



**No. 317 August 2008**

## Contents

Events.....	2
Diary Dates.....	5
Carrera Corner.....	7
Messages From Margate.....	9
Shipment From Spain.....	11
Kits N Bobs.....	13
Ninco News.....	15
Fly On The Wall.....	18
Home Track.....	21
Carrera Review.....	27
Ebay Watch.....	29
Tri-ang Treasures.....	31
Sloter/SCX Review.....	37
Scalextric Review.....	40
Letters.....	42
The Good Old days.....	43
Members Ads.....	45

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Classical Gas

Putting the Journal together has been a bit of a rush job this month - I forgot that copy date coincided with the Silverstone Classic event! As a result it has been compiled in one (very long!) day plus the odd snatched hour during the evening so apologies if a few errors have crept in.

We went to Silverstone on the Saturday as, it would appear, did a significant proportion of the NSCC membership - it was difficult to walk more than a few hundred yards without being accosted by a familiar face - I hope you enjoyed yourselves as much as we did.

The highlight of the day for me was the FIA Historic F1 race featuring a delightful selection of classic 70s and 80s cars - Tyrrell 002, Brabham BT 49, Lotus 88, more Williams FW07s and 8s than you could shake a stick at, plus an assortment of less successful machinery from the era. By great good fortune Murray Walker was in attendance to promote his latest book and it did not take much persuading for him to grab the microphone and comment on the race. So, as we basked in the sunshine at Copse, it was "GO, GO, GO"; the sound of 20 odd DFVs (plus Matra and BRM V12s) rent the Northamptonshire air and Jones, Rosberg, Mansell and Piquet did battle once more, albeit with substitute drivers. Later in the day the Grand Prix Masters race provided another opportunity to savour this fabulous era of Formula 1 history when designers had much more freedom and, unlike today, you could actually identify the cars by their shape rather than by the sponsors logos.

A large number of these cars were produced by Scalextric at the time and we have been experimenting with them at our club. They are not as bad as you might think and it is a great pity that we are so obsessed with the modern super fast slot cars for these classic F1 cars have much to offer. With a bit of attention to the gears and fitted with modern tyres they can produce some excellent, if slightly slower racing. On a recent Friday evening my JPS Lotus 72 was well beaten by a Renault RS01 but just had the pace to fend off a BRM P160 and a Williams FW07 - we even had Murray commentating, courtesy of the Slotmaster race program!

*Till next month*  
*Brian*



**H**ello again from the Corner that is forever Carrera! As the schools are breaking up and thoughts are of getting away to sunnier climes for a few days' relaxation, there is a slight let-up in cars released in the UK from Carrera.

Just five to report on this month, but still a couple of beauties that will go straight into my collection – which means buying two – one for racing and the other to drool over! Sorry about the lack of pictures but the promised ones failed to arrive with me in time. First up are a couple of Endurance cars:

The Audi R10 Tdi Le Mans winning car of last year – and they are still dominant at the moment. Excellent clear tampo printing and lights front and rear.

Next up is the Porsche RS Spyder from the American Le Mans series of races. I watch this on Men and Motors on TV and the car is sponsored by the famous Penske team. This is a bright yellow car and, with lights on, looks superb going around the track. I've also got the 1/24 Exclusiv version of this and the detail on both cars is superb.

Another Red Bull logo now, but this time a refreshing difference as it is emblazoned across a BMW Z4 M Coupé, which I don't think any other manufacturer does – the Z4 is an impressive looking car and with large wheels and a huge rear wing should stand out on the track.

Now to my two favourites, and one of the reasons why I really like Carrera, which I've said before – they make different cars....

Another in the Willys Coupé series of hotrods – the bright fiery orange supercharged model with working front and rear lights – with no bleed. With wide rear wheels and low slung front this car looks brilliant as it races around the track. With both magnets in, the car stays hugged to the track so the more experienced racer has the choice of removing one or two of the magnets to make the racing more fun. Personally I like the car to slide a little out of corners so will remove the rear magnet.

As with all Carrera cars, the reversing switch means you can race the other way round the track for a change as well.

I am often asked why the old cars that were so popular a couple of years ago – including the Thunderbirds, Dodge Chargers and the convertible Mustangs have been stopped. Well wonder no more, there are some new ones coming along soon and the first is the Ford Mustang 1967.

The Mustang has been in many films and normally in car chases – well it's not the sort of car to go shopping in! The best known are probably James Bond (Red Mach 1), Fast and Furious and the most famous of all, Bullitt with Steve McQueen.

The latest car from Carrera is the metallic Grey 1967 Mustang, and you can now run your own car chases!! Shiny metallic grey with two broad stripes down the length of the car, bright lights which are masked from the inside to avoid bleeding, and masses of chrome make this car the best of the crop this month.

Enjoy your summer hols and see you next month. ■



BY **ROB SMITH**

# **MESSAGES**

## **FROM MARGATE**



I cannot image how Hornby are going to release all of this year's cars by the end of December. They will be coming by the truck load at some stage later in the year. In the last month there has been just one proper new release! Whilst it might be good for defeating the credit crunch it isn't much fun. However both excitement and expense have been in equal measure with the arrival of two more DHL cars from Spain and one was the Aston Martin DBR9!

### **C2904 Maserati MC12 Scuderia PlayTeam No11**

I like these huge GT1 cars and there is plenty of real estate for decoration. This Scuderia PlayTeam version is nicely finished in blue with grey detailing and prominent Sara and Shell logos.

Don't forget that the MC12 has the much vaunted floating motor and back axle cradle which disappointingly Hornby seem to have abandoned on more recent new models. ➡➡



### **C2758D Aston Martin DBR9 No 58**

It was back in September 2006 that this model was first released in analogue form. Of course, being that age the DBR9 chassis is not DPR and so Hornby have released a digital version with the chip soldered into the car permanently.

No 58 is the green car with red lipstick and red flashes along the tops of the windows and the windscreen.

Both come in the yellow Sport boxes but without a sleeve or limited edition card. They don't have the limited edition plate on the chassis either.

Although apparently there are 1500 each of these DHL cars they are very hard to find with only a couple appearing on Spanish eBay. I wonder if the market will suddenly become swamped with them.



### **H2945 Edición Especial DHL Day Definite MG Lola**

### **H2946 Edición Especial DHL Day Definite Aston Martin**

Cars number 2 and 3 from the Spanish only DHL collection are a black MG Lola and a blue Aston Martin DBR9. Both are decorated with the yellow panels and red DHL logos and the strange F1 logos representing the DHL F1 Logistics division. The blue on the Aston works quite well and is the nicest of the three cars released so far.

### **What New Liveries do we Want?**

I was pleased to bump into Torben Groth – an NSCC member from Denmark whilst at Le Mans last month and he has sent me an excellent email with some of the best Ferrari F430 and DBR9 liveries from the race this year. I shall be lobbying Hornby to do some of the great F430 liveries – does anyone else have any specific favourite ones? ■





## SHIPMENT FROM SPAIN

By Gareth Jex

email: [shipmentfromspain@nsccl.co.uk](mailto:shipmentfromspain@nsccl.co.uk)

**A**s reported last month, orders for the NSCC 2008 Club Car (Skoda WRC) are going well. It has come to my attention that a couple of orders have got lost in the post (we discovered this only because they paid via credit card on-line).

All orders received up to and including Friday 25<sup>th</sup> July have now been processed and logged. All cheques have been paid into the bank, 90% of credit card payments have been sorted and all Paypal invoices sent.

So if your credit card or cheque has not been debited/cashed or you have not been sent a Paypal invoice – your order has gone missing and you should contact me **ASAP** preferably via email/phone for speed.

The following image is just a teaser of the first draft mock up, which we can't print in full because it's not spot on yet. Tecnitoys want to ensure the model is as good as it possibly can be and we have given our feedback and requests to them for minor alterations.



I am very pleased with the car so far. The subtle NSCC branding works well and the classic Red Bull colour scheme really looks good.

If you haven't ordered a car yet, perhaps you will now! If you can't track down your order form, get in touch with Bob Bott or me and we will sort you out.

## Other News

The Spanish are still on their hols as I write this so releases are a bit thin on the ground, but the first batch of new Nascars are in the shops now. The Nascar COT (Car of Tomorrow) has been delayed slightly and will follow shortly.

### Ref 50600 SCX Pro Rally, Citroën Xsara WRC 'OMV'

This a new livery of the 2007 shape Citroën Xsara as driven by German Duval. The Pro car range features drop arm guide, 4x4 direct drive with adjustable gear ratios, extremely light weight body, aluminium calibrated axles and adjustable axle movement. The previous Pro spec rally car (another Xsara) was excellent on the track (totally different to the Pro Audi). The car is presented in a special box with spares, tools and instructions including a guide to set up and maintenance. ➡





### Ref 62940 Ferrari 360 GTC 'Red Bull'

As you can see the Red Bull livery gets around a bit and looks nearly as good on a Ferrari as our club car! Overall blue with red and yellow Red Bull livery, I'm assured that the blue used on this car is the correct shade and accurate. The Skoda is much deeper blue and metallic. Featuring the latest RX 42B motor on a rocking chassis, this two wheel rear wheel drive car has a pleasant driving manner with or without magnet and its low wide body helps predictable handling.

The real car is from the 'Be Racing' team which finished 6<sup>th</sup> at the 2004 24h Daytona race, driven by Austrians Philipp Peter, Dieter Quester, Klus Engelhorn and Italian Andrea Montermini.

And that, my friends, is that. Well almost. Some fantastic suggestions for future NSCC club cars on your order forms, but by far the greatest request is for a Ford Escort with the Mk2 being more popular than the MK1 by about 30%. As you may have read in the AGM report, I did try to get an SCX Ford Escort MK2 in Rothmans livery, but at the 11<sup>th</sup> hour this got pulled (probably due to the ciggie logos).

Fear not, I talk to AEC and Tecnitoy's almost weekly and they are in no doubt about what rally fans want. The incredible speed at which the Eaton Yale Escorts pre-sold out has certainly opened a few eyes in Spain and they are listening. 2009 should be fun!

Here's a pic of the Spanish only Seat Ibiza Bi-Motor ref 6307. This is the non Altaya version.



See you soon and keep those club car orders coming. ■

**R**ight, first some apologies. Due to the late arrival of my new workshop for the back garden, I haven't built a single car over the past month so some of the promised pictures and reviews will have to wait until later in the year when I'm fully up and running. For those of you entered for the OCAR/World Classics Saloon Classic and the Penelope Pitlane/TRRC Pre-War Classic later this year I can confirm that the first will be held at our current location at Stryker's Bowling Alley, while the second will be at our new permanent home at Aldersley Stadium Wolverhampton. Sadly Stryker's are closing but Malcolm Scotto has found us a great new home where we will be able to house both our present four lane international track and a new six lane routed track as well, and still have all the facilities you have come to expect at Wolves.

On to this month's new releases then and starting with OCAR/World Classics we have a new Triumph TR2 kit which builds into the number 28 car of Robert Dickson and Ninian Sanderson that finished fourteenth overall and fourth in class or by simply substituting number 29 decals can be the Ken Richardson and Bert Hadley car that finished fifteenth overall and fifth in class. Also new is the Tony Pond and Mike Nicholson 1981 Scottish Rally winning Vauxhall Chevette HS. As normal these kits are designed to fit onto a PCS32 chassis but chassis from Penelope Pitlane and BWS will fit just as easily if you prefer brass to plastic.

As announced last month, Slot.It's gorgeous Alfa Romeo 33/3 Sebring 1971 is now available from all good stockists and a full track test will feature in next month's "Forza Slot.It". Another great model to hit the shelves is Le Mans Miniatures new Peugeot 905 LM92 as driven to victory at Le Sarthe that year by Yannick

Dalmas, Derek Warwick and Mark Blundell. The Peugeot looks great but was disappointingly short of grip on our routed track; however the twin magnets gave it plenty of grip on the SlotFire circuit and it ran far quicker on the steel rails.



**Le Mans Miniatures Peugeot 905 LM92**

The third new historic sports car to hit the shelves this month is NSR's new Ford Mk IV as driven by Bruce McLaren and Mario Andretti to victory at the Sebring 12 hours in 1967. ➡➡



**NSR 1967 Ford Mk IV**

Available with or without headlight covers depending on whether or not you want the car as it appeared at the start or finish of the race, this lightweight racer is very quick straight from the box on the Wolves International track. It must be said, however, that the interior lacks detail with an unpainted driver in a plain grey cockpit, an overly chromed engine and, on mine, the back end needed re-screwing as it had come undone in transit. As a racer's car it is excellent but, for the collector, it really is a bit disappointing - perhaps a missed opportunity to combine the best of both worlds.

AA Bodies have just released their latest two body shells, these being the McLaren-Oldsmobile Mk1 from Riverside 1964, and the Ferrari 246SP from the 1962 Targa Florio. I must say I am looking forward to getting the workbench back up and running so I can build these two, particularly as the McLaren will be eligible for next year's MRE sponsored USCC/CAN-AM Classic meeting. Rounding out the available releases I can now bring you pictures of the Power Slot Quad bikes, both plain and "muddy" versions. These really are good fun and handle quite well on a magnet track, although are a bit of a handful on a routed track. Given the low prices there is plenty of scope for a one make class with these.



**Power Slot Quad bikes (No Ozzie jokes please)**

Finally, on the actual releases, the Revell 1963 Ford Galaxie is the Marvin Panch car entered by the famous Woods brothers' racing

team, for which Panch drove twelve times in 1963 following his return from an awful testing accident in a Maserati pre-season. In the twelve races Panch won one and never finished lower than tenth in the remainder, quite an achievement. However more impressive is that Panch nominated Dewayne "Tiny" Lund as his replacement for the Daytona 500 that year and the substitute driver promptly scored his first victory in Nascar's most famous race, with Lund's name printed on grey tape stuck over that of Panch. A relatively easy custom job for someone unless Revell are planning to release a Lund version.



**Revell 1963 Ford Galaxie**

Finally then, some news of items that should be with us in September or October. Spirit are releasing the "Jules" sponsored version of the Porsche 936 that Ickx and Bell drove to victory at Le Mans in 1981 after it had been dusted down and taken from Porsche's museum. They are also releasing the BMW 635CSL touring car in the famous orange "Jagermeister" livery. Avant Slot are almost ready with their Le Mans 2007 podium set and MMK are due to release their new Porsche 917LHs from Le Mans 1971 in the Gulf colours of number 17 Siffert and Bell or number 18 Rodriguez and Oliver. Last but by no means least, Tarn Model Foundry has two new trackside figures coming out - these are the fire marshal with a collet style helmet and a track marshal sweeping up. ■



It's the time of the year when the Spanish slot-car world goes into hibernation as much of Europe takes their summer holiday. However, to keep things moving along in Britain, the Ninco World Cup is providing continued interest throughout August with qualifying rounds four and five taking place at Eastcote and Scale Models respectively. Round two at Wolves saw one of the two home teams - Wolves B - take the chequered flag less than 40 laps ahead of Slot Maniacs. Another home victory was scored in round three at GT Raceway in Southend by team GTR1. The scores halfway through the qualifying rounds are as close as the current F1 drivers' championship with just 1 point separating the top three teams!

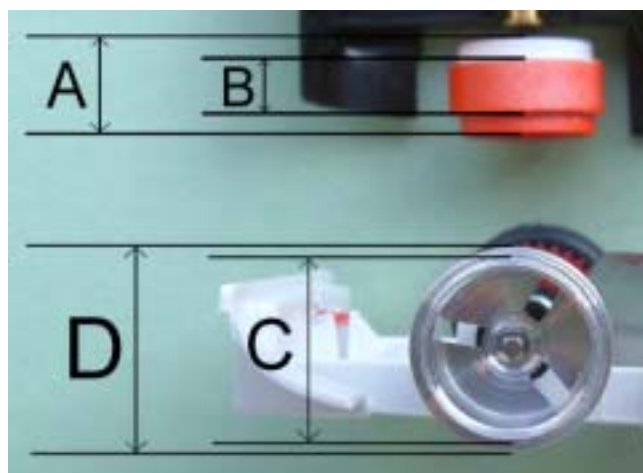
So far all three rounds have proved quite challenging for organisers as well as teams and full credit must go to those responsible for hosting each of these events. Much work goes into running a race day and all the events have received great praise from those who attended. The one thing that always shines through at events like these is the genuine hospitality offered to visiting teams which goes to making such occasions truly enjoyable. It is always good to meet new and familiar faces at these events and I hope to attend at least two more of the three remaining.

The Mosler has been the most popular choice in the qualifying rounds and has featured in standard and custom liveries with virtually all cars powered by the high revving NC-6 Crusher motor. The common topic from events so far relates to an issue surrounding the wheel and tyre choice. It has become apparent that the

marriage of ProRace hubs and 20.5 x 11.5mm slick tyres is not a happy one with teams suffering from tyres coming away from the alloy rims during the race. I have therefore made a little investigation of my own, comparing the plastic rear wheels of the Ninco Club Mosler and the aluminium wheels of the Lightning ProRace Mosler. Measurements showed the plastic hubs to be larger all-round (*see table*) providing a snugger fit of the tyre to the hub. I intend to make a further comparison with the ProRace Evo hubs. I have raised this point with Ninco and hope to be in a position to comment in a future article. In the meantime, if there are any other clubs or racers that have experienced similar issues, please let me know.

<i>Dimension</i>	Plastic hub	Alloy hub
A Wheel width	10.7 mm	8.7 mm
B Shoulder width	6.1 mm	5.4 mm
C Wheel diameter	15.8 mm	15 mm
D Shoulder diameter	18.2 mm	17.4 mm

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## EVO Chassis and Body

Following on from the announcement of the new ProRace Evo range, Ninco's UK distributor, AB Gee, kindly sent me a chassis and body for the Porsche 997. Although they have not yet been put to the test in competition, here are my findings so far:- both arrived in standard "spare-parts" packaging and survived normal post without being crushed. Looking at the chassis, it is identical in every dimension to that supplied with the standard car; indeed both appear to be born from exactly the same mould. When comparing the feel of the standard black chassis with the clear 'Lexan' one, both seem to possess similar flexibility and both weigh-in at 11g. It is worth noting that there is a small screw supplied with the chassis; this is for fixing the motor in place, so care should be taken when opening the packet - you don't want to lose it!

The body contains not just a plain white body but also all of the detail parts and interior. For the Porsche 997, this includes a rear aerofoil, bonnet grill, window wiper, headlight cluster, side mirrors (x2), headlight lenses (x2), rear-light lenses (x2), front side indicator lenses (x2),



occupant heads (x2), occupant helmets (x2), full cabin glass and lightweight interior tray... *phew!* All of the smaller items are contained within a poly-bag but again, care should be taken when opening this as there are some tiny parts that can easily go astray. All together, the "body assembly" weighs in at 20g compared to the standard body at 25g. This 20% weight saving is all thanks to the lightweight interior tray replacing the more detailed interior (*which includes a driver figure*) in the standard Porsche.

All of the standard running gear is easily interchanged between the standard and Lexan chassis. I must confess that I had my doubts about the single motor-fixing screw making any difference but it really does secure the motor



firmly in place. Please note, a 1.5mm Allen key is required to fit this screw. The only tricky part of assembly relates to the lightweight tray; this must be trimmed and have the necessary holes cut to accommodate the location pins on the inside of the body as well as the driver/co-driver heads.

Comparing the ProRace Evo offering to the standard body/chassis combination, a full 5g of weight can be saved. That might not sound much but it's the equivalent of the average man losing almost a stone in weight. (*I wonder if Ninco can fit me out with a ProRace Evo body? It beats dieting any day!*) Next on my "To Do" list is to fit the chassis with ProRace Evo running gear... so watch this space...

## Close N-Counter of the third kind...

Alright, alright... it's an "N-Scorer" but at least it *is* the third type of lap counter released by Ninco. I've been meaning to purchase one of these for a while as they not only look great but they operate independent of any mains or track power supply.

The Ninco N-Scorer is by far the easiest to use electronic lap counter ever made! Just add four 'AA' batteries, place across the start/finish line on your track, press a couple of buttons and away you go... *It really is that simple.*

The smooth design of the unit gives it a modern look and it is beautifully moulded in Ninco's red and black corporate colours. A central LCD display, underlined with a row of five red LED indicator lights, clearly shows all relevant information and the unit is topped with three buttons for selecting the race mode and parameters. It is important to note that the N-Scorer is designed for use on an analogue circuit and can only accommodate two lanes. However, as it works independently of the track, it can be used on tracks from other manufacturers providing they do not exceed 182mm wide. Two pairs of sensors detect the cars as they pass beneath the bridge-like lap counter with one at

each side of the track, just above the track surface and the other pointing diagonally downwards from above the opposite lane. As a test, I ran a variety of car types through the scorer from petite Go-Karts right up to the outrageous Hummer. The positioning of the sensors even allows it to straddle standard crash barriers fitted to the trackside without affecting the function.

Two modes of play are offered; either "Laps" or "Time". If selecting Laps, a race length of up to 999 laps can be set and, upon starting the race, the laps will count down for each lane every time a car passes under the N-scorer. When zero is reached, the counter will stop and display the lap difference (*if any*) between the two lanes, indicating who crossed the line first by showing "Winner" or "2<sup>nd</sup> Place" above the respective lane. In addition, the fastest lap in each lane will also be displayed. Time mode allows a maximum race time of 99 minutes be set on the counter and, when the race starts, this will count down to zero. As laps are completed, an indicator will flash above the lane the car has passed through (*along with a short electronic bleep*) and the N-Scorer will display lap and time information. When it times out, the number of laps completed will be displayed above each lane. The "Best Lap" time can be shown for each lane by pressing either of the outer two buttons. Lap times are recorded to 1/100<sup>th</sup> of a second - accurate enough for the majority of duels. Races are started by pressing the central button which begins the start sequence of the red indicator lamps lighting up from right to left (*each one accompanied by a bleep*), exactly the same as the start of a real Formula 1 race (*except for the bleep!*). When all five lights go out, it's *Go, Go, Go!* To ensure a fair race, if a car passes through the N-Scorer before the sequence has completed a lap will be missed.

So, if you want a lap counter without the fuss of wires or extra power supplies which also gives an accurate fastest lap time, then grab yourself an N-Scorer. ■



A definite theme has developed this month, with Ferrari and Porsche dominating the release schedules. There's also news on Fly's planned production schedule for September and some terrific news on a forthcoming special edition.

## Standard Releases

**Ferrari F40 "Totip" #29 (88314).** 24hr Le Mans 1994, driven by Luciano Della Noce, Andres Olofsson and Sandro Angelastri. Not a very successful race for the trio as the car only managed to complete 51 laps following a fault with the electronics. The car itself is decorated predominantly white with minor green and orange sponsor graphics. Like the previous F40s

released to date this too requires some self-assembly and is presented on the usual red Ferrari plinth and backing card. One point worth mentioning here is that the example I have has a very useful spare parts list stuck to the underside of the plinth.

**Ferrari F40 Stradale (88330).** Evo racing kit which is virtually identical to last month's red Stradale car (88320), only this one is yellow and has blacked out headlights.

**Porsche 935 K3 "UFO" #75 (88332).** 24hr Le Mans 1982, driven by Claude Haldi, Rodrigo Teran and Francois Hesnault. After completing 141 laps the car developed a problem with the gearbox which forced it to retire. The car's livery is virtually white with red, blue and black sponsor graphics.





**Ferrari 250 GTO, Yellow #31 (88333).**

500km Spa Francorchamps 1965, driven by Belgium driver Gérard Langlois van Ophem. There's a definite "DNF" trend this month as this car too failed to finish its respective race. After completing only 19 laps it developed a problem with the gearbox with the inevitable happening. The all yellow colour of the car suggests this could be an "Ecurie Francorchamps" entrant, but I have been unable to confirm this. Perhaps a more knowledgeable member can enlighten me. Being a Ferrari means it is presented as a kit and can be completed in less than 10 minutes (5 with practice).

**Buggyra Truck "Proca" (08044).** FIA ETRC 2002. At the time of writing this truck has only been released in Spain. It is decorated silver and represents competing at Estoril.

## Special Editions

**Porsche 917K "Gulf" #32 (99113).** This is the first in a new series devoted to the Rodriguez

brothers. This particular edition focuses on Pedro who together with co-driver Jackie Oliver finished in 2<sup>nd</sup> place competing in the 1000km at Buenos Aires in 1971. The car is decorated in the usual light blue/orange "Gulf" livery and is mounted in a special card display box. Pedro Rodriguez was a two-time world sportscar champion driving the fearsome 917 and was considered the best driver of his era in the wet. Pedro also competed in Formula 1 from 1963 to 1971 driving for prestigious teams like Ferrari, Lotus, Cooper and BRM. Out of 54 races he had 2 victories (South Africa and Belgium). In 1971 Pedro was killed whilst driving a Ferrari 512M competing in an Interserie sports car race at the Norisring. A bronze plaque now stands at the site of his crash.

## Playboy Collection

The ninth model in the series is now available and, in keeping with the range, presented in either a standard crystal case or limited edition card box.

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### **Porsche Carrera 6 (99057 and 99058).**

This version features the July 1964 cover girl Emulating Virgil. The car is mainly white with a pink bonnet and lower sills. A nice touch is the magazine cover picture has been printed on the rear shelf which is situated under the rear window.

## **Announcements**

Fly have announced the cars they will be producing in September. In catalogue reference number order they are as follows: -

88328 – Ferrari 250 LM – Le Mans 1965 - Ecurie Francorchamps

88340 – Porsche 911 SC – Jagermeister – Fly Racing

88345 – Porsche Carrera 6 – Le Mans 1966

88346 – BMW M1 – Le Mans 1983 – Warsteiner

88351 – Porsche 911 RS – Daytona 1973

08057 – Mercedes Truck – Barcelona 2008

99098 – Alfa Romeo GTV – Playboy collection

99099 – Alfa Romeo GTV – Playboy collection L/E

99121 – Porsche 911 Team Almeras Frés – 2 car set

The Racing Porsche (88340) is to be made from a new material, details of which are not available at the time of writing. The Playboy Alfa brings the 12 car collection to a close and only time will tell if we will be blessed with another collector series next year. Just to add some details to the Porsche team set (99121), in that one car will be modelled on a Rally Montecarlo 1980 entrant, whereas the other is from the Tour de Corse 1982.

Following on from last month's sketchy news regarding the first Ferrari 250 LM (88321). Well, it is now known that it will be modelled on the #23 Maranello Concessionaires car.

Other news this month concerns the Spanish "Slot MiniAuto" magazine. Every year they commission a special edition model to be exclusively produced for subscribers of the magazine. This year the car is a Fly Ferrari F40 and looks stunning in red and green and is modelled on the car that raced at the Jarama 4hr event in 1995. At the time of writing the catalogue reference number is not known, but I do know it is limited to 1000 units and presented in a special card box. Further details can be found on [www.revistasprofesionales.com](http://www.revistasprofesionales.com). ■



# Cataluña Pequeño Circuit (South Yorks)

## Part 2 - Finishing Touches

By Dave Chang

Last month's article dealt with the planning, initial construction and landscaping of my garage track. Now we progress to the fun bit - adding the final touches.

### Detailing

Track banners were printed, cut out and stuck on to the rails, circuit map signs were built (a bent bit of gardening wire with a piece of card in the middle, and printed circuit maps stuck to the outside), and various other pieces were found – miniature half barrels for rubbish bins, telephone kiosk and so on. Lots of figures were painted and those with stands had scatter grass added to the stands so they would blend in.

Some fencing, a windmill and a silo (and some sheep) came from a cheap 1/32 farm set. Some dry walls and hedges were from Games Workshop. Vehicles are from kits, New Ray and Britain's die casts etc.



Buildings were painted and fixed in place. The buildings I had collected were of a classic era – 50s/60s, which matched some of my cars, although I do like modern F1, LMP and supercars too. The real track is a modern circuit featuring buildings not unlike Carrera's range, however the Carrera grandstands were too large to fit on my circuit and I decided to go for a retro look. ➡➤





Windows were added to the buildings that required glazing, and some were painted or detailed. The buildings were lit with grain-of-

wheat bulbs, which I strongly recommend against for this use. The bulbs can blow fairly quickly; you would be better off using white LEDs.





Lots of figures were needed to populate the track, my favourite being the MRRC range which come unpainted but are very nicely detailed 1960s era figures. Expensive but very

nice are the Preiser figures, and then there are numerous Scalextric, Carrera and other figures plus a few 'homies' to complete the crowds. ➡





Finally vehicles and other scenic items were added, some tents built and a burger caravan made from plasticard. I have now reached a

stage where the track is complete – there are no areas that *need* work, but it is never finished. There are always things you can change to improve it.







## Copper Upgrade

In use I found that the damp garage adversely affected the condition of the rails. When holding an event on the track for family and friends, I had to run cars around the circuit for the best part of a day beforehand to clean the rails up enough for use.

Following a tip and instructions from Zipp on the SlotForum website, I decided to cover the rails with copper tape, used for stained glass and routed slot tracks. This has made a tremendous difference to the performance of my track. The tape is self-adhesive and comes on a roll, and is fairly quick to apply. The track now drives better than new with no 'slow' areas, although the copper look did take a bit of getting used to.

## Cataluña Pequeño

All in all the circuit took five weeks to build and landscape. Additional detailing is an ongoing and satisfying process that is still in progress – cloth flags from BECC, scratch built burger catering caravan and numerous figures and vehicles have been added since the original build. I have been very happy with the results, although I will do a lot of things differently if I come to make another permanent layout.

Lane 1 is 1.381m, lane 2 is 1.361m, and Scalextric Sport World powers the track and handles race management. The lap record is 5.429s (by a heavily tuned Scalextric MG Lola). I did not want crossovers or bridges, so for fair racing the tournaments must allow the racers to compete on each lane.

The gradients and variety of compound curves create challenge, and the circuit has a nice flow. It is also fun to race the circuit in reverse, which gives a different experience. I have hosted quite a few race days for friends and family, all of which have gone down very well.

I have been surprised how resilient the scenery has been, despite a lot of racing, crashes and frantic marshalling, very little has been damaged. I did find some areas that were dangerous for the cars, and added extra tyre barriers accordingly. I had wondered whether I would need catch nets or tall Perspex barriers to prevent the cars from crashing to the floor, but so far this has not happened.

The build was very educational and great fun. I must thank the members of SlotForum for their advice and support leading up to and during the building of this track, I don't think I would have embarked on the project without their encouragement. ■





## Ford Mustang GT 1967 Road Car

By John Roche

When Brian posted a request for reviewers on Slotforum I contacted him and asked if I could review this Mustang. I don't have much interest in modern cars so this was right in my era.

First impressions count for a lot. I know it has been said before but why do they have to use such a big box? It's just a waste of space if you're a collector and will probably end up in the bin if not. The overall look of the car is only fair. I really like the colour scheme and it is well painted. It could do with some roundels and race numbers to make it look like a 60s club racer. I've never understood the point of street liveries for slot cars. Equally I've never seen the point of lights that go out when braking for a corner. The stance of the car is wrong, a Mustang should look low and wide but this looks tall and narrow, it may be to scale but the perspective distorts this. A Scalextric Mustang looks much better. It is not as if the high stance is due to interior detail. The driver looks like Action Man in 1/32 and the platform he sits on is very basic. Reading through the above it appears that I have done nothing but criticise but it does have a certain charm, a bit like 60s slot cars as it just doesn't have the level of detail that we have come to expect from Carrera's competitors.



It arrived on a Thursday, Wellingborough's club night, so I took it with me. Out of the box it was horrendous, bouncing about all over the place and would only complete a lap at a sedate cruise. The club has a routed track with a Sandtex surface with copper tape.

I have recently torn up my home routed track to rebuild it so I have a temporary 50ft Carrera circuit down the shed. Here the car was much more at home, largely due to the magnets. In my view, magnets should only be in the motors of cars from the 50s and 60s, so I took them out and glued and trued the tyres. It was circulating quite happily but again nowhere near the pace of a Scaley Mustang or Camaro, its obvious competitors.

This week I have had the chance to try the car at the North London club when I attended the 1/24 retro night and Wellingborough again. The car was much better, still relatively slow but much more driveable after gluing and truing the tyres. They appear very hard and don't give much grip but it fishtails and wheelspins in a predictable manner. If I were to replace the tyres and experiment with weight I'm sure I could improve its performance but unless the class was for Carrera cars only I don't think it would be worth the effort. Despite a more powerful motor its lap times were a lot slower than an NC1 powered Ninco classic, our current race class.

In conclusion, I have tried to make this car something it clearly wasn't designed to be and failed. For me the body will go into my future project pile and I will hopefully scratchbuild a chassis for it, possibly for the September VECRA meeting at Wellingborough. The chassis and running gear are scrap. If you buy this car to race as intended against other Carrera cars on a home track again you will probably have hours of fun. ■



An interesting month trying to keep an eye on the eBay market as my broadband connection was down for a week thanks to a Microsoft update that conflicted with my Zone Alarm virus program, so you have my sympathies if you were similarly affected. Generally prices seem weak with some real bargains about for those with patience and who keep a close eye on the screen.

It has been rather puzzling in terms of the results I have seen in listing numbers this month, as one time I have seen barely 5000 listings in the UK but later the same day, using the same link, well over double that figure was noted. I know there was a cheap listing day during the month but not even the most prolific slot sellers were accounting for this wide variation in these figures! It must be eBay messing around with their systems and then showing listings from other eBay sites at times, but this means you just don't seem to know where you stand if you want to check what is ending very soon or what has just been listed. Maybe I am missing a trick here? So, by all means mail me if you have fathomed out why this is happening. Talking of working things out and a little reminder for those not so up with the new layout changes still, you do need to go into the "sort by" menu first and select newly listed if you want to view the newly listed items. Then to view any newly listed BIN items you need to look in the "search options" box on the left of the screen for the "more choices" link which will bring up a window and then tick the Buy It Now box for the BIN items. Note also, that within this window is the 'advanced search' link if you scroll down and I have found this best to use if searching on a category rather than using the link by the 'search' button at the top of the listing page. In the 'advance search' options you can select to view shop inventory besides auctions as well as completed listings for any

seller if you are logged in. Surprisingly, although I can't say I have noted this particularly before, was the fact that there were more "slot items" in shop inventory than in the main auction site. A good example was a search for "FLY" which turned up less than 200 items on the auction site but more than three times that number in the shop search. Well I hope I have not bored or baffled you too much there!

### Splitting?

An interesting concept caught my eye this month in terms of trying to maximise prices whilst the market seems to be quieter in the summer months. One seller broke a complete Scalextric TV camera tower into its basic components and sold them all individually one Sunday evening. Despite the paint on the figures clearly not being in the best of states, one keen buyer bought them all. Prices were - TV monitor man £16.05, TV monitor £10.01, camera £12.10, camera man £16.03, tower with rubber base (no box) £24. I don't think the seller would have got nearly £80 for the complete item on the one auction given the condition and that it was not boxed. What might a different seller have got if they had split down a classic job lot track selection? There was a four lane pit stop, four lane Le Mans start, crossover, Goodwood chicane track only and a few other bits which fetched £102 on Sunday night (230271282823)

### NE NA!

Police cars caught my attention this month with two Jersey States of Police cars from different sellers ending within a half hour of one another, one Sunday night. Quite a rare car to find now but with the first going for £150 and the second for £88 that is some difference, though the first did have Jersey in the title which may have caught bidders' eyes. On the subject of Police ⇒



cars, the Range Rover has only been selling at nearer £20 rather than the £30 or so rrp, showing how tight the market is for sellers currently on newer stock. Still on the police front a nice boxed C315 Rover SD1 Police Patrol surprisingly made £29 whereas other unboxed examples were snapped up during the month including postage for less than a “tenner”.

Whilst on the subject of bargains there have been more Ninco track sets go through this month around the £50 mark plus p&p so worth looking out for if you are in the market for a bundle of track. Mind you I missed the best Ninco bargain which was three lots of twenty new full straights that went in a Dutch auction (an auction where you pay the price of the lowest winning bidder) for less than £10! The keen bargain hunter could have picked up the red and green Ninco karts for less than £15 at times as well during the month. There have also been some bargain Fly “Poly” cars around with one very lucky buyer (not me though) getting one including p&p for £8.50.

### Slot.It

It has been rather quiet as far as I have seen on the Slot.It front as of late with many of the BIN listings in the UK at near rrp going untouched and auctions for current cars ending up around the £25 mark. However the US listings seem to attract more interest with the Porsche Canon being the most popular sold in the price range £50 to £70 and the Kouros Mercedes around the £50 level but a Ferrari 312 Twin pack went for around £36, so it was not all good news for sellers on the US site.

### Prices

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. Fly Customised FERRARI F40 GT1 “Red Bull Racing” #10 £90 (Repaint on Sunday night 270255464361).

Lot of 5x Scalextric Batmobile Body Tops Spares/Repairs £5.55 (five body tops only on Monday morning).

Avant Slot 50106 Audi R10 LMP Red Racing Version New £13.50 (Portuguese seller on UK

eBayer with £4.25 p&p, still a bargain on Sunday night).

Scalextric Sigma Verde Exinmex! 457.37€ (Green made in Mexico model on Spanish eBay Sunday night 270251978712).

SCALEXTRIC”””””RAREZA””””” MINARDI COMPLETAMENTE AMARILLO 127.50€ (Yellow bodywork with black spoiler on Spanish eBay on Tuesday night 130237831032).

EXINMEX MUSTANG AZUL SCALEXTRIC MEXICO RARO! 242.50€ (Blue Mexican Mustang in good condition on Spanish eBay on Tuesday night 180262822018). Scalextric Rare Vintage Triang Racing Figures BNIB! £149 (One of the best examples you will get and a price to match though on Tuesday night 260260483207).

RARE VINTAGE SCALEXTRIC DISPLAY WINDOW DECALS NEW RARE AU\$9.30 (Black and Yellow Scalextric logo 1.2 metre long and “The Big One” decal on Australian eBay ending Thursday morning UK time).

Scalextric cars MUST B OF USE TO SOMEONE all u c in pic £10.99 (four Metros of which one was a convertible. Don’t you just love the text speak description! Tuesday night). Vanquish MG Lotus 72D John Player Special F1 Scalextric £142 (Tuesday morning and the Lucky Strike made £52.55 the same morning). Scalextric Rare Ltd Ed C2627 Dallara Indy Microchip £76.03 (Monday night. Another went for £85 during the month as well to a best offer).

Roof Lightbulb for E5 Marshals Car £55 (White dome and bulb on Wednesday night 130234337815).

Scalextric Horse Racing Complete Set - Huge Collection £100 (Friday night bargain? for 22 horses and over 150 bits of track and buildings but pick-up only from Manchester 160255530443).

Lastly for those looking for love maybe, did you know you can get a Scalextric bride for 99p on eBay? Well not quite, as the description was “4 x vintage scalextric brides, 3 x supports” and it was for those yellow plastic flyover supports and only one bidder was attracted! ■

# Tri-ang Treasures

## Two Scalextric 60s classics restored

By Paul Strange

### Part 1: an unexpected find

In all the years that I've been reading the Journal, I haven't come across too many articles about restoring Scalextric cars, in particular a 1960s classic. Robert Learmouth's fine piece in the December 2000 issue has been the best to date, giving restoration tips for a range of Scalextric cars. So when I recently came across two Tri-ang Scalextric 1960s classics, both in restorable condition, I thought it would be useful to document the entire process, from start to finish.

My method isn't definitive, but seems to work. I'm indebted to Robert's original article for many of the methods that I use. Other tips I've picked up along the way, using trial and error, and with advice from Phil Smith, Derek Cooper, Brian Walters and others. Hopefully this series may inspire some newer members to give classic Scalextric restoration a go; it may even teach some old dogs new tricks. I'd welcome any further thoughts, improvements and so on.

The two cars came my way in one of those great, unexpected moments that occasionally

happen for a keen Scalextric collector. I recently attended a classic-car meet in Devon. As well as all the wonderful old cars, there were around 30 stalls selling auto jumble, books and vehicle paraphernalia. Surely there must be some old 60s Scalextric here? After half an hour, I'd found some newer Scalex, but nothing that took my fancy. I'd just about given up hope when, on the third pass of one of the stalls which seemed to stock only old die-casts, out of the corner of my eye, right at the back of vast ranks of Dinkys, Corgis and Matchbox cars, I saw something slightly larger in scale.

It was very filthy but seemed to be a rather sad and forlorn red Aston Martin DB4. Until I picked it up, I wasn't sure exactly what it was, but (deep intake of breath) incredibly it was a fairly intact Tri-ang Scalextric C68. And sitting alongside it was a white C75 Mercedes 190SL, also intact. Sadly there were no more Scalextric cars to be had. After a chat with the stallholder, I got a slight deal on the price and bought the pair for just £18.

⇒



So it was a tremendous start to a restoration project. It's not every day you pick up a C68 and C75 for £9 each. Even in the condition I found them in, I reckoned they were worth £20-£25 each, just in parts alone. And the great news was that although both cars had been through the wars and had seen some track action, they were definitely restorable. It would be tremendous to get them sorted and running again.

### **Before you start**

With any Scalextric project of this kind, it's a good idea to decide what you intend to do with the car once it's restored. This dictates the amount of money, time and effort you will put into the restoration. You may have to change tack a little during the restoration but it's good to have a reasonable idea of the end result before you begin.

Of course you may decide not to restore the car at all. Leaving it in "as found" condition has a certain honesty about it, although personally I can't abide grubby, unusable cars in my collection. Provided the restoration is done carefully and with finesse, you should be able to improve the car's condition and its mechanical performance without reducing its value. And with experience, care and attention, you should be able to return the model to its former glory and increase its value, ready for display, to use or to sell on.

Sometimes you need to be very patient. I am aware of one Scalextric dealer who came across the underpan and all the parts for a white C96 race-tuned Auto Union. He was just missing the body top. Many years later a mint top emerged, enabling him to complete the restoration. That's patience for you.

Once I'd examined the Aston and the Merc closely at home, I decided that I would restore them both to sell on. There were reasons for this. I already had near-mint examples of both cars in my collection, I felt that, even with my best efforts, they were unlikely to equal the quality of the models I already owned and some reproduction parts were going to be needed to complete them.

I try to avoid using repro parts, but here – especially on the Merc – I would have little choice. Even with repro parts, if the restoration was done well, both models would become very sellable examples. Taking into account repro parts, I calculated that I could be looking at around 300 per cent profit, which would definitely justify spending some time doing them up. Therefore I would restore them back to a presentable condition, ready for sale at a swapmeet, in the Journal or possibly on eBay.

And then another option occurred to me. Once restored, it might be nice to retain both cars as classic runners for my (yet to be built) 1960s circuit. This would allow me to keep the better versions of the same models in my collection as shelf queens. This idea appealed greatly, although clearly if the restored cars were to run well, I was going to have to factor in better rubber as all the tyres were pretty shot. I could probably get away with just new tyres on the rears, and use the best of what I already had on the fronts. So this was my decision: to get both cars to look as good as was practically possible, and to make sure that they ran well.

### **The Merc in detail**

Of the two models, the Merc seemed in slightly better shape. A small-head type 2 version, it was missing much of its chrome and one headlamp was missing. The original racing numbers were intact, although they were very grubby around their edges. The paintwork on the driver was flaking, but unusually the windscreen was completely intact (quite rare, as it's vulnerable), and there was only a little brown shading coming in around the wheel arches (a very common problem on the white Merc). Overall the body was reasonable but was extremely dirty.

All the mounts for the mechanicals seemed undamaged. Even the highly vulnerable mount for the guide was intact and the guide fitted snugly. The Merc's transmission also seemed pretty smooth. The motor and rear axle had plainly been in and out of the body before and had been fitted the wrong way round. The wheel hubs looked good, but the tyres were



**Underneath the Merc. Apart from the filth and rust, not too bad. Note that the RX motor has been fitted incorrectly.**

filthy and a front one had split. The underneath of the body was also pretty filthy, but would clean up. So, all in all, the Merc was a good prospect for restoration and had the potential to run well.

### **Stripping out the mechanicals**

Being gentle with any 1960s classic is extremely important. The hard brittle plastic can easily break if forced. Gentle but persistent pressure seems the best approach. Having two or three gentle tries at easing out the mechanicals is considerably better than one almighty effort.

Wherever possible, try and remove the motor first before easing out the rear axle. This reduces the load on the rear axle and its mounts. If the axle mounts snap they can be repaired with Araldite, but it's unlikely that you'll be able to repair them well enough to make the car a decent runner, so being extremely careful here pays dividends. On a car like the Merc, where the RX engine will not hinge up, I normally try and gently ease the RX out of its front mount before wiggling it out. Once the motor is freed, if you find a rear axle won't come out with gentle pressure, try gently flexing the body or underpan. If need be, squirt a tiny amount of WD40 where the bearing meets the axle mount. Allow the WD40 to soak in before gently trying to ease out the axle again.

Fortunately the Merc wasn't too much of a problem. The RX was a bit stubborn coming out of its front mounts, but thankfully it was plain sailing after that I and didn't need the WD40 treatment on the rear axle. Once I had stripped out the Merc's mechanicals, I had a good look at everything. The underneath of the car was fine, and all the mounts remained intact without damage. The rear axle, bearings and contrate seemed fine, the front axle was OK but rusty and the guide wasn't in bad shape, but ideally needed new braids. The motor wiring was OK (although I wasn't convinced it was original). The RX motor seemed reasonable, although one of the brushes was missing its carbon tip. The commutator was blackish, but not completely caked up. I turned over the armature by hand a few times. It rotated easily with no resistance, which was a good sign.

### **Battery test**

The RX motor is a sturdy beast and I was reasonably confident that this particular example was going to turn under light power without any additional work. I popped in a new carbon brush from my spares box. Using a very run-down 9-volt power pack battery, I did a quick test on the motor as was, without any load on it. To my delight, the engine turned straight away, probably the first time the armature had spun in nearly 40 years. I stopped immediately and put it to one side, ready for a service. ➡➡



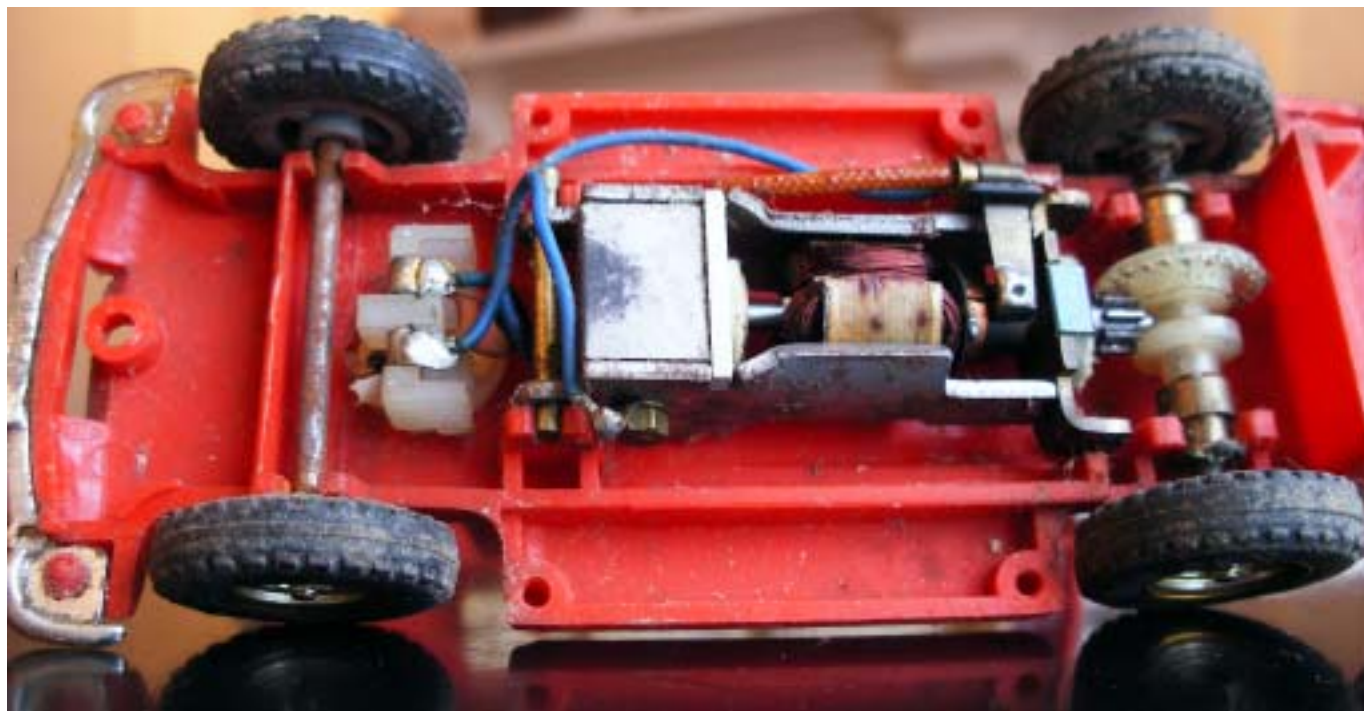
I prefer to use a very run-down power pack during initial motor tests. There's just sufficient power to gently turn an engine, but unlike using a throttle and transformer, there is no possibility of over-revving it, which is very dangerous when a motor hasn't run for years. I only use the battery method if I feel reasonably confident that an engine will turn straight away. The battery test simply confirms that it's worth spending time sorting the motor. If I detect the slightest hint of resistance, either turning the armature by hand or using a run-down battery, I stop immediately. And if I'm not confident of a motor, I strip it, clean it and lubricate it before reassembling and trying the battery test. In this instance we had an RX motor that looked good and was already running. With more cleaning, it was going to shape up well.

### **On to the Aston**

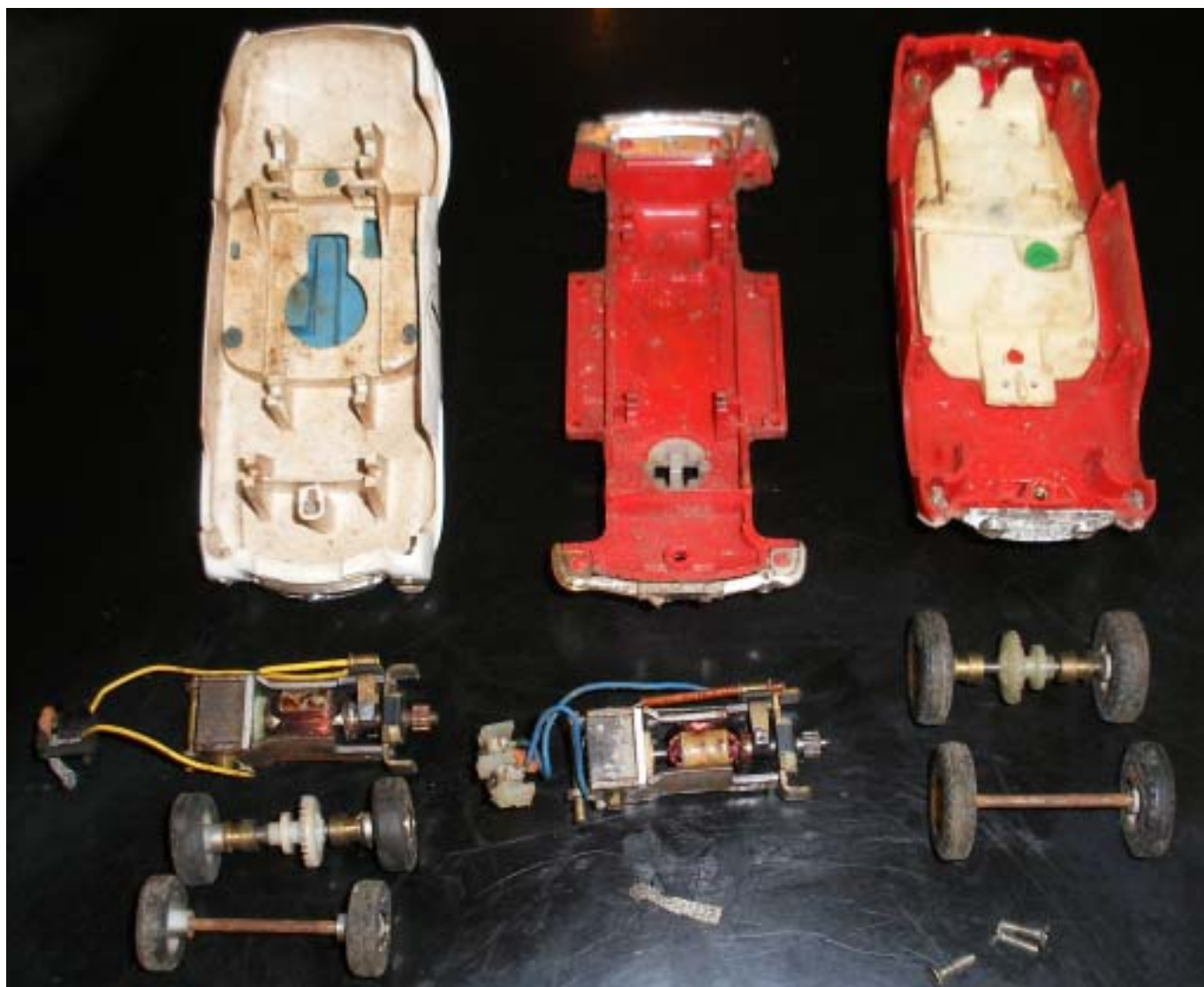
Compared to the Merc, the DB4 didn't seem quite so good. There was some odd gear slippage when I tried turning the rear axle, and the transmission generally felt very lumpy. The front axle was riding high for some reason. The body itself wasn't too bad, although it had quite a few playwear scratches, especially on the roof

and underpan, the windows were slightly fogged, the rear bumper was damaged and there was a slight chip in the windscreen. The front bumper was intact, but had lost some of its chrome, and the remains of a tatty paper numberplate were hanging off it. The original racing numbers were still intact, although rather dirty. The offside number was on at a jaunty angle.

So that was the exterior. What about inside? Robert Learmouth's advice for unscrewing two-part bodies remains the best method: take care unscrewing DB4s, Ferrari 250GTs, etc, as you can damage the screw's countersink by gouging it if it is screwed in particularly tight. Try squeezing the two shell halves together lightly while unscrewing – this releases the pressure. Robert also recommends using a screwdriver of a suitable type and size; this means you are less likely to slip off the screw head while undoing it; I cannot be the first person who has taken a chunk out of the underpan while trying to undo an especially tight screw with the wrong screwdriver. Robert also suggests that you keep the screws in order – it is best to replace each screw into the hole it came out of.



**The Aston's underpan and mechanicals in filthy, but restorable condition. RX motor mount damage (offside, underneath wiring) needs sorting**



**The Merc and the Aston, stripped and ready for a wash**

### **Inside the DB4**

Fortunately with the Aston, the screws came out easily. Once the body top came off, it became clear that this was a C68 type 1 version, and not the lit E3, which was a relief as the E3 can be a bit of a fiddle. Things didn't look too bad inside, although there was a lot of filth and cobwebs around. I hinged up the RX, and went to work on the rear axle. Once it was gently eased out, I discovered that the crown had slipped slightly along the axle, and it looked as though the gear's teeth were a little chewed.

Having studied the underpan, it was evident that the front engine mount had slight damage on one side, and the motor hadn't been held properly for some time. This had allowed the motor some lateral movement, which probably accounted for the damage to the crown gear. A new crown might be needed, but with luck and

some work I might get away with it. The engine mount was going to be a bit of a problem and needed thinking about. Otherwise things weren't too bad. I gently eased out the rest of the mechanicals and electricals. On the whole, things looked reasonable, although I was going to need new braids as only one remained.

I sensed that this RX motor might also turn so carefully rotated the armature by hand and then tried the run-down battery test on the motor with no load. Again the motor turned immediately. Fantastic. So although it wasn't as good as the Merc, all in all the Aston was definitely worth restoring.

It was all going far too well at the moment. Surely something would go wrong soon? ■

Next month: part 2 - at the car wash





## Sloter/SCX Digital Lola T280/290

By Dave Mappin

As a new member of NSCC and only a year or two into my second slot car career, the recent call for new writers of articles for the NSCC Journal seemed a big ask. What do I know about sidewinder motors I thought especially when my “specialized subject” SCX Digital is not something that usually gets a lot of space on these pages. However the thought of seeing my thoughts in print spurred me on and maybe, just maybe, I might be reading my own article in a future issue.

I decided to do some research on the latest car in my collection and nearly packed up there and then. A mystery appeared that would cause headaches for Sherlock Holmes, never mind someone who had only been born the year when the events in question were taking place.

The details of the case are; a fatal crash, two international finance houses, a film company, a Japanese gentleman, a German who didn't pay,

a Swedish socialite and of course some Swiss Cheese. Those of you who were around in the early 1970s might have made the connection and come up with a Lola T280. Maybe the identities of the rest of the cast could be the subject of a prize car competition.

The T280/290 is the first car made by Sloter to feature the SCX Digital lane changing equipment which, for anyone not familiar with this system, consists of a solenoid in the car which pushes down a pin in the guide and in turn activates the lane change in the track.

I had been eagerly awaiting a chance to widen my selection of cars when the original announcement of the tie up between the companies was made in 2007. In the meantime I had read about the chassis disaster with Sloter's Opel Manta and this coupled with the initial unflattering photos of the Lola didn't inspire me to shell out for the newcomer. ➡➡



Eventually our old friend eBay parted me from my cash with one heading in my direction for a reasonable price. I was pleased to find it was a very much more attractive car in the flesh compared to the publicity shot and I hope my photography can do it justice.

## Livery

The BIP livery is predominantly red with white markings. The livery could have been carried by the fourth T280 (Chassis number HU04), however, photographic evidence has been hard to track down. I've found a couple of shots of later T294 cars in the same livery and it looks a good match. The paint finish on my model is excellent, very smooth, and blemish-free. I was slightly disappointed with the Tampon-printing as the left hand side is very poorly matched to the door, but this is only apparent from a very close inspection, there is also a strange white splodge on the body which is visible in the photos. The right side is fine and the sponsor's details and numbering are very crisp.

## Body and running gear

Although in the previous paragraph I've just described the model as a T280, the roll cage arrangement is from a T290 which perhaps is why the model is called T280/290.

As this is my first car not from DTM or Rally series it looks incredibly small. However, it has very smooth lines, is very well detailed, and the shape looks to me to capture the spirit of the original car. The distinctive mirrors, filler caps and engine detail in a chrome finish are a nice touch. The driver is only moulded from the top of the steering wheel as the lane changing mechanism is directly below.

As the model appears to have headlights I was disappointed to find that they are dummies along with the rear brake light group. It might be as my first slot career featured extremely well lit Matchbox Powertrack cars but I would expect headlights, if fitted, to work. I suppose that it would be a lot of work for the factory, given that quite a few variants of this car will have the headlights blocked out. Maybe one for me to work out with some fibre optic cable.

The wheels are a nice alloy style but the finish was spoilt by some pieces of flash that should have been removed before it passed the QA department. A swift move with a scalpel sorted them out. The magnet is a little round button sized number that packs a real punch. Taking it out was quite a fight especially when it attached itself to the motor. I also took the other small magnet out and then realised it was the lap counting magnet. So I put it back in!!

The guide is the Slotter standard with two single pieces of braid.

## Chassis

I had reason to inspect the chassis rather earlier than I intended, I placed the car on the track, and gently squeezed the power and the car progressed erratically to the first corner where it stopped dead.

The body is attached to the chassis by three screws, one front, with two at the back.

The chassis to me was a whole new animal. The most obvious point is the car has a whole front axle with wires connecting the components as opposed to SCXD metal strips and front stub axles. The lane changer chip, built into a small circuit board, is below the driver. The chip is a new design, maybe the same one used on the F1 cars, and the way it goes over the front axle made me think it would be very useful for converting other non SCXD cars.

The motor was also a big surprise, no SCX RX4x series here! A stocky lump of a motor sat there. A Mabuchi with a large gear wheel direct onto the back axle. There is no rocking pod like on the latest SCX arrangements and it's very quiet compared to its SCX stablemates. The back axle sits in brass bushes.





## Running

As I mentioned earlier the car hopped to the first corner and died, obviously something was wrong so off came the body. It was quite obvious, who ever assembled it had put the fixing screw straight through the wire from the chip to the motor. There was some current getting through but the entrance to the first corner on my bumpy plastic and copper taped track found it out. A bit of soldering sorted it out, but anyone who was new to the hobby might have been very disappointed.

Once I had fixed it, oiled it, given the braids a rough up, I went back to the track. The powerful motor is much faster than a normal SCX motor and my seven length front straight didn't really give the car a chance to get into its stride. I found that I was either too much or too little on the throttle and couldn't really find a happy medium. It's also slightly twitchy on corners as I've not yet found the confidence to attack tyres with the sandpaper.

Removing the magnet gave the chassis a bit more flex and I found it easier to control the power. I managed to break my track record by quite a margin. However because of the high

power and light weight of this car I could not get a consistent number of hot laps in without deslotting, which is the exact opposite of my predictable RX41/2 powered SCXD stable. The car coped well with a series of high speed rolls across and off the table and came through unscathed with all mirrors and accessories attached.

This car brought forward a decision to increase the speed capability of the track and I've installed a high speed banked bend leading into the main straight. I finished one lane of copper taping and couldn't resist getting the Lola out for a blast. The difference was incredible. It's still a handful getting round more technical sections, but, after that, a blip on the controller and it's just a red streak in front of your eyes. If I can just add a small amount of ballast, I think I'm there!

## Summary

Overall a good first effort. Definitely not one for the younger visitors or a novice racer (I'm counting myself as just out of that category) but now I've got a bit of room for it to stretch its legs, I'm looking forward to fully getting to grips with the T280/290. ■



## Eagle MK1 and Lotus 49 twinpack

By Dave Yerbury

The expression *hit the nail on the head* springs to mind. Hornby have succeeded in producing a pair of masterpieces. I thought the Cooper T53 and Ferrari 156 were excellent but these two have raised the bar even further. With detail as fine as this on a slot car they are the equivalent 1/32nd version of the old 1/12th Tamiya plastic kits.

### Eagle MK1

Dan Gurney was a successful motor racing driver in many different disciplines. In the 1960s whilst driving for Brabham in F1 he was inspired by his and McLaren's own teams performances. He decided to set up his own team with some financial backers including Carroll Shelby to go racing in F1 under the Anglo American Racers

banner due to the British Weslake engine that would be used. To show their intention AAR hired Len Terry who had just penned the Indy 500 winning Lotus 38 for Colin Chapman. The Eagle Mk1 closely resembled the Lotus 38 with the central monocoque of riveted aluminium. Unlike the Lotus 49 the engine was not a stressed member. It featured very clean lines and the distinctive beak like radiator opening.

For the 1966 season the Weslake engine was delayed so the first four GPs were run using the old Climax FPF engine. Once the Weslake motor was dropped in the back, the car was instantly competitive with a screaming 360 bhp available. The season finished in disappointment though; points were gained at the French and Mexican GP but they were scored using the Climax powered car.



The 1967 season started with only the Weslake engines used and it proved a frustrating one. Gurney, and sometime team-mate Bruce McLaren, did manage to qualify the cars on the front two rows on eleven occasions but only twice managed to finish a race. The Eagle possessed raw speed but no reliability and the highlights of the season were a win at the Race of Champions at Brands Hatch with chassis 102. Then, with the lightened chassis 104 made earlier in the year, Gurney stormed to victory at Spa in the Belgium GP setting fastest lap in the process.

By 1968 AAR were low on funds and Gurney ploughed on with no success. Ironically before it closed its doors at the end of the season a purchased McLaren M7A was the only points scorer for the American team.

## Lotus 49

The birth of the modern F1 car. This innovative design by Chapman and Maurice Phillippe was based around the new Cosworth DFV engine. Its advanced design would use the engine as a stressed member setting the tone for future F1 cars. It consisted of a monocoque chassis with the engine held on by four bolts. The 49 was also the first F1 car to test aerofoil wings in early 1968. The early 49 suffered chassis problems, which took a while to cure, and showed how good Clark was, as he made it look easy to drive. Also the early DFV's power band was likened to an on/off switch which made Clark's pole at the Nurburgring by nine seconds all the more remarkable. A winner the first time out at Zandvoort was not backed up by the DFV's reliability and although he won three more GPs the title went to Hulme in the Brabham.

The 1968 season looked better as Clark won the first GP in South Africa but was robbed of what might have been with his untimely death at Hockenheim. Graham Hill did a sterling job stepping up after his demise to win the World Championship.

The Rob Walker 49 won the British GP at Brands Hatch, probably the last time a true privateer won a GP. In 1969 Rindt achieved his

first win at Watkins Glen. 1970 saw the 49's last win with Rindt coming home first at Monaco in his Championship winning year. The car gained the Gold Leaf colours at the Monaco race of 1968 after Chapman tied up one of the first big sponsorship deals. This was the sign big money was casting its eye over the sport.

## Performance

Well, it's obvious that they will fly around anyone's Sport track with grip and a good deal of magnetism, so I decided to try them on wood just for the fun of it. So off to the friendly track at Pendle Slot Racing to see what would happen. After a few bedding-in laps and a good few spins I was able to get the cars to stay on reasonably well.

After a few laps it was possible to get into a rhythm and driving became quite pleasurable. Quite fast down the straight and with a bit of practice the corners could be managed with a lot of tail-out attitude - an enjoyable drive. I am sure that these two cars will provide hours of pleasure for those brave enough to race them. For all my big de-slots and spectacular barrel rolls both cars reported back to their box with no missing parts.

Not a full house at Pendle but everybody that watched them try to race were impressed and about 40% of those in attendance had already purchased them. Whether any of them will venture trackside remains to be seen.

I heard about the helmet colour debate; well at first glance in a good light mine has a hint of blue in it. I think that anybody who would slate it for the wrong colour would be sad.

Helmet *Schmelmet*, who really cares that a car of this quality has the wrong colour paint on his head? Luckily Hornby own Humbrol so there is lots of choice out there for the detractors. The cars are more or less the same wheel base in real life and when scaled down they are within about 1mm of exact measurements. The drivers are very realistic and could be mistaken for the real thing. Now all we need is a nice Ferrari and a Brabham to play with them please Mr Hornby. ■



Sir,

A short note from 'the colonies' - I thought that the majority of NSCC members, who live in the British Isles, ought to know that they reside in a 'slot car mecca'. With the advent of the internet the world is indeed at one's doorstep but you chaps in the United Kingdom are very lucky to have a club that organises slot car only swappies. Over here in British Columbia, if I may quote Monty Python, there is more to life than picking wild flowers, putting on women's clothing and hanging round in bars but, although we do have toy shows, slot cars are very few and far between. Since the advent of eBay the pickings have become even more meagre as most end up being auctioned rather than offered for sale locally.

I started collecting and racing slot cars when my son, Thomas, was born in 1989 - applying the 'like father, like son' rule I was buying up 60s cars left, right and centre. They were all to be found at toy fairs back then - Cox, Monogram, Revell Strombecker etc. Scalextric, on the other hand, was quite rare but one day I paid a visit to my friend Charles Lawrence and he had all these little books with NSCC on the front cover. Lo and behold they had members adverts in them with cars for sale - not just 'cars wanted' like so many other publications.

As quick as you can say 'Scalextric nutter' I was a member and buying cars from those very adverts. Sixteen years on, with 500+ cars in the loft I still look forward to receiving my magazine so thank you Mr Editor and fellow members.

I am, yours etc,  
Bruce Whalen

Sir,

Regarding David Rowlett's letter in the May Issue, I sympathise with his frustration regarding the points he raises. However, there is always the other side of the preverbal coin.

*Swapmeets are better places to buy slot cars:* Yes I agree, if only to practise one's social skills! Plus of course one has the opportunity to barter and – dare I suggest this – SWAP!!! However, if one is searching eBay for a bargain and has decided to only pay so much for an item, then simply bid that amount as your maximum bid (assuming it's a fair price of course; £5 for a mint Pit-Stop is verging on down-right madness and general delusion). If another bidder chooses to exceed your bid, then that's their choice – another opportunity to buy a similar item usually comes up and eventually you'll strike lucky.

*Competition Prize for placing an advert:* Am I stating the obvious to say that Advertisements include Wanted as well as For Sale items? As a 'newer' member there must be some cars he's after? Nuff Said?

*Sportworld is Dead:* Yep; this is a shame. Personally, I've never used it, but can understand the attraction of an interactive means of slot car racing. It certainly saves all your mates turning up in your living room with muddy feet, spilling their beer over your sofa, tripping over the flyover as they reach for the last peanut and generally burping and swearing so loud that the Chief Marshall (wife!) ends up red flagging the whole event at Midnight, due to excessive noise pollution!!!

*Article Ideas:* As a new member David would not realise that we have covered all of these subjects in great detail throughout the years that I have been a member but maybe it would be an idea to bring back a 'Member Profile' or similar such feature – (yes I know, 'Daft Idea Animal', as I get a call from the Editor asking me "so what are your top ten favourite cars then?" .....B\*gger!!!)

I stress that this is not a dig at David, just a response in the interests of healthy debate.

I am, yours etc,  
Robin Clarke



# Slot Racing In The Good Old Days

By Richard Maxwell

**M**y Father, a keen motorsport enthusiast, used to visit Brooklands, in Surrey, from the 1920s right up to the outbreak of World War II. Following the cessation of hostilities it took a few years for motor racing to re-establish itself, but in September 1958 Dad took me to my first meeting at Goodwood, the TT, where I saw for myself the brilliance of a young driver in a works Aston Martin - a certain Mr S. Moss!

That same year another Englishman, Mike Hawthorn, became the first British driver to win the World Championship. Admittedly he was driving an Italian Ferrari but the green Vanwalls were right in contention till the end of the season. So, from a tender age, I was hooked on this wonderful sport.

In the "Motor" weekly magazine that Christmas was a review of a new 'game' suitable for children with a tantalising small photo of two GP cars on a section of track - Scalextric had entered my life. Minimodels were based in Havant, not far from Goodwood, and I just knew I had to have a set. I did my persuasive best to get one for Christmas but to no avail. From then on I saved my paper round money (seven shillings and sixpence or 38p) plus earnings from helping with a Saturday milk round and cutting weeds with an Allen motor scythe for a local stock rearer. Anything that would bring in a shilling or two was tackled to add to the Scalextric fund.

Came the great day - £4 19s 6d was handed over for a GP1 set! It contained shiny surface rubber track, a pair of Maserati 250Fs and push button on/off controls. If you get the chance then have a go at driving a car of that era on shiny rubber track - you will never complain about modern cars again! In those, pre central heating days, the playroom was located at the

top of the house as the cars interfered with radio reception - no daytime TV then! The track was extra hard because of the low temperatures and it took many weeks of constant practice before I could string together many laps. At least the cars weren't going very quickly when they went off!

Inevitably there were problems with the cars; first the gimbal wheel halves separated and fell out. I took the car to pieces to try and repair it - the first of many occasions. I stuck the halves back together with Seccotine but that didn't last long so I cycled to the model shop in the next town to seek advice and the owner tried some model aeroplane glue which seemed to do the trick. On another occasion the motor started squealing and I discovered the virtues of keeping it oiled!

I had already swapped the bodies around on the two cars as the red one with the yellow nose was always faster than the dark green car with the red nose. As far as I was concerned the green one with racing #7 belonged to Stirling Moss and I couldn't allow him to be beaten could I? The red car became any other driver of the time.

Any spare cash went initially into extra track and later on, the money saved for the annual bucket and spade holiday was usually spent on another car which I couldn't use until we returned home. I don't think my parents were terribly impressed that their eldest son was the only one of the family who couldn't wait for the holiday to end.

The new car, a Ferrari 375, was slower than either of the Maseratis - even my sister could beat me if I used it! I took it to the local shop but, as I had purchased it elsewhere, they wouldn't help me. Dad took the bull by the horns and sent it back to the factory complete with a letter ➡➡

of complaint addressed to the managing director! A replacement car arrived by return of post with a letter of apology explaining that the car had developed 'engine trouble' and a factory replacement had now been fitted. Dad suggested running it in first so we coupled it up to my railway controller at low speed for a while. This certainly quietened it down and it was now as quick as my Stirling Moss Maserati - shock, horror!

Eventually, having tried and failed to install the Scalextric components in a Merit 1/24th kit, my original cars were becoming somewhat unreliable so they were parcelled up and sent to Minimodels service department for repair. There was a long wait this time but eventually a parcel was delivered by a smiling postman (that's how long ago this all was!) containing a yellow Lister Jaguar and a green Aston Martin.

Triang had taken over the original firm and had replaced my ageing Maseratis with brand new plastic models - how's that for service?

The cars were far superior with rubber tyres all round and a sturdy RX motor. We had previously been using an old battery charger to power the track which only gave one amp so the new more powerful motors promptly blew the fuse at the first start and a Scalextric 'Smooth-flow' transformer was hastily purchased.

While running in and tinkering with the earlier tinplate cars we had also discovered that they performed better if the tyres were trued with the aid of a bit of sandpaper so we applied our 'vast slot car tuning experience' to the new plastic ones. Once the Lister and Aston were oiled, run in and trued, my friend, Howard, and I wiped the floor with our local opposition - a new era beckoned. ■

