



**No. 321 DECEMBER 2008**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## A Long Expected Party

So, we have arrived at my final issue and it is now time to say goodbye. Judging from my mailbox it appears that several of you think I am retiring from the hobby altogether - not so - I am just stepping down from the editor's job. I shall remain a member and look forward to reading future issues of the Journal without having a fit of the vapours as I spot yet another of my own errors! To try and ensure a smooth handover to the new editor, the next issue will be done under my supervision so the work is not yet quite complete.

I should also like to remind you that Bob Bott our Treasurer/Membership Secretary of many a long year is also stepping down at this time. Everybody knows Bob, he has kept the club solvent in his own unique way and has worked tirelessly for the club's benefit with very little recognition from the membership at large. Thanks for everything Bob - we will miss you.

By coincidence this is the one hundred and eleventh Journal that I have put together - so, just like the esteemed Bilbo Baggins, Hobbit of The Shire, I have reached the grand old age of eleventy-one. I therefore feel it appropriate to sign off in similar fashion, unfortunately without the aid of Gandalf's magnificent fireworks!

"My dear people, my dear Botts and Barbers, and Smiths and Solaris, and Insulls, Atkins, Kays, Jexs, Normans, Langfords, Mosses, Bennetts, Stanleys, Thoburns, Leggetts, Gregorys, Scales, Carmichaels, Coopers, Fothersgills, Hewitts, Secchis, Walpoles, Yerburys and Zivanovics. Today is my one hundred and eleventh birthday: I am eleventy-one today!

I hope you have all enjoyed yourselves as much as I have. I shall not keep you long but I have called you here for a purpose. Firstly, to tell you that I am immensely fond of you all and that eleventy-one years is too short a time to live among such excellent and admirable people. I don't know half of you half as well as I should like; and I like less than half of you half as well as you deserve.

Secondly and finally, I wish to make an ANNOUNCEMENT! I regret to announce that - though, as I said, eleventy-one years is far too short a time to spend among you - this is the END. I am going, I am leaving NOW. GOOD-BYE!"

He stepped down, put on the magic ring and vanished.

A rare challenge this one - review a slot car book written almost entirely in Spanish when you can't speak a word of the language. The pictures are nice - job done! However, as that would not quite fill a page I had better elaborate a bit.

"Scalextric Historia y nostalgia" is a very large book about the history of Exin - the original producers of the Scalextric brand in Spain. It is similar in concept to Roger Gillham's books but produced to a much higher print quality - about the same number of pages but weighing more than twice as much, you will definitely need a coffee table to rest it on while you are reading it. This quality is reflected in the price - €45 plus a substantial postage cost from Spain. It has been compiled by three authors - Jesus Alonso, Raphael Perez and Javier Torre - the latter being a friend of Roger's and heavily involved in the Spanish Scalextric sections of the "Enthusiast's Guide." In fact, Roger has written a foreword to this new book and that is the only bit of English in the entire work.

The book covers the period between 1962 and 1993 - when Exin went bust and passed through several hands before emerging as the Tecnitoys/SCX brand we know today. The vast majority of it (about 200 pages) is taken up with illustrations and descriptions of every single set produced by Exin including, in most cases, pictures of the contents as well as the box artwork - a serious undertaking indeed. The STS, TT, SRS and truck categories are also comprehensively covered so this book contains more information about Exin than any non-obsessive could ever want to know!

The history of the firm is covered in an early chapter which also traces the development of the track and accessories. There is also a chapter - according to my limited understanding of Spanish - about the creator of the exquisite Exin artwork. The terminology of slot cars is pretty universal so it is just possible to follow the text without an in-depth knowledge of the language.

## "Scalextric Historia y nostalgia"

Reviewed by Brian Rogers

Strangely the chapter on the cars themselves is limited to just a single page of text and 16 pages of photos at the back of the book. It is my opinion that Exin produced some of the finest cars of any manufacturer during that period and it seems a great pity that they weren't given more prominence. All of the cars are pictured but only one colour variation of each and the photos are nowhere near large enough with 12 to the page. It is as if the cars chapter was tacked on as an afterthought which is most peculiar as they are surely at the heart of any interest in the hobby.

## Mega Rare?

There is something really weird in the cars section on page 252 - the Mercedes 190SL is listed and the indicated colours are, as you would expect, blue and white. However, the picture below the caption is of the 'James Bond' bandit version complete with gunman.....**in lemon yellow!** Where on earth did that one come from? Does it really exist? I don't see how it can be a print error.

## Buy it?

I found the book very interesting, despite the language barrier, but it was generously provided by Roger Gillham for review so I didn't have to fork out real money for it. It is a very high quality publication and probably worth the asking price but you would have to be a very dedicated Exin enthusiast to spend that much cash on a foreign language publication. Anyway, if you are interested, it can be obtained direct from Javier Torre: [jtorrer@wanadoo.es](mailto:jtorrer@wanadoo.es) - Paypal is accepted.

In the meantime, the latest edition of Roger's own book will have hit the shelves by the time you read this so put that one on your Christmas list. Another publication to watch out for is the "History of Electric Model Car Racing in Britain" by Tony Condon - more concerned with ECRA/BSCRA type racing than our version but might be worth a browse if you are interested in the wider history of our hobby. ■





## Begin the Beginners

Ever conscious of the need to develop the talents of our young drivers, Ninco have introduced a new style of slot car designed to satisfy the needs of a "home racer". The first vehicles in this range are the Chevrolet WTCC cars announced at the Nuremberg Toy Fair at the start of this year. The models are simplistic in their form with a robust body, plain chassis and low-power motor - ideal for novices to learn the art of slot car racing. I was lucky enough to see a sample of this car and it appears to fulfil all of Ninco's claims. Two Chevrolets are released this month, one metallic blue (55001), the other anthracite (55002). The cars are mounted in a new style of box, noticeably smaller than the standard case with a combination of red base and back wall and clip-on clear cover. The bodywork is as glossy as ever with simple "Chevrolet" print on the bonnet and number panels on the doors. The rear aerofoil and both door mirrors are very flexible and looks like they will withstand many crashes before breaking. Looking underneath the car, we see a small-can motor wrapped with a label showing it to be the new Ninco NC-11 motor (16,000rpm@14.8V, 100mA, 100g.cm). Taking the car apart reveals a very plain, uncluttered chassis with standard plastic bushings and gears. There is also a small bar-type magnet mounted between the in-line motor and crown gear. It is good to see the new motor is connected to the guide wires by spade connectors. This is now standard for all Ninco motors and makes changing motors much easier. It also reveals that there is no interior at all, hence the "blackened" windows. There are very few parts on this car but shiny discs can be seen through the front and rear multi-spoke wheels. Front air-intake grille detail is printed and front and rear tyres carry white print detail on the outer sidewalls.

## Fast Cars and Flashing Lights

Two new liveried GT cars come to our shores this winter. The beautiful Lexus SC430 is released in the red and silver "Tom's" JGTC race team. Equipped with an angle-winder motor, this livery is available in both Analogue (50516) and N-Digital (50521) versions.

The most popular GT race car today must be the Ninco Mosler MT900R. Released this month in a similar colour scheme to the Lexus, this Mosler is a sure race winner. The Mosler Lightning EVO combines the lightweight design with ProRace components fitted - what a lethal combination!

In keeping with the Christmas tradition of lights, Ninco release a series of Emergency Service ATVs with front and roof lights replicating vehicles used by the three main emergency services. All vehicles are based on the Mitsubishi Raid chassis and body and so are ready to ride across all terrain (*or track surfaces*) with 4-wheel drive, ProArm drop guide, NC-7 Raider motor and ProShock suspension. Three colour schemes and print designs will signify Fire Brigade (50507), Ambulance (50512) or Civil Guard (50519).

## Two for the Collector

Finally, the mystery of the missing Minardi is solved... At the start of the new millennium, two Minardis appeared in the Ninco catalogue but were never released. Now, eight years on, Ninco are to release two models to coincide with their 15<sup>th</sup> Anniversary. The first, driven by Marc Gene with race number 21 (50200) will be on release from standard outlets supplied in special "anniversary" packaging. The second will only be available to Club Ninco members and goes on release for purchase via the Club Ninco website on December 9<sup>th</sup>. This #20 car of Luca Badoer (50199) is limited to 1000 units and will be sold on a first come, first served basis.

And Finally...

On behalf of ABGee and Ninco, a Very Merry Christmas and a Happy New Year! ■



BY **ROB SMITH**

# **MESSAGES**

## **FROM MARGATE**



**W**ith less than a month left until Christmas there are still many cars expected to arrive in time for Santa to deliver them. It seems to be an annual problem that so many releases either arrive in the last few days in the run up to Christmas Day or even get postponed until the New Year.

### **C2919 Morris Mini Cooper Paddy Hopkirk 1964**

The classic Morris Mini Cooper S is tiny and beautifully detailed. This version is the 1964 Monte Carlo Rally winning Mini of Paddy

Hopkirk and Henry Lidden. Finished in flawless red and white paint finish with rally #37 and the Monte rally plates. A tiny hole in the centre of the roof is for a spotlight which comes in a bag taped to the underside of the box. It won't last five minutes if fitted whilst racing!

### **C2894 Chevrolet Impala SS Jimmie Johnson #48**

Another version of the Chevrolet Nascar, this time finished in a beautiful metallic blue and silver with all of the detailed graphics we expect of Nascars. ➡





### **C2960 Aston Martin DBR9 #007**

My favourite car of the year so far is this Gulf coloured Aston Martin. Strictly speaking, this is not the livery that actually raced at Le Mans in 2008 but the livery used for Aston Martin to promote the car and it is pictured on the official Aston Martin Le Mans posters. The mould has been thoroughly overhauled since the last DBR9 release. Gone are the louvres above the front wheels and the ducts from the top of the rear wings. The chassis has been updated too and is now Digital Plug Ready.

### **C2832 Holden VE Commodore 2007 #2 Mark Skaife**

This car was expected for Christmas 2007 and has finally been released in the Autumn of 2008. It has been definitely been worth waiting for as the Australian V8s are very popular. This one is finished in red with the black and white Holden graphics. It is a shame that these great models are not released in the UK but the marketing rights are held by the Australian importer.

The Holden VE Commodore is a new mould although it is quite hard to spot the difference from the previous model. The most obvious change is in the rear wing which now mounts right on the boot lip. Disappointingly it still hasn't gained an interior.



### **C2900 Porsche 997 Racing Team Morellato #17**

Another full racing livery of the popular Porsche 997 super resistant car. This time painted blue with Morellato logos.





## Formula SuperSlot

The Formula SuperSlot partwork has now finished in Spain although my last two cars are still there. The last three I received are:

**H2748 McLaren-Ford M23 James Hunt**

**1976** This is exactly the same as C2748AW from the C2558A Formula One 1976 twinpack.

**H2842 Eagle Weslake Dan Gurney:** This is exactly the same as C2842AW from the 1967 Year of Legends twinpack.

**H2851 Honda RA 106 Barrichello 2006**

This is an exclusive car to Formula SuperSlot and is in the unique red and white livery that Rubens Barrichello drove the car in the Turkish Grand Prix of 2006. ■



**SHIPMENT  
FROM SPAIN**

By Gareth Jex



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

**A**pologies for not writing a report last month, something called work got in the way of far more important slot related reporting! So lots to catch up on this month with many cars arriving in the UK, a few accessories, a quick review of the SCX Compact system plus countless Spain only items.

## NSCC Club Car Update

All orders received up to 21<sup>st</sup> November have now been shipped. If you have not received your car please get in touch ASAP. So far two have been returned to sender because no one signed for them or did not go to the post office to collect. We gave plenty of warning and any returned will require a second payment for post. With regards to second car purchases (which I get lots of enquiries for) the committee will decide the fate of any spare cars early in the new year, so please wait until then. One car has appeared on ebay.es which is a shame because there is no reason for not joining up and ordering a car direct from the NSCC, cars are still available. Whilst we cannot stop anyone reselling their car we will take it into consideration when and if a second car is made available.

## New Releases

**Renault 8 Gordini Ref 63160**; arrived a few weeks back and reviewed elsewhere in the journal.

**Ford Escort MK2 'Eaton Yale' Ref 63550 (clean) and Ref 63560 (dirty)**; these have arrived and look rather nice - a couple of livery errors - no prizes for spotting them!



**Ford Escort MK2 'Eaton Yale' Ref 63570**; Bjorn Waldegard #4 RAC 79 (finished 8<sup>th</sup>). This car is a new worldwide release limited edition of approximately 2500 with approximately 300 coming to the UK, get your orders in now!

The Spanish only Altaya Escort is also now available, but see further down for info on this.



**Ferrari 360 Rally Ref 63510**; red and yellow rally livery from the Spanish championship. Stunning livery with lots of slot car related sponsors including the famous Spanish shop CricCrac and Tecnitoys Scalextric branding. To my knowledge this is the first time any SCX car released worldwide has any Scalextric branding, but this is exactly as the car rallied. ➡➡

**Mitsubishi Lancer 'Sola' Ref 63600;** white and orange livery #1 as used in the Spanish Rally Championship.



**Mitsubishi Lancer 'Barsols' Ref 63610;** this is a red, silver and yellow livery (not dissimilar to the Ferrari) again with lots of Slot related sponsors including CricCrac.



**Porsche 911 Pro Spec Ref 50590;** black and gold livery, car #88 with gold and silver coloured wheels. This is another of the Pro lightweight cars and comes with spares, tools, instructions booklet and a couple of gear options. Hope to have a review soon.

**SCX/Parma hand throttle Ref 50620;** RRP £38.99. This is a 45 ohm Parma Plus controller with heat sync, nylon trigger and comes with mini jack plug, standard jack adaptor and banana plug three wire. The SCX branded controller actually retails at £2 cheaper than the Parma equivalent.





**Hummer Ref 63080;** this model will now not be delivered until early 2009.

**NASCAR Chevrolet Impala (COT) Ref 88830;** blister pack with a plain white body shell for the Chevy COT car and an interior. Great for the hundreds of Nascar liveries.

## SCX Compact

A little outside our normal remit, but AEC kindly sent me a demo SCX Compact set. The particular set they asked me to look at is a USA only set produced exclusively for the Target stores, but principally the mechanics are the same for the UK/Worldwide system. The track and cars are 1/43rd scale and designed specifically for the younger slotter at +4 years. Unfortunately I fall outside this market, but thankfully I knew someone who did fit in! At the Wye Valley Slot Rally event a certain Jenson Leggett (son of Adrian) kindly agreed to open the box, setting it up and having a play.

The track system is quick to install with push pull connectors, barriers clip on to the sides and power/controllers plug in with the same style as standard SCX track. All very simple and quick to put together. This big set took about 15 minutes to construct. The cars are surprisingly detailed whilst still being robust as they need to be. The system is designed for high speed magnet style, the controller even features a 'turbo' button. Opening up the cars reveals a tiny closed can motor and small but powerful magnet.

I left the set up during the day for anyone to play with and many did. Nothing broke and the cars had similar performance all day. The only criticism I mentioned to Tecnitoys was the lack of variation in the controllers, it was more of an on/off switch rather than a stepped/variable control coupled with a turbo button which, unless you had a huge straight, you would never use, the controllers do let the set down. Subsequent conversations however lead me to think that the power pack supplied with this demo set was wrong and UK versions are issued with a lower voltage transformer so this may well help.

For a Christmas present for the kids (rather than letting them loose on your collection!) I would recommend the system as a good entry into slot racing. The SCX Compact sets in the UK start from around £35 up to £45 with twin packs of cars at £19.99. Next year sees the release of the motorbikes and a lane changing option. Available from most of the major slot retailers who advertise in the Journal.

## Spain only

Every month I trawl through the Spanish forums for news on anything Tecnitoys are planning for their home market and this month we have plenty to inform you about.

**Altaya 'Campeones de Rally' edition;** we are on to the third car in this series, but you would be forgiven for missing it. My local Spanish source informs me that whilst the weekly packs have been appearing in the newsagents and market stalls, subscriptions have been very slow to arrive. Out this month is the Ford Escort MK2 and body shells are already appearing on Spanish ePay. Try not to be fooled into paying over the odds for these cars, they do come over to the UK at NSCC swapmeets, I managed to pick up a complete Fiat 131 Alitalia for £20 at Milton Keynes!

**'InterKits' Aston Martin DBR9 Ref 6366;** limited edition of 2000 made for a Spanish model shop. This Aston looks stunning in livid green, white and Day-Glo orange. The livery is a fantasy and features the Spanish brand on the rear wing.





**Toys'R'us Spain – Track/car packs;** two track/car packs to look out for in Spain. The first features a chicane and a white Chevrolet C6R in unique livery and the second snow sections of track with a brown Audi Quattro with snow effect. Both appear to retail at €40. The Audi is definitely on my wish list if anyone can get one!

**Poly 'Renault Alpine' Ref unknown;** most years the toy shop Poly commissions a few special editions and this year is no exception. A fantasy livery on a white body, not sure on the numbers of this limited edition, but now sold out. Again on the look out for one.



**Mas Slot VW Touareg;** this years Mas Slot subscription car is a Tecnitoys Touareg #7 and you can't miss it. Based on a Piet Mondrian style painting in red, white and yellow panels plus mud effect for good measure. It actually looks really good (in my opinion). Not sure on numbers or availability outside of Spain.

**Mas Slot Dakar 30 Years Celebration;** Spanish magazine Mas Slot recently announced a collection of Raid vehicles celebrating 30 years of Rally Raid. The collection comprises eight vehicles from several manufacturers including Avant Slot, Powerslot and Tecnitoys. The original announcement included cars from Ninco but these have since been dropped. On the Tecnitoys side the collection includes a Carlos Sainz hand signed VW Touareg Raid vehicle and .....

**The ORIGINAL (ex stock!) SCX TT Raid Buggy in white and red plus the Peugeot 405s in White and Yellow.**

According to Mas Slot the TT cars were held in a warehouse for 15 years and recently bought by them. The collection is already being distributed and the first three cars already shipped including the Touareg, red Buggy and yellow Peugeot 405.







The models come with a book and the price.... The eight vehicles and book cost just under € 500 (£420). Sounds a lot, but actually it's not too bad when you consider how much

the Vintage TT SCX car cost in Spain. That said, a quick look on eBay.es does reveal a drop in prices as these cars are released to market. Mas Slot will accept orders from the UK and the price including shipping to the UK is €556 (£465).

## Lights

Following multiple feedback from customers, Tecnitoys have increased the capacity of the transistor feeding the lighting on their slot cars. From March 2008 these changes have been made. In testing at their offices on multiple other manufacturer track systems they had no failures, this is not to say they are bomb proof and will not fail for other reasons, but it's good to know that they do take feedback on board.

I think that's it for now, apart from two special mentions. First, Merry Christmas to one and all and I hope you get the small plastic toys you want! Second, farewell and a massive pat on the back to our outgoing editor Brian. I know Brian blames me for many "daft animal" ideas and I him. I wish him the very best and thank him for his help and guidance over the years and for all the typo/spelling corrections! ■





email: ebaywatch@nsc.co.uk

I do not seem to have as much enthusiasm for eBay this past month at a time when I should, as traditionally listings generally increase significantly at this time of year and get more interesting in the winter months. Maybe it is just me, but there does not seem to be the buzz in the run up to this Christmas with many similar BIN items crowding out the auctions. Even several cheap 5p listing days on the run during the month failed to ignite much extra seller activity and in terms of listing numbers they remain around the 13000 level with nearly two thirds of them BIN format on my searches. However, on closer inspection of completed auctions there has been a fair few rarer models around that I missed when the auctions were live, and these continue to make good money, well most of the time anyway.

## What Credit Crunch?

Are times getting harder or sellers taking advantage of a strong top end of the market I wonder, as I noted at least seven Scalextric Auto Unions listed this month. The yellow version was making most money with prices between £481 and £771 and that top priced model, although boxed, had the windscreen missing! Four white versions fetched from £170 for an unboxed example missing a windscreen and driver's head, to between £343 and £466 for near mint boxed specimens. The Scalextric Bugatti, however, remains rather elusive, which may be why someone was prepared to pay just over a thousand pounds for a Perris version one Sunday night! Staying on the Scalextric rare car theme, an E4 French yellow Aston Martin made £884 and a yellow French Alfa with a few marks £300. A very nice boxed black French Bentley from a Spanish seller attracted some heavy bidding at £437 whilst the more common English black ones made much lower prices

from just over the £110 mark up to £160 for boxed example. Carrying on the Scalextric theme there have been three of the older grey Dunlop bridges going for £31, £41 and £42 which I thought was good value, though it must be said they were not perfect specimens! A mint carded Trophy set also just topped the £100 mark. Moving on to more modern releases a three car Racer Ferrari finish line set was snapped up for a nice round \$1000 BIN.

## New Manufacturer?

Just in case it is not picked up elsewhere in the Journal or you did not spot the topic on Slotforum I thought I would mention a new Japanese 1/32 slot car manufacturer called G Slot. Yes, a few jokes did appear on the forum about whether they will be harder to find than a G Spot but at least the cars can be found on eBay! It looks like they are making GT cars with the Lexus SC430 being the first model available in two liveries of 'Zent' and 'Houzan Tom' from a 2007 race series. They look to have made a fairly neat adjustable chassis with several adjustments for tuning your car. Check out Slotforum for more comments and details, or on eBay, look up listing 130271339418 or search for 'SC430' in slot cars. They are just above the £40 mark currently, including shipping from a Hong Kong seller who is doing P&P for less than most UK sellers do for one car these days.

## Slot.It

The three car Porsche set must be hard to find for some people as one set made £145 BIN, all be it to a relatively new eBay. I suspect that price was a one off as one bargain hunter scooped a set including hefty P&P fees for less than £61. Patience and experience is the key as I have said before if you are after a bargain! Not many other high Slot.It prices on UK eBay but



around the world there was a rare version of the three car Porsche set with Rothmans decals in the US that made \$280 and an upgraded Kenwood Porsche was snapped up by the same new buyer for \$270. Canon and Blaupunkt Porsches continue to realise prices around the £50 to £70 level at the current poor exchange rates. One Slot.It car I had not seen before was a Porsche 956KH in an orange and white Warsteiner livery and one of around 300 pieces specially produced for the 2008 European Slot. It 24hr championship at Igualada. The sales patter confirmed it was not a white car re-livery but at a rather hefty £300 starting price it did not attract any bidders. Maybe in years to come that may have been a bargain opportunity missed!

## Prices

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

Fly - Making of Le Mans FORD GT40 CAMERA CAR + DVD \$201 (US seller on Sunday night).

Scalextric Vectra - BBC Children In Need £300.99 (Tuesday morning 150308776215).

Scalextric A238 Timekeepers Hut. Boxed £136 (Sunday night 140282460253).

Old Tri-ang Scalextric Race Track CocaCola/ Coffee Shop \$63.55 (French version with one counter stand and "brown front foot board thingy" missing from Swiss seller on Thursday night 140283424824).

VERY RARE MINT UNUSED NSCC DATSUN DECALS £13.51 (Thursday night).

4 SCALEXTRIC BADGES STICKERS NSCC £6.05 (Thursday night from same seller as above included 2 NSCC Vinyl stickers, Belgium race club sticker and Formula 1 driver patch badge 220315791923).

Mint Condition Ninco Gulf McLaren F1 GTR £84 (number 34 on Sunday night).

VINTAGE SCALEXTRIC 1960s SECOND EDITION CATALOGUE £33.67 (few small creases but very nice example on Sunday night probably not spotted by many at that price, 220313530558. Another with ticks in by the cars fetched £10 more a couple of weeks earlier).

Scalextric Offenhauser Front Engine C79 Rare Yellow £207 (Thursday morning from Australian seller).

Minic Motorway Set M1514 Silver Eight Race MINT papers £52.01 (A very nice set on Tuesday afternoon 370102802679).

scalextric grave yard sale £38.79 (Included a low loader and a couple of Super Stox on Sunday night 200270351266).

Turtles Collection £8.58 (two turtles, party wagon and shredder all unboxed on Sunday morning. £8 too much did I hear the editor say!).

SCALEXTRIC MODEL MOTOR RACING MAGAZINE 12TH EDIT 1971 £13.16 (This had the BOAC advert on the back and was a little creased but in good condition on Tuesday night 250322330299).

Scalextric C350 Casio F2 Unboxed £26.05 (Unboxed and no mirrors with slight use on Sunday night).

Scalextric C7 Mini Cooper £103 (White body with black roof may explain this price on Tuesday night 120336305678).

Scalextric James Bond Aston Martin £285 (Cheap maybe but it was pink tinged where the red it had been painted with had stained the white body.).

James Bond Aston Martin DB4 GT £510 (Complete and only slight browning around rear arches on Tuesday night 150307461623).

Scalextric B.O.A.C. World Championship Tinsplate badge £12.01 (Friday night 150310050742).

ULTRA RARE GLOW IN DARK FLY FORD CAPRI RS TURBO £75.01 (Description helped there I reckon on Sunday afternoon).

Lastly I would like to extend a personal thanks to the outgoing editor for all his hard work doing the Journal over the years and particularly for his patience waiting for me to deliver this column! I don't know how long I will continue doing this with my other commitments so if anyone feels they would like to take on the role then by all means get in touch. In the meantime I wish you all the best of Seasons Greetings. ■

First up this month, confirmation of some new releases with the OCAR/World Classics Vauxhall Magnum and Mercedes 300 now both available in resin kit form along with the Red Line Aston Martin V8 Vantage LM78. I am also happy to announce that the 2009 MRE classic will be for pre-1968 Can-Am and SCCA cars and will be held at Wolverhampton on Sunday 17<sup>th</sup> May, while the 2009 World Classics Pre-76 Saloon meeting will be held on Sunday 11<sup>th</sup> October. Pre-paid entries will sell out fast so if you are interested please e-mail me as soon as possible. Also on the events front, Wolves will be holding their official Grand Opening at Aldersley with a rally day held on Saturday 21<sup>st</sup> February 2009, where the Guest of Honour will be WRC legend Nicky Grist. All proceeds will go to Acorns Children's Hospice and should include an all comers multi-stage rally meeting and two Nicky Grist fastest laps of the day challenges for newcomers and experienced slot racers.

Penelope Pitlane have now released their Lancia-Ferrari D50 and sold out the first batch - so get your orders in quick if you want one from the second batch. I also understand that the Healey SR and Aston-Martin DBR5 are just awaiting the finishing touches on decals so they can go on sale.

I have at last got around to painting the new Tarn Model Foundry figures with two Polizia Officers, two track marshals with broom and debris and the lollipop pit lane man, they are all great quality and will help bring your layouts and dioramas to life. Lawrence also has a new amateur photographer figure on sale together with replacement "wooden planks" for the old Scalextric TV scaffold towers. He also has plans for a modern TV/media crew for 2009. If only I could talk him into casting some 1/128<sup>th</sup> scale figures for RC boats!



**Tarn Model Foundry's road sweeper and debris marshal clean up my track.**

Slot Classics of Spain have their new Ferrari TR60 NART on release but as normal these are all pre-sold, while I managed to buy the Ghost Models mentioned last month, direct from Chris at Proto Slot. As normal these are up to his excellent high quality standards, although you will need to paint this yourself unless you buy his RTR ones.



**TMF Polizia Officers with Slot Classics Ferrari TR60 NART**

On the plastic scene Avant Slot have released the 2007 Dakar rally truck winner, this being a twin motored four wheel drive beast with alloy hubs, spring suspension and pro drop arm. NSR have a new white presentation Ford





**Avant Slot Man Truck Dakar 2007**

MK IV and Renault Clio Alonso done in the current Renault F1 team colours. Revell have also produced two new releases with the BMW 320 "Winklehock" and NSU TT "Jagermeister" limited editions.

Finally this month I bring you pictures and a mini-review of the very limited edition Slot City/MMK Ford Cortina MKII. Slot City has teamed up with MMK to produce this great British classic in correct Ford colour shades with just twenty five available in each colour. The first release being "Silver Fox" with the second being "Light Orchid" as depicted in my photos. The car comes as a complete kit with pre-painted body shell, full interior with driver figure, chassis, running gear, wheels with inserts, white metal bumpers and grille, photo etched window surrounds, wipers, and rear vents.

The driver and Rostyle wheel inserts need painting and that's about it apart from some very simple assembly (the chassis is already pre-assembled and motorised). The kit goes together very easily but I made one modification on mine and that was to dispense with the front number plate and apply the decal directly below the front bumper. The reason for this being my



**Ford Cortina MK II Slot City Limited Edition (light orchid) & lollipop man**



**Ford Cortina MK II Slot City Limited Edition & Polizia**

eldest brother had a real MK II in a similar colour and he removed his plate and used stick on numbers below the bumper on his. In terms of the real car it was designed by Roy Haynes and replaced the MK I in 1966 after the original had been out for just four years. In 1967 the most popular 1600E version was introduced with a new GT1600 Kent Cross flow OHV engine replacing the older Kent motors. Basic tune gave around 100bhp but specialist tuners could squeeze nearly 190bhp from this engine. The 1600E also featured many "luxury" items such as walnut wood dash board and door trims and, of course, the famous Rubery Owen designed Rostyle wheels. The 1600E was the first saloon to feature chrome plated Rostyle wheels - these being specifically developed by Rubery Owen for then Ford chairman Len Crossland's wife's car. In 1967 the 1600E helped Ford achieve a goal of becoming Britain's fastest selling new car and the MK II remained popular until it was itself replaced in 1970 by the MK III. All fine and dandy I hear you say but how does the Slot City one perform? Well, by comparison to other cars using a similar Slot Classic/ PCS type chassis, it is quite stable on the Wolves Aldersley track. Tyres are a bit too hard for racing and the motor is more suited for gentle running than high performance. Consider however that these are limited editions with just 25 pre-painted in each colour and then ask yourself would you really want to risk racing it round and scratching that oh so valuable paint job? I think not.

Merry Christmas and Happy New Year to all our readers, and wishing Brian a happy retirement. ■

# Race Of The Year!

By Peter Solari

The Ninco World Cup 2008 has set a new benchmark for all international slot-car races. This may seem like a bold statement but it is the view shared by everyone involved, especially the competitors!

Since 2005, this competition has grown in popularity among the slot-racing community and continues to capture the interest of the public. It is the only slot-car event which brings together teams from all around the world to compete for the true title of World Champion. Throughout 2008, teams competed in their home countries for a place in the Ninco World Cup Final.

This year, the world famous Silverstone motor racing circuit played host to sixteen teams from fourteen different countries; Spain, Italy, Portugal, USA, Belgium, Netherlands, France, Argentina, Germany, Switzerland, Sweden, Greece, Andorra and the United Kingdom.

The Ninco World Cup 2008 circuit was specifically designed to fit in the Jimmy Brown Centre - the largest suite within Silverstone, situated directly above the pits. Ninco felt this was the most technically challenging circuit to have been designed for their World Cup race. The layout used more than 1400 track pieces and was designed as two 8-lane circuits which mirror each other. With three members per team and sixteen lanes, the track was cleverly designed to accommodate sixteen marshal positions. This meant that all three team members would be involved throughout the 6 hour event, one to drive, one to marshal and one to act as mechanic should the car require attention. A numbered chair sited at each marshal station corresponded to the number on the drivers' podium to make it easy to identify the team's point of responsibility. Assembly of the track began the day before the event and I



Gentlemen, start your engines





was surprised to witness just how quickly the entire circuit was assembled. A red carpet covered the raised platform supporting the track to table height which in turn was completely skirted with continuous Ninco banner. With the track in place, the layout was completed with borders, fences and lane-number markings. Individual power packs brought a regulated supply to each lane with the connection boxes for the driver's controller mounted next to each position on the podium. The superb quality of Ninco track connections meant that the entire circuit could be assembled without the need for 'booster cables' between sections of the circuit.

## The Calm Before the Storm

As the teams gathered on the morning of the first day, a great atmosphere immediately enveloped the Ninco World Cup arena. Some drivers had competed against each other at previous competitions, even previous Ninco World Cups. For others, this was their first time at such a prestigious event but everyone was soon introducing themselves and a real sense of



**Some familiar faces among the three UK teams**



**Scrutineering time**

camaraderie could be witnessed among the competitors. This would last for the entire weekend in spite of some very close competition on the track.

With most teams now present, the order of the event was outlined by Ninco officials and commenced with open practice on the NWC 2008 circuit. The race car could be used and set-up during this time but would remain in 'parc fermé' as soon as they had passed the rigid checks from Ninco officials. During the checking of each team's race car, measurements were taken to ensure the cars had been assembled in accordance with the competition rules. Motors and tyres supplied by Ninco were then fitted under the watchful eye of the officials. The next time the cars would see the track was for the "Pole Position" shoot out scheduled for the end of day one. With all the cars checked, team captains drew a number from a hat to determine the order in which they would compete for the fastest lap. Each team nominated one driver to complete a number of laps within 90 seconds, to secure the fastest lap which would then allow the team to choose their preferred starting lane. ➡➡





## The Heat Is On

A hush fell around the track as the first competitor took to the podium to race around Lane 16, one of the two shortest lanes on the circuit. From viewing the day's practice sessions, it was felt that a lap time in the mid-thirteen seconds would be needed to stand a good chance of taking Pole. Tommaso Melioli from Team Italia immediately set a benchmark of 13.004 seconds! This would be a tough time to beat. Portugal clocked 14.074s with a clean drive from fellow World Cup veteran Filipe Cruz and Spain came even closer with 13.085s. Other teams were at least two-tenths away from this time until Team USA's driver Mark Azarraga took to the podium. It hadn't gone unnoticed that this guy was quick but something extra special was required to beat the provisional pole time set by the Italians. Something very special indeed was displayed by Mark with a 13-second busting time of 12.885 seconds! The remaining teams were unable to better this time and so the track lanes were chosen in order of fastest lane achieved. Once more, all cars were returned to 'parc fermé' for overnight security and everyone retired for a hearty evening meal and a good night's rest... *(well, at least that was the plan)*. Many competitors were staying at the nearby Premier Inn so this allowed more socialising between the teams and organisers of the event.

With Halloween being celebrated the same evening, the restaurant and bar staff were all kitted out in various ghoulish outfits which added to the sense of fun that evening.

SUPERPOLE			FINAL UNITED KINGDOM TRACK/PISTA	
DR	TEAM	DRIVERS	CL	16
13	TEAM USA	MARK AZARRAGA		12.885
1	TEAM ITALIA	TOMMASO MELIOLI		13.004
7	TEAM SPAIN	EDU URRUTIA		13.085
11	TEAM BELGIUM	SANDER MERTENS		13.265
4	TEAM NETHERLANDS	PAUL VAN DEN HURK		13.442
15	TEAM SWITZERLAND	ALBERTO BLI		13.779
2	TEAM PORTUGAL	FILPE CRUZ		14.074
14	TEAM ARGENTINA	ALEJANDRO CALENS		14.895
10	UNITED KINGDOM	KEITH FISHERDEN		14.919
8	TEAM HELLAS	PETROS KOULOURIDIS		14.358
6	TEAM GERMANY	MATTHIAS EICHWALD		14.373
9	TEAM FRANCE	GILLES CHARONNAT		14.482
12	TEAM ANDORRA	JACQUES BERRIO		16.891
5	TEAM SWEDEN	BO AKERSSON		17.861
3	UNITED KINGDOM WRC CH	DOON STANLEY		18.244
16	TEAM DENMARK	BARBARA		

## Race Day

A comfortable start to race day began with breakfast at either the hotel or the circuit. For one team however, the day was off to a more frantic start... Team Denmark had experienced transport difficulties and were forced to abandon their journey to Silverstone. Rather than run the competition with only 15 teams, a third UK team were given the opportunity to fill the space, quite literally at the eleventh hour! So, for Richard, Lee and Shaun (SlotManiacs) a particularly early start got them to Silverstone eager to compete although perhaps a little nervous from not having practised the circuit or prepared a car for the event!



Pole position shoot-out



A short team briefing from Ninco set out the rules of the day with a question and answer session to ensure every team understood the rules regarding tyre changes, repairs, etc, and how/when/where such servicing could take place. With every team having posed for the camera and registered their entry, a warm up session using a practice car was allowed before a five minute “shakedown” session using the race car to check all was in order and race ready. Changes to the car set-up were not allowed so any modifications would have to be made during race time.

A formal introduction of every team and its members preceded the official race start which commenced promptly at 11am. A series of sixteen 20-minute sessions would take the teams through to a finish estimated between 5 and 5:30pm.

## And It's Go, Go, Go!

The race began with drivers immediately settling into a rhythm around the circuit. Marshals concentrated on their respective corners and mechanics hovered expectantly maintaining visual contact with both car and driver. *Who said men can't multi-task?*

The first 20-minutes seemed to pass by in half the time and when the clock stopped, Spain

and USA had both completed 87 laps with Portugal, UK, Italy and Argentina all within 3 laps. Drivers took up their positions for the second session whilst Ninco officials moved the cars to their respective lanes and added a new race-lane number to the front of the car and Session 2 was underway. The next four sessions saw a number of changes in the overall field but Spain held on to the lead, losing out just once to Portugal at the end of Session 5. By the end of the half way stage, Spain held the lead by four laps ahead of Italy who had been consistently gaining places over the past two-hours. A further eleven laps back covered Portugal, USA and Belgium. With lap times between 13 and 14 seconds across the field, any pit stop or penalty could easily affect the leader board. Even a good tyre change would use a valuable 30-40 seconds potentially dropping three or four laps to your closest rival.

At the end of every stage, positions among the teams had changed indicating just how close this final was. Whether aiming for a podium place or a top-ten finish, every team continued to push. For me, the most exciting stages were the final two... although Spain had a lead of eleven laps over second place Italy, with an average of eighty-five laps per session, anything could happen. The battle for third place had ➡➡





captured most people's attention and at the end of the penultimate round, just three laps separated Portugal, USA and Belgium. The American team were on a mission... they had been chipping away at Belgium's lead and had closed the gap to just 1 lap for the past two rounds. With their "fastest man" on the throttle, a real possibility existed to reach a podium spot. The racing was intense and although Mark managed to overhaul Team Belgium, Portugal managed to keep it together to claim third.

## Everyone's a Winner!

Team Spain had taken first place for the third time in the four years of this great competition. Italy finished second but they were never out of the running and almost constantly under pressure from eventual third place finishers Portugal.

USA finished in a fantastic fourth place just ahead of Belgium. Other great on-track battles between The Netherlands and Argentina as well as Germany, Switzerland and France, where positions were traded at every session during the second half of the competition meant that not one team ever raced alone.

The firework display marked the end of the race and provided a chance for competitors to congratulate each other on their achievements. But the night was not over yet... A dinner had been arranged in the hospitality suite for those involved with the event. This was followed by the award ceremony where trophies for the top three places as well as fastest lap and best livery were presented. Each competitor was awarded a commemorative medal and presented with a special edition Ninco Lamborghini Gallardo produced specifically for this event. We were honoured to have James Beckett - Assistant Club Secretary of the British Racing Drivers Club, present the award to Team Greece for the best custom livery of the competition. He extended a BRDC welcome to everyone by inviting us to visit the BRDC Clubhouse to mix with the race drivers competing in the Walter Hayes Trophy and enjoy a drink in the bar. The BRDC Clubhouse is home to an enormous collection of model race cars covering almost every category of racing from F1 & LeMans to GT and Rally. This truly was an opportunity not to be missed and a real treat for our international visitors who had travelled to the UK for the Ninco World Cup Final.



Best custom livery of the competition from Team Greece





The special edition Ninco Lamborghini Gallardo produced specifically for competitors at this event.

## And just a few “Thanks”...

Everyone involved made this event particularly special and thanks should be given in particular to:-

ABGee (Ninco’s UK distributor) who clearly put much effort into the organisation of this absolutely fantastic World Cup Final as well as fully supporting the UK Qualifying Rounds.

Ninco, firstly for allowing the UK to host this International event and secondly for supplying the basis of a great competition which, I believe, has finally made its presence known in the UK and I am sure will receive more enthusiastic support for future World Cups.

Silverstone Circuit who have a unique venue with hospitality which is second to none and the BRDC for allowing us to share the use of their fine clubhouse and marvel at their collection of models, artwork and trophies.

Every International Team who competed in the Ninco World Cup 2008 as well as those who challenged for a place in the final.



**Worthy winners - Team Spain**

Everyone, clubs and individuals, who have supported this event to make it a thoroughly enjoyable experience!

ABGee are interested in feedback from anyone who took part in this year’s competition or would like to be a part of the 2009 event. Please e-mail your views and suggestions to [ninco@abgee.co.uk](mailto:ninco@abgee.co.uk) ■



# The Slot Car Airfix Should Have Done

By Eduardo Casas Alvero

The early Airfix saloons are among my preferred slot cars of all times. Admittedly, they are not very good performers: their erratic guide, thin tyres, poor gear mesh and weak motors are not suitable for racing. In addition, their static origin makes them very fragile. Nevertheless, they are very nice and unusual models with a lot of charm; gently driving one of them a few laps around a twisty track is really enjoyable (far better than driving one of those unpredictable magnetic missiles in use today). Besides the Mini, which makes a separate class on its own, my favourites are the Sunbeam Rapier and, specially, the MG 1100/1300. A luxury version (wooden dash, leather upholstery) of the real MG was made in Spain during the early seventies: it was one of my boyhood dreams, but a short budget caused me to buy a spartan Mini 1000 instead: this was in fact fortunate, because I'm still driving that Mini today. I'm doubtful the MG would have lasted so long!

Back to slot cars, I recently came across an Airfix static kit of the Triumph Herald and immediately felt that it would have been a wonderful slot car and a perfect addition to the Airfix slot saloon series. Unfortunately, people at the factory thought differently at the time. So I decided it was worth trying to build it as the Airfix slot kit could (and should) have been: that means not just motorising the kit (which would make a nice slot car, indeed), but building it as a *true* Airfix with original period parts, thus retaining all the charm (and faults) of the other saloon cars. As explained below, this turned out not to be too difficult and the final result was quite rewarding. Maybe some other member, after reading these lines, may become inclined to do similarly: if this is the case I would be more than glad in knowing that my *true* Airfix Triumph Herald slot car is no longer the only one in existence.

As for the materials, I used the driver tray, underpan and motor from a wrecked 1<sup>st</sup> series Airfix Cortina. The Cortina wheels being too tall for the Triumph, I found that Viva front and rear axles fitted with MG tyres were the correct size, but other combinations may also do the job. Unless otherwise stated, all gluing was done using Humbrol's Liquid Poly which, on Airfix plastic, gives very strong joins. The body comes in two parts. The rear one needs the bulkhead removing to clear the inside of the body, allowing the driver tray to fit in. The two parts of the body are not glued together at this step, to make further adjustments easier.



**At the works: the modified tray and underpan fit into the rear half of the body**

The rear parts of the Cortina's driver tray and underpan do need to be shortened and narrowed to fit under the boot lid leaving the rear axle mounts correctly placed, in line with the centres of the rear wheel wells. Also their central parts need to be slightly narrowed, by filing about 0.2 mm. from each side, in order to adapt them to the narrower Triumph body.



After that, both the driver tray and the underpan should fit inside the rear part of the body, but for the fact that the driver tray sits too high on the underpan: the driver tray has to be lowered some 3 mm., by shortening each of the parts projecting down (sidewalls, screw posts and pins holding braids, axles and motor). This is a delicate step: I did the final adjustments by filing, with frequent checking by screwing the tray to the underpan with axles and motor in place, until I achieved a good adjustment with no distortion to the underpan when it was fully screwed together. If some piece has been cut too short, a thin slice cut from the discarded part may be reglued in place to get the correct height.

The over long wheelbase of the Cortina needs to be shortened: to this end I removed a full width — 5 mm. long section of the driver tray, just ahead of the front screw post. Regluing the resulting parts together gives a shortened tray that should fit inside of the Triumph body. Another 5 mm. section has also to be removed from the underpan: I took away the section going from the lower end of the steeping section in front, up to the line just ahead of the front axle holder. However, cutting should be done around the axle holder, to keep it attached to the front part and not to the discarded one. After making a recess on the rear part, for the axle holder to fit in, the two parts may be glued together to make the required shorter underpan.



**Shortening the underpan wheelbase**



**Cortina's underpan before and after modifications**



**The finished job: inner parts**

After checking all fittings, the two halves of the body may now be glued together. Remove as much as possible from the rear of the front valance, in order to get room enough for the underpan to fit. A couple of the plastic bearings provided with the kit may be glued under the bonnet, to fit in the holes on the driver tray.

To finish, the part of the underpan ahead of the axle holder in front is cut out; a small vertical part of it may be reglued in front for a better fitting behind the front valance. To avoid the gearbox touching the track, it has to be filed a bit, or just completely removed leaving the gear exposed. ➡➔



**The finished job: underpan. Note the Airfix logo proving authenticity**





### **The true Airfix Triumph Herald**

A track test is advisable at this point; after it, the kit may be painted and completed in the usual way. I prefer using woodworking glue to attach the driver tray and small parts to the body, as this allows taking them apart in case of repairs.

The final result is well worth the effort. Thus built, the Triumph is a lovely car, nice looking and full of character. On the track, it performs as badly as its mates but, like them, it is a pleasure to drive, with the added bonus of being a car you have never seen before on a track. A pity that they did not do it at the time! ■



## Porsche 997 GT3 RS Orange C2871

**By Dave Rowlett**

The Porsche Type 997, or simply 997 is the project name for the current version of the sports car Porsche 911, built by the German manufacturer since 2004. This Scalextric version comes in bright orange and black and is one of the latest models in the 'Super Resistant' range. The one piece model makes the car very lightweight and therefore very quick straight from the box and will provide many hours of fun for all types of racers. The lack of detail will no doubt put off some collectors of Porsche cars but I don't feel this is the market that Scalextric are aiming at with this model. In fact, according to the catalogue, Scalextric are producing more detailed versions of the 997 later this year.

Presentation is the new style crystal case and even the little washer on the locking screw is orange. The colour makes the car look very

striking and will no doubt appeal to the younger generation. For me I would like to see a range of colours and in particular the four lane colours (red, blue, yellow and green) as this would make an ideal club car. The blacked out windows makes it look cheap which at £18 RRP the car is. I believe with a simple interior and driver the car would look more realistic.

There are no decals except the GT3 RS logo on the sides and rear of the car. I would like to see some transfers or similar contained in the box so it can be transformed into that person-alised racing machine. I recall as a young kid buying a car and spending time putting the decals onto the car to make it look really professional. Looking back it would probably look rubbish but as a kid it was awesome.

It is fitted with the usual Mabuchi SP 18k motor rear mounted in the sidewinder ➡➡





configuration. Like all Scalextric modern cars this comes with the round quick change braid and the standard rectangular magnet. This can be moved to change the downforce or simply removed to suit most styles of racing. To convert this car to digital only takes 30 seconds by fitting the easy fit digital plug.

Out of the box, with no work performed, it ran well. In fact it compared very well to the Lamborghini Gallardo and Ferrari F430s that would probably make good racing companions. The back end slid around when pushed but was easy to control and kept on the track. On closer inspection the rear axle was slightly loose and the gears were a little out of line so tended to miss when on the corners. With no interior this car only has four screws to undo and the body is off. To solve the gear meshing issue, the pinion gear was moved away slightly from the motor. This improved the handling through the corners and increased the speed.

A little truing of the tyres added to the grip so the car would then zip around the track like a bullet. A friend of mind had popped round with his two kids to have a race on my home track and took the Porsche for a spin. He was impressed by the speed and handling of the car. After just a couple of minutes he declared that he would be purchasing one that week.

For me it's a great car for the kids and novice racer who are still learning to push the cars to the limits and maintain control. I would expect at the price these will be first cars for a lot of people so expect more to be produced.

Drift car fans are not neglected either as Scalextric have produced the same car but the colours switch around. The catalogue number is C2872 but is slightly more expensive at £22.99 RRP. ■



# Tri-ang Treasures

## Two Scalextric 60s classics restored

By Paul Strange

### Part 4: Back on track

A great moment was in prospect. After carefully restoring two Scalextric 1960s classics, I was about to get both cars back on track. The tension was almost palpable. It could be the first time in around 40 years that the vehicles had been run on a circuit.

I had picked up the cars - a C68 Aston Martin DB4GT and a C75 Mercedes 190SL - for just £9 each in quite a sorry state. While they would never make mint, un-run shelf queens, I'd decided to get both models to look as good as was practically possible, and to make sure that they ran well.

Having examined the cars thoroughly, I'd stripped them down to their various components, cleaned up the body parts and sorted the mechanicals. The track test was vital as it would clarify what additional work would be required and what parts - especially tyres - would be needed to complete the restoration.

### Revving up

The Merc had been the easier of the two models to restore, so this was the car I chose to get up and running first. Having set up a simple oval of Ninco track, I popped the car on the inside lane, lifted up the rear end, and gently revved up.

This was the first time that I had run the renovated RX engine with more than a run-down battery and, although it fired up straight away, irritatingly there was a problem. I discovered that the motor was considerably faster - about a third up in power - when it was run in reverse. Clearly my efforts to rewire the car - flipping the RX motor and the rear axle in the process - were incorrect.

After some experimentation - and very gentle levering out of the RX engine and the rear axle - I eventually got the arrangement right and with less strain on the wiring than when I first purchased the car.

Back on the track, the Merc's RX fired into life and, with the rear end lifted again, began to rev enthusiastically. I gave the motor a couple of minutes on low power to bed in the new brushes and gearing, and to see if there were any other problems. All seemed well, and once opened up, the engine revs started to lift at the top end.

I had had my doubts about the Merc's original braids, but, having cleaned and tidied them up, I was hopeful that they would prove workable. Similarly, the car's tyres also didn't look too hot, but I'd switched them around so I had the best rubber on the rear wheels. Now was the crunch. I lowered the car on to the track, and gently squeezed the throttle.

To my delight, the Mercedes 190SL pulled away gracefully. The car felt very good indeed, with bags of power. Fantastic! Although the back end could break away if I accelerated enthusiastically or cornered too fast, on the whole the car was surprisingly sure-footed. Clearly new tyres would improve matters. Meanwhile I had a car that was already quite a joy to drive. To complete the restoration, I now needed front and rear bumpers, a new headlight, some touching up of the driver's paintwork and some new rear tyres, removing one of the front ones that had split. Not too bad then. On to the Aston.

### Keeping it dry

First I needed to reassemble the DB4. I had broken a couple of plastic seals to remove the internals. I intended to use a small amount of superglue to keep them in place, but for this track test, I decided to do a dry assembly.

Once assembled it became clear that the refurbished rear axle - using another crown, possibly not of the right vintage - was still not right. Irritatingly the mesh wasn't as good as when I ran the engine in just the underpan, ➡➡





and the rear axle seemed to be binding. I suspected that the RX engine was slipping out of alignment due to a damaged motor mount and the crown was fouling the underneath of the interior, but I couldn't be certain.

I often race at East Devon Slot Club in Honiton. I had mentioned the continuing problems I was having with the Aston's gear mesh to fellow racer and NSCC member David Stephens. A week later he came to the rescue. In his bits box he had a rear axle of the correct vintage. Now was the time to try that replacement axle. I took the Aston apart, installed Dave's axle into the underpan and tried again. It was a considerably better mesh, offering more power.

The problem was that Dave's axle was longer than the original, the wheels came out too far so the tyres fouled the Aston's bodywork. I didn't want to trim Dave's axle as it would chop off the flanges that hold the hubs of this period, so I decided to remove the crown from Dave's axle and put it on to my original. So it was back to my junior vice yet again, some more swearing, some gentle levering of the glued hubs, and a bit of brute force on the crown.

It took a while, but eventually I transposed the crown from Dave's axle on to my original axle. Once the car was reassembled, things were greatly improved. The rear axle was turning freely and the mesh was better. I felt the RX motor was staying in place and that the crown wasn't fouling the interior, so I put the car back on the track.

Lifting up the car's rear end, I revved up. The Aston's RX roared into life and everything sounded healthy. After a bit of a warm-up, allowing the renovated RX and the new gearing to settle in, I lowered the car on to the track, and gently squeezed the throttle. The Aston moved off, but was not especially graceful. It was sliding all over the place.

I experimented with the car, switching tyres around and improving the width of the modern (temporary) braids. This sorted the problem. On the second test, the Aston set off smartly. Terrific! A few laps, and a few more adjustments and I was very pleased.

To complete the Aston's restoration I would definitely need some new tyres on the back along with some original braids and new front and rear bumpers. I would need to superglue in the interior and probably use a little dab of superglue to hold in the RX motor. I might also consider doing a little bit of work to remove one or two light scratches from the roof.

The final track test was still to come. My partner Delia joined me, I gave her the throttle for the Merc, and we set off for a ten-lap race. It was tremendously satisfying to see these two Scalextric classics battling it out, probably the first time the cars had raced competitively for nearly 40 years. In the last couple of laps, Delia just edged ahead to win in the Merc. But there again, I wasn't pushing it in the Aston because of its balding tyres... ■

Next part: Finishing touches



# Penelope Pitlane/TRRC Pre-war Classic Meeting

By Phil Insull

This was the second November Classic at Wolves and saw joint sponsorship from Penelope Pitlane and Tetre Rouge Racing Cars. It was also our first meeting at our new home at Aldersley Stadium Wolverhampton on our new six lane Aldersley circuit.

The day kicked off with a couple of cancellations due to the horrible snowy and wet weather. However, during the general practice session some very welcome late additions turned up and we ended up with some 34 competitors. The drivers briefing was followed by our familiar people's vote Concours competition, where everyone was invited to pick out their top three. The nineteen cars entered were, as always, superb with a wide variety allowed under the rules, with a front wheel driven Citroën Avant, early 1900s Mercer, Itala, Rolls Royces, 1900s Delage, Bentleys, Bugattis and Napiers, 1940s Ford A roadsters and Delahayes with the most unusual being John Haywood's Aluminium bodied Voisin. Voting saw Chris Adams Itala coming out as the winner, with Phil Smith/Derek Cooper's Ford Roadster a close second and my own David Lawson bodied Napier-Railton just edging out the Voisin for third.



Chris Adams Concours winning Itala



Phil Smith & Derek Cooper's second placed Ford Coupé



John "World Classics" Haywood's unusual aluminium bodied Voisin

On to the racing and with each driver running three minutes on each of the six lanes the total distances determined the finals they went into, with two sections one for slightly modified Scalextric or Pink-Kar cars and the other for scratch and kit built. Qualifying was run in groups of six and some very good racing was evident right through the field in spite of the narrow 4mm tyres and whopping 4mm ground clearance specified in the rules. After the thirty four qualifying heats the majority of the drivers went into a set of ladder finals, while the two entrants who had opted for the modified RTR route ended up in a twenty lap winner takes all shoot out for the class win, resulting in Warren Berwick edging out Eddie Grice to grab the class winner's trophy.

⇒⇒





**My fleet with the third placed David Lawson bodied Napier Railton on the left**

With 32 drivers in the scratch/kit class there were six ladder stages before the grand final and the outstanding performance saw young Tom Reynolds, having suffered earlier on with mechanical problems, claw his way up from dead last up through three ladder races before being edged out in the fourth. This feat earned Tom the Driver of the Day award. With just one driver per ladder going through, the competition was close and fierce with Rob Hill narrowly beating Derek Cooper, Bill Charters, Phil Smith, Andy Tyrer and Jim Pickford to claim the last place in the 40 lap grand final.

Top qualifier for the Grand Final by over a lap was Dick Smith with his flying 1924 Parry Thomas GP Special "Flat Iron." Sadly, after setting fastest lap of the day, Dick's car shed a

wheel on lap 14 and he was out. Dick's friend and second highest qualifier Mark Witham took up the baton with his Talbot leading the remaining laps to claim his first Wolverhampton Classic meeting victory. Second place went to Chris Adams despite clearly having a heavy cold and being almost out on his feet for much of the day. The final rostrum place going to Steve Francis with his tank bodied Bugatti from Tony Condon, Rob Hill and the unfortunate Dick Smith. The day rounded out with the prize giving held in the lounge area with excellent prizes provided by Penelope Pitlane and TRRC including top prizes of ready built Penelope Pitlane Napiers and unique complete first off Mercedes and Auto Union streamliners from TRRC. ■



**Five of the six grand finalists' cars**



## Carrera Road Cars

By Phil Insull

When the editor rang me up to ask if I'd like to do some Carrera reviews I didn't hesitate to say yes, even when he mentioned that there would be eight cars in total. Having agreed that I could do half in one review and half in the next I thought I'd start with the four road cars that Brian sent and leave the four F1s till next month.

The four road cars comprised of two new Porsche 911s, the Audi R8 and the Opel Manta type A tuner. Now I don't know if you've spotted it but there is an odd one out here. Yes, it is the Manta as it has two (both ladies judging by the heads) figures in the car, while the other three are all driven by yellow jersey man. Seriously though, the Opel is very striking with its lime green and black paint job and lime green BBS style wheel inserts so it certainly stands out. The tampo printing on the black coach stripe and bonnet is patchy in one or two small places and the silver rings around the headlights had started coming off in a matter of minutes but overall the finish is decent enough and certainly the most eye-catching (or eye-watering) of the foursome. The Manta A was in production in

real life from 1970 to 1975 and was based on the Ascona A, which went on to become a successful rally car with Walter Rhorl winning the 1974 European Rally Championship in a Steinmetz prepared 1.9RS version. The Carrera model seems to be loosely based on the five prototype "Turbo Mantas" that were developed by Broad Speed in 1973; these five turbocharged cars were in bright sunflower yellow with black bonnet and side stripes. The model has a  $\frac{3}{4}$  interior with the passenger lady in a matching green dress and the driver either a blonde woman in a black vest top and blue jeans or possibly an effeminate looking man? The body lines capture the real car very well with wide arches and front air dam so familiar on sporting saloons and coupés of the 1970s. The single pipe exhaust at the rear, mid-mounted door mirrors and those BBS style wheels set the whole car off quite nicely once you get used to the overall colour.

The two Porsches are modern 911 Carreras - one in a subtle gun metal grey and the other in a not so subtle bright red. As street cars the only tampo printing is the small Porsche badge on the bonnet and wheel centres, the number ➡➡



plates and the Carrera lettering on the engine cover. All crisply done with Teutonic efficiency but not exactly something that draws the eye. The Porsches only have a half interior but they do have a bit of detail on the engine underside reminiscent of recent SCX cars, although the overall body dimensions and look are very close to the real cars. Similarly the Audi R8 is another street version supercar, this time in a dark metallic blue, with tampo work restricted to just badges and number plates. Inside though now is a  $\frac{3}{4}$  interior with our yellow jersey wearing driver having sprouted some legs (if not feet) and of course the R8's big V8 engine on display through the rear screen. Like the Porsche, the overall impression is of subtle realism rather than having the 'wow' factor that many racing versions have.

Running gear on all four cars is similar with plastic wheels, Carrera tyres, chunky Carrera guide, adjustable magnets and an in line motor just ahead of the rear axle line. Rear pinion is plastic driving to a plastic pinion. All four cars have working head and tail lights that shine up pretty well when darkness descends. I ran these



four at Wolves on the new Aldersley track which is copper tape with a urethane painted finish. The standard tyres gave poor grip and needed swapping for Ortmann's and, even with these, lap times were somewhat pedestrian compared to Ninco saloons, these cars having quite a high ground clearance compared to many other popular makes. Moving on to the Slotfire track and now the big magnets were really gluing the cars to the road and times began to tumble somewhat. As has been said before, the Carrera cars are truly designed for their own kind of track and Slotfire is as close as we can come at Wolverhampton. Times were on a par with Scalextric, Fly and Auto Art saloons and supercars and, with some magnet tweaking, (in most cases it was too low giving too much grip but not enough acceleration, the exception being the Manta) the Carrera foursome were near the top of the times of the dozen or so cars I took to try them against. Still not quite on a par with NSR Clio or Ninco Mégane RS but able to hold their own against older Ninco Mercedes and BMWs and Pro-slot Alfa Romeos.

In short, four decent enough models, but a little bit middle of the road for my liking. I'm not a huge road car fan when it comes to slot but, given the choice, I'd go with the subtle but effective 911 in gun metal grey. ■







By the time you read this the UK-based H:O community will have begun to get to grips with one of the most important products to be released in a long time. Having been fortunate enough to get hold of the product in question, the AFX Mega-G chassis, ahead of its release, I can already state that it shows huge potential. The wheelbase, at 1.7", is actually pretty close to that of the Marchon MR1 chassis, which means some of the current

Micro Scalextric bodies will fit (as Hornby used the MR1 for a while and then based their own design on it). But unlike that chassis, the Mega-G is low and narrow, which further enhances the ability to fit more proportionally accurate bodies. Massively so.

The only body produced so far exclusively for the new chassis is the Panoz DP01 Champ-car. There are five versions, with the McDonalds car the best of the bunch (but also a set-only => item).



MegaG : The 'ugliest' of the new champcars alongside one of the previous best open wheel cars, A Tyco F1 Williams.

Pictures of this body shell do not do it justice, and it only really hits home how much better it is when compared side-by-side with other open wheel bodies. H:O bodies are nearly always a compromise, much more so with open wheelers, but the new chassis means this problem is reduced.

Specification wise, things are pretty straight forward. Mildly strong Polymer motor magnets surround a common or garden armature, albeit with quite a long shaft. Traction magnets are Neodymium, but packaging constraints mean they are quite thin, so it remains to see how rapid the Mega-G is compared to other 'toy neo' cars. Wheels have a BBS pattern, but this only really shows on two of the cars where chrome is used, and then they look stunning. Brushes are non-adjustable, but after-market kings BSRT are already working on threaded barrel versions that will be.

The rear axle will not swap over in the chassis, again due to the tight packaging, so the normal H:O trick of swapping over to change direction of travel or power characteristics is not possible. Shoes are standard AFX fare, albeit a



tad longer. Everything is held in place by two clips, which so far at least seem bomb-proof. The bodies clip in place, no screws, and fit seems just right. The front and rear wings seem substantial but at the same time with quite a lot of flex in them, which on paper at least should be the ideal compromise. Time will tell on that one.

In fact time will tell us a lot about this new chassis. An Audi R10 and Peugeot 908 Hybrid will be released later, with fully licensed F1 cars a very real possibility after that. For now, the process of seeing exactly where the new kid on the block fits in begins; it should be a fun ride.■





## 63160 Renault 8 Gordini

By Jim Moyes

**B**oxy! A word often used by motoring journalists trying to be polite about a car that is perhaps less than inspiring in the appearance department. But there is no doubt about it, if you had to give an example of an archetypal 3-box saloon, you would be hard pushed to find a more suitable shape than the Renault 8.

### The Boxy Car

The Renault R8 – later just known simply as the 8 – was introduced in 1962 as the successor to the popular Dauphine, which was a car graced with far more Bardot-esque curves! Renault had previously employed the services of Amedee Gordini of Grand Prix fame to tune the Dauphine which he had done very successfully.

So it was a natural progression that a Gordini badged 8 was brought to the market. Gordini was known as “the Sorcerer” and the tweaks carried out certainly were a vast improvement, more than doubling the horsepower and giving a top speed of over 100mph! The base car was quite advanced already, having four wheel disc brakes. Even the classic hot hatch, the Golf GTi, didn’t get that level of stopping power at the start of its run, some 15 years later. In 1967, the 8 Gordini was upgraded with a larger cylinder capacity and an extra pair of headlights.

To the young petrol-headed Frenchman of the 60s, the 8 Gordini became the car to aspire to. Think Mini Cooper for the Englishman, Abarth 600 for the Italian. ➡➡





## The Boxy Slot Car In A Box

This particular model is a representation of the car that campaigned in the Monte Carlo Rally of 1969, crewed by Jean Luc Therrier and Marcel Callewaert, winning its class. I assume it won its class, as it can't have won the rally, which SCX claim, because Bjorn Waldegaard was victorious in a Porsche 911. The model captures the shape and colour of the car very well – the colour options are reminiscent of the often quoted Henry Ford line “You can have it in any colour as long as it is blue with two offset white stripes”. Which is slightly worrying when it comes to further options that SCX can produce. Overall finish and tampo printing is to SCX's recent high standards.

I have a book which gives me accurate dimensions for the real car, so I decided to check just how close SCX had got to a scale 1/32 model. Very close! The tyres and wheels are too wide, but then most slot car tyres are, which makes accurate checking of the track difficult, but wheelbase, length and width are perfect. I thought I had caught SCX out when calculating the height and, finding the model was 3mm too low, I decided that scale had been compromised in search of performance. Then I realised my dimensions were for the standard model, so it would be fair to assume the Gordini is a bit lower than stock versions. Driver and navigator are chest and upwards only, but have a rather scary pallor to their complexion. The navigator must know the stage very well, as his pace notes are blank. Sharing the cabin with Jean Luc and Marcel are a roll cage, steering wheel and token

gearstick. The model has the four headlights denoting that it is the later model. There is some light bleed at the front when the motor runs, but it's not as bad as some SCX cars. The rears are bright and almost look like they are double when the reflection from the very shiny chrome is seen.

## The Proof Of The Pudding Is In The B...Eating

I admit that, when the various manufacturers announced their line ups for the year back in January, this car was top of my “can't wait to see” list, just ahead of the Hornby Mk1 Cortina and Revell Galaxies. That should give you an idea of my preference in slot – and real – cars. SCX have produced some unusual cars over the years, and I thank them for that, but many people must wonder about their choice of this car. It's tall, it's narrow and it has comparatively skinny tyres which all adds up to a recipe for a challenging drive. But then I like a challenge!

The Renault's arrival coincided with the time of year when I enter the excellent Wye Valley Stages slot rally held at the Aberstone Slot Club in Abergavenny, South Wales. What an excellent opportunity to use it for the first time. I told Gareth of my intention and as we couldn't arrange to meet before the event, he offered to give the car a quick run-in on his test bench and bring it to the rally. We met in the club on the morning of the event and I collected the car from him and turned it over to remove the magnet.



I'll pause now to address those who were hoping for a report on how this car performs with the magnet still in place. The rally is a strictly non-magnet affair, so I just had to take it out. Very sorry and all that, but that's how it is! If you search on Youtube for Renault 8, you should find some great footage of Jean Ragnotti chucking one around. I defy anybody to watch that and still insist that this car should be driven with a magnet in!

Back to the rally, and on turning the car over, it was immediately obvious that the motor had "thrown" a winding. Luckily, Gareth had brought another new car with him, so the box was swiftly unsealed, magnet removed and car entered for scrutineering. I also entered two more cars in the classic class and one in modern.

The rally this time was held over 10 different stages of various surfaces including Ninco Raid, Scalextric and wood/copper tape track. Apart from a couple of practice tracks, the stages are run "green", i.e. you get one timed run with each car on each stage. No practice runs, just off you go against the clock! I used the Renault as a "scout" car, learning each stage with it before using cars that I felt were more competitive. The R8 was quick enough to have to be wary of accelerating too hard. The RX41 motor is ample for this car, my other two classic entries had the slightly livelier RX41B. I expected the car to be very tippy, but it was not too bad. There is very little lift in the front axle, and combined with the sprung guide, I think this is the reason that I did not experience that cut in power that occurs when the car tips over enough for the guide to be at an angle to the slot and one braid loses contact with the rail. I did overcook it a couple of times, and it rolled fairly easily, but it didn't feel nervous and I soon knew how far I could push it. The guide has the latest SCX brass strip design above it and I had no contact issues to speak of even on some of the roughest terrain, including the Ninco Raid track. There was slight evidence of an out of round wheel or possibly a poorly mounted tyre on the car, but it was slight.

I present the results of the classic class here with kind permission of Phil Field of the Wye Valley Stages rally:

- 1<sup>st</sup> Dan Evason 259.73 SCX Escort MK2
- 2<sup>nd</sup> Phil Barry 263.08 SCX Fiat 131
- 3<sup>rd</sup> Peter Emery 265.25 SCX Fiat 131
- 4<sup>th</sup> Matt Tucker 265.75 Ninco Healey
- 5<sup>th</sup> Russell Powell 266.09 SCX Alpine
- 6<sup>th</sup> Gareth Jex 266.77 SCX Alpine
- 7<sup>th</sup> Chris Binley 270.00 Ninco Healey
- 8<sup>th</sup> Jim Moyes 274.69 SCX Abarth
- 9<sup>th</sup> Mark Craggs 276.03 SCX Seat 1400
- 10<sup>th</sup> Jim Moyes 285.82 SCX Fiat 127
- 11<sup>th</sup> Scott Brownlee 292.63 SCX Alpine
- 12<sup>th</sup> Kane Tilley 293.11 Ninco XK120
- 13<sup>th</sup> Charles Tilley 296.92 SCX Fiat 131
- 14<sup>th</sup> Russell Powell 305.33 SCX R8
- 15<sup>th</sup> Jim Moyes 307.40 SCX R8**
- 16<sup>th</sup> Matt Bastin 308.71 Ninco Corvette
- 17<sup>th</sup> Martin Peterson 311.19 SCX 124
- 18<sup>th</sup> Mark Craggs 315.95 Pink Kar 2CV
- 19<sup>th</sup> Chris Gregory 337.85 Ninco Healey
- 20<sup>th</sup> Dave Pepper 349.82 SCX Escort MK2
- 21<sup>st</sup> Adrian Leggett 355.67 SCX R5
- 22<sup>nd</sup> Peter Emery 363.10 Scalex Escort MK1
- 23<sup>rd</sup> Alan Birchmore 367.13 SCX Fiat 131
- 24<sup>th</sup> Brian Churchill 394.26 SCX Alpine
- 25<sup>th</sup> Martin Peterson 399.23 Scalex Mini
- 26<sup>th</sup> Jenson Leggett 405.75 SCX R5
- 27<sup>th</sup> Seb Birchmore 517.78 Fly Ferrari

As you can see, the Renault produced a solid midfield result! Interestingly, very close to the other Renault 8 that another brave soul had entered. It wasn't as quick as my other two entries, but then they both had the faster motor. The 127 had been given a quick run-in the night before and lubed, and the Abarth1000TC had already completed two previous Wye Valley events and was well run in. Not bad for a fresh out of the box and lower powered car.

I am very pleased with the car and think it was worth the wait. I would love a similarly well-done Dauphine Gordini or Renault 4cv. Or a Simca 1000, Seat 850 saloon or something else equally boxy! .....

Thanks to Gareth Jex, AEC and Tecnitoys for supplying the review model. ■

# And Finally.....Finally...

At the end of September 1999 I sat down at the computer to produce my very first NSCC Journal. Archie, my faithful editorial cat, was then an agile youngster and he sat at my feet as he has done every month since. So, here we are - over nine years later - and my final issue is nearly done. Archie is now a mature old gentleman of 18 plus years; he is slightly deaf, his limbs are somewhat creaky, his eyes prone to watering and he gets a bit grumpy when he has to judge the NSCC competitions - a little like myself really!

Much has changed during the past nine years - the Journal has progressed from being a comparatively low-grade black and white magazine to the current, higher quality, mostly colour publication. I seem to get much of the credit for this but, in truth, it is mainly down to improved technology. When I started out, the internet and email were really in their infancy, most articles received were hand written and had to be typed in manually. Any photos provided were old fashioned prints which had to be scanned in with somewhat haphazard results. The job has become much easier over the years!

Technology is a bit of a two edged sword though - the power of eBay has decimated the members adverts and the availability of instant information on such sites as Slotforum has made printed publications such as this one slightly irrelevant. Personally I like the printed word but I am aware that the younger generation of slot car enthusiasts do not share that view and prefer to conduct their hobby in cyberspace. I hope that the NSCC and the Journal will continue for many years to come though - the club has given me an immense amount of pleasure over the years and I truly value the friendships I have made during my membership.

I have enjoyed virtually every minute of my time as editor but it is definitely time to call it a day - my 'sell by date' has arrived and I shall return to the obscurity of regular NSCC membership. I have found the job to be richly rewarding with all sorts of unexpected benefits,

not least of which was the introduction to club slot racing. I had never raced competitively before becoming editor but, as a direct result of an invitation from an NSCC member, I joined my local club. I chronicled my early abysmal attempts some years ago with "Confessions of a Crap Racer" - progress since then has been more than satisfactory. I doubt I will ever win a championship but there are two 2nd place 2008 trophies sitting on the shelf and I currently hold the outright lap record at my local club!

Similarly, like many people I was forever planning a permanent home track but never quite getting round to it. Editing the Journal and reading about other people's tracks finally inspired me to construct my own and I really appreciate the advice that members have given me. The basic track was finished last Christmas but I then made the mistake of powering it up instead of doing the scenery - an awful lot of testing has been carried out since but I am no further forward with the decoration! I will now have an extra weekend free every month so there should be some progress on the scenic front - who knows, you may read about "My Home Track" in some future issue of the Journal!

It is customary to thank a whole list of people at this point but, after nine years, I simply don't have the room. The list of contributors, committee members, advertisers etc would be five pages long! You all know who you are - without your contributions over the years the Journal just wouldn't exist. Sincere thanks to each and every one of you - I hope I have done justice to your hard work. I will mention just one person by name though - my partner Christine, long ago christened "Mrs Editor" by Gareth Jex. Without her help and wholehearted support over the years it simply would not have been possible to produce the Journal each month. So thank you Dearheart and I promise to start work on your list of jobs about the house immediately!

Well, that's the last one done and dusted.....  
So long and thanks for all the fish!

*Brian*

