



No. 314 May 2008

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Mornington Crescent!

And so, ladies and gentlemen, as the florist of time takes a daffodil out of her vase and the greengrocer of fate takes a leek out of his window....it really is the end of the show for Humphrey Lyttleton, who passed on recently. I am sure the lovely Samantha will be distraught and she may well have to visit her psychiatrist. She always said that a few hour long sessions stretched out on his couch while he probed her deeply did her a power of good. All of which probably means absolutely zilch to those of you who have never pulled into a lay-by on a Monday night because you were laughing so much at "I'm Sorry I Haven't A Clue" that you were unsafe to drive. Thanks for 30 years of laughter and silliness Humph - a splendid innings, superbly played.

This 'antidote to panel games' in which the panel were given 'silly things to do' by its chairman has nothing whatsoever to do with slot cars but, stretching an extremely tenuous link to breaking point, things don't get much sillier than 50 odd adults playing with toy plastic cars during a hotel stay in Ramsgate. Yes, the annual NSCC/Hornby weekend has been and gone for another year - yet another excellent event. Many thanks to Rob Smith, Hornby and the other attendees for a thoroughly enjoyable do.

As the teams were allegedly selected at random I don't really know why I ended up in the smallest one of all with three absolute novice lady drivers for company - I suspect it was Rob's revenge for being in the winning team last year! No matter, they were excellent company and the high spot of the weekend came when Sally-Anne Schilfer (Mrs SlotCity), having professed no previous racing experience, set a faster lap time than most of the men in the team and then shouted at a marshal who was slow to replace her deslotted car - worth the entry fee on its own - not to mention the giant laservision scoreboard!

And Finally - hope you like the 'new added colour' Journal - I have had to move a few articles in order to sort out the printing sequence. "All the right notes are there Mr Preview but not necessarily in the correct order." You may have to search for your favourites.

Till next month

Brian



Sir,

I have recently come back from a week in Spain visiting the in-laws and was pleased to find the April edition of the Journal on the door step. I have only been a member since January so only had a few copies so far this year. I have enjoyed the articles especially in regards to tuning cars. However reading this edition I felt a need to put together this email.

Re swapmeets - I have attended the Milton Keynes and Loughborough swapmeets this year. The Milton Keynes show had a serious 'wow' factor for me as I have never seen so many slot cars in one place. I could have spent the whole day there and bought a whole lot more than I intended. The place was fantastic and I picked up some great cars. I am not sure if they were all bargains but I was more than pleased with what I brought home. I have to agree that swapmeets are a great place to find those elusive items or bag a bargain. I met Steve Langford (eBay watch fame) who was very pleasant and invited me to his club down in Huntingdon. The place was buzzing and I enjoyed talking to a few of the sellers but with family in tow had to leave a lot earlier than I wanted (and run out of money). Although Loughborough was smaller I now knew what to expect and found what I was looking for, this time I picked up some real bargains. Ebay has its place as it allows more people to sell individual items but swapmeets for me are the better place to buy slot cars. The only problem is that I would like to see more and perhaps in different parts of the country.

Competitions - as mentioned I have only been a member for a few months and so did not have the details of the December competition so

I could not enter although, from the January issue, it appears to have had some great prizes. I can fully understand the frustration of the organisers if they do not get the response they expect but is that the fault of the members or the competition. I have not had a chance to enter a competition since I have joined but the latest edition states that 'competition' is now actually going to be a prize for placing an advert for selling items. To be honest I do think this is not a competition at all but a way to reward people who place adverts. For me I am trying to build my collection and do not have anything to sell so seems this is a prize exclusive to those who are sellers and try to make profit out of the hobby.

You second competition is for writing an article that in the editor's opinion is the best. I have only been in the hobby for a couple of years after a long break so enjoy reading the articles but do not have the knowledge to write much about the subject. I do however agree having a prize for 'article of the month' is a good idea. Once again I have to ask if this really is a competition.

May I suggest a standard type competition with three questions (not too easy) and allow entries via the website or email. This may make it a lot easier and therefore may encourage more people to enter.

SportWorld - Rob Smith confirmed what I have been expecting - SportWorld is dead. I have been using the system for nearly two years and have enjoyed the race management, virtual race views and the ability to compete in on-line races. For me this system is way ahead of its time and needed some further development and marketing to get the product out there. During



its life I have raced with people in the UK and Denmark whom I will probably never meet, only games consoles can offer such a service. The monthly races have been great fun to take part in, especially trying to find those extra seconds to take the top time. The competition has been tough and back in June 2007 I actually managed to win a race. However, despite this fun there have been very few people taking up this side of the system. I believe many have bought the system for the race management as it is far superior to its predecessor RMS. The digital side of things is about to take over but is lacking some real management solution and if they combine the two then I feel Hornby would have the best system on the market. The reports indicate that the new power base will support both analogue and digital and will have some software available but will not offer on-line capability - a shame in my book as one of the other manufacturers will probably take the idea and make a fortune. So to answer Rob's question on what we want from the new powerbase - a SportWorld type race management with on-line racing capabilities please. I even offer to beta test the system and write a review for the Journal.

Article Ideas? - The present regular features are great and I would not wish for them to change but here are a few ideas that may help to encourage more people to contribute:

My Track/Collection - pictures and details of members track layouts and cars.

Member Profile - you could post a questionnaire on-line that members fill in and can then use in the Journal.

Driving skills - The tuning articles are great but focus on the car side of things. It would be nice to see how racers drive their cars to get the best performance.

Future Cars - What members would like to see? i.e. combination sets. Personally I would like to see a Mansell/Prost/Senna pack

Magnet/Non Magnet - the debate and review of running cars on different surfaces

Keep up the good work.

I am, yours etc,
David Rowlett

Sir,

Loved the "In Praise Of Magnets " article. Being a very junior racer and member of the NSCC how am I meant to get the buzz and excitement from racing without them?

My younger brother and I love racing the new Scalextric Formula One cars and we would never be able to do this at our young ages without magnetic assistance.

There's nothing better than watching real motor racing on television and then re-enacting the real thing later. As you may have guessed Dad is helping me write this as I'm only five years old but the bug is already there to play with slot cars. So much so that I'm a paid up NSCC member and dad now has to wait until the Journal that is addressed to me has been studied so I can see the latest releases.

I really enjoy racing my NSCC Ninco Mégane (yes I do use it), Dad says his is now worth that little bit more! So I have to thank Andy Frazer for his article because without the magnet how would us younger racer keep the bug and progress to the non magnet brigade

Love the magazine Brian, especially the pictures.

I am, yours etc,
Joshua Smith

.....
Sir,

I feel I must rise to the defence of an enthusiastic club member. I would make three points to Tina Dobson (page 39, April 08).

* Tina should be grateful that there's still room for her to get into the bedroom.

* If she's that bothered, next time she could turn the light off.

* Tina should also be grateful that she wasn't treated to philosophical musings about why the integral of $1/x$, which as any fule kno is $\ln(x)$, is only valid for positive values of x .

Finally, I would ask that we have no more of such matters otherwise our editor may be tempted to produce a 69 page Journal.

I am, yours etc.,
Peter Zivanovic



A real treat is in store for this month... The totally new Lexus SC430 and Citroën C4 models, new liveries on the popular Ford Focus WRC, Porsche 997, and reviews of the amazing new Lamborghini Gallardo and latest Hummer H2 "Gulf". Finally, I can pass on some initial information about the forthcoming Ninco World Cup.

"Lexi" – (the plural of Lexus?)

So first of all, let's take a look at the Lexus SC430. This is just one of the new models being released during 2008 and is available this month in two different liveries. In 2007, the Zent team changed their colour from red to black (*similar to Ninco's recent change!*) although their overall design stayed very similar to that found on previous "Zent" cars. Competing in Japan's Super GT Series - GT500 - the number 38 car was driven by Yuji Tachikawa and Tora Takagi. Both drivers started their careers in karting and progressed through F3 to Japanese GT. Takagi raced for the F1 teams of Tyrrell and Arrows in '98 and '99 respectively.



Car audio company - "Eclipse" - continue to be the main sponsor of the number 25 Lexus SC430 which also competed in the GT500 class. Their main driver "Max" Orido started his race career in street racing and is well known within the sport of "Drifting". Ninco versions of the car are offered ready to race on analogue or digital circuits with the following part numbers:-
Lexus SC430 "Zent" (analogue: 50490, n-digital: 50491)
Lexus SC430 "Eclipse" (analogue: 50492, n-digital: 50493)

Low profile tyres wrap 1/32nd scale 17" wheel hubs and suitable power is supplied courtesy of the reliable NC-5 Speeder motor.

Little Gem

Another new model from Ninco this year is based on the nippy little Citroën C4 as driven by Sebastian Loeb during the 2007 Swedish Rally on his way to securing a fourth consecutive World Title. In his relatively short career, Loeb has become one of the most successful WRC drivers and is sure to hold a place in the Rally Drivers "Hall of Fame".

→→



Ninco's version (50494) has four-wheel-drive powered by the NC-5 Speeder motor. ProShock suspension is fitted with soft springs at the front and hard at the rear. This replica completes the WRC grid alongside the similar specification Focus, Impreza and 307.

Ice Cool

Staying with the rally theme, a new livery for the Ford Focus WRC car will be on the shelves this month. The Munchis Ford World Rally Team is sponsored by a popular chain of ice cream parlours in Argentina. In their second full campaign they will run the 2006 RS Focus. Driven by two reasonably new but well-known Argentinian drivers, Federico Villagra and Luis Perez Companc. Between them they gained 14 manufacturers' points last year and have set themselves the task of building on this during the current season.

With the title of "Munchis 07" (50469), the Ninco model includes all-round ProShock suspension, NC-5 motor and 4WD. It is worth noting that the Focus and C4 are included within the new "Ultimate Rally" set (20139).

Catch me if you can...

Another new set from Ninco, the GT3 Cup (20140), includes the following two new liveried Porsche 977s. The contrasting orange and dark blue colours of the "Innovate" (50496) Porsche will certainly get you noticed on the track although the white and red livery of the "Bleekemolen" (50497) is equally noticeable against an asphalt surface. Both cars carry the NC-5 mounted in the 'anglewinder' position and appear to sit very close to the track surface for optimum speed and handling.

Look at Me!

The Hummer H2 is a car that cannot be ignored. Its sheer size defies anyone to look away as it passes by but, to ensure it is noticed by absolutely everyone, German tuning specialists, Geiger Cars have taken this beast and added one of the most popular race-liveries as well as making more subtle modifications to the engine, ride and comfort. Ninco have made a fantastic job of reproducing this real car and although do not fit the same massive 30 inch chrome wheels as seen on the real thing, they have produced the Hummer wheels in a bright chrome finish.

Although the outside is the same, there are some modifications that can't be reproduced such as the dual-hinge front doors allowing them to be opened conventionally or 'butterfly' style and the in-car-entertainment which includes two LCD screens, DVD player, TV receiver and Satellite Navigation system. Under the body, Ninco have fitted the traditional in-line NC-7





Raider motor. On removing the body, a very plain chassis is revealed. In order to access the running gear and suspension, covers situated at the front and rear of the chassis can be easily removed. Body-coloured bumpers, front and rear also form part of the chassis. As with all of the Raid series, the Hummer includes the drop ProArm guide which can easily cope with the rough terrain of the Raid surface track, even with the additional pieces to make the surface even rougher.



A New Challenger

New GT models from Ninco are versions of the beautiful Lamborghini Gallardo. The first race livery “Flatex” (analogue: 50447, n-digital: 50483) faithfully reproduces the race car of the German Reiter Engineering Team raced during the 2007 ADAC GT Masters. Reiter has a long association with Lamborghini and has entered factory-backed Diablos and Murcielagos in previous years. Although designed with four-wheel-drive, this is removed to comply with the GT3 Category rules. Ninco’s Gallardo is also two-wheel drive (just like the full-size race car!) and the n-digital version is supplied with the NC-6 Crusher motor making it a real rocket in a straight line.

As usual, the print quality on the Ninco model is absolutely superb. The fine detail of sponsor logos, decoration and drivers’ names are faultless throughout. The drivers who competed in the full size car during last year were Peter Kox and Albert von Thurn und Taxis. The latter does not compete for prize money as he is one of the youngest billionaires thanks to his ➡➡



inherited fortune. Even the digital dashboard is clearly printed inside the cockpit. At the rear of the car, engine detail is noticeable through the mesh-effect window and a similar print is used at the front and rear of the car to replicate air vents.

This car has one of the shortest wheel-bases of all the GTs currently available and provides excellent handling on track, easily coping with tight corners. Removing the body (fixed by three screws), reveals a very plain chassis housing the NC-6 Crusher motor in angle-winder position and the digital chip fitted just behind the front

axle. *(Although this test car performed well I felt the digital chip was fitted too close to the axle and in my mind has a risk of shorting against it.)*

Without any preparation, the Gallardo is competitive straight from the box; a real challenger for the likes of the Ascari and more than a match for the Ferrari 360.

Ninco World Cup

Just before going to press, I received my regular e-mail update from MRE which included details of the proposed Ninco World Cup to be held in the UK. Personally, I would love to see this event held here and truly hope it receives the backing required to make it successful.

It appears some dates have already been fixed for the first of six qualifying rounds and I implore the racers out there to give it a go!

Qualifying will be open to teams of three drivers and will be held at venues around the UK during the summer; the first being at Wolverhampton Slot Club on 29th June. See the advert in the Journal this month for more information. ■





SHIPMENT FROM SPAIN

By Gareth Jex



email: shipmentfromspain@nsccl.co.uk

For many years now Tecnitoys has run a club for its Spanish customers with club cars each year and special offers etc. From this month there is a new club for worldwide fans of SCX.



SCX Worldwide is a new web based club with news, galleries, an online forum and a club car. Currently the site has a USA bias and a few small technical issues (doesn't like Firefox), but these will no doubt be sorted quickly. Note the cost of the club car includes postage to the USA

only, outside the States delivery costs an additional \$5. At current exchange rates the club car and membership will cost £20.00. The club car is similar to that issued to Spanish members, but with SCX instead of the 'other' brand.

Here is the official press release from Tecnitoys; "SCX WorldWide is a new online venue for both enthusiasts of scale model racing as well as individuals of all types who are interested in product information and technical support regarding SCX-branded slot car products. This site is meant to be an international one and, while most text is in English,

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we welcome contributions to the website in other languages, as well as members from around the world.

As SCX's business worldwide has grown over the past few years, it became obvious that we needed a more direct method of communication with our end customers and members of the various distribution channels. SCX WorldWide is now that medium.

At SCX WorldWide, visitors may register for free to access most areas of the website, or they may upgrade their membership to the SCX Club for \$35 and receive an exclusive Club Car (a black Porsche 911 in 2008), as well as regular updates about SCX products and events of interest in the slot car sector.

Retail Dealers may register and make their store information available for visitors, so that people searching for scale model racing products can find sources in their local communities or online. Dealers will also have special access to information that may help their business, including information directly from SCX about product availability in their markets.

In addition to a complete presentation of the SCX portfolio of products, members may participate in discussion threads about topics relevant to slot car racing, access both technical support information and professionals to answer questions, as well as obtain product reviews of SCX products or new releases from the many other manufacturers in the scale model racing industry.

It is SCX's hope that visitors to the site will have fun while visiting, and that their experience at SCX WorldWide will enhance their level of entertainment when racing wherever they meet with friends or family to enjoy scale model racing."

Getting back to the real world. The new SCX Volvo S60R (ref 62990) should be in the shops when you read this. The photos of this car look stunning with its new method of tampon application giving a photo like quality.

No doubt you will have read elsewhere in the Journal about the new NSCC/SCX club car for 2008. I'm really pleased this has finally happened. It's taken a while and involved lots of discussions and liaison. I hope you like it. ■

BY **ROB SMITH**

MESSAGES

FROM MARGATE



C2941A Ford GT40 1996 White #43

The first of three Sport GT40s exclusively for the German market is C2941A. I was surprised to see this in a cardboard Sport box. This has been refinished in graded blue with the new Scalextric logo and looked most attractive. It is a limited edition of just 2000 and limited to the German market only, although I am sure many will come to the UK. The car itself is quite plain in off-white with a red stripe and sills and large number 43 roundels. Don't let that put you off though as it is still a nice example. There will be two more German GT40s, one each in Q3 and Q4 to collect too.

C2917 Ford GT MkII 1966 Le Mans No7

Another GT40 release is C2917. It is a very nice version in silver with a black bonnet. This reminds me very much of the original Scalextric GT40 so many years ago.

C2923A 1967 - Year of Legends

The 1967 - Year of Legends is just superb, in fact these models are just too good to be slot cars. The set contains two cars, C2842AW Eagle Gurney-Weslake V12 and C2843AW Lotus Type 49. To start with the packaging is beautiful with bold logos and pin-sharp images for each car. Inside are some brief details for each car ➡➡





exhaust tail pipes are very thin and will not survive five minutes on the track. Surely, no-one will race these in anger? I am sure that some pedant will find fault with the fine detail - such as the position of logos or the size of the filler caps but for me these are the best Scalextric cars ever - even though they have got the colour of Jim Clark's helmet wrong!

**C2880 McLaren MP4/21
Lewis Hamilton
C2936 Scalextric Club Lamborghini
Gallardo "Drift"**

and the credit card limited edition certificate, but these are immediately overshadowed by the cars themselves.

The Eagle is beautifully finished in blue with a white stripe and it is the complex exhaust system for the V12 which is most noticeable. The other details are good too with clear instrument panels and a nice mesh over the 12 intake trumpets. The Lotus is even better, if that is possible. The engine, gearbox and rear suspension modelling on this car is breathtaking with so much fine detail. There must be dozens of parts needed to mould and assemble. The



Formula SuperSlot collection

The 2008 Scalextric Club car is another version of Lewis Hamilton's McLaren. The car is visually identical to the previous C2837 with two main differences. Firstly the car has a high speed motor and ground rear axles. Secondly, and much more importantly Lewis has a fully detailed helmet. This detailing makes a huge difference to the appearance of the model and Hornby really should try to do this on every car they produce. The effect is slightly marred by the poor moulding of the helmet but Hornby tell me that they will remoulding their heads in the near future.

The Scalextric Club Lamborghini Gallardo is unique to the recently revamped Scalextric Club. Based on a silver Gallardo, the club logo on the sides and front make it the most interesting version produced so far. The colour schemes of all Gallardos produced have to be true Lamborghini colours and this car is in grey and the official Nero Osiris Metallic.

C2875 Lamborghini Gallardo "Grey (Drift)"

Another super resistant drift model is C2875 in metallic grey.

C2927 McLaren M23 J. Mass 1976

C2927 finished in exactly the same red and white colours as Hunt's car but with racing number 12 and different helmet details.

C2885 Peugeot 307 WRC Team Expert H.Solberg

I really like these Peugeots with front mounted sidewinder motors driving the front wheels directly and the rears via a rubber band. This orange version looks good too with plenty of printed decoration. Hornby make so few rally cars these days that a new release is very welcome. Look out for two Ford Focus and a Subaru Impreza later in the year too.

C2889 Chevrolet Corvette L88 S.McDonald

The muscle cars primarily aimed at the US market seem to be popular all over the world. The latest black and red Corvette will please collectors of these iconic cars.

C2878 Range Rover "Black"

The Chelsea Tractor is beautifully painted as we now expect and with big panels this is important. It just needs the green wellies and Labrador to complete the picture. Don't forget it now costs £25 to race this in central London.

Formula SuperSlot

My first batch of Formula SuperSlot has arrived from Spain and will be the subject of a separate article soon. The magazine is well put together with lots of information – surely a UK publisher could do the same. The cars are a nightmare to assemble though – those Chinese must have very nimble fingers and six hands each. More of these cars are unique than was first thought.

The ones I have received so far are:

H2723B Renault RS 26 Fernando Alonso 2006 which is Alonso's 2006 Renault and differs from the standard release with a completely different livery. Attractive swirly patterns decorate the sidepods and nosecone – perhaps someone could tell me what they are supposed to represent.

H2838 McLaren Mercedes MP4/21 Test Car Pedro De La Rosa 2006 - the McLaren test car from 2006 finished in orange and black in the McLaren tradition.

H2817 Honda F1 No 7

H2780 Renault F1 2007 No3 does differ from the standard ING release but you need sharp eyes to spot the missing tampo printing along the blue base to the sidepods.

H2837 Vodafone McLaren Mercedes L. Hamilton

H2806 Vodafone McLaren Mercedes F. Alonso

The Lotus 49 to be included later in the series is H2852 Lotus-Ford 49B 1968, 'Graham Hill', No 10, red and gold 'Gold Leaf' livery. It is uncertain if this livery will be available elsewhere as a solo car. ■



It remained rather quiet in terms of listings numbers in the UK this month, hovering at just under 5000 except for the cheap 5p listing day where an extra 3500 listings were added on the 3rd April. You would imagine this was from a large number of sellers but closer inspection showed that one seller accounted for roughly 1200 BIN listings with various ending times over the following 10 days! These were mainly for recent new cars with similar prices to their website. With an eBay purchase you had to pay the postage so this may explain why only 5% of their listings sold over that period, or could it be too much new stuff at near top BIN prices was chasing too few buyers I wonder? Interestingly and perhaps surprisingly to some was that the best selling period was Saturday night for these BIN from this seller.

The consequence of the cheap listing day was that there were some 3500 items ending on Sunday 13th April as most sellers put auctions on for 10 days and I don't think the best prices were achieved for run of the mill items on that day as a result of the sheer amount for sale on "Super Sunday" as I refer to it below. Incidentally a quick snap shot of 400 completed slot auctions from all sellers on a different night showed over a quarter of items remaining unsold, mainly consisting of Micro Scalextric, catalogues, tracks and cars at near full BIN prices. Speaking of Micro Scalextric, and I am sure Mr. Walpole will be glad his favourite scale gets a mention, there does seem to be more appearing on eBay with one or two sellers breaking down sets. Prices seem to be very weak with a complete Bart Simpson set only going for 99p but admittedly it was pick-up only.

Despite the somewhat bleak picture I may have painted about sales there was still one or two items worth discussing which came up trumps for sellers. Perhaps the most surprising

price realised was auction 200215686310 for a blue Perris Bugatti on French eBay that ended at a staggering €2510 (the best part of two grand at current exchange rates) Mind you of the two bidders fighting over this, one was new to eBay and the other had a low feedback so, although it was obvious from the listing this was not an original item, I think the bidders were getting carried away thinking it was. Another nice item that did rather well was a boxed red Scalextric Go Kart that made £235 on a Wednesday night. Another nice French listing (250234670474) was for a boxed black Bentley with red wheels and in excellent condition from looking at the photos that made €955 on a Tuesday night. There have been a few more After Eight Minis turning up in the UK at around the £100 BIN mark for individual cars. With a bit of patience and careful monitoring they can be secured cheaper, with a set in Germany going for €136 though not to me. Hot new release at the moment seems to be the Scalextric orange Escort which is being snapped up regularly at a BIN around the £50 mark with one or two sellers making the most of the seemingly short supply of this model.

Searching

Well, eBay have heralded their new search facilities this month on mainly the "English" speaking sites, so many of you will, like me, have had to change your favourite search links. For an easier search when you after a specific item it is perhaps a good idea but, if the seller has not listed the item in the correct category, it seems to be useless as most buyers like to peruse the shop window for a range of slot goodies - well I certainly do! I have already registered my protest with the eBay helpline - the guy I spoke to was most sympathetic. He indicated that others had expressed similar views and he was not happy

himself, so I would encourage you to ring the UK helpline 0208 0802105 if you find you need any assistance (number and opening times should be on your screen when you log in). It may just be me but the consequence of this search change seems to be that putting in the item number does not bring up a completed listing. If you are getting the same problem and want to review a completed listing from my column try another eBay site. I have gone to French site which has not changed its search, put in the item number on there and it seems to work even if it is a UK auction.

Slot.It

An interesting development for this line of cars is a number of repainted fantasy liveries that seem to be appearing on eBay currently. For those not so handy with the paint pot and wanting something a bit different there are certainly a few bargains out there with the white cars being painted up in some attractive liveries and going for little more than a standard new car. Mind you any "Gulf" painted version does seem to attract more interest and hence the price is often nearer the £50 level but still good value in my eyes for all the time that has to go into making these liveries. Not so many of the regular liveried cars spotted this month though a Newman LE made a slighter low £83.

Prices

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day: Scalextric Classic accessory Dunlop set, brand new £0.99 (Brand new set with grey buildings £7 P&P on Sunday night previous Thursday went for £15!).

Rare Scalextric Mini Metro 6R4 TERNCO C360 VGB. £108.11 (Slight rub on roof mark on Super Sunday ending day. 300214129432). V.RARE ORIGINAL SCALEXTRIC MM/A224 LARGE ROOFED PADDOCK £122.95 (200213404207 Super Sunday night)

Rare Vintage Scalextric Control Centre K703 £168 (Unbuilt kit but slight water marks on box on Super Sunday 270226483242).

K703 Control Tower - Finished to a very high standard £394.99 (Built and painted on Super Sunday 280215009001).

RARE 1960'S LE MANS DUNLOP BRIDGE A/220 BOX £107 (Excellent boxed item near mint it seemed on Sunday afternoon but only UK shipping 260226689890).

3 Ninco Model Cars £73.50 (Used but VGB included 2 McLaren F1 of which one was Gulf #33 on Monday night).

Porsche 917K 1' Le Mans 1970 £62 (Fly C53 on Monday night).

scalextric- f/303 starter on his rostrum - original box £2.80 (No flag and needed a clean up on Monday afternoon. Unboxed example from same seller ending same time went for £4.27).

NEW DAN GURNEY EAGLE No36 F1 CAR £28.51 (unboxed set car Saturday afternoon).

SCALEXTRIC CARS FOR SPARES OR REPAIRS AROUND 15 £59.75 (Modern cars like Boxsters and F1s plus 50 tyres and axles on Super Sunday).

Scalextric Range 08 Aston Martin DBR9 - Limited edition £144.89 (Monday night).

60's Scalextric C71 Auto Union Yellow £490 (boxed but maybe repro, brown marks on Saturday afternoon).

1962 Triang Scalextric Alfa Romeo c.65 boxed complete £82 (Silver wheels – painted? On Tuesday night).

Rare Vintage Scalextric Alfa Romeo C65 £360 (boxed but no inner. Excellent near mint on Friday night 270225954434)

Rare Vintage Scalextric Austin Healey £137 (Same seller and time as above in window box 270225968770).

SCALEXTRIC, RARE MARSHAL ASTON MARTIN SLOT CAR £168 (unboxed small part decal missing on Saturday morning).

NEW Ninco Hummer Yellow 50457 £18 (Swapmeet and internet shop beating price on Friday lunchtime).

Lastly for those who may think they have a right "lemon" of a car, or who want something unique was a "Scalextric type Slot-lemon". A very realistic looking polystyrene model of a lemon complete with driver on top that made a less than fruitful £7.04! (200209999160). ■





AMG Mercedes Benz C-Klasse (Ref 62920)

By Steve Baker

These have been available for several years now, so is there anything new to say about such a car? Yes I think there is - significantly more power in the motor.

We're all used to seeing a C-class Mercedes in the more familiar colours of silver or black, but this car is in the bright orange "La Rosa" (Daniel) livery. It looks quite good once you take it out of the case and the bright orange colour means that the car stands out on the track or put another way, you won't lose sight of it.

The Mercedes comes fitted with a strong magnet, LED lights front and back, and a self-centring guide blade. It also has the motor and rear axle mounted on a floating chassis, which allows a surprisingly large amount of movement but importantly not enough upward movement to allow the wheel to catch on the wheel arch. This motor/axle chassis part feels like a much stiffer grade of plastic than the rest of the chassis, it grips on to the motor and axle very tightly indeed. The rear axle has brass rather than the more usual nylon bearings as are on the front axle.

The detail on the car is to the high standards we have come to expect from the major manufacturers. The fit is good and tight which is important on this car as the chassis retains the 'sidepods' when taken apart. I'm not sure what this part is called on a saloon car, but hopefully most will know what I mean by this. A couple of the pins that locate the main body to the lower sections had come out in transit, but these were easily popped back in place after loosening the body screws a little.

Moving on to how it performs - straight out of the box with nothing done to it, and straight onto the first surprise, which is the power from the motor, it's the latest RX42B version. Over the last couple of years SCX cars have struggled to beat the motor over magnet power race, but

with the new RX42B they have regained the upper hand on this problem. It has enough power to make a quick and entertaining drive with the magnet still in, the magnet providing enough downforce to keep the car in the slot through some quite aggressive driving. So it sticks as you would expect with a magnet though, even with it, some care was needed at a few of the more tricky corners to stop the back sliding out. This came as the second pleasant surprise, as usually with a magnet car once the magnet effect is lost as the tail slides out, the car goes off the track, over the barriers and ends up in the scenery somewhere. A few skilful tail-slides were achieved with the magnet in place - OK a few 'lucky not to be in the scenery' tail-slides were achieved. But on one corner I was able to do a balanced tail-slide reasonably regularly.

Which leads me nicely on to the area where SCX cars have pretty much always been the boss cars to have, which is without the magnet. So how does it perform without it? Of course it makes a significant difference, remove all that downforce from any car and you have a very different beast. But with the Merc, it becomes a more fluid car to use. Once I'd done a few laps I found it much easier to predict its handling. For a car straight from the box it wasn't skittish, the tyres didn't cause any tramping, it was like a properly sorted race car without the need to do anything to it. The only thing I would report here is that the front became lighter, it looked to bounce a bit on the sprung guide, but it didn't cause any offs, or if it did I didn't notice this as the cause. The lap times were naturally slower, but I still much preferred driving it without the magnet.

I'd been lucky enough to get the car from Gareth Jex on an evening when we were racing our DTM class at Farnham so, wanting to give as balanced a review as I could, I used the SCX



car in place of my usual Ninco Mercedes C-class. We run on a 4-lane Ninco circuit of just over 100 feet, which has a hairpin and crossovers in it. The majority of our saloon race classes at Farnham are standard cars with the magnets taken out, and weight allowed. Having removed the magnet I added one of those weights that fit into the space which are produced by 'Tarn model foundry', this fitted straight in and was held in place by the screws that held the magnet in. Now off to the start line.

Now for the third surprise, I'd expected the SCX car to be slower than the Ninco cars it was up against in a straight line and make up a little time through the corners, and this is what happened. But the Ninco cars were not too much faster in the straights, so I was able to pull ahead of them through the twisty bits, it also had one of the latest SCX Audi A4s to battle with. In my four races I was second in two races, and won one race. Not the greatest possible achievement you may think, but remember this was a brand new car straight from the box, no wheel or tyre truing, no lubricating of any kind, no testing time other than the 20 or so laps I did before starting that evening's racing. Which I think puts these results in much better context. It also won its battle with the Audi relatively easily, though I don't believe that it's fair at this time to say the Mercedes is better than the Audi, as I don't know if anything had been done to the Audi. All I can say is that both cars were from the box that evening, no fettling, just magnet

removed, and weight added, and the Mercedes looked more stable on the track to me than the Audi and of course I beat it!

To summarize, the advances SCX have made with the power of new motor impressed me, it's easy to drive it quickly with or without the magnet. But my ultimate comment would have to be that I'm replacing my current Ninco C-class DTM race car, with this SCX one. Now it has the power to compete it's a much better choice when racing on a plastic track.

A short addition from racing two weeks later. Having now done my usual minimal race preparation of adding a little weight just behind the guide, and loosened the rear body screws I was expecting some more race wins, I was to be disappointed in this though. In the first race the Merc ran like the proverbial three legged donkey and for no obvious reason, it bumped through the corners as though a tyre was off the rim, but all were OK so I tried again in the second race and got the same performance again. Closer inspection showed that loosening the rear body screw allowed the rear wheels to foul the wheel arches. With the body screws tightened up again, racing was back to its higher standards, the 5grm extra weight behind the guide stopped the front bouncing, and race results improved. So a lesson learned, loosening the rear body screws helps a number of cars, but do so carefully if the car has the floating chassis as you may need to tighten it up again, and testing it before wanting to race it would have saved me some points. ■

10th NSCC/Hornby Ramsgate Weekend

By Linda Johnson

I am the very understanding wife of a slot car enthusiast with a modest collection of Scalextric cars (at 300+ cars I say modest in comparison to people that have over 1000 cars). Santa had a lot to answer for when our son was bought his first Scalextric set. This was the beginning of me becoming a Scalextric widow. So I thought, if you can't beat 'em, join 'em and we were delighted to be invited back for our second NSCC weekend as we thoroughly enjoyed our first one last year.

This time we decided to stay over Friday evening as well instead of having a mad dash down the motorway from Oxfordshire on Saturday morning. We arrived at the Pegwell Bay Hotel about 8.30pm after stopping for fish and chips on the seafront and bumping into Timothy Spall (those of you who watched 'Auf Wiedersehen Pet' years ago will know who I mean). I only get taken to the best chip shops where the stars go!

The hotel was the ideal venue as it was perched on the edge of a cliff with sea views and has recently been refurbished to a high standard. Highly recommended.

Access to the hotel bar was via a tunnel under the road. This conjured up thoughts of smugglers and shipwrecks. When we arrived at the bar we were greeted by a packed crowd and a live band. Apparently our weekend coincided with the 8th anniversary of the hotel opening. We saw a lot of familiar faces from last year and slot fairs that we have attended and had a wonderful time reminiscing and comparing stories. Eventually it was so late we were all ushered back into the tunnel so that we could rest before the weekend ahead.

After a hearty cooked breakfast everybody convened in the conference room at 10 am.

The display cabinet had an interesting collection of pre-production models of BMW 320Si BTCC in plain silver, Lotus Cortina and Fiat 500, soon to be released cars such as the orange Ford GT which is different from the advertised release and had number 907 and sponsor logos, Maserati MC12 Sara, Ferrari P4 No 25, Mercedes-Benz SLR Coupé and Ferrari Formula 1 Kimi Raikkonen – dark red. There were also rare test moulds for the Seat Leon Touring Car, blue Chevrolet Camaro shell and



Our home for the weekend



Star of the show - Weslake running prototype

a Ferrari P4 working test model. The highlights for everyone were the running prototypes of the Eagle Weslake and Lotus 49. All you could hear all weekend were people speculating what price they would fetch in the auction,

In the centre of the room was the digital track. It was laid out in a large rectangle with a two lane starting grid widening to four lanes including a pit lane.

The purpose of the weekend was to test aftermarket modifications to the digital powerbase written by digital enthusiasts Andy Sykes and Richard Girling.

We were randomly split into six teams and our name tag told us what team we were in. This should spread the different skills from seasoned racers to complete novices as myself and give each team a fairer chance of winning.

The first race was using the standard Powerbase and the Lamborghini Gallardo cars. I asked Rob Smith if I could have a practice but was given an emphatic no – as if it would have given me an advantage over anyone else! The racing got underway and there was a change of driver every two minutes. I never knew two minutes could last so long. Whenever a car came off the track it created a power surge and caused the others to speed up. This sent many cars flying off at the corners, especially mine.

A lap was deducted if you went through the pit lane. If you didn't change lanes at least once during a lap then you would have an automatic drive through the pit lane. Frustrations occurred if you crashed on the bend near the final straight and were repositioned on the lane into the pits. This made for an interesting race. ➡➤



Racing gets underway - ooh that's me in the centre!

After the results of the first race were announced I was amazed to find that my green team were in the lead. Slow and steady was our tactic. We tried not to gloat too much. However, our bubble was burst when it was realised that a mistake had been made and we were in fact in 5th place. Talk about a let down. This was an omen of things to come for the green team.

The 2nd race was using the modified powerbase. This meant there was a uniform power load which meant no power surges when cars crashed. Also there was more power and you needed to be more skilful at controlling your car and were not able to go flat out as in the first race.



Digital gurus - Andy and Richard set up the modified power base

The smell of hot samosas, spring rolls and chicken wings wafted over from the buffet table and everybody broke for lunch.

After lunch was the endurance race, 200 laps, using the Range Rovers. A new digital display screen was used showing number of laps, position in race, fastest lap and fuel load. This race was to include pit stops for refuelling which was enabled by holding down the power and lane switch buttons on the hand controller simultaneously.

A careful eye had to be kept on the fuel gauge because if you failed to pit and refuel in time then your team were out of the race. The refuelling caused bunching and delays in the pit lane as it took a while to fully refuel the car. Tactics were being calculated on how many laps



Range Rover mayhem

you could do before refuelling. At first the Land Rovers felt like a brick travelling around the track compared to the Lamborghinis but we soon forgot about it. The flashing lights and sirens of the cop car chasing the black drug runner were amusing. There were the usual problems of power overloads, cars stopping for no reason but it didn't dampen the mood.

We were joined by Mike Walters, Hornby's Technical Director, for a question and answer session. The basic question of, "What do we want Hornby to produce in the future?" spawned lots of ideas. Extra starting lanes for the powerbase, extra sensors around the track, plugs, different modes to create different types of racing such as rally and F1 sections. Perhaps this was the chance to get my favourite car, the Caterham, back into production, but was told no. Oh well, it was worth a try.



Hornby's Mike Walters

The final race of the day was a pursuit. It was a 120 lap race with three Lamborghinis being chased by three Range Rovers. The Lambos were driven around the track first and 'learnt' the course. This enabled them to race on their own. The Range Rovers were then driven by three team members at a time and tried to pass them. As the Range Rovers were the heavier car, if you came up too close behind a Lamborghini then you could flip it in the air. Needless to say, the Lamborghinis still won.

During the evening meal the traditional quiz was set by Mark Scale. It was the usual high standard of impossible questions (or so I thought). A discreet trip to the display cabinet gave a few answers. The winner Paul Blows scored an impressive 114 points, closely followed by Adrian Norman, Carin Blows and Rob Smith who all scored over 100. Well done. It was a team event and everybody's scores were totalled up against each team.

Before I knew it the evening was over and time for day two. The racing started again with a qualifying mode. There were to be 11 races, three minutes each and the winner who had the fastest lap was Russell Powell. ➡➡



Time for dinner and the fiendish quiz



A whip round for Max

The final race of the day was the Ladies Race. This year was unusual in the fact that there were so many women we actually had two heats and a final!

Mrs Editor and Mrs Secretary had, as usual, applied their creative talents to the cars used in the event. The race was titled "A Tribute to Max Moseley" and the Lamborghinis were adorned with minute handcuffs, whips, chains and two scantily clad women brandishing whips. The mind boggles as to where you buy those things!

The sparks flew literally. Every time a car crashed and the metal attachments hit the track then it caused a power overload. Racing resumed after a reset. I was consistent all weekend and came last but I had a great time. The winner of the final was Sally Morris.

The winners of the racing weekend were the blue team with 99 points, less than half of the last place yellow team. They had a showdown with two heats and the overall winners were 1st place Derek Morris, 2nd Steve White and 3rd Dave Haystead. Generous prizes were given out for the winning team and individuals.

Now onto the final part of the day – the raffle and auction. Hornby's chosen charity was Cancer Care. The raffle and auction were run by Peter Zivanovic and Rob Smith. There were many prizes up for grabs and I was fortunate to win a book. That will keep him indoors quiet.

There were criticisms last year that there were too many high priced items and people that wanted to contribute found it difficult. So this year, there were a lot more items that should go for a modest price. All the items from the top shelf of the display cabinet were for sale.

The auction got off to a hesitant start with display boards which were test pieces for box set designs starting at about £12. Then as people got into the swing of things the prices started rising culminating in a Starsky and Hutch Board selling for £50. Then a surprise complete set of boards appeared and were sold for £150. A huge surfboard size Scalextric board sold for £160. I don't know how Mark Scale will get that home up North. Especially if it rains.

There were various box sets such as the American Le Mans T2 set that sold for £75 and a one off piece of green track for £38. The ladies race cars were auctioned off but I wasn't brave enough to bid on one. A fuller report on the auction from Adrian Leggett can be found elsewhere in the Journal.

I wish to say a huge thank you to Hornby, Adrian Norman, Rob Smith and all the NSCC committee members for a fabulous weekend and for all the hard work that goes into running the NSCC club, events and magazines.

If any ladies read this article and are hesitant at joining their husband or partner on



Auction time - What am I bid for Rob Smith's head?

this weekend then I hope that you will think seriously about coming next time because you will meet a wonderful group of people and have fun as well (unless you are sick to death of your man's hobby and want the peace and quiet). If

I am not fortunate to be invited again then I know that Mark and I will keep in contact with the friends that we have made at the various swapmeets. Until next time! ■

Photos by Dave Chang and Gert Ribberink



And we all went home with one of these

First of all thank you to everyone who bid so generously for the Merit Lotus XI produced by Joel Thura in aid of the Walsall Acorns Children's Hospice. We raised £330 from the auction and the winning bidder was Wolves' very own Malcolm Scotto who had fittingly given the kit to Joel to "do something with" and boy did he do a grand job. Anyone wishing to see this gorgeous slot car can come along to Wolverhampton Slot Car Club where it is currently on display in our feature cabinet. Talking of displays I had a visit recently from member Paul Bizzell who is putting on a slot car feature at the "MG at Speed" exhibition, which begins at Abingdon on May 17th and runs through until August. Paul spent a good hour looking at my own humble collection and borrowed a few to help with the exhibition display; I hope it goes well and would encourage

anyone who has the chance to pop along while it is on. Shown below are two BMC kits (Maxi and MGA) and two OCAR kits (MGC & Mabel) which I put together this last week or so to go in the display. In terms of new releases BMC now have an ice cream van for sale, although having to "stop and buy one" each lap might cramp the driver's style a little.

The Proto Slot Kit/Bitume Slot Racing Ferrari TR61 in NART colours and the '69 Porsche 917 long tail mentioned last month are now built and photographed below, the Porsche being available with three different decals for cars from the 69 Le Mans race. Also featured in the picture is the very limited edition "Jide" Renault for which I have to thank Phil Smith for supplying me with this rare car. Due out soon from Proto Slot Kit is the 1958 RAI Scarab-Chevrolet sports car which should be stunning.



BMC and OCAR cars for the MG at Speed display



Jide Renault, Porsche 917LH '69 and Ferrari TR61 from Proto Slot Kit

Two other cars finished this month are the OCAR/World Classics Sunbeam Tiger Thunderbolt driven in the 1964 Le Mans by Claude Dubois and Keith Ballisat and the Matra D'Jet driven in the 1966 Monte Carlo Rally by Jean-Pierre Jaussaud and Henri Pescarolo. The next release from OCAR should be out in early May, this being a Vauxhall Chevette HS, I am hoping for the Pentti Arikkala version as he was an early hero of mine and probably the most under-rated "Flying Finn" in the history of rallying.

The final completed builds this month are three of the new 1/24th scale IMSA Porsche 962's from Italian manufacturer BRM, as with the previous releases these come as pre-painted and tampo printed kits complete with an allen key and screwdriver to complete them, the box also contains a choice of crown gear and pinion for different circuit types. These are seriously some of the quickest 1/24th cars I have run and are available in four liveries. No comments about me choosing the alcohol sponsored trio and leaving out the Coca Cola version please! ➡➡



OCAR/World Classic Matra D'Jet and Sunbeam Tiger Thunderbolt.



BRM's 1/24th IMSA Porsche 962's (Hic!)

New releases that have just arrived and are as yet not started include the new Penelope Pitlane 1956 Gordini Type 32 a suitable partner to their earlier 1956 Bugatti type 251. The real versions represented the last Grand Prix efforts from the two famous French manufacturers. Tetre Rouge Racing Company have the 1935 Auto Union Rennlimousin and Mercedes-Benz W25 streamliner both on sale, these two cars being developed for the high speed banked circuit at Avus and make fine running partners. On to ready to runs and the Moss BRM P25 and Graham Hill Lotus 16 from Cartrix are now both readily available, as is Slot It's new livery of the Jaguar XJR9LM, this time as the number 66 Castrol sponsored version. Spirit has new livery releases of the Peugeot 406 Coupe, Courage C60 and BMW2002, while Revell have new liveries for their Trabant and NSU

TT. Other stuff just out includes some new BBS alloys from PCS available from Pendle Slot Racing, also new 1/24th alloys and inserts from BWA. Our friends at Slot Track Scenics have developed curved section spectator banking to compliment the highly effective straight sections shown in last month's pictures, and now have the straight embankments in both snow and sand finishes as well as grass or plain to finish yourself. Some advanced news with AA Bodies working on a new Ferrari 246SP and McLaren M1, TKP's next release due to be a long tail version of their recent Maserati Tipo 61 "Birdcage" and MB Slot's Ferrari F430, all of which will hopefully be with us by early June. For fans of customised cars look out for a new website called www.slotcarunique.co.uk where some wonderful custom livery cars will be available in the near future. ■

FLY *On the Wall*

BY **SIMON MOSS**

email: flyonthewall@nsc.co.uk



Only eight models to report on this month, but on the radar are many others which, at the time of writing, have been released in Spain but due to their late arrival will be held over to next month. There's also news of Fly's planned production run up to the end of June.

Standard Releases

BMW 320i "BMW Motorsport" #233 (88011). VLN Nurburgring 2005, driven by Jorg Muller, Duncan Huisman and Andy Priaulx. An attractive livery mainly in white with small areas of green. The "Nordschleife" circuit has been carefully reproduced and is printed all over the body shell. It's just like reading an ordinance survey map; the track itself is red, whereas the green areas represent forest sections.

Lola T70 Mk.IIIB "Sportscars Unlimited" #42 (88062). 1000km Monza 1969, driven by Ulf Norinder and Robin Widdows. The 4th round of the 1969 world sportscar championship proved not to be very momentous for this Swiss privateer team. After only seven laps the car was forced to retire due to engine problems. This must have been very disappointing, especially as the car qualified 9th on the grid. What the car lacked in endurance qualities was more than made up for in its attractive appearance. The car is virtually devoid of any sponsorship (apart from a small "Firestone" logo above each wheel arch), and is decorated in white with a broad red band running down the centre. A nice detail touch is the simulated black duct tape around each headlight. A must for any classic sportscar fan. ➡➡





Renault 5 Turbo “Rothmans” #11 (88094). Rally Costa Brava 1985, driven by Attila Ferjancz and Janos Tandari. Continuing with Fly’s current trend, the cigarette advert has been tampo printed rather than supplied as a separate decal. Whether Fly has found any loopholes in the law - I don’t know, but one thing I do know is it looks fantastic! It is decorated in the traditional Rothmans colour scheme of white and blue with red and gold pinstripes.

Bikers in Cars

Lancia 037 “Starter” #7 (99103). Rally Colline de Romagna 1985, driven by Graziano Rossi and Carlo Cassina. Graziano Rossi is the father of Valentino and competed in motorcycle grand prix racing between 1977 and 1982. His career started out riding a 500cc Suzuki, but had more success riding a 250cc Morbidelli, in which he took three victories in 1979. The Lancia modelled is decorated blue for the top half and white for the lower. This is the second in the Biker series and, like its predecessor, is mounted on a white plinth with a picture backing card.

Circuitos Con Historia

Porsche 935 K3 “Numero Reserve” #41 (99107). Special edition series focusing on various historical race circuits. This features the world famous Le Mans and one of its many victors. The 935 K3 modelled won the 1979 event, driven by Klaus Ludwig, Don and Bill Whittington who completed 306 laps, 7 laps clear of the rest of the field. Included in the presentation card box set is a booklet containing many photographs and a brief history.

Special Editions

Porsche 911S “Lois” #28 (99116). A commissioned model produced for Foroslot of Madrid. It represents the car that Vicente Sáez-Merino drove in winning the Copa de Espana de Historicos event in 1994. It has a limited availability of 500 units and mounted in a traditional crystal case with white base and numbered picture backing card. The car is decorated predominantly black with grouped orange dot graphics. For some reason, the plinth states that the car is a Porsche 911 “E”?

Playboy Collection

Sixth edition to be released to-date, available in a standard crystal case and special edition card box. As before, the first catalogue reference number below represents the crystal case version: -

Porsche 917 LH (99051 and 99052).

Decorated in black with a light blue stripe running along the lower side between the two wheels and complemented with gold wheels and rear wing. This edition focuses on the American model Kara Monaco, who was Playmate of the Month for June 2005. The associated cover picture is printed onto the cars extensive rear sloping body work.

Announcements

Fly have released details on the models they plan to produce from April thru' June. In catalogue reference number order they are as follows: -

- 88288 – Porsche 934 – 300km Nurburgring 1976 – Jagermeister
- 88293 – Renault 5 Turbo – Duo kit
- 88322 – BMW M1 – 24hr Le Mans 1981 - VSD
- 88323 – Alfa Romeo Giulia GTAj – 24hr Spa 1971 – Levi's
- 88324 – Ferrari 250 GTO – Tourist trophy 1963 – Graham Hill
- 88325 – BMW M1 – Orange – Racing kit with new motor
- 88326 – Ferrari F40 – Taison – JGTC 1994
- 88327 – March 761 – USA West GP 1976 – Vittorio Brambilla
- 88329 – Porsche 911 SC – Tour de Corse 1980 – Esso
- 88330 – Ferrari F40 – Yellow – Racing kit
- 88332 – Porsche 935 K3 – UFO – Le Mans 1982
- 88333 – Ferrari 250 GTO – Spa Francorchamps 1965
- 88334 – Porsche Carrera 6 – Vila Real 1971
- 88342 – March 761 – Spa 1977 – Patrick Neve
- 99053 – Marcos 600 LM – Playboy edition in crystal case
- 99054 – Marcos 600 LM – Playboy edition in special box

99055 – Porsche 917K – Playboy edition in crystal case

99056 – Porsche 917K – Playboy edition in special box

99057 – Porsche Carrera 6 – Playboy edition in crystal case

99058 – Porsche Carrera 6 – Playboy edition in special box

99111 – Porsche 935 K3 – Lady Racers – Desire Wilson

99112 – March 761 set – GB and South African GPs 1976 – Ronnie Peterson

99113 – Porsche 917K – Gulf – Buenos Aires 1971 – Rodriguez

08044 – Buggyra Truck – ETRC 2002 - Proca

08054 – MAN Truck – Barcelona ETRC 2007 – Pascal Robineau

08055 – MAN Truck – Barcelona ETRC 2007 – Michal Dolak

There are a few gems in there with the Maranello Concessionaires Ferrari 250 GTO driven by Graham Hill, the Ronnie Peterson March 761 set and the Porsche 917K Rodriguez car. Both the special edition March cars will have a similar livery and carry the same (#10) racing number. The Rodriguez 917K is the first in a new series titled “Los Hermanos Rodriguez”, which means “The Rodriguez brothers” and focuses on the cars that both brothers (Pedro and Ricardo) raced. The brand new BMW M1 racing kit will feature a new motor, details of which are not available at the time of writing.

Incoming

Included in the bundle of new models mentioned at the top of the report is the long awaited Ferrari F40. First impressions are it looks very good and Fly have really managed to capture the car's aggressive stance. Other models include a limited edition “Cepsa” el Cortes del Ingles MAN truck and a Vic Elford/ David Stone “Return to Monte Carlo” special edition Porsche 911 T. More details on these and an in-depth look at the Ferrari F40 next time – till then, happy Fly collecting. ■



The Swapmeet is Back

Milton Keynes 24 February 2008 and Loughborough 16 March 2008
By Russell Sault

There was a time when I actually thought that the swapmeet could be doomed with cheap cars and parts on eBay and other websites, plus a seemingly endless choice of cars from all eras and manufacturers, and all yours at a click of your mouse. Put against a, sometimes long, drive in the early morning to turn up at a venue, only to find expensive vintage collectors cars that I could not afford and brand new cars, as traders economised on space by bringing items that could justify their place on the table by raising a suitably high price. If this were the last word on swapmeets, then the end was probably in sight, and I, as a collector not a trader, would not really miss them.

But thankfully this is not the last word and, as prices on the internet seem to spiral back up to the silly levels that we used to see when eBay first started, the swapmeet has hit back, making a much larger choice of items available to collectors, whatever their budget or area of slot racing passion, and all under one roof, with people actually standing talking to each other about their hobby.

Spares prices seem to be down, especially compared to much of the overpriced (especially when you include “postage” prices) rubbish that turns up on eBay at the moment. Not only that, but the range of items on offer at the Milton Keynes and Loughborough swapmeets were absolutely outstanding. With reference to Roger Barker’s comments in issue No. 309 “Swapmeet Roundup”, I would like to thank the traders, and collectors, who stood at those events for the efforts that they had clearly put into offering such a diverse choice with accessible pricing. The usual collectors cars and new boxed items were, as always, well represented, but at prices that eBay cannot beat nowadays, sometimes a choice of several similar items, and often negotiable too.

Many tables carried spares, sometimes well organised and individually priced or just a tray or two of broken cars, aerofoils, wheels or motors etc at £1 for any item. The cornerstone of slot car collecting, parts to restore old cars just missing that wing mirror, windscreen, bumper or thingamajig. Perhaps that chassis for a scratch build, or a second hand working motor for that car I wanted to restore just because I like it, not so I can resell it at a profit. Pieces of track to expand a layout, model buildings, spectator figures, working cars from sets, or cars that were not perfect in some way, priced from £2 to £9 - suitable for spares or great for the kids to take home and race to death (that is what slot cars were originally designed to do after all). All those things and more were there, I actually heard one person say, “I can’t believe that I just bought that for £5, I paid £25 for one on eBay”.

Never underestimate the amount of free information that can be found too. All of those collectors and traders, with years of experience, are only too happy to talk to you and share that knowledge readily with a fellow enthusiast. I have learned more about the hobby from talking to people than from reading the dozens of books that I seem to have amassed over the years.

If you have not been to a swapmeet before, or even recently, and especially if you have been surfing the internet for elusive cars or parts, I suggest you take a look, the swapmeet as a source for collectors, restorers and enthusiasts is back, and long may it continue as such.

One final item, my wife likes to travel with me, she has no interest in slot cars, but likes the events. She noted that there seems to be more families at swapmeets nowadays and that the Loughborough venue this year was a really nice big room with plenty of space to comfortably push the pram round. The swapmeet organisers always seem to ensure that there is somewhere to get a cup of tea as well, so thank you for that too. ■



When pictures first appeared 13 months ago of the four new Champcars from Racemasters AFX, everyone rightly praised them. At the time, they saw a welcome revival of a line that had slipped a long way from the prominence of the past and heralded a new sense of purpose within the company. Fast forward to April 2008 and the bar has been raised considerably. The first batch of Champcars, and the subsequent GT40s, have served their purpose in making a much more

to be made. Pretty much all bodies in H:O scale are out of proportion in terms of wheelbase compared to width, and the trick has always been to obscure that fact. Even with the Mega G, with a wheelbase of 1.7", this trick still has to be performed. If the GT40 was made for the Mega G its wheelbase would still be a tenth of an inch too short, but this is much better than the more normal three tenths.

In addition to wheelbase, attention has been paid to making the chassis as low and as narrow as possible. As a result, and no doubt this was the intention, the chassis is the best platform for accurate looking open wheel cars ever made. Up to now, H:O racers have had to make do with generic facsimiles of their favourite open wheel cars. Even the Aurora cars of the late 70s and early 80s, good though they were, had sidepods which massively spoilt the overall look, and of



adventurous undertaking financially viable.

The new AFX chassis, known as the Mega G, is not revolutionary. But it is a focused attempt to fuse older, more complex chassis designs with modern technology to achieve a chassis which allows much more accurate bodies



course colour scheme application is way better today. This Tyrrell 009 from around 1980 is a good example.

With the Panoz DP01 having a to-scale wheelbase of over 2", compromises have had ➡



to be made to get it down to the 1.7" of the Mega G. Nonetheless AFX have achieved a striking and instantly recognizable end result, which moves the goalposts a long way. Other future open wheel releases from other companies will be measured against the Panoz, and probably found wanting. To say nothing of the rumours that AFX will be releasing F1 cars in 2010, which would up the stakes once more if true.

In addition to the new chassis and body, AFX have also announced two further GT40s. Although these are not a new moulding, and as



such will fit the SG+/SRT platforms (as well as, presumably, a short wheelbase version of the Mega G due out early 2009), they do have improvements over the previous four releases, such as clear glass and separate headlights. Note that all the pictures here are of prototypes and should be treated as such. Pictures of final cars will follow in future columns but for now the evidence suggests AFX have a bright future ahead. ■

Ninco Anglewinder Chassis Race Preparation

Part 2 - Honda NSX

By Terry Blackmore

As is often the case with other Ninco sidewinders, the Honda chassis came with far too much flex to enable it to be really competitive against other cars in the GT classes. The good old Ninco hop, skip, and a jump on exiting corners made for a car that would, on occasions, do the unexpected. However, the introduction of what I call the “Mark 2” chassis with the strengthening supports across the rear of the chassis, certainly improved things. That is to a point. It depends on the set up of the car. In this case I chose at the time to use a short can Slot.it 25,000 rpm motor, especially as I had one going spare.

The first experiments with the new Mark 2 chassis showed that it could still step out of line exiting corners. So, as with the Ninco Supra, I ran a bead of superglue from the motor brackets beneath the axle bearings to the rear of the chassis. This stiffened the chassis considerably and I also superglued a Ninco NC-2/NC-1 motor bracket converter into the chassis, having first put the motor in place. This does make the



chassis a great deal stronger at the weakest parts. There isn't much that can go wrong with current modern motors, so making the motor fitting permanent isn't really a problem. I find the car is usually destroyed long before the motor wears out. As with my preferred running equipment for the Wood Green track I usually run Slot.It anglewinder gears with a ratio of 12 to 32 (just make sure that you buy the gears with the





outside boss, bearings, axles, and practically any wheels that were smaller in diameter than the original Ninco wheels. Low profile Gom tyres on the front and the rear wheels were shod, as is normal at Wood Green, with Ortmann tyres. Slightly longer lead wires were used as is my usual practice, the originals being far too short.

Because of the light weight this car proved to be extremely fast, but had one drawback - being so fast and very light it proved to be a little harder to drive. Not being a fan of adding weight to cars, it just took a little longer to get used to than with the Supra. Laps of well under 9.5 seconds around Wood Green certainly proved that the car was more than competitive and on a number of occasions a race winner.

The original building of this Honda with the Mark 1 chassis actually preceded how I built the Supra in last month's article. I had planned to use a Slot.It short can motor in the Supra, but found that the higher profile of the motor where the lead wires are mounted fouled the cockpit and prevented body movement. Some clubs don't allow alterations to the bodies, interiors, and chassis of cars hence, with the thought that I might wish to run my cars at other clubs, the Supra was conceived with the longer Ninco NC5 motor.

The Honda's body was secured and allowed to rock on the MB screws. I do think the dark blue colour is more difficult to see during a race. There was little damage in two years of use, the body still retained both the wing mirrors but, as is usual, the spoiler did take a knock in one race and had to be replaced back in position. The two spoilers on the front of the chassis were replaced after almost every race so I gave up on those and consigned them to the spares box. The interior broke loose once, and had to be fixed with superglue. Other than that, the whole car has given no trouble and was fast and smooth to drive once run in. The Ortmann tyres give good grip on the Wood Green track and leave practically no tyre residue inside of the car, which makes for very easy cleaning. This is also helped in that no tyre dressings are needed with Ortmanns. ■





Firstly, I would like to thank Mark Raine for updating the column header (above). The picture of the brand new 330P is by “Slot Car Amazing Shot” and my gratitude goes to them also.

Since my last report two new models have been released. The first is a totally new model, whereas the latter is a re-livery of an existing model: -

RCR39 - Ferrari 330P “Scuderia Bear” #26. Modelled on the car that raced at the Sebring 12hrs in 1965, which was the 2nd round of world sportscar championship. It was driven by an all American driver partnership of Bob Grossman and Skip Hudson. Although the car wasn’t running at the end of the race due to a problem with the differential, it was however classified in 34th position. This was due to it completing 143 laps.

Despite the name 330P, the bodywork comes from a 250P, which was first launched in 1963. The reason for this is the type of engine used, which is from a 330P. In keeping with this, Racer have produced a completely new body which is different in many ways to their previously released 330Ps (RCR26, 27 and 35). The summary of differences includes changes to the cockpit, nose area, a re-designed tail section and various air inlets. The whole car is brimming with detail and I just simply adore the hand crafted new wire wheels and individual photo-etched vents across the rear of the car. Other detail differences are a filler cap set into the bonnet, repositioned and extra air vents, a red

light on top of the roll-over bar and a bulge on the rear engine cover. It is decorated red with yellow striping on the front and over the driver’s side.

A NART version (also named 330P) is planned for later this year. It will be red with a white nose and be modelled on the #15 car that raced at Le Mans in 1964. This car will also have differing air inlets to those cars already produced. Looking further ahead, Racer also have ready the two Le Mans winning “official” 250Ps from 1963 and 1964. These too will have differences in the bodywork, mainly with the air vents again. At this time these cars have no current release date.

RCR40 - Porsche 935 K3 “Sachs” #70. Le Mans 24hrs 1980, driven by John Fitzpatrick, Brian Redman and Dick Barbour. The car finished in a creditable 5th position, after completing 318 laps.

This is the 6th 935 K3 to come off the Racer production line and, as far as I can see, has no unique body style features compared to the others in the range. The only unique detailing part is a small red light or reflective strip to side of the rear wing on the passenger’s side only. It just goes to show that no small stone is overlooked on these models. The livery is clinical and really expresses the shape of the car nicely. It is predominantly white with light blue/medium blue and red stripes running along the sides and curved along the side of the rear wing. To compliment this, BBS disc wheels have also been decorated in the same shade of light blue.



Incoming

The next exquisite model to come off the Racer production line is the brand new Ferrari 330 P3. Two completed prototypes were shown at this year's Nuremberg Toy Fair. Originally planned for release later in the year, the good news is it's been brought forward. At the time of writing both versions due (see below) have been fully assembled and, depending on which country you live in, will be available from your local friendly slot car retailer. The mould is totally new and not just a repainted P4 body shell. Further details and comparisons in my next report.

RCR41A – Ferrari 330 P3 “Official” #21 – 24hr Le Mans 1966 – Bandini/Guichet

RCR41B – Ferrari 330 P3 “Official” #20 – 24hr Le Mans 1966 – Scarfiotti/Parkes

Developments

The eagerly awaited Chaparral 2E will soon be with us. Racer are expecting the remaining plastic injected parts to be delivered by mid May, with assembly to start soon after. This will then lead to a release date sometime in June. Other news concerns the new resin which will be used for the “Racing kits”. A very significant weight saving has been achieved (10 grams in fact), which will make them very comparable to a plastic bodied car. At this time it is not known when the first car will be ready for delivery. At the recent Model Expo in Verona, Racer displayed many of their latest prototype models. These included the Ford P68, Alfa 33/3, Ferrari 312P Spyder and the plastic bodied Riley Mk XX. Whilst on the subject of the Riley, a running version was given a test run around one of the circuits. Development of this car is going well and after the tests Marco of Racer-Emmegi was very pleased with the outcome, and in his own words “has been very good”. More news on this and the rest of Racer's current projects next time. ■

A Guide to the NSCC / Hornby Weekend Cars

By Rob Smith

Every year the NSCC and Hornby get together to share a weekend of fun and feedback with chaotic racing and plenty of new and yet to be released products to test and discuss. One of the highlights of the event is the Weekend Car. Hornby very generously create a special car just for the event. No more than 50 are made and these are eagerly sought by collectors, especially those unable to attend the weekend.

One of each car is retained by the club for our archives and the rest are given to members attending the weekend. Most are kept by the attendee as a memento of their weekend but

occasionally they do surface on the open market – usually with high price tickets. The first few weekends were under-subscribed and the remaining cars were given away as prizes.

Some of these cars have proved more interesting than others, with the Mitsubishi Lancer probably the low spot and the GT40 the high spot. We have had two Ford GTs and two TVR Speed 12s. The first few cars were created semi-unofficially on the same machinery which brought us the Promo Cars and other limited edition club specials. More recently the cars have been a variation on the Range Presentation car which in turn is often a variation of a production model.



The very first car (Renault Mégane) did not have a certificate but all the others did. This is usually both numbered and shows the name of the attendee.

Over the years the weekend cars have given us no end of problems. Twice the cars have still been on the slow boat from China when the event occurred. The first time Hornby mailed them out for us and one was lost in the post and the second time my wife Lorraine handed them out at the Milton Keynes swapmeet and had to fend off hundreds who wanted to buy them.

The details of each car are as follows:

Renault Mégane NSCC Scalextric Racing Weekend March 14-15th 1998

Blue plastic. Scalextric logo and weekend details printed on roof in gold. Plinth not printed. No certificate. Number written on sleeve. Presented at the Hornby/NSCC Weekend 14/15 March 1998. Edition size: 50

Lamborghini Diablo NSCC

Black paint. Gold NSCC laurel on bonnet. Gold 1999 laurel on sides. No printing on plinth. Attendee name written on sleeve. Certificate named but not numbered. Presented at the Hornby/NSCC Weekend 08/09 May 1999. Edition size: 50.

C2325 TVR Speed 12 NSCC Special Edition

Purple paint. Gold NSCC laurel on bonnet. Gold 2000 laurel on sides. No printing on plinth. Certificate named but not numbered. Presented at the Hornby/NSCC Weekend 06/07 May 2000. Edition size: 50.

Jaguar XJ220 Black NSCC

Black paint. No other decoration. Plinth printed. Certificate numbered but not named. Presented at the Hornby/NSCC Weekend 15/16 September 2001. Edition size: 50.

C2468 TVR Speed 12 "N.S.C.C."

Red paint. White TVR logo on bonnet. Plinth printed. Certificate numbered but not named. Presented at the Hornby/NSCC Weekend 12/13 October 2002. Edition size: 50.

C25491 Ford GT Mk II NSCC 2003 Special Weekend

Yellow paint with two black stripes. NSCC roundel on sides. Plinth printed. Certificate named and numbered. Presented at the Hornby/NSCC Weekend 01/02 November 2003. Edition size: 48.

C2682B Mitsubishi Lancer Evo 7 NSCC Special Weekend 2005

White paint. Numerous NSCC logos and script. Plinth printed. Certificate numbered and named. Presented at the Hornby/NSCC Weekend 05/07 March 2005. Edition size: 48.

C2734N Ford GT NSCC 2006 Special Weekend

Yellow paint with two black stripes. NSCC Pace Car on sides. Plinth printed. Certificate named and numbered. Presented at the Hornby/NSCC Weekend 12/13 March 2006. Edition size: 48.

C2815B Ford GT NSCC 2007

Blue paint with yellow stripes. Numerous NSCC scripts. 50th Anniversary logo on roof. Plinth printed. Certificate named and numbered. Presented at the Hornby/NSCC Weekend 24/25 March 2007. Edition size: 48.

C2935A NSCC 2008 Aston Martin Black

Black paint with yellow and red details. NSCC Pace Car on sides. NSCC script on front and rear wing. Plinth printed. Certificate named and numbered. Presented at the Hornby/NSCC Weekend 12/13 April 2008. Edition size: 48.

I am currently compiling a few more of these Scalextric guides and would be pleased to receive any suggestions for inclusion at the usual address - factory@nsc.co.uk. ■

Ramsgate Auction

By Adrian Leggett

This year's NSCC/Hornby weekend culminated in the raffle and auction, for items kindly supplied by Hornby, with the proceeds going to their Cancer Care charity. Bidding was spirited and the sixty-six items were efficiently sold by our Chairman who was acting as auctioneer for the occasion. There were many set box lids that had been used for event displays and some of these were of development layouts so made interesting collectors items. There were also several photo display boards that were used for taking details and measurements of some of the recent cars produced, such as the Mini Cooper S and Mercedes DTM.

A couple of other out of the ordinary items were livery sign off versions of the Australian V8 Ford Falcon "Castrol" and a yet to be released Renault F1 in a fictional DHL livery. This car is from a set of cars that are due to be released in Spain and went for £70.

The most interesting items as always were the prototype cars and test liveried body shells. A running example of the Chaparral 2F with an unpainted white body and plain black underpan

fetched a not unreasonable £200, while an unpainted Ferrari P4 with opaque white wheels made £300. The highlight of the auction, for me anyway but I expect a lot of other people too, was the sale of the early running samples of both the recently released Eagle Weslake and Lotus 49. These realised £300 and £350 which, considering their significance, must be an absolute bargain. Some of the prototype cars fetched double that in the past.

The auction ended with the sale of the cars used for the ladies races which this year were decorated in a Max Mosley theme and went by the names of Miss Whiplash, Naughty Boy and Max's Dungeon, to identify but three.

The total amount raised this year, including the raffle, came to just over £3550, which coming from about 60 people is a very good feat. Thank you to all of the weekend attendees for ending the event on such a charitable high point and for Hornby for donating the items. ■

