let them know.

Not only does Mr Numpty have an ever increasing collection of over 600 cars but he has a copy of every NSCC Newsletter/ Journal ever printed, (he was missing a few but has since chased them down and purchased them), every leaflet and catalogue (in duplicate I might add, one to read and one to keep in pristine condition) and all the books too, all signed by Roger Gillham.

But when he gets on the phone to his fellow spod Shaun it's unbelievable. An hour and a half at least, all about the same thing. None of this, "How are you?", "What you been up too?" stuff like normal people, oh no - just Scalextric. And the excitement in his voice, well it's just amazing to listen to. Now you men moan about us women on the phone, but at least we hold decent conversations.

This final incident just about sums up what it's like living with a Scalextric nutter. One evening just after sharing a very intimate moment as most couples do, the second, and I mean the second, (I still hadn't even got my breath back) we had finished, he looked up and started telling me all about one of the many Scalextric sets which we have above the wardrobe in our bedroom. Talk about bringing me back to the real world and killing the moment!

Now don't get me wrong, I love Mr Numpty to bits but can someone please explain to me what it is about men and these bloody plastic toy cars.....!!!! ■



Ninco Anglewinder Chassis Race Preparation

Part 1 - Supra

By Terry Blackmore

During 2006 I built several variations of Ninco's Supra Japanese GT Cars to run mainly on the Scalextric track at Wood Green's Tuesday Night Club Meetings. The cars needed a small number of modifications within the Club rules to make them competitive in the GT Class. John Ovens raced one of these cars to good effect in the 2006 GT Championship, but unfortunately the chassis was broken in a racing incident at a very crucial time in the Championship. This resulted in John finishing in the runner up spot. This year I built John a new car for the Competition. There are six rounds in the GT Championship, and in winning all four of the first four rounds it was already won. John also won the fifth round. This was John's first ever win in a Club Championship in the 7 years he's been a member.



The first problem with the Ninco Supra Angle Winder Chassis is that though the car handles reasonably well, there is far too much flexibility in the rear end of the chassis. This causes the car to bounce all over the place, especially under acceleration on exiting corners. So, drastic measures are needed to stiffen it up. Unlike the Ninco Honda NSX I've yet to see an up dated chassis.



I have seen various ways of stiffening the chassis, but most of them seem to require the addition of a lot of extra weight in the form of stiffening bars to the car's rear end of the chassis causing it to slide around. I was looking to build a car with little or no added weight. I've never been a fan of making a car handle by adding weight. A previously tried hot glue gun idea wasn't used and rejected as the nature of the hot glue still allowed far too much flex in the chassis. In the end I settled on using super glue and making the motor as a structural part of the chassis.

The first thing was to strip out all the Ninco running gear, and stick the wheels, tyres, gears, pinion, bearings and axles it came with in the spare parts bin. They were to be replaced with Slot.it spares except for the rear tyres being changed to Ortmann. The Club only uses that brand of tyres, as on their Scalextric track they appear to give the best grip.

The motor preparation came next, and as an NC-5 came with the car, and is allowed under the rules it was retained. The variation to this is if you buy a Ninco Race tuned car which may have a NC-6 plus all the raced tuned parts. The NC-6 motor is not eligible in the Wood Green Club's GT Class.



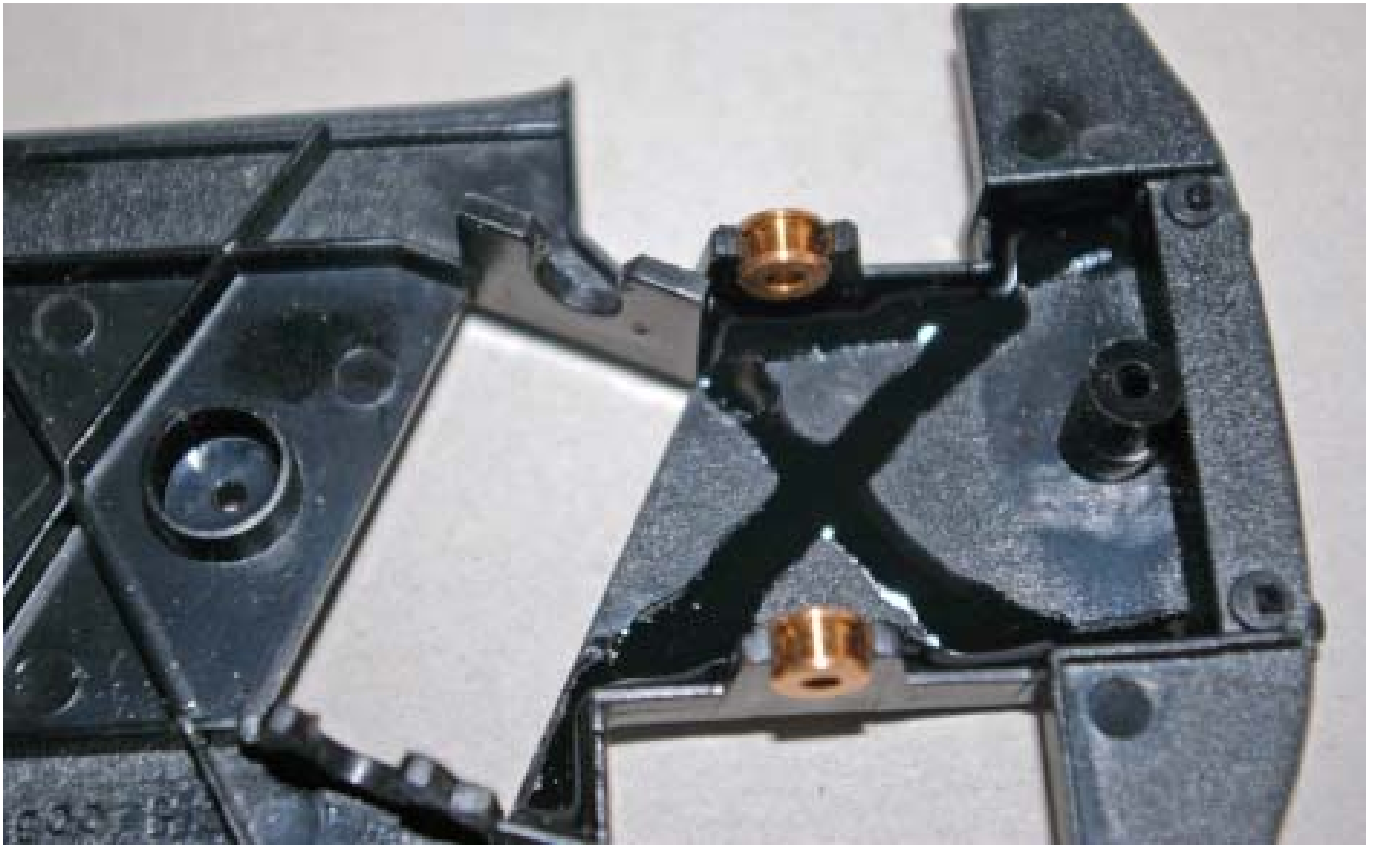
To make the motor part of the chassis, parts of the label need to be removed. Labels tend to come off, so not a lot is achieved in trying to glue a label to the chassis. To avoid arguments on the motor most of the label was retained. First though, remove the Ninco lead wires. They are far too short for my liking, and fit a 12 tooth Slot.it pinion, or what ever choice you prefer.



The NC-5 has holes top and bottom of the motor can, so removing the label over these helps the motor breathe easier, run faster and cooler. A strip of label about the width of the chassis also needs to be removed from each side of the motor to allow the chassis and motor to be glued together. In this case the bottom of the label was coming off, so was removed entirely to avoid any later problems.



Before fixing the motor into the chassis the chassis needs to be sorted. First of all put in the Slot.it bearings, and check they line up by making sure the axle runs free. No point in building a car if the chassis is warped. I ran a liberal bead of super glue down each side of the rear of the chassis, from the motor bracket under the bearings to the rear of the chassis, and put a cross of super glue diagonally across the chassis and allowed it to dry. One of the weaknesses of this chassis is the rear bearing supports. Because of the flex they do tend to snap off or crack. I ran a bead of super glue up the outside of each support. When the super glue has dried fit the motor. The motor becomes part of the chassis by running a bead of super glue down the entire length of the gap of both →→



sides of the can and chassis and glue both ends of the motor to the motor bracket mounts. If the super glue doesn't fill the gap between chassis and motor, add more glue until it does.

This should just about, if done properly, remove most of the flex from the chassis. The small amount of flex remaining in the chassis helps with the handling.





Chassis are very cheap to buy and if, after fitting the motor in the above fashion, it is found to be a bit on the slow side then not too much is lost in buying a new chassis and hopefully a faster replacement motor and building a fresh chassis. It is fairly easy to remove a good motor from a damaged chassis and re-use. Often it just needs a little cleaning up and removing any old (super) glue.



Other than fitting all the Slot.It running gear and gluing in the rear axle bearings there is not a lot more to do to the chassis. Add the new longer lead wires. Gear ratio was 12 to 32, but most racers will have their own club preferred ratios. I used smaller front and rear wheels than the originals to lower the centre of gravity of the car. The original guide can be retained, though if using it on a Scalextric track it possibly needs shaving slightly along the length of the bottom edge.

The body needs little or no work as it fits well and leaving the body able to move slightly on the screws helps with the handling. Be aware that fitting certain types of race special screws can split the body's mounting posts. I always use MB screws as I find they seem to be of a type that so far has not split a screw mounting post. Should this happen a short length of the right size plastic biro body glued in place over the mount will get anyone out of trouble. On this body the way they fitted the rear spoiler wasn't the greatest, so a little super glue or a bit of careful work with a small hot soldering iron would stop it sliding up and down.



The actual build time for this chassis was only a few minutes but taking photographs and waiting for the super glue to dry before moving on to the next part to be built slowed things up a bit. Even so the whole thing only took a couple of hours. ■

Where Did You Get That Hat?

By Bill Grigg

As a Dan Gurney fan from when he was actively racing, I've recently been distressed to note that some of the younger chaps don't seem to realise that he was characterised, almost throughout his career, by an all black crash helmet. I saw a stallholder at a recent MK swapmeet suggesting that a silver helmeted Cobra driver was a representation of my hero and then the Journal carried a photo of a certain 1/32nd scale Porsche driver in a helmet with a white peak pretending to be Dan.

Mind you, although these are extreme examples (well, silver or white for black?) I'm very aware of the problem of finding the correct colour for many 'historic' drivers' headgear as the majority of published photos up to about 1970 are in black and white. The relatively rare colour pages in contemporary magazines and books are usually reserved for the better known drivers and cars. With the advent of advertising on F1 cars at the end of the sixties, 1970 is also just about the time when helmets and colour schemes in general began to get a lot more fancy and to be recorded in colour. Perversely they are then much harder to reproduce which is a bit of a discouragement to modellers.

Anyway, with the increasing number of pre-70 historic slot cars around it occurred to me that a list of helmet colours up to 1970 might be

handy for anyone wanting to represent a particular driver (other than Stirling Moss!) and being uncertain of how to paint his hat. Apart from it being hard to find coloured photos of some drivers, when you do the reproduction is not all it could be. For instance, I'm pretty sure that Mike Hawthorn's helmet was always dark green but I have a photo in a book where, although the Ferrari is red and the grass is green, Mike's helmet is definitely reproduced as mid blue. To add to the problem many drivers changed their helmet colours as they went along or as improved styles became available.

While not pretending to be comprehensive or 100% accurate I've compiled a spreadsheet with all the information I've gleaned so far and I hope there are some knowledgeable members who can add to the list and/or correct the mistakes. It is far too large to reproduce in the magazine without boring all those who couldn't care less what colour Bob Bondurant's helmet was so it is available on the club website (bottom of the Journal page - extras).

I fear it's too complicated to include a very accurate description of each helmet, like exactly the shade of red or how wide the stripe is, but used in conjunction with a black and white photo I hope it will be at least an aid to getting the basic colours right. ■



It must be confessed that Dan Gurney's helmet peak could be taken for a colour other than black in this photo due to the reflection – but it is black



Slot.It and Truspeed adjustable controllers

By Phil Insull

Many of us spend a fair bit of time tuning and sorting our slot cars in the search of a few extra fractions of a second and, as Dave Chang's recent articles show us, it is worth our while. However until recently I never gave much thought to how much difference a "tuneable" controller makes to my on-track performance. I plodded along with a stock 35 ohm Parma throttle having tried out other peoples' with adjustable choke boxes on them and not found much difference. Then one of our members lent me his new Truspeed Pulse Width Modulation (PWM) controller to try and boy what a difference - even to an old duffer like me.

The Truspeed PWM has a standard looking Parma handle but it is completely reworked with an electronic sweep control replacing the old resistor and has a boost button for extra power on big circuits. The hand unit is connected via tough braided cable to an electronic box of trickery that gives adjustment for power, acceleration, braking, sensitivity and hold. All of these can be set into one of twelve different positions to fine tune the various functions. The sturdy metal box has a standard three pin arrangement as used by most clubs and has power and brake indicator lights to show when you are on throttle or brake and provide warning if the track has a dead short. Finally, as

the Truspeed is custom made to order, the box also has the owners name on it so you don't pick up the wrong one. Now all this cleverness doesn't come cheap and at £175 it is unlikely to interest many non-club racers but for club use it really does make a difference and many people at the Wolves club have now switched to Truspeed PWMs, me included. My reasoning was that the controller is something I use week in week out and should last me at least five years so on a weekly basis will cost me 67 pence per week over its expected life, not bad compared to what the cars cost me. For further details visit the Truspeed web site at www.truspeed.co.uk/

The problem with Slot Racing is that you wait for ages for something like the Truspeed PWM to come along and then someone else develops something along similar lines. You are probably familiar with Slot.It's excellent cars, well now they have also developed a brand new electronic controller. The Slot It SCP-1 has all its functions contained within the hand unit itself with four dials controlling power trim, minimum speed, brake and curve or maximum speed. There is also a button that acts as an overriding handbrake and two buttons that control single shot braking or, once it becomes available via an interchangeable module, lane changing for digital racers. While also using an electronic board rather than a resistor, the SCP-1 is



Truspeed PWM Controller



Front view of Slot It SCP-1 Controller



Rear view of SCP-1 with linear or curve select switch

contactless using a magnetic sweep arm to eliminate possible contact wear. The SCP-1 comes supplied with an analogue module but this can be interchanged for a digital one once it becomes available later in the year, allowing the controller to be used on both types of systems. The rubber flex comes with three removable jack plug pins as standard but these are simple to take off and wire up to a standard three pin socket for club use or can be wired for home tracks using the dip switch settings indicated in the instruction manual. The one function that intrigued me the most is a little switch on the reverse of the controller that offers either linear or curve power profiles. This is exactly what it says in that the one simply applies power in a straight linear fashion between the minimum and maximum points you have chosen, while the curve feature means you can set either a convex or concave power curve to either apply sharper power initially and then less sharply as you approach the maximum speed or vice-versa. Again this isn't the cheapest on the market, retailing at £72.50 from Pendle Slot Racing for the controller (the price of the additional digital module has not yet been announced) but it offers a lot of functionality for the money.

To see how these two performed I took them to Wolverhampton for testing on the Wolves wood track, using 13.8 volts fixed supply on the red middle lane. I ran a decent period with each controller in search of the best lap time using a Slot.It McLaren F1GTR. To begin I spent five

minutes with my old thirty five ohm resistive controller setting a base time and came up with 8.65 seconds. As I have been using the Truspeed for several months I switched to that next and after a quick tyre clean spent the next fifteen minutes making a few tweaks here and there and got down to 7.1 seconds, quite an improvement, although I know the quicker lads can get into the 6 second brackets with a similar car and controller combination. Finally I spent around half an hour playing with the SCP-1 and found that using the curve feature with gentler acceleration and more top end power was most suited to my driving style giving me a 7.5 second best lap time. With more practice and an increased knowledge of the SCP-1 it may well be possible for me to improve although I must say I prefer the feel of the Truspeed PWM. In keeping to a Parma casing the Truspeed feels like the controller I have been used to for so long and yet can be adjusted during racing by a quick flick of the five dials with the left hand without looking down.

I found with the SCP-1 I had to look at the dials while racing to make adjustments and that slows you down. I also found the SCP-1 a bit large and chunky and the trigger action while smooth doesn't seem to have much "feel" to it. Being a smallish club track I never use the "boost" button on the Truspeed and so can hold it in my right hand without needing to use the left on the controller. To utilise the hand brake or one shot braking buttons on the SCP-1, which do function very well, I was having to use two hands, which to me doesn't seem very natural. To sum up I can understand why many club racers are converting to the Truspeed PWM as it does improve performance and confidence in one's racing. The SCP-1 is also undoubtedly an excellent controller and considerably cheaper and will provide improved performance over standard resistive controllers but not as much as the Truspeed will. Where the Slot.It controller will come into its own is when the digital module is released as you won't need two controllers for each system, when it becomes available I'll be certain to test it out. ■