



No. 316 July 2008

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

On Your Bike!

I am sure that none of you need reminding about the current cost of energy with the price of electricity, gas and petrol going through the roof. It probably won't be too long before beer is cheaper than petrol and the slogan will change to: "Drink, don't drive."

However, just in case you were worried that sky high electric bills would mean making the choice between heating the house or playing with your favourite toy plastic cars - fear not - the solution is at hand, bicycle powered Scalextric! I kid you not - it exists. Try googling "pedal powered Scalextric" and see what you find.

Our Webmaster, Martin Kay, recently visited the Eden project in Cornwall and was surprised to witness such a set-up attached to their "green" car show. Power to the track is delivered via exercise bikes and it seems to be a mobile show that appears at various venues. The faster you pedal the quicker your car goes which will not only cut down your energy bills but lead to a slimmer and fitter slot car community.

Just think of the marketing opportunities for the manufacturers - Scalextric can introduce four and six bike powerbases while Fly can churn out an endless supply of limited edition powerplants, decorated with various 'Playmates of the Month', at inflated prices.

Mind you, I can foresee problems at my local slot car club if we introduce this system. We have enough arguments over the rules already - how on earth are we going to police the bicycle specifications as well? Will it be 'box standard' or will tune up parts be allowed? Will there be a handicap system to give the older, less fit members an equal chance? Knowing our devious membership somebody is bound to turn up with one of those battery operated devices to save themselves the bother of actually pedalling.

And Finally - the 'slot racer's book of excuses' will need several new chapters: "I had the 'A' final won but my chain started slipping on the last lap and I lost all power."

Till next month

Brian

BY **ROB SMITH**

MESSAGES

FROM MARGATE



It has been another quiet month for Hornby with only three new releases even if one of them is a brand new mould. However, from a collector's perspective the exciting news is from Spain.

C2860 Ferrari F2007 No 6 Kimi Raikkonen

The latest F1 car to be released is the 2007 Ferrari of Kimi Raikkonen. As usual, the paint finish is superb and it is the new, darker shade of red that we are used to seeing on a Ferrari. There isn't too much printing detail either but



the result is very striking.

Although called the F2007 on the label this is just the F2004 car with a new livery. As the nosecone and front wing are a separate moulding from the rest of the body you would think that this would be changed to represent the really complicated aero packages we now see on F1 cars.

C2871 Porsche 997 "Orange" C2872 Porsche 997 "Black" (Drift)

At last - something new to report with the release of two super resistant Porsche 997 GT3RS. What is there to say? The paint is great and the shape looks good. But they are low detail with no windows or lights, etc. The normal chassis is a sidewinder and is digital plug ready. The drift version isn't DPR which is a pity. The normal car is orange with black details and the drift car is the reverse in black with orange details.



Please Hornby, now that we have a 997 chassis, can we have a high detailed body with some of those great liveries seen at Le Mans recently?

C2955 2 x Nissan 350Z Drift Cars

A twin-pack of drift Nissan 350Zs is available through the normal outlets. These are C2670W in orange and C2671W in green. These are the set cars from the first drift set and are supplied in the polystyrene tray with the generic twinpack box. Both were available as solo cars back in August 2005.

⇒





H2944B Edición Especial DHL Time Definite Maserati MC12

The first of five specials for DHL in Spain has arrived after a very long delay. It is an MC12 sprayed white with red and yellow DHL logos and F1 printed over it. It is a long time since Hornby made a livery so uninspired but I know that this was exactly as the client requested it!

Most interestingly it comes in a yellow Sport box with red interior. There is no sleeve or limited edition certificate although I believe there are 1500 of each one being made.

Catalogue Additions

Despite the lack of new models already in the catalogue being delivered there is no shortage of new additions to the range being announced.

Firstly we have four twinpacks for Toys-R-Us in the UK all due in Q3:

C2870 Lamborghini and Nissan 350Z with C2834W Lamborghini Gallardo orange non-drift chassis and C2712W Nissan 350Z - blue - with guide rotation limiting screws.

C2886 BMW Mini Cooper x 2

with C2820W Mini Cooper yellow - Zebra stripe roof and C2824W Mini Cooper red - spiderweb roof

C2887 Ferrari F430 x 2 with C2873W Ferrari F430 yellow and C2846w Ferrari F430 silver

C2926 Porsche 997 x 2 with C2871W Porsche 997 orange and C2872W Porsche 997 black. Both these cars are non-drift.

Then we have loads of new sets:

C1231P Rally Pro Finland Q3

C1228P GT Sport France Q3

C1232TF American Champions USA Q4

C1233TF Classic GT USA Q4

C1234TF NASCAR USA Q4

C1236P Renault F1 Renault -France Q4

C7043P Digital Convertor Kit France Q3

C1227K Supercar Clash Argos UK 2nd Quarter

C1225K Full Speed Argos UK 2nd Quarter

C1230L Speed Extreme Toys-R-Us UK Q3

At this stage I don't believe any of these contain unique cars. ■



SHIPMENT FROM SPAIN

By Gareth Jex

email: shipmentfromspain@nsccl.co.uk

Considering the European holiday break period and continuing industrial action in Spain (transport) I'm pleased to report on a healthy batch of imminent releases for this month.

Before we start – a flood of applications for the NSCC SCX Skoda Club car – thanks – please, please:

- a) get your orders in ASAP and
- b) read the paperwork again before you send me your order, several have errors and it's a pain in the arse!

Just in case you have nothing to do in a few weekend look out for the Tecnitoys sponsored Seat Leons competing at Brands Hatch on July 26th and 27th in the FIA World Touring Car Championship.

New releases

Demand for the next livery of the Ford Escort MK2 'Eaton Yale' is proving to be very high with pre-orders already accounting for 100% of available stock! Start looking now!

After a slight delay the following Nascars should be in the shops now;

Ref 63350 Chevrolet Monte Carlo #3 Dale Earnhardt. Yellow on blue, hundreds of logos.

Ref 63360 Dodge Charger #9 Kasey Kahne. White on blue, again loads of sponsors.

Ref 63420 Dodge Charger #42, Ex F1 star Joan Pablo Montoya. Grey overall with big red star on the bonnet/hood, even more sponsors than the others.

These new Nascars are excellent fun to drive. My local slot club has introduced them as a class and speeds are very good. AEC have begun to promote these cars with a series of

sponsored SCX Nascar Challenge races held at various slot car clubs in the UK. The first of which kicked off at Scale Models' superb facility in Cheshire. See www.scxuk.com for details and pictures. Congratulations to Craig Whittle from Scale Models' racing team as overall winner on the night who received a specially decorated SCX car.



Ref 63050 VW Toureg #305 Carlos Sainz Red Bull (dirty livery). Metallic blue with Red Bull livery. This differs slightly from previous info on this car. Original press info and Toy Fair images showed the car as #306.

Ref 63190 Aston Martin DBR9 #33 P. Peter and K. Wendlinger Red Bull. Again metallic blue with Red Bull logos.

Ref 63040 Citroën C4 WRC #1 S. Loeb 'Monte Carlo' Livery. This is the works Citroën livery prior to going Red Bull later in the year. No doubt this will follow soon!

And some new announcements of cars not originally listed at Toy Fair;

Ref 63510 Ferrari 360 GT RALLY #203 red with yellow flashes. – yes that's right Rally! Competing in the Spanish Rally Championship are several Ferraris. Sponsored by various slot ➡➡



companies including CricCrac and Tecnitoys. On tarmac events they have proved to be competitive, right up until they burst into flames! I don't think there are any plans to do a dirty burnt livery!

Ref 63600 Mitsubishi Lancer Evo GrpN #2 'Sola' White with Orange. Again a Spanish Rally Championship car.

Ref 63610 Mitsubishi Lancer Evo GrpN #7 'Basols' Red, silver and yellow and again festooned with Slot car related sponsors – great looking livery and complex!

The above three cars are due in the UK around November 2008.

1:43rd Scale 'Compact'

Two new sets of twin pack cars in bubble wraps are now available;

Ref SCX Compact **37010** 1/43 F1 cars and Ref **37000** Compact Tuning Cars.

Several Spanish only cars to be on the look out for;

Ref 'unknown' Seat Leon in black #3 with chequered flag design on rear.

Ref 6307 Seat Ibiza Bi Motor, red and silver in

Phillips rally livery (different livery to Altaya release).

Ref 6301 Seat Toledo GT (De Castro Balba) #7. Silver with Respol livery on rear (again different livery to Altaya release).

Also several of the Tecnitoys Audi R8 LM Playstation cars that I reported a few months back are starting to appear on eBay, not high prices so don't be fooled into spending too much.

In related Spanish Slot news, **Sloter** have released the following cars into the UK;

Ref 430103 Opel Manta 400 "Rallying" or Rothmans! Ignore the spelling mistakes in the photos, these are shots from Toy Fair and I am assured they have been corrected on the distributed cars. SCX Pro-Turbo motors and revised chassis design.

Ref 420105 Zytek 'Essex #1 Spa 2005, blue on white livery with Sega sponsorship.

Ref 400106 Ferrari 312 PB Racing – plain white racing kit.

Ref 400206 Lola Racing – plain white racing kit. ■





Email: carreracorner@nscc.co.uk



Welcome to another Carrera Corner and you can tell Summer is on its way by the sound of grunting Russian tennis players, light meters on display at cricket matches and the smell of burning sausages on BBQs! And talking of sizzling feasts the new batch of cars from Carrera this month should make your mouth drip with salivation!

Following on from last month's Le Mans Peugeot we have a racing companion, the Audi R10 TDi Le Mans with working front and rear lights (CA27205)



Then for all fans of the Tuning cars there is a Nissan 350Z Tuning car (Ref CA27138). This also has bright front and rear lights.



If you like lights – then the Mustang GT Fire Chief car has loads of them (CA 27177) and looks really good racing around the track in the dark!



One of the most shiny and smooth lined cars that I have is up next – the Ferrari 512BB car which raced at Le Mans in 1979. Again bright front and rear lights which is becoming standard with most Carrera cars nowadays.



Last but not least are two of my favourite cars produced by Carrera at the moment.

Two more hot rods to accompany the yellow Willys Coupé that Brian reviewed last month. ➡➡



These cars just look so good in the box and are just so different from other slot cars. But they are not for the shelf and I tested both over the last couple of weeks.

The first one – CA27201 - is a 1932 Ford Hot Rod supercharged. This car has a limited availability in the UK so I would grab one soon.



It has a gorgeous black and magenta shined body, shiny silver wheels and sits firmly on the track with its two powerful magnets and wheels extending outside the rear arches.

Floor the throttle and it just whizzes around the track with bright lights front and rear. There is quite a stiff self-centring spring on the guide and if you race it on non-Carrera track there is a replacement guide included with the car which is a simple case of pulling out the centre of the guide blade and replacing. – two seconds!

This was my favourite car this month – until I tried the Hot Rod Lead Sled Ref CA27225!

This car is straight from an American Midwest film where the boys on the farm have customized an old car and just painted the undercoat, having spent all the money on the important part – the engine! As an afterthought for decoration they painted a scantily clad lady called Peggy on the rear wheel arches just like they probably did on their bombers in the war.



I tried this car on the track at Farnham which is about 110 foot and has a mix of twists and straights and tried with both magnets in and the car was putting up a reasonable time of about 9½ seconds but the speed was too much and didn't suit the car. After I took out both magnets I only dropped about a second and a half and the car was brilliant! The bright red and white lights – with no bleed at all through the body work - were like pin pricks as the car whizzed around, and the grip from the tyres, as Brian mentioned last month, was superb.

We now have these as one of our eight classes a night at Farnham and I am really looking forward to some close racing. One thing we did discover is that the Leadsled has a narrower rear axle compared to the 32 Ford and the Willys Coupé – presumably because there are wheel arches.

Other Carrera News.

It was pointed out to me by Gareth "Rally" Jex that whilst he was surfing various foreign language websites – this one was the Spanish eBay - he saw a Carrera Tuner Nissan especially released for the Poly chain of toy shops in Spain. Carrera have in the past made special limited editions for Idee und Spiel in Germany (a Batmobile and also a police and robbers pairing) but this one was news to me.

I am hoping to write an article about older Limited Editions and Carrera Club cars in the near future. Speaking of Carrera Club cars ...weren't we? - the Carrera Club has just been re-launched. Membership is about €10 a year and you normally get a copy of their very comprehensive brochure as well as the opportunity to buy cars only available to members. Considering the price some of these then appear on eBay – €10 is well worth it.

The down side is that it is only in German at the moment but they do ship to the UK. The website address is www.carreraclub.com.

Until next month and if anyone has any questions about Carrera or knows of any other releases please contact me. ■



There are twenty new models available this month and there's news of Fly's intended July and August production.

Standard Releases

Porsche 934 "Jagermeister" #53 (88288). 300km Nurburgring 1976, driven by Helmut Kelleners and decorated in the sponsor's customary orange.

Ferrari F40 Stradale, Red (88320). This road version is only available as a racing kit and requires the same level of construction as the evo

racing F40 featured last month. All the racing parts are included in the window card box. A plain yellow version should be available soon, which will also be a racing kit.

Alfa Romeo "Levi's" #79 (88323). 24hr Spa Francorchamps 1971, driven by Pierre Rubens and Charles-Axel Van Ryn. The car is predominantly white with red sponsor graphics evenly distributed around.

March 761 "Beta" #9 (88327). GP USA west 1976, driven by Vittorio Brambilla. High air box version decorated orange with a silver ➔



rear wing.

Porsche 911 SC “Esso” #9 (88329). Tour de Corse 1980 winner, driven by Jean-Luc Therier and Michel Vial. The car’s decoration is almost identical to that of the previously released “Jocavi” sponsored car. The car is blue in the centre with red front and rear quarter sections.

Porsche Carrera 6, White #4 (88334). Vila Real 1971, driven by Carlos Santos. This has to be the most colourful edition of this model to-date. It has a base colour of white with green, yellow and light blue swirly graphics over the top.

MAN Truck (08054). Barcelona FIA ETRC 2007, driven by Pascal Robineau. The body is painted red and has some white chequered graphics.

MAN Truck (08055). Barcelona FIA ETRC 2007, driven by Michal Dolak. This truck is decorated white with very minor graphics.

Duo Kit

Renault 5 Turbo “Momo” #4 and “Elf” #18 (88293). Just to re-cap, this is a series of cars in which two cars are supplied in the box; one is complete and ready to race, the other is

just a painted body shell. The RTR car has been previously released as a standard edition, whereas the body shell is totally new and unique to the range. In order to add the new car to your collection/racing box some modelling work is needed which basically swaps the body tops over. Another plus point of this range is that the whole package is cheaper than a standard edition car. In this set the “Momo” RTR car has been previously released as catalogue reference A1205. Although an “Elf” Renault 5 has been released before (A1207), it is a different version and race number.

Lady Racers

Porsche 935 K3 “Flying Tigers” #51 (99111). Latest in the lady racer collection. This time focusing on South African driver Desiré Wilson, who is one of only a small handful of women to compete in F1, although it has to be said not very successfully. In the 1980 British GP she drove a non-works prepared Williams FW07, but failed to qualify. However, she does have a claim to fame in being the only women to have won an F1 race of a sort, where she won at Brands Hatch in the short-lived British



Porsche Carrera 6 (99109)

Aurora F1 series, which featured older F1 cars. Desiré participated in other racing classes too and even entered the 1982 Indianapolis 500, but failed to qualify. The Porsche 935 modelled is a reproduction of the car she drove with Edgar Doren, competing in the 1000km World GT championship round at Brands Hatch in 1981.

Special Editions

Porsche Carrera 6 (99109). Road America 500 1966, driven by Doug and Peter Revson. A commissioned model limited to 600 units, produced for the German Fly importer H+T. The car is very colourful indeed and decorated in equal bands of red, white and blue which run along its length. In fact, depending on which angle you look at it the livery could be mistaken for either the French or Dutch national flags. It is mounted on a white plinth complete with a numbered picture backing card.

Team March Set (99112). A limited edition team box set featuring 2 March 761s as driven by Ronnie Peterson as part of the 1976 season. They are both decorated in the same livery of yellow and blue and have the same race number (#10). One has a high air box, which was driven in the GP of South Africa. The other has no high air box and represents the car Ronnie drove in the British GP.

Playboy Collection

Numbers 7 and 8 of a 12 car series, available in either a standard crystal case or limited edition card box. The first catalogue number against each model represents the crystal case version:-

Marcos 600LM (99053/99054). Decorated gold with minor blue graphics and features the Playmate of the Month for July 1999, Brooke Richards.

Porsche 917K (99055/99056). An attractive livery in white with a pink band running down the centre. The number roundels are also pink and complimented with blue wheels. This model focuses on Julie Cialini who was Playmate of the Month for June 1995.

Polycars

The next batch of colourful budget cars is available. Colours and liveries as follows: -

87003 – Joest Porsche “Momo” #1, red.

87004 – Joest Porsche “Jagermeister” #5, orange

87005 – Marcos 600LM “Martini” #6, black

Announcements

Fly have announced the cars they will be producing during the months of July and August. In catalogue reference number order they are as follows: -

88321 – Ferrari 250 LM – Le Mans 1965

88335 – BMW M1 – Fly Racing

88338 – BMW M1 – Castrol – Le Mans 1984

88339 – Porsche 917K – Alcaniz 1970 – Alex Soler Roig

88343 – Porsche 911SC – Rothmans

97001 – Riley Mk XI – Target/Telmex – Daytona

99059 – Porsche 935 – Playboy collection

99060 – Porsche 935 – Playboy collection L/E

99096 – BMW M1 – Playboy collection

99097 – BMW M1 – Playboy collection L/E

99114 – Porsche 911 – Le Mans Film collection L/E

99118 – BMW M3 E30 – Texaco/Pepsi L/E

99119 – BMW M1 – Becker L/E

99120 – Alfa Romeo GTAm – Jorge de Bagration memorial L/E

At the time of writing, details of the first Ferrari 250LM are sketchy. The only details that Fly have made available are that it competed in the 24hr Le Mans race in 1965. Let your imagination run free as to what you think which version it will be; my guess is the winning #21 works car.

The Le Mans film collection is based on cars used in the making of the “Le Mans” film. What cars will be in this series is anybody’s guess. Once again let your imaginations run free and don’t discard any cars that have been previously released. ■





ProRace Evo-lution

Exciting news this month relates to the latest development in Ninco's ProRace Evo range of racing components. In order to give racers the opportunity to truly customize their race cars, a new range of bodyshell kits for the most popular race cars are released; Mosler MT900R, Porsche 997, Mégane Trophy, Lamborghini Gallardo, Ferrari 360 GTC and of course the latest Lexus 430SC. Each one is presented in the typical Ninco 'spare-parts' packaging and includes a plain white body ready for decorating in an original or replica livery, window glass, light fittings, black rear aerofoil and ultra-lightweight interior.

Simultaneously, Ninco release a series of chassis to accompany these GT bodies with an additional chassis for the new Citroën C4 rally car. These new ProRace chassis are moulded in clear Lexan to facilitate easy inspection of the running gear without the need to open the car for scrutineering. "Lexan" is the trade-name for a highly durable polycarbonate commonly used for radio control car bodies and also for a number of high-tech aerospace and automotive components. A new feature on these chassis is the precise holes in the motor-mounts for securing the motor in place. Suitable fixing screws are supplied with each chassis.

Rally Challenger

With the current World Rally Championship just past the halfway mark, top Spanish driver Dani Sordo is sitting in fifth place in the overall standings. This promising young rally driver is competing in the 2008 season in Citroën's #2

car. With the personal backing of fellow countryman, Carlos Sainz, Sordo is already proving to be a worthy contender and certainly one to keep an eye on in future. The latest Ninco release of the Citroën C4 WRC car (50504) is based on the livery of Sordo's car as raced in this year's opening event - the Monte Carlo Rally. Likewise, the Ninco C4 is also making a name for itself by proving to be a highly popular choice amongst racers on the rally circuit. Power to each of the four wheels is supplied by the capable NC-5 Speeder motor and with the help of ProShock-2 suspension, each wheel is assured of maximum traction on any track surface.

Bumpy Baja

A new addition to the Raid category sees another livery of the massive Hummer H2. The "Baja" (50502) replicates that of the 2006 Baja 1000 winning vehicle driven by Josh Hall. Just like the full scale truck, this beast easily rides over the bumpy Raid track surface, eating any obstacle that dares to get in its way. Finished in a bright yellow colour with black 'splash' decoration covering the sides and rear, this largest of Ninco Raid vehicles is fitted with an NC-7 Raider motor, ProShock-2 suspension and drop ProArm guide.

Cool Classic

This month sees the return of the Jaguar XK120. In the cool metallic flag-blue colour of Ecurie Ecosse (*Team Scotland*) with just a white roundel containing a black number 36 on each door, this model captures a time when true gentlemen raced in their very own cars. The

new 16,000 rpm NC-8 “Thruster” motor provides a power output to suit to this elegant racer which is beautifully trimmed with just the right amount of chrome parts. The Scottish “Ecosse” team started out from very humble beginnings but secured 1st and 2nd place with two of the three privately owned XK-120s entered in their first race at the local Charterhill circuit. Ecosse went on to even greater success at Le Mans after sealing a deal with Jaguar to race their brand new D-Types. The stylish Jaguar XK-120 “Ecosse” (50520) looks just as much at home on display as it does on the track.

GT Fest

Three fantastic new liveries are now available in the GT category. Starting with the Porsche 997 “MRS” (50486), this car carries a very complex livery. Although the car is predominantly blue, the main part of the bodywork is covered in an image replicating the inner workings of a watch. This represents the high-end product of their sponsor, Hublot.

Next to line up on the GT starting grid this month is a new livery of the Lamborghini Gallardo. Listed in recent literature as the team “S-Berg” car, this differs from the original “Igol” livery shown in the current catalogue allocated with the same reference number (50499). The Lamborghini Gallardo has quickly established itself as one of the favourites among GT racers as a well-balanced car sitting on multispoke 17” hubs and powered by the NC-5 motor.

The last of the GT trio is a very special Mosler MT900R “LeyJun” (50500). Underneath the light-blue and white body is a new clear Lexan ProRace chassis and lightweight cockpit. This is the first car to feature the screw-fixing of the motor into the chassis offering a more stable motor mount.

Update

The different coloured Lamborghinis seen on the Ninco website (www.ninco.com) are part of the new sets available. The blue and the orange Gallardo are included in the Digital Starter Box set, whilst the red and the yellow are included in the Urban Assault set.

Ninco World Cup

The first of the qualifying Ninco World Cup rounds got off to a flying start last month and was hosted by Wye Valley Slot Car Club in South Wales. As the first of six events to be held around the UK running with common rules and regulations, it was a steep learning curve for both the club and the entrants. Five teams of three drivers competed and it is reported that everything from practice, scrutineering and the race event itself went off exceptionally well. The popular choice of car was the Mosler although the winning team, Demon Slot, won the event completing 1162 laps with an NC-6 powered Ascari.

By the time you read this, Round 2 at Wolverhampton will also be finished but there are still four rounds to go before the end of September. The winning teams are ensured of a place in the 2008 Ninco World Cup to be held at the world famous Silverstone motor racing circuit on 1st November... Will you be there?

Catalogue 15

Following on from my request for details of your favourite Ninco product and why, Warren Berwick’s vote goes to the Spring Guide (80106). Warren writes:

“As a club racer the first thing I do with a slot car is remove the magnet. The difficulty with this is that it renders some cars (depending on the manufacturer) almost impossible to drive. I imagine this is the slot car equivalent to removing the front and rear spoiler from a full size F1 car. However, thankfully the slot car remedy is relatively simple. Apart from a touch of weight strategically placed on the chassis, Ninco part 80106 has proved time and again to work miracles. This part will fit into almost any slot car (sometimes with a small amount of modification to the chassis). At times it has turned apparently hopeless slot cars into race winners. Consequently my use of part 80106 has been and continues to be liberal.”

Thanks Warren, your catalogue is on its way to you. ■



BY DEANE WALPOLE

H:O WORLD



Images of some of the releases expected later in the year have started to trickle through and here, in my opinion, are the best two. Scalextric have already produced the Scuderia Ecosse Ferrari F430 GT2 as driven by Kirkaldy and Kinch in 1/32nd, and now comes the superb looking H:O version. I believe the image shown here is a prototype and I hope the improved wheels remain for the final version. I am looking forward to testing this car soon and it should look very good racing with the DBR9.

Life-Like have announced a slew of 'Car of Tomorrow' Nascars for release this year with the best of the bunch being the Home Depot Camry of Tony Stewart. The body seems to sit



a little high and it remains to be seen which of the new bodies (Camry, Fusion, Charger and Impala SS) actually races the best.

The full line of new COTs is: Amp Impala, Office Depot Fusion, M&Ms Camry, DeWALT Fusion, Fedex Camry, Lowe's Impala, Kasey Kahne Charger, Dupont Impala, Kellogg's Impala, Best Buy Charger, National Guard Impala and Home Depot Camry. ■



KITS 'N' BOBS

by PHIL INSULL

Traditionally the summer months are somewhat slower in terms of releases as the manufacturers all take a well-earned holiday. I've been no exception having taken a week away and been heavily involved in my other passion of RC warships; hence this month is thin on the build stakes. I am however starting a new bi-monthly column dedicated to Slot.It, and you will find the first one in this month's issue. Many thanks to Brian (Ed) for putting my name forward and to Adrian of U.K. Importers A B Gee Limited for allowing me to pen them.

I have however, just completed the new OCAR/World Classics Chevette HS in the silver Castrol colours of a great hero of mine, Pentti Arikkala. It is designed for the PCS32 plastic chassis and mine has been built from the standard complete kit. I used Revell Acrylic Silver for the body shell and wheels followed by two coats of Klear once the decals were dry. OCAR are working on their next model, which should be a Jaguar MKII hopefully out by next month.



**OCAR / World Classics new DTV Chevette HS
driven by Pentti**

Penelope Pitlane have now released the Napier-Railton as raced by John Cobb at Brooklands and, hopefully by next month, I will have built one as the Utah record breaking version with stub exhausts and special starter system. Thanks to Steve for supplying me with the picture of one of the first completed cars. TRRC have announced that they have sold all of the beautiful Mercedes and Auto Union streamliners in RTR form, but do still have a limited number of kits available so be quick if you want one.

⇒



Penelope Pitlane Napier Railton



You'll never take me alive coppers! – Sarge isn't that the Chemist's delivery boy? – Yes, He'll get some thump, thump, nick rather than plink, plink, fizz, if he keeps that up.

I have also managed to finish my Ford Transit MkI Diesel van from a complete kit supplied by Traffic Models which comes with everything you need, including a dodgy geezer for those 1970s TV chase re-creations. I really wish Steve would do a Sweeney Ford Granada so I can practise knocking the van off the track and shouting “You're nicked!” à la Jack Regan (John Thaw). Instead Steve has produced a neat little Morris Minor Ice Cream van, which would look great in any slot paddock. I have done a step by step photo review for the Transit build, which hopefully will feature soon.

Maxi Models have a new version of the Ferrari 612P out, this is the 1969 “wingless” car driven by Chris Amon at Watkins Glen. Proto Slot Kit have announced a new range of kits called “Ghost Models” with the Ferrari TR LM58 and Jaguar E type LM62 being the first actual releases due out now, followed by a Panhard HBR4, Porsche 907, and Mercedes W196 Streamliner. NSR have been busy announcing that their first classic release, the Ford GT Mk IV long tailed Sebring 1967 version has just hit the shelves, with a Porsche

917K and Ford P68 to follow, hopefully by the early part of 2009. NSR's conventional releases will be the Fiat Grande Punto Abarth S2000 and the Fiat 500 Abarth Assetto Corse both due later this year. Le Mans Miniatures celebrate Audi's 2007 Le Mans win a year late with all three versions of the factory backed R10 TDIs from last year's event. Revell have released the first of their 1963 Ford Galaxies with the red and white English Motors sponsored car of Marvin Panch.

Cursa models have two new 1/24th scale Porsche 908/1s out, while Avant Slot have just released the Pescarolo LMP2007 Rollcentre/X-Market sponsored car, and Sloter have released a Rothmans sponsored Opel Manta 400. Pendle Slot Racing are now stocking the new Spanish made Slotting Parts brand, with wheels, parts and tools for the tuner, racer or scratch builder and will be carrying a new line of MRRC budget controllers from 10-65 ohms with a double finger trigger. Finally rounding out this month, Slot Track Scenics have new taller stanchions for overhead banners and gantries, angled stanchions for fencing, and new wood track fixing clips. ■

Hello and welcome to what I hope will become a regular feature in the NSCC magazine. Ferrari is of course probably the best known name in motor racing around the globe and many of us long for just a go with one of Enzo's exotic Italian creations. Maurizio Ferrari is the man mainly responsible for creating a 1/32nd scale answer to the famous scuderia as he is the creator of the Slot.It brand of model race cars, racing components, and electronics. This small Italian company is rapidly becoming the real slot racer's choice throughout the world and is extremely popular in the UK with the Slot.It Challenge Championships. UK distributors A B Gee Limited have kindly asked yours truly to pen this feature to bring you the latest Slot.It news as it happens.



Slot.It Lancia LC2/84 number 4

New out in the U.K. for June we have the number 4 Martini sponsored Lancia LC2/84 from Le Mans 1984 Slot.It reference SICA08c. This was the car taken to pole position at 248km/h by Bob Wollek and with which co-driver Alessandro Nannini set fastest lap at over 234km/h. Sadly for Lancia the 3 litre turbocharged V8 suffered a number of setbacks during the race resulting in Wollek and Nannini finishing a disappointing eighth in spite of the Lancia's obvious speed. The Slot.It Lancia is beautifully finished with a highly accurate tampo livery matching that of the real car and

comes as standard with the SLM1500 21,500 rpm in line motor. This is the third release of the Lancia LC2 from Slot.It and has proved reliable, quick and popular, with options for angle or side winder set up, various race motors, guides, pinions, gears and tyres to suit just about every type of slot track possible.

Many of you may have read my review and test of the recently released Slot.It SCP01 electronic variable controller a couple of issues ago. Well, not content to rest on their laurels with what is a very effective and versatile controller, Slot.It have produced a revised version already - the SCP02. Improvements include an extension of the range of braking adjustment in fixed analogue mode with variable range from 30% to 100% instead of the 70% to 100% on the originals. The power trim function, previously only available for the analogue module, is now also available for the digital module and a new jumper switch allows for no-brake or full brake options as soon as track power is disconnected, giving options for tracks where power off ends the races. The replaceable fuse's nominal current has been changed from 1.35 amps to 3.15 amps with a new red LED to indicate if the fuse has been broken. Finally, on the controllers you now also can get red, blue or yellow translucent casings and buttons to match your fashion style instead of just the plain clear version. ➡➡



Slot.It Cool Blue controller casing

Out in July is a plain white version of the new CA12z Audi R8C, which is ideal for custom liveries and is compatible with the all new MN09H Flat-6 motors, which offer even more performance with a lower centre of gravity point. I've already seen some great custom jobs with excellent Gulf liveries from Chris Evans. In addition to being able to customise the car you can get a lightweight CS012 Lexan cockpit for the Audi, new P6 series tyres for extra grip and a new universal lighting Kit SP16 for both analogue and SSD digital Slot.It cars.

Last but by no means least, we have a much anticipated release in July. Many of you, like me, will have already purchased one or more of the lovely Slot.It Ferrari 312PB kits and have enjoyed racing them round your tracks. Also, like me, you long for another rival to race against the Ferrari to re-enact the classic battles of the early 1970s, well the wait is about to be over. Say hello to the excellent new Slot.It Alfa Romeo 33/3, the first reference number CA11a is the number 34 car labelled as the one driven by Andrea De Adamich, Henri Pescarolo and Nino Vaccarella to third place behind the

Ferrari of Ickx and Andretti and the sister #33 Alfa of Nino Galli and Rolf Stommelen at Sebring in 1971. In fact there is some confusion with the real version of this exquisite slot car. Some contemporary records show that the third placed car was actually number 32, while the number 34 driven by Vaccarella and Toine Hezemans retired with fuel pump problems after 27 laps, and some show the Number 34 car being driven to third as depicted by Slot.It. Perhaps any reader who has a programme or was there could shed some extra light on this one. This historic question aside, the car features beautiful crisp lines, great cockpit detail, fine details such as the Alfa badge on the front intake and the tripod style rear view mirror. Coupled to the normal high standard Slot.It mechanicals, the pretty Alfa not only looks good she's pretty quick too. That's all for this time but we'll be back in September with more news and some racing reviews as well but in the meantime keep on Slotting.It. If you have any enquiries about Slot.It products there is a dedicated email address for this column - forzaslotit@nsc.co.uk.

All pictures courtesy of Slot.It and A B Gee Limited. ■



Slot.It Alfa Romeo 33/3 Sebring 1971



50490 Lexus 430SC Zent 50492 Eclipse

By Clive Mills

The car which I am reviewing is the Zent Team Cerump Lexus. The sister Ninco car was also loaned to me to review the livery with strict orders to only run one as the other is needed for a prize at a later date. Both cars are extremely attractive looking and have a very imposing stance when sitting on the starting grid.

The Zent car is in the new livery of silver and black instead of the silver and red which we have all seen in the past. The striking thing about this livery is that the colour change is a faded diagonal line from near side front to off side rear. This would be very useful in a getaway car as witnesses would argue as to whether the car was black or silver depending on what side of the road they were on. The car also has the small word Zent written all over it. The lettering is very well defined and can be read clearly. I feel that the superb quality of paint finish is one of the things that make Ninco cars stand out from the rest.



The second car is the white Team Tsuchiya car. This has a very striking colour scheme with red, black and grey stripes. The only other difference in the two are the wheels. The Zent car has six spoke wheels and this car has multi spoke white wheels. The cars both have rear wings mounted in the centre and small winglets

at the front, but they look well protected by the rest of the bodywork so that they should be ok in a racing shunt.

After removing the test car from its case I removed the body, which is held in place by just two screws. The exhausts that protrude from the body sides are part of the chassis so the body needs to be pulled out slightly to release the chassis. It has the standard angle winder configuration that Ninco are using on most of their cars now, with the NC5 motor fitted. After lubrication the body was refitted and so onto the fun.

I tested the car firstly on a Ninco track at home using standard Ninco controllers and power pack.

After the first off - blimey these cars are quick on a small track - I soon got into the swing of the car and was putting some fast lap times in. The magnet mounted just in front of the motor does its job very well but, with the power of the motor on a small tight track it can let go very quickly. With the magnet removed some fast times can still be reached, but very carefully with the back of the car drifting through the bends.

The next thing to do was to test it in race mode. I went round to Brian's house to try it on the wooden track in his garage. After a couple of laps it was evident that some tyre truing was required. This had not showed up on my plastic track but on a smooth wooden track it was essential. After a small amount of work the car was getting some quite respectable laps in. I think that I will be using the car at my local club, Mussel Bay Raceway, as we are now running a Japanese GT class on club nights.

All in all this is a really great looking car which goes as well as it looks. It is a welcome addition to the other JGT cars that Ninco have made in the past. More of the same please, Mr Ninco. ■





62970 Seat 131 Abarth #1 Costa Brava Rally 1981 A. Zanini, J. Petisco

By Pete Emery

The Fiat 131 Mirafiori was the first of the modern day Fiats to carry a name as well as a model number. Introduced in the Autumn of 1974 just in time for the fuel crisis the name came from the suburb of Turin where it was manufactured. The car was a success from the start and was built by Fiat for over a decade and by other companies well into the new millennium. In the mid 1970s Fiat asked the styling house Bertone to produce a competition car look based upon the two door saloon and commissioned Abarth to completely revise the mechanical details for racing and rallying. The result was the Fiat Abarth 131 which was to become one of the company's most successful competition cars. This was something of a surprise when you realise that at launch the 131 did not even offer a twin cam engined derivative. That Fiat decided to base its new rally car on the 131 was not a forgone conclusion. Initially Abarth evaluated the little



X19 sports car and the 128 as alternatives but when you remember that the car selected was to eventually replace the fabulous Lancia Stratos as the Fiat Group Rally car it is clear that the little cars were not going to be the chosen successor.

The 131 was to be the Fiat works rally car from the start of the 1976 season until it was replaced by the Lancia 037 in 1982.

The 131 was champion of makes in 1977, 1978 and in 1980. To complete a great year in 1978, Michèle Mouton was European Ladies Champion with a Fiat 131 Abarth. Again in



1978 Antonio Zanini navigated by J. Petisco was to take the Spanish Championship using a SEAT badged 131 as well as finishing 10th in the European championship by finishing 2nd on the Costa Brava and 1st on the Polish Rally.

It is the #1 Spanish SEAT car that is represented by the SCX model.

Given that the 131 went toe to toe with the Ford Escort MK11 rally car throughout its life, it is fitting that the SEAT/FIAT 131 should be released by SCX so soon after the release of the iconic 'Cossack' Ford Escort MK11.

As an aside, lovers of completely mad race and rally cars should hit the Internet and take a look at the pictures of the special 3.5 litre, Abarth SE031, V6 131 on the 1975 Giro d'Italia (Tour of Italy), the car is completely bonkers but I do love the triple wipers and the Ferrari Dino based engine must have sounded great! Oh yes, and it won the saloon car class. A derivative of this car, with 290 BHP and a 175 MPH top speed made an appearance in practice for Le Mans in 1979 but did not race.

Take a look at <http://www.sfconline.org.uk/models/131/131abarth.asp>

The model

Nicely presented in a dust proof display box as is now the norm with new SCX releases the car looks great. I really like the way the angled display position shows off the cars but I am aware that not everyone likes the SCX display box. In the interests of an unbiased test I removed the car from the display box and ran it around my little 8.5 metre test track.

Yaacchhht!!!! With the car running totally on rails it was only the hairpin bend that even looked like making the car deslot and this at warp speed!

I know the debate will run and run but how anybody gets any fun out of a modern magnet slotcar is beyond me.

After taking out the magnet and using it as a fridge magnet to hold papers on my anglepoise lamp I continued with the evaluation of this car.

Nice paint, nice decals/tampo – clear and well defined. Nice wheel detail. Poor interior

with little detail but do you know what – I don't care, this is a slot car that is going to earn its keep RACING, there I said it.

This car is my Rally Car; it will compete on Rallies, and I really don't think that you will be able to see the poorly detailed interior when it is doing a stage. It has ENOUGH detail to be a nice scale slot car. You want more – get a die-cast.

Removing the five self tapping screws separates the body and chassis. This reveals a nicely thought out chassis with spherical rear bearings for the axle and normal plastic bearings for the front axle. The uprated RX motor and the rear axle is carried in a 'pod' which allows a small amount of 'rock'. Copper power rails carry power from the guide to the motor and to the front and rear lights. The guide has a gentle spring action. This is all good stuff.

As the car was to be blooded in competition at the Wye Valley Summer stages I gently bent the contacts away from the power rails to disconnect the front and rear lights. I then put the reassembled car onto my rolling road to run the motor and gears in. After about 12 hours running the car was noticeably quieter and was giving more revs for a given setting on the variable power supply. After truing the tyres front and rear and adding 10 grams of lead to the chassis in front of the motor we were ready to go.

A quick comparison showed the car to be an able performer, noticeably smoother and more stable than my Cossack Escort MKII.

But would it be good enough to beat the SCX Alpines that had ruled the roost at the last Wye Valley stages event?

Yes.

The Classic class was dominated by SCX rally cars with 14 out of the top 16 places.

The SCX SEAT 131 took first followed by an Escort MKII and a Fiat 124. I could only manage 13th with my example of the 131 but, with a little more preparation and more practice with the car, that could have been easily a top ten.

This car is highly recommended; now roll on the next Rally event! ■



Email: ebaywatch@nscc.co.uk

You may be forgiven for thinking you are reading the same report this month as it is a similar pattern to last month in terms of listings etc. on the UK eBay site. A half price listing day at the end of May saw listings increase 50% to 6200 and then fall back until the 5p listing day on the 12th of June saw the listings more than double overnight to 9700 of which 4700 were BIN. Again one big seller managed to put on over 2000 BIN items in 24 hours of that Thursday and seemingly all put on individually unless I am very much mistaken from looking at the times items were listed. Consequently, there was what I have called before “Super Sunday” on the 22nd June when there are lots of listings ending on the same day – some 2500 by my reckoning. With Spain playing Italy in the Euro 2008 football that night I wonder if bidder interest was elsewhere. I can’t say I particularly noticed any major difference though, but I am sure the football has had some effect on bidding activity over the tournament and probably will this coming Sunday as I write, which is final night. Hope you grabbed a bargain maybe by the time you read this.

Ebay still seem intent on so called improving their searches, though personally I was very happy with the way it was. However I was happier this Friday morning as it seems some glitch in the system allowed me to keep adding items to my watch list above the normal 100 item level and indeed I broke the 150 level just to see how many I could add before I got tired of that game! Incidentally I did get a message to reduce the number later though at time of writing I have not been forced to reduce the numbers.

Flyers?

It is always nice to get a group of similar cars from one seller go on and end at roughly the

same time so you can compare the popularity of individual models. A set of the iconic Fly Porsche 917s, all new or as new, made for some interesting reading this month with them all ending on a Friday night. Here goes then with C numbers, colour and price. C51 white Martini £82, C52 Gulf blue £53, C53 Red £97, C54 silver Martini £67, C55 psychedelic blue/green £73, C56 blue £35.72, C57 silver Martini £44, C58 yellow £39, C59 white £35.72, C81 orange Gunston £56.55, C82 white Martini £49, C83 blue Gesipa £33.72, C84 psychedelic yellow/red £38.12, C85 blue Gulf £85.70, C86 white/blue £31, C87 green David Piper £38, and Team 04 2 car set £72. On the same night were also a set of Lola T70s from the same seller which fetched slightly less. C31 blue Sunoco £44 BIN, C32 yellow £27.67, C33 white/green £27.55. C34 red and lightly run £62, C35 red with decals £36, C36 green £39, C38 orange Gunston £46.65, C39 pale green £32.65, C91 green David Piper £36, C92 white £33, C93 red £34.55

Interesting?

One particular item of interest to the collector of older Scalextric, which went to a good home in the Club, was a C67 yellow Lotus. Nothing special there, you may say, especially around £40 but what made this more interesting was it was a French model with a screw base and, to cap it all, in lovely condition. (260243273087). Staying on the French theme there was a French E5 Marshalls box only that made €67. If you were vigilant on French eBay you would have spotted a C88 Hamleys Cooper in blue with swivel guide but this auction (200230197575) was cancelled as the seller said the item was no longer available for sale. I guess it was sold to some collector out there by non eBay means. Again this month there have been “Bond”

auctions with a boxed set making just £310. However, the small print there did indicate there were no cars in the set! There were a couple of complete sets, with a VGB version making £1250 and a not so good set re-listed after failing to meet its reserve at £820 also failing to attract any buyers at the £1500 starting price. There are also two auctions running, as I write, for further sets. A very nice Bond Aston on its own made a healthy £410 one Sunday night. After the somewhat high prices seen in previous months for the “Perris” Bugatti, things seem to have calmed down now, as another one listed in UK at “only” £1750 and then relisted at £1000 failed to attract any bidders as did a whole collection of MG Vanquish cars at €2400 on Spanish eBay. One item that did sell well on Australian eBay was an unmade BMW 507 kit from Tokoyo Plamo that made a reasonable AU\$382 (300233395963)

Prices

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

1960 SCALEXTRIC C71 AUTO UNION YELLOW BOXED £810 (140239856565 Sunday night all complete but windscreen loose).

1960 SCALEXTRIC C64 BLACK BENTLEY NEAR MINT BOXED £195 (Sunday night 140239857895).

1960 SCALEXTRIC MM/C64 GREEN BENTLEY BOXED £180 £180 (Window box on Sunday night 140239858872).

Over 1200 Scalextric tyres Big variety £37 (All used on Wednesday night. Some tyre wall there! 110263330034).

1960 SCALEXTRIC CONTROL CENTRE KIT UNMADE BOXED £172.77 (Sunday night 140239859901).

ALFA ROMEO C63 SCALEXTRIC €166 (Yellow example missing driver and rear mudguards on French eBay Sunday night 140241221640).

Scalextric alfa romeo €258 (Complete on French eBay ending previous Sunday to above).

MG LOLA ESPECIAL DHL €76.50 (L/E DHL only model on Spanish eBay Wednesday night 220245238439).

1960 SCALEXTRIC SUPER 124 SCALE SET 200 BOXED JAG ALFA £920 (Red Jaguar on Sunday night 140239861864).

SLOT CLASSIC Ferrari 250 GT BLACK VERSION!!!!!!! £650 (A ready to race model done by Cesar Jimenez on Sunday night).

Scalextric BMW Mini Cooper Promotion Set After Eight NEU €173.72 (German eBay Sunday night).

NEW RARE SCALEXTRIC MINI COOPER ‘AFTER EIGHT’ PROMO #9 £93.89 (single car on Sunday night following set above).

VINTAGE SCALEXTRIC CAR NAME BOARDS X 6. £77 (Pit Stop car name boards on Monday night).

Slot.it Audi R8C SICA01f Le Mans No10 £67 (Sunday afternoon).

SCX McLaren MP4 £31.99 (no. 11. Unboxed and used but all complete on Monday night).

RARE Scalextric McLaren Honda MP4 Ayrton Senna MINT £77 (no 12. Wednesday night).

Ninco Master Track ProAm Pro Racing Slot Set 20135 BNIB £52 (Thursday morning).

Slot Car £8.10 (Used Ninco Ferrari F50 in yellow on Monday night and only £1.80 PandP) C2549 Scalextric Ford GT Mk II Range Presentation 2004 £162.11 (Thursday afternoon).

Scalextric TRIANG HP/1 Accessory Set 1960’s VERY RARE £70.51 (not complete? On Sunday night 230255803724).

1960 SCALEXTRIC MASERATI TIN PLATE BOXED £303 (VGC on Sunday night).

Lastly, if you remember back a couple of months I mentioned about a “slot lemon”. Well perhaps it was a lemon as it appeared again a couple of times during the month and no one was tempted at £4.99.

PS. Don’t forget to use the “email to a friend” link to send any good auctions you spot to me. ■



Cataluña Pequeño Circuit (South Yorks)

Part 1 - Planning, Construction and Landscape

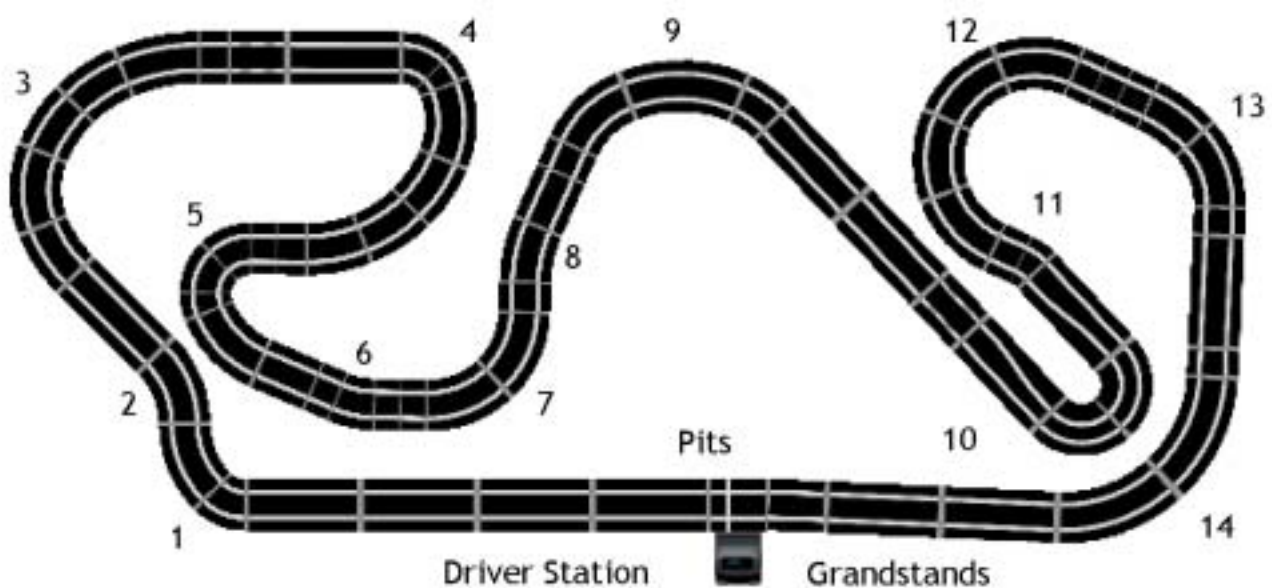
By Dave Chang

Soon after getting back into this hobby, drawn by the detail and beauty of modern slot cars and inspired by some of the great slot layouts I found on the internet, I found myself dreaming of a landscaped permanent layout on which to drive them. This was followed by a year or two buying various 1/32 scaled scenic items: buildings and static vehicles, which would compliment such a layout.

Then I received planning permission from my wonderfully understanding partner to convert her garage into a permanent layout, so planning began. I eventually decided to base the circuit on a real layout – and after much research I chose the Spanish Cataluña circuit: it fits the rectangular shape of the garage, has a variety of curves, and allowed space to put some of the static scenery items I had acquired. It also featured elevations, and I really wanted my layout to feature hills and slopes.

I like magnet racing and didn't want to contemplate the extra challenge of building a routed track, so it was to be made of Scalextric Sport track, with two lanes.

Converting the real world layout to a slot layout was aided by the then new Scalextric Sport World software. This has a 3D track designer including 3D models of scenic items, which allows you to do virtual test drives of the circuit and to place 'cameras' wherever you want and to check visibility from driver positions and marshalling points. As much as possible I copied the curves of the real circuit, using radius 1, 2, 3 and 4 curves, some banked curves and hairpins. After various incarnations I arrived at a layout that worked well in the virtual world; next I had to get down to building it.



Construction

At the end of September 2005 the project started properly. Despite having only had a brief six months woodworking education when I started secondary school – which for me consisted of trying to plane a piece of wood so both its sides were parallel (most of the other pupils managed to carve intricate wooden mechanical hummingbirds in the same time) – I decided to build the table to hold the track myself. A trip to B&Q hardware superstore resulted in a large pile of various sorts of wood, nails, screws and glue, and I commenced building a frame for the table.



I have since learned that there are all sorts of modern fixings that are cheap and better than nails and glue for the job in hand, but they say you learn from your mistakes, and I guess I learnt a lot. The frame is made of 50mm x 20mm timber – which works well enough when the track is in place, but is quite flexible so I should probably have used thicker wood. This was topped with 6mm ply. I built the top in two sections, which were bolted together – so that if I wanted to move the track later it would be more manageable.

The table measures approximately 5' 6" x 12' 6" with some of the corners removed for access. The garage interior is 9' x 17', and also houses a drier and freezer – so it is a squeeze to get around the track, but it does work pretty well.

My original plan was for the track to be winched to the ceiling with folding legs – which



I purchased from IKEA, but in the end it was decided that there was no real need to move the track out the way, and the flexibility of my frame would have made the operation potentially risky.

Next, the track was built and the layout tested, first flat and then with elevations. The track drove really well and much as expected, and self-marshalling with a grabber worked fine too, so with confidence that the layout and elevations were good, I moved on to the next bit.

I slid hardboard under the parts of the track that were to be raised and drew round the track, and then cut the hardboard to shape. This was to support the raised track. From experience with making temporary tracks, I already knew that Scalextric Sport works best when it is solidly supported. As it turned out, hardboard is very flexible and didn't really add to the support, but it did give a surface and made it easier to do smooth elevation changes.

The elevations were made with wood, bits of expanded polystyrene, and squirty expanding foam. The expanding foam seemed like a great idea to support the track, but for me it turned out expensive and hard to use. Put in too little, and it doesn't fill the space. Put in too much, and as it expands, it raised the track more than I wanted.

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Track laid - time for some testing!

I spent some time test-driving to sort out the elevations on the corners. Adverse cambers on some of the tight bends made the driving unnecessarily difficult, and sharp changes of incline could ground the cars. I felt that test-driving at lots of stages was vital – I didn't want to end up with a great looking permanent track that didn't drive well.

Landscaping

I assumed that the structural part of the build would be the harder and slower part of the build, but in fact it was the landscaping that seemed to take the time. I started on the flat pit lane and paddock area, using polystyrene ceiling tiles to raise the table level to the track level. I painted all the tiles in emulsion before use to seal them – which turned out a good move, since some of the other paints I used on top would dissolve the tiles. The tarmac area was spray-painted black, and pavement made from balsa wood. I tried making a track border for turn 1 out of a ceiling tile – cutting it to shape, painting it brown, and then using PVA glue and sand

coloured scatter material (which I believe was cleverly made out of sand). Although this piece turned out alright, I felt that the benefit of custom borders was outweighed by the ease of simply decorating standard Scalextric Sport borders with scatter sand and grass, which is what I did for the rest of the circuit. Note that I do not recommend using sand scatter – it is rough if the cars scrape on it, although in practice this has not led to any damage. However, loose bits of sand do come free and get in the gears occasionally, leading to nasty noises. Sawdust or something softer would be better for your gravel traps.

The cliffs were made using mod-rock (plaster soaked bandages) to form the general contours, and plaster moulds to make detailed rock facings. I bought a set that contained two large and three small rock moulds, and by using these in various combinations managed to detail the cliff face. Once in place these were painted with various shades of grey and brown acrylic washes, and finally I applied some PVA glue to some of the flat surfaces and sprinkled static grass.



Pitlane and paddock under construction

I had three areas of infield, and used chunks of hardboard raised on off-cuts of wood to sculpt the land. I also put in some wiring to allow buildings to be illuminated. The hardboard was covered in mod-rock to give a finer finish, and hold it all together. This was painted brown with acrylic paint, then had earth coloured scatter applied (using PVA glue), and finally static grass scatter.

I also built a pedestrian underpass to link one of the infield areas to the paddock.

I chose to wrap the track in cling-film for this process so that I could be sure the landscape would join smoothly, but moisture seeped in and some of the surfaces rusted a bit, and subsequently had to be cleaned up.

It was my first attempt at landscaping and using scatter – which I found both easy and

quick to deploy, with very satisfying results. I used a mix of grass colours so that the result looked natural and varied, and found various other scenic stuff at railway modelling shops for heather, flowers, bushes, and also some Woodland Scenic trees and Gaugemaster conifers.



Stages of landscape construction



Part 2 follows next month - the end result. ■



There's plenty of new releases this time, four Ferraris in fact, which have been released as two pairs. Also, there's news on current developments and some new revised packaging, which looks great!

Ferrari 330 P3

This is a brand new model from Racer and although at first glance it looks very similar to the P4, only the chassis, wheels and running gear are shared. The P3 features the latest window technology in which the window frame and rivets have been printed on the clear plastic. The P4 in comparison has photo-etched plates stuck over the windows. Both techniques give a very effective appearance, but the latest technology has the added advantage of saving weight. Notable visual differences to the P4 are different shaped headlights, slightly larger front winglets, reworked rear winglets, air vents on the roof and larger air vents on the rear engine cover. Also the side air vents are much narrower. Both P3s have identical bodies with the #21 car differing slightly in that it has an extra winglet attached to the rear. The liveries are virtually identical, with the only difference being identification markings. The #20 car has one white stripe over the driver's side front wheel arch, whereas the #21 car has two. Also, the #20 car has blue cross taping over its headlights.

RCR41A – “Official” #21 - 24hr Le Mans 1966. Driven by Lorenzo Bandini and Jean Guichet, who unfortunately failed to finish due to the engine problems after 226 laps, which highlighted the P3's unreliability. My research shows that this car was given chassis number

0844 and was subsequently rebuilt as a P3/4 for “NART” who raced it in the 1967 Le Mans event. Racer have previously produced this model as catalogue reference RCR05, which gives you a before and after effect.

RCR41B – “Official” #20 - 24hr Le Mans 1966. Driven by Ludovico Scarfiotti and Mike Parkes, who also failed to finish the race. This was due to Scarfiotti colliding with a Matra at the esses after completing 123 laps. This car has a similar history to the above, in which it was given chassis number 0848 and also later rebuilt as a P3/4, this time for the “Scuderia Filipinetti” team to compete with at the Le Mans 1967 event. This car has been previously produced too by Racer, catalogue reference RCR04.

Further to these, Racer have more P3 liveries and variants planned, which have yet to be officially announced. These include #14 Monza 1966, #1 Spa 1966 and also a spyder version competing at Sebring and Le Mans. The spyder version will probably be next year, and remember you heard it here first.



Ferrari 350P Can Am

Second and third of the 350Ps to come off the Racer production line, following in the wheel tracks of the previously released RCR36 “Gunston” car. All three cars share identical bodies; the only notable differences are that the latest releases have shorter rear view mirrors mounted on the windscreen and the obvious absence of the air duct protruding from the bonnet. The only difference between the new releases is in their liveries. Although they are both painted red the sponsor logos are arranged slightly different. The #27 car has the added silver identification stripes on the front too.

RCR42A – “Official” #23 - Laguna Seca 1968, driven by Chris Amon

RCR42B – “Official” #27 - Laguna Seca 1968, driven by J. Williams

The next 350P to come off the production line will be the #4 “Gunston” car which competed in the 9hr event at Kyalami in 1968. This is the second version of the popular livery to be produced and although Racer already have the decals, it will not be available until after October time.

Boxes

When I received my two 350Ps recently, I was surprised and pleased to see them mounted in the new boxes, which were announced at this year’s Nuremberg Toy Fair. Some collectors may have experienced the new box with the P3s also, although my two came in the older box. The reason for the new box is because the older, slightly larger one had defects in the plastic, which the manufacturer was unable to correct. With Racer’s ever increasing desire for perfection, a new box was sourced. It is around 20% (give or take a percentage or three) smaller than its predecessor. The layout is exactly the same as before, with the car mounted at an angle across the plinth and two plates mounted. One gives details of the car, drivers and race, the other promoting the “Racer” brand name. The first big difference you notice is that the new outer card box is blue with red graphics and matches the web site logo beautifully. The cars are secured to the plinth with a plastic screw, which requires a simple quarter turn to loosen. To help make the car more secure during transit a metal fixing screw has been introduced. My only concern with these boxes is the Ferrari ➡➡



350Ps I received came very close to the inside edge of the box. With longer cars like the Ford P68 and Alfa T33 long tail to come, would this become a problem? Marco of Racer Slot Cars informs me that he has already tried a pre-production prototype of the Alfa and although a close fit, does not touch the casing. To secure the cars further, a second fixing screw is to be introduced to the rear of the car on future models. This will then ensure that the car will not twist on its base in transit and should mean that all shipments arrive at their destinations safely.

Developments

The next car to come off the production line is the long awaited Chaparral 2E. This will be given catalogue reference RCR43 and, at the time of writing, the detail parts such as engines, exhausts and cockpit are being assembled. Marco anticipates the car will be ready for delivery in approximately three weeks from the time of writing. That brings us into mid-July,

which means it could be available in some areas by the time you read this. I will be reporting in depth on this car in my next report.

Following on from the Chaparral, the second of the new Ferrari 330Ps is due for release. This will be the 24hr Le Mans 1964 “NART” car, which will be decorated red with a white nose. The body of this car will be very similar to the previously released RCR39 car, but will feature different air vents. Racer have gone to great lengths to recreate an accurate reproduction as possible.

Development of Racer’s first plastic model, the Riley Mk.XX is currently on schedule and, although not confirmed, is hoped to be ready for around August/September.

Other cars like the Ford P68, Alfa 33/3 and, Ferrari 312P spyder are all in various states of development. The Alfa is finished and ready for production, which Marco has expressed “is very nice”. The P68 is currently work in progress and the 312 is pending. Further details on these and other developments next time.

Slot Car Racers On-Line

By Martin Kay

So. It's the middle of summer. The loft or garage where your track resides is baking hot. Your mates are all on holiday. Your favourite slot car is under repair. It's not club night. The telly is no help, as it's two weeks to the next Grand Prix and lawnmower racing or Monster Trucks on Eurosport just doesn't do it for you. Yet you are in desperate need of the adrenaline rush that can only be obtained from a good old fashioned motor race. Well here's a possible solution to your troubles.

Your intrepid webmaster has recently ventured into the world of on-line "sim" racing, and is reporting back that it is rather good. OK there is no face to face banter, you don't get to admire, fondle and tune a lovely slot car, and there is no smell of lubricant or warm plastic (unless you're connecting from Max's Dungeon that is). However for those amongst us who like the thrill of a race, you might want to have a look at the Live For Speed (LFS) web site,

www.lfs.net, which provides a PC download of a realistic 3D multiplayer racing environment (it's a racing simulator, rather than a game), where folk from around the globe can meet up to race a variety of sports and single seater cars (including an F1) on a selection of challenging fictional (but proper, gimmick-free) racetracks with grids of up to 20 cars.

From reading the LFS forums it's clear that many on-line racers are also slot car racers, and indeed some have created liveries for their virtual cars based on Scalextric ones (like these ones created by LFS racer Greg "unseen"). The initial download is **free** and gives access to the "demo" area of one track and three cars, plenty to get your teeth into for starters. If you want to upgrade to the full range of cars and circuits thereafter, the one-off price is currently £24 which has the added benefit of letting you escape from some of the worst excesses of teenage driving and behaviour seen on the ➡





demo servers. You can then also start to work on your “Sim Racing” licences provided by CTRA at www.raceauthority.com.

To get the most out of the simulator, the car is best controlled with a Force Feedback steering wheel and pedals (Logitech and Saitek are popular makes) which can be obtained for under £50 (or even cheaper on eBay). You will also need a recent graphics card in your computer and a good Broadband connection. Bandwidth-wise, it's not as hungry as video downloads so if you have a capped monthly limit of, say, 20GB, that should not present a problem.

If you've met someone at a swapmeet or maybe at the Hornby weekend, or anyone else you know who for reasons of geography you can't race your *slot* cars against, but would like to have the opportunity to chat and compete with them in an on-line racing environment, and have an open mind to try something different for a change, why not give it a go. Indeed it's quite possible that some NSCC members are already zipping around in the world of cyber-racing (this latest version of LFS has been out for about two years now). If you are, or if you fancy dipping your toe in the water, email me at - webmaster@nsc.co.uk and I will attempt to bring together a like-minded group of “Slot Car Racers On-Line” for mutual support for car set-ups and so on, perhaps through a private corner of the NSCC web site.

The custom livery option means registered users can race in a virtual NSCC Club Car like the example shown here (borrowed from the



2006 club Mégane), and help to promote the club to the other online racers as they eat your dust. Who knows, in a few years time there could be an NSCC online racing team that is winning LFS tournaments hands down, racing in Scalextric



liveries. At which point we'll be able to say, “ah yes, we learnt all our race technique from our slot cars!”

Finally - even if you are initially unsure about joining in the races yourself, you can still log on to any LFS race server and choose the “spectate” option to watch real-time virtual race graphics as the top drivers battle it out wheel-to-wheel. Some servers will even allow a mid-race join. Imagine watching a live Grand Prix on TV and thinking “I fancy joining in this race!”. Well you can do just that on LFS. If you rate your chances, jump in your car and join the back of the race you were just watching. Which has got to be better than watching Monster Trucks any day. ■

A Guide To The Plain White Cars

By Rob Smith

Plain white is perhaps a slight misnomer as these cars are *painted* white and are fully detailed in every way. With just one exception they have been made exclusively for the USA market where there is a demand for cars suitable for redecoration. They started with Nascars where this demand is greatest with so many teams to support.

Apart from the Subaru, exact production figures are not known but these are not limited editions.

The normal versions come with US sleeves, identified by the www.scalextric-usa.com url

rather than the usual www.scalextric.com url printed on the European sleeves. Some have had the USA logo on the plinth too.

The exception to the rule is C2619 Subaru Impreza as this was commissioned by a UK events company on behalf of a UK supercar manufacturer. The idea was that each car would be personalised with stickers and sent to potential investors to encourage their participation in a time share scheme. Special sleeves were produced by the events company too. The whole deal went sour and the cars came onto the market. A few had been stickered and put in the special sleeves and these were ➤➤



retained by the events company. The rest of the 500 edition were in standard sleeves. When the Imprezas were collected it was discovered that a small number of plain white C2548 IRLs, C2472 GT40s and C2473 GT MKIIs had also been supplied to the events company. These are in standard European sleeves on standard plinths, exact numbers are uncertain. At a later date a number of the Subarus were tampos printed by the Dutch SLN club with their logo but it must be noted that this was not undertaken by Hornby themselves. A few cars were decaled by the NSCC and given as prizes at the Epsom Slot Rally GB event.

Another anomaly is the C2629 Porsche GT3R. This release came to light when Hornby

gave away some at a Margate festival on the sea front. Again, these were in European packaging. The remainder of this European batch went to Germany. The majority of production was for the USA market in USA packaging.

Care must be taken not to confuse these cars with the plain kits branded as Hornby and a number of cars have been seen with the kit bodies on normal Scalextric chassis being passed off as plain white cars.

Demand for the plain cars has been high and most are quite hard to find although a few can be seen at swapmeets. Values tended to peak just after introduction and then to fall sharply as the initial demand was met. Prices now reflect the desirability and collectability of individual models. ■

Hylands House Boys Toys 15th June

Or How To Strip Your GT Cars Without A Screwdriver By Paul Atkins

Way back in the cold dark nights of November 07, we were contacted by a lady from Chelmsford Borough Council, Vicky Woolnough, the Hylands House Event and Support Officer, about an event she was organising the following June. She asked if we would like to take part, by erecting a large Scalextric track in the banqueting room of this grade two listed building set in 574 acres of parkland.

Brian has his “stupid idea” animal, well I have the “How hard can that be” animal. Although Shaun Bennett must have a whole zoo full of them, as he volunteered to provide the track, timing system (Scalextric’s RMS no less), his time, and arrange helpers from his local club.

The months soon passed and the anticipation grew as it was announced that over 3000 people would be attending the event which had now grown to include Hotsprings Hot Tubs, Aston Martins, Flying Fish Hovercrafts, Essex Motorcycle Safety Group, Essex Ferrari, Kites, CAMRA real ale, Essex Air Ambulance, and Live music, just to name a few. Alas the helpers numbers had now dwindled down from the 5/6 we had hoped for to just the two of us. Drastic times call for drastic measures, so I asked my eight year old son, “Would you like to help me



out?” He could at least test the track once it was put together. Eyes wide open he agreed and then it hit me, he thinks “helping” means racing on the giant track all day, Argh - what have I done, too late to tell him he can’t go now, so off we go to Chelmsford.

Two and a half hours later, we arrive to a very sunny and warm welcome at our hotel for the night. All too early (7am) the alarm is ringing and time to move; we collect all our things and drive to the house, after a small detour all around Chelmsford, where we meet Shaun and a stack of tables in the most ornate room a Scalextric track has ever been in.

Within the hour we had what looked like a workable four lane circuit (65ft approx. track length) with Shaun and myself putting the track together and Bradley (my son) putting the run-off kerbs and barriers on. Before we had even finished setting the track up we had people though the door and even enquiries about the NSCC. With a quick test run on each lane, we only had one dead spot which was soon sorted; we were open for business.

The first race of the day and the pristine cars are put on the track, all Scalextric GT cars of course, this is the weekend of the Le Mans 24 Hours you know. The first four children step ➡➡



up and just about peer over the tabletop. Shaun is race control, Bradley is first corner marshal and I'm standing at what will become to be known as "Suicide Corner". The red lights come on one by one then green and, in unison, all four cars come hurtling into the first corner and with my eyes closed I can hear wing mirrors and rear wings bending beyond their limits. By the time the cars reach me there is already a tear running down my cheek as I think back to the time these cars were all boxed and shiny, but this is no time to reminisce, as the cricket box is tested for the first time, and there are arms, cars, and legs flying in every direction. This sets the tone for the next eight hours, and with only the three of us we don't get a chance to have a break, with Shaun and Bradley performing miracles, Shaun keeping the RMS working without a hiccup, organising the race winner and the next racers prepared, and Brad marshalling his station without complaining once. Throughout the day both Shaun and myself were trying to deal with people inquiring about the NSCC and we both tried to answer in as much detail as possible but with very little time spare, I would often find myself talking to

a potential new member while scrabbling around the floor searching for the Aston Martin or Maserati.

At the end of a long hard day we all agreed that the event had been a great success, with the track only having two faults to it all day and if you had seen the pulling and grabbing the track received, that was an amazing feat. All bar one car survived to crash, sorry I mean race another day, who says Scalextric cars don't take any punishment.

As this event seemed such a success, we have arranged a stand at the "Hampshire Pageant of Motoring" on Sunday 24th & 25th August (Bank Holiday). For more details check out <http://www.hpom.co.uk/index.html> and if you are willing and able (a bit mad would help too) to come along and help out please let me know.

Lastly I would just like to thank Vicky Woolnough for the invite, and hope your arm gets better soon (you should have stayed away from the Real Ale exhibit), Shaun Bennett for his time, effort, support, and the loan of his track and Bradley for not once leaving his post unattended and behaving himself beyond his years. ■