



No. 320 NOVEMBER 2008

Contents

Events.....	2
Diary Dates.....	5
Election Time.....	7
Ninco News.....	10
Messages From Margate.....	13
Fly On The Wall.....	16
Forza Slot.It.....	19
H:O World.....	21
Kits N Bobs.....	22
Tri-angTreasures.....	25
SCX And Singapore GP.....	30
World Classics Races.....	32
Racer News.....	34
Ebay Watch.....	37
Letters.....	39
Members Ads.....	41

Editor

Brian Rogers
27 Paige Close
Watlington
King's Lynn
Norfolk
PE33 0TQ

Tel:- 01553 813090

Fax:- 0870 7051127

e-mail:- editor@nsccl.co.uk

Trade Advertising

Adrian Leggett
Roseville
Westwood Lane
Normandy
Guildford
Surrey
GU3 2JG

Tel:- 07773 967333

between 09:00 - 18:00

01483 810102 evenings

e-mail:- sales@nsccl.co.uk

THE
NSCC
WWW.NSCC.CO.UK

THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Gentlemen, Start Yooooor ENGINES!

It all started with our 'bucket list' of things to do before we die - #1, go see a Nascar race. So we booked up for the 'Bank of America 500' at Lowe's Motor Speedway in Charlotte - at which point things got a bit out of hand as we discovered that our flight touched down at Memphis - well you have to go to Graceland don't you? Then Mrs Editor decided we needed to visit Charleston to see where the American Civil War (or War Of Northern Aggression as it is better known in the South!) started. End result - a quick visit to Charlotte turned into a three and a half week trip up the Eastern side of the USA from Memphis to Gettysburg! 1800 miles driving on the wrong side of the road - well, it seemed like a good idea at the time.

The holiday was largely slot car free although I was caught playing on a banked tri-oval pay track at Lowe's. I had the inner (worst) lane with Kyle Busch's M&M car (Nascar fans really don't like Mr Busch) but managed a creditable second place out of six. However, as we had been invited to pay a visit to an American NSCC member, Jim Butt, I think Mrs Editor knew what was coming and decided to get her retaliation in early. Thus, with my well known dislike of high places, I was 'encouraged' to spend three days driving along the Blue Ridge Parkway at an elevation of approximately 4000ft - redefining my personal definition of a white knuckle ride!

Surprisingly enough, on arrival at Jim's we discovered a large slot car track in his basement with a dozen people in attendance for a race meeting. His home track is, without doubt, the best I have ever come across and would put many club tracks in this country to shame. We had a great evening and I even managed to persuade Christine to have a go on the track - I have the photos to prove it! Thanks very much for your generous hospitality Jim, we look forward to a return visit.

As for the Nascar race - indescribable - trust me, put one on your personal bucket list, you won't regret it.

And Finally - one more issue to go before retirement, all contributions gratefully received.

Till next month

Brian



Following the announcement of an array of new releases in September and October, some of which will be landing on our shelves this month, November gives way to the most important international race event of the year - The Ninco World Cup 2008.

By the time this Journal finds its way to your hands, the event will be over... Do we have a new World Champion team? Have Italy retained their crown?? (*and if there is a new champion, is it GTR or Demon Slot from the UK???*). As well seeing action on the specially designed 16-lane NWC '08 circuit, the full size "National Circuit" at Silverstone played host to over thirty test heats and more than twenty qualifying heats and finals throughout the Walter Hayes Trophy weekend. If you were unable to witness the NWC race at Silverstone in person, a full report will be published in the December issue.

A special decoration of the Lamborghini Gallardo to commemorate the 2008 Ninco World Cup (50495) has now been joined by a stable-mate silver Gallardo (50448) also decorated in a unique livery making good use of the national flag draped across the front. A *very* limited number are available from Ninco stockists.

Rally Champions

Another major event that recently took place was the annual "RallySlot" at Costa Daurada, Catalunya. This is *the* rally event of the year and although open to all 1/32nd scale rally cars, it is always well represented by Ninco vehicles. 2008 was no exception. The "Group N" category caters for standard cars and allows minimal

changes to out-of-the-box vehicles such as after market wheels or tyres. Of the 176 entrants, 98% ran Ninco rally cars with the new Citroën C4 accounting for more than half the entries! Twenty-five of these competitors made it through to the finals racing twenty-two Citroens and three Subarus between them. The "Super N Group" was also dominated by Ninco vehicles... 94% of the entries being made up of Ninco Ferrari 360, Porsche 911 and Porsche 997. The Super-N category allows more technical modifications such as use of ProRace components and this year saw the Ninco Ferrari 360 virtually fill the grid and totally fill the winners podium!

The best opportunity to experience the Ferrari 360 for yourself, is to purchase this vehicle in its latest "Lightning" kit form (50522). Semi-assembled with a number of ProRace components such as the new Lexan chassis, a neat plastic parts box stores the remaining bits required to assemble a highly competitive GT or Road/Rally racer. A standard display case also included with the kit allows the perfect platform to show off your model when not racing around the track.

Although the chosen car for competing in the Ninco World Cup Final is the new, sleek Acura, the qualifying rounds only allowed cars from the GT category such as the Ascari KZ1, Ferrari 360, Lamborghini Gallardo, Lexus SC430, Porsche 997 and Mosler MT900R. The latter seemed to be the most popular choice with some of the qualifying heats featuring a full grid of Moslers. So just how good is this car? A review of Ninco's latest offering follows:-





Mosler LeyJun "Lightened" (50500)

Originally released by Ninco in 2006, this model has been produced in a number of eye-catching liveries: the silver "Xavex" (50413), the special red and white "Club Ninco" (50411), the limited edition "TV3" (50467) and the beautiful "Gulf" (50428) all covered a very competitive chassis. In 2007, Ninco released a ProRace (50453) version which included machined alloy hubs to make it even more competitive. The car has remained a main contender even though it is entering its third year of production. Ninco's latest offering of the MT900R ensures that this model will continue as a GT-racer's favourite... Ladies and Gentlemen, I give you the Mosler LeyJun "Lightened" (50500).



You can be forgiven for thinking that if you strip away the decoration, it will be the same as its predecessors. Clear and crisp tampon-printed logos compliment the sharp overprinting of light blue on white. These coloured flashes are shadow-outlined with fine dark silver lines and the entire body is smoothly coated in the high-gloss, clear lacquer found on all Ninco models. However, if you take a closer look and I mean much closer, you begin to notice some differences to the regular Moslers. Firstly, the new clear Lexan chassis can just be seen peeping out from under the front and side edges of the bodywork. Against the black track surface this

doesn't immediately stand out but a glance to the rear of the car confirms this with the aerodynamic chassis-fins and exhausts having a glass-like appearance. As well as having yellow-tinted headlight glass, smoke-tinted cockpit glass obscures the interior. On closer inspection, the form of the dashboard and top of the steering wheel can be identified as well as a helmet-clad driver's head.



Turning the car upside down reveals the new clear Lexan chassis. This is the first Ninco car to be fitted with this chassis in an as-supplied car. The wires leading from the guide to the motor and the red gear-pinion can be seen through the Lexan chassis. For a clearer view, the body is removed by releasing three metric-thread brass screws, two from just forward of the front axle and one from just behind the rear axle. The ProRace fixing screws allow a much finer adjustment of the "body-roll" but it should be noted that the front of the Mosler has a red tow hook sticking through the air intake which impedes any loosening at the front. Care should be taken to allow this tongue-like front tow hook to slide out when parting the body from the chassis. The chassis is very flat and the neatly routed silicone covered wires are now secured to the motor by push-fit spade connectors rather than being soldered. This, in my opinion, is a welcome improvement as it facilitates quick and easy motor changes and avoids the need to pack a soldering iron into your race box! Staying with the motor, it is now firmly fitted in place by a single fixing screw going through the chassis support into the pinion end of the motor can. The motor is printed with the Ninco and NC-5 Speeder specification in place of the usual foil wrapping. There is absolutely no motor rock about its axis thanks to the tiny fixing screw. ➔



The shiny super magnet is mounted just back of the chassis centre point but can (*and will*) be easily removed to allow taking this car to the limit on the track. Although the wheels are nicely finished in gold with bright silver brake discs visible through the 10-twin spokes, I can't help thinking that the wheels should be alloy... In addition, I also feel that the gear and pinion should also be ProRace but let's not forget this is a lightened version not a ProRace one.

The inside of the chassis reveals the reason why this particular Mosler has earned the name "Lightened". The interior tray is a moulded Lexan affair with the driver's head as the only fitted detail. It is not as long as a standard Mosler interior and so reveals the engine vents from the inside.

When raced on a Ninco track, the car immediately feels sure footed. I noticed that the tyres fitted to this car do not carry the "Ninco" branding moulded into the side walls and have a squarer edge to them compared to the usual Ninco slick tyre. This new tyre offers plenty of grip in the curves and ensures that power is transferred to the track as soon as the throttle sends the relevant signal. Initial lap times were immediately within the expected 10-second average and once I had settled into a rhythm, the times were consistent with that of a standard GT car around the circuit. The Mosler is a relatively easy car to get to grips with and its low stance aids handling around all radius curves. As the number of laps increased, the lap times became consistently lower and soon the Mosler

had achieved a fastest time of just over 5.5 seconds - almost half a second quicker than a comparable standard (non-magnet) Mosler. OK, half a second does not sound much but this very stable car allows such times to be achieved with relative ease and all being equal, this equates to finishing a full lap ahead of a standard car over a 20 lap race!

I appreciate that out-of-the-box cars can vary but Ninco always manage to produce a vehicle which can impress with little or no preparation. That is why Ninco have built on this attribute and is a preferred choice of base vehicle from the outset. For racing, the Mosler LeyJun is the sensible choice as it will bring hidden advantages revealed only through the lap times it will undoubtedly produce. It is also the best starting point for a base model that can have after-market parts added where regulations allow. Fully kitted out with ProRace wheels, axles, gears, and ball-race bearings will further enhance performance and the addition of an NC-6 will make this Mosler unbeatable!

The lighter body is certainly making a contribution to the speed of this model but other modifications such as the new style "open-can" motor and new type of slick tyre also bring something to the smooth running of this car. Aside from this it is good to see the introduction of other improvements such as the new solder-free cables and motor connections, proof of Ninco's commitment to develop and evolve in the world of slot-car racing. In summary, a definite "must have" for competitive racers. ■



BY **ROB SMITH**

MESSAGES

FROM MARGATE



Just a modest few cars this month which means that the backlog continues to grow. In fact many of the 2008 Catalogue new items have been pushed back into 2009.

C2958 Chevrolet Impala SS Dale Earnhardt Jr #88

The second release of the Chevrolet Nascar is very similar to the first as it is the same team and driver. This time it is in the blue and white National Guard livery.

When I first looked at the Chevrolet Nascars I noticed that the tail seems to be pushed to one side which looks most odd. Look down either

side and you will see the distortion. Hornby assure me that this is deliberate and very much part of the design. All part of Nascar racing going round and round in anticlockwise circles.

C2899 Porsche 997 Lechner Racing

The Porsche is the first racing livery of the new super-resistant 997s and looks very good. Although the livery is only two colours, white and black on a red body, it is quite effective. One problem though is the rear lights which are not painted and are the same red plastic as the body. I can't help thinking how much better this would be as a fully detailed model. ⇒





**C2942A Ford GT40 1966-1969
Green #40**

This is the second German exclusive GT40 for 2008 and is an absolute stunner. Finished in green with a bold yellow stripe from front to back and across the nose it looks great. This a full Sport release in the Sport cardboard packaging and limited edition plaque on the chassis. It is a limited edition of just 2000 models and is sure to be very popular.



C2909 BMW 320si BTCC Team RAC

This version of the BMW 320si is from the BTCC and is finished in the very striking orange colours of the RAC team. The paint finish is a strange vinyl silk which to me looks rather odd but I am advised by Hornby that a glossy finish just looked like cheap plastic and that this semi-matt finish was preferred. It does look much better in natural light.





H2959 Aston Martin DBR9 Scuderia Italia #100 SuperSlot Club Car

The SuperClub SuperSlot subscription car for the fourth year is an Aston Martin DBR9 of the BMS Scuderia Italia team. It is painted in the usual Aston Martin racing green but has a yellow and white striped roof and a yellow bar across the bonnet and down the sides with a big Pirelli logo. The car ran in the GT1 call at Le Mans in 2007.

Not Coming Soon

Disappointingly the 2007 Le Mans works Aston Martin C2903 has been dropped from the list of forthcoming models. However, the Gulf cars will be with us soon.

Spanish News

The Lotus 49 of Graham Hill has been causing lots and lots of interest. Finished in the gold and

white Gold Leaf colours, it is simply beautiful. Several have fetched big money on eBay but look out for something similar in next year's range.

2009

At this time of the year Hornby are busy finalising the range for next year and working on the catalogue. I only have some outline details at this stage but there are some exciting new models to expect including classic Ferraris. Every one of your suggestions that I receive gets passed to Hornby and we really do have an impact on their planning process.

There will also be a new track piece suitable for both analogue and digital circuits.

Drop me a line with what track or accessory pieces you would like Hornby to produce and I will lobby them accordingly. ■



Hands up those that noticed there was no “Fly On The Wall” column last month. In case you were thinking that I had decided to take a month off and couldn’t be bothered, you’re wrong. The reason was that it just wasn’t worth writing a column on three new releases of which two were “Playboy” duplicates! Anyway, I’m back this month with a bang and 16 new releases to report on.

Good news for you Ferrari fans, the 512BB that was rumoured to being produced by Fly is now definitely going ahead and should be on the dealer shelves next year. Anyway that’s the future; let’s press on with the present. Oh! By the way, you can put your hands down now!

Standard Releases

Ferrari F40 LM “Taison” #34 (88326). MINE JGTC 1994, driven by the Japanese pairing of Keiichi Suzuki and Hideshi Matsuda. Like most of the previous F40s released to date this too is presented as a kit. A very attractive livery in black and red.

BMW M1 (88335). This is an unannounced version of this relatively new racing kit following hot on the heels of the recently released orange version. This particular model is moulded in white and has the “Fly Racing” logo printed across the bonnet.

Porsche 911 SC “Jagermeister” #5 (88340). Another racing kit decorated in the popular orange “Jagermeister” livery. Like the M1 above, is fitted with the new “Scorpion” motor which revs to 22,000 rpm with 270 gcm torque at 14.8 volts.

Porsche Carrera 6 #58 (88345). Modelled on the car that finished 7th overall at the Le Mans 24hr race in 1966. It was driven by the German partnership of Günther Klass and Rolf Stommelen who completed 329 laps. The car is predominantly white with a blue bonnet and door sills.

BMW M1 “Warsteiner” #90 (88346). Le Mans 24hr 1983, driven by Leopold von Bayern, Jens Winther and Angelo Pallavicini. Unfortunately the car failed to finish the race after problems with the gearbox, but it did manage to complete 160 laps. The gold livery is eye-catching and represents the sponsor to the full.

Porsche 911 RSR “Sunoco” #6 (88351). 24hr Daytona 1973, driven by the American pairing of Mark Donohue and George Follmer. After completing a whopping 405 laps the Penske Racing team were forced to retire with engine problems and were therefore unclassified. Another eye-catching livery in blue and one for the collector of iconic liveries.



Flyer Series

Riley Mk.XI “Target/Telmex” #01 (97001). Daytona Grand-Am 24hrs winner 2008, driven by Juan Pablo Montoya, Scott Pruett, Dario Franchitti and Memo Rojas. This



is the second of the low cost series and certainly gives value for money with its combination of appearance and performance. It is decorated in a head-turning blue, white and red and looks every inch a winner!

Team Almeras

Porsche 911 SC “Eminence” #16 and #20 (99121). Two car rally set representing the Jacque Almeras team. The first car is decorated red with white bumpers and sills and is modelled on the car that took part in the Monte Carlo Rally in 1980, whereas the other is decorated white with red sponsor graphics and is modelled on the car that took part in the Tour de Corse in 1982. Both cars are mounted side by side in a presentation card box and are a must for all rally fans.

Special Editions

Porsche 911 SC “Hella” #4 (99089). A commissioned model for the Rally El Corte Ingles 1981 and limited to 500 units. The striking decoration has a blue arrowed shape front quarter, with the remainder of the car yellow. The car is mounted in a crystal case with a green plinth which bears the Rally El Corte Ingles emblem. ➡



Playboy Collection

Ferrari F40 “Brummel” #60 (99104). Limited to 1000 units and only available to subscribers of the Slot MiniAuto magazine. It is modelled on the car driven by Anders Olofsson and Luciano Della Noce, competing in the 4hr Jarama race in 1995. It is decorated in an attractive livery of red and green and presented in a hinged card display box. A bonus is that the car comes complete and not as a kit like most of the other F40s. Thank you to Lee Cook for the photograph.

BMW M1 “Becker” #1 (99119). This is the second commissioned model for “Becker” who manufactures in-car hi-fi systems and traffic assist gadgets. The first being the Audi Quattro (cat ref. 99044). Produced in very low numbers and very attractive decorated in a fiery red with gold wheels.

The final two models in this 12 car series are now available. As before, the first catalogue number represents the standard version, with the latter representing the limited edition card box.

BMW M1 (99096 and 99097). Decorated in seductive black and featuring Lauren Michelle Hill who was playmate of the month for October 2003. Graphics include a pair of sneakers on the bonnet and the cover photo on the roof. The car is finished off with white wheels, rear slats and bumper.

Alfa Romeo GTV (99098 and 99099). Last but not least the final car has arrived in the series. It focuses on the American model and actress Tonja Christensen who was playmate of the month for April 1993. The car is decorated in a fiery red with the cover photo emblazoned on the bonnet. ■



Starting off this edition of Forza Slot.It is the release of the second Alfa Romeo 33/3, this being the #33 Otto Zipper sponsored car driven by Scooter Patrick to 7th place at Laguna Seca in 1972. As the only WSC entry against a field of full blown Can-Am cars, including the Porsche 917/10 “Turbopanzers” of George Follmer and Mark Donohue who finished 1-2, seventh place was quite some drive by the American. This superb recreation by Slot.It (Ref. No. SICA11b) is mainly Alfa red with the lighter company’s sponsorship logos sharply tampo printed in white on the cockpit sides. Further colours are added by Union76, Alfa, Perfect Circle and CAN-AM series logos and Scooter Patrick’s fancy white swirls on blue helmet design.



Also new this month is the Team Davidoff #41 Loctite sponsored McLaren FIGTR-BMW driven by Dr Thomas Bscher, Emmanuelle Pirro, and Rinaldo Capello at Le Mans in 1998. Unfortunately it wasn't to be their day as they retired after seventeen hours following accident damage. Predominantly black, the model (Ref. No. SICA10c) has the main sponsor's logos tampo printed white with the BMW, Le Mans logo and Union Flag adding splashes of blue and red to this striking livery. =>



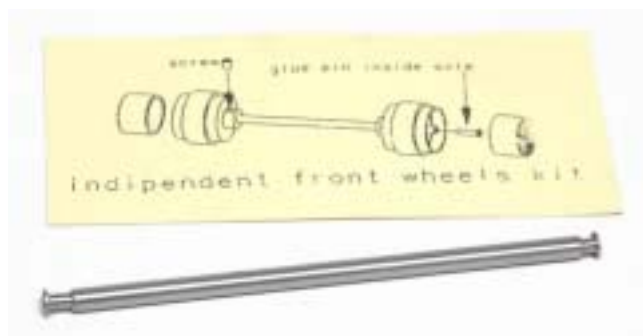
Last of the three new releases this month includes the much anticipated Ferrari F40. As per the licensing agreements, this release comes in pre-decorated kit form (Ref. No. KF02a) and will require simple assembly as with the other earlier Slot.It 312PB Ferraris. The first car due is the mainly red test car used by the Prancing Horse at Le Mans in 1994. I could not find sure reference in my own small library that this was the same chassis used for the event itself by Obermaier Racing drivers Anders Olofsson, Sandro Angelastro, and Massimiliano Angelelli that retired after nine hours with electrical problems. The model is in Ferrari red with plain white door and nose number roundels and multi-colour sponsors' logos along the sills. This gives the car a Ferrari racing look without the distraction of sponsors' colours and big logos.



Those of you who want the more jazzed up look will have to wait for the green, white and orange Totip liveried version due out in late December 2008.



Finally this month we have pictures of some of the new Slot.It parts we mentioned last time with SIPA39 independent front axle and the SISP17 brass end terminals for them along with the SIPA38-Al 17mm x 8mm short aluminium racing hubs.



That's all for this time; we'll be back with more Slot.It news in January 09, till then keep on Slotting.It. and may your Christmas stocking contain something from your favourite Italian slot manufacturer. ■



BY DEANE WALPOLE

H:O WORLD



Scalextric continue to keep faith with the Micro brand, and last month released a set with two road versions of the Ferrari F430GT within, to complement the Scuderia Ecosse non-set car released earlier in the year. Both cars in the 'Ferrari GT' set look really good but they do suffer slightly from the rear wheels protruding past the rear arches, more so than the full race car version does. It is not that the Ecosse car is a different moulding, just that the problem looks worse on a plain body.

The problem can be traced back to the initial, Marchon-based chassis, and the decision to base the follow up chassis on its dimensions. As a result MS cars have always looked a little 'oversized', and I assume in this instance they decided not to make the body wide enough to cover the rear tyres because that would make it look dumpy overall. I have suggested to Scalextric that they modify the braid carrier on future releases so that it can carry



the axle as well, and thereby allow for longer wheelbases without having to design a whole new chassis.

The set itself is what you would expect for the price (£35), an interesting squished figure-8, with a couple of the suggested alternatives without a bridge actually providing, in my opinion, a slightly better experience. The layouts are crying out for more straights if you have the space, but once again Scalextric have not used the box-art to really sell the point that doing this is possible. As their use at EAHORC races proves, these chassis have performance that is rarely tapped into. Whilst adding straights to sets adds a lot of bulk, weight and expense, advertising extension sets on their own boxes would not. ■



First up this month a photo of AA Bodies two kits mentioned last month, these being the Lotus 19 and Archie Scott-Brown's first Lister Bristol sports racer. Many thanks to Dave for providing the pictures as I managed to catch the flu and still haven't finished mine off.



AA Bodies Lister Bristol & Lotus 19



I did manage to finish my two little Fiats and the Rover Sd1 from World Classics in time for October's meeting at Wolves. The Rover ran well with Slot.It HRS2 chassis underneath it in Malcolm Scotto's capable hands. I chose to run the Fiats of which the 850 with a BWA (Best Wheels Available) brass chassis was by far the better handling of the two but I kept picking up too much grip during the races and the tall short little car fell over a few times in my less capable hands. The BWA Chassis is simple yet superb with a huge amount of adjustment for the wheel base and, in longer form with a different body, simply shot round Wolves powered by a Shark motor. For those of you who don't know BWA

they are the products of Mr Penrose based in Canada and do some exquisite aluminium slot wheels and inserts for both 1/32 and 1/24 and can be contacted through their website at www.bwaslotcars.com.

World Classics/OCAR were superb meeting sponsors for us and John brought along his new Mercedes 300 and Vauxhall Firenza models to the saloon event. The Firenza should be available in Castrol colours soon with plans for a droop snoot and 'Baby Bertha' car to follow. Get ready to bow down and worship one more time all you fans of the late, great Gerry Marshall.



OCAR/World Classics Fiats and Rover SD1



OCAR/World Classics Firenza, Fiat & Mercedes





Penelope Pitlane Lancia Ferrari D50's

Also present at the recent saloon event were our friends from Penelope Pitlane who brought along their new Lancia-Ferrari D50 along with a die-cast fifties mechanic figure that looks suspiciously like Wolves top tuning man Ian "The Barber" Tyrer. Ian's developments of the standard Penelope Pitlane SW1 sidewinder brass chassis finished first, third and fourth overall in the Saloon Classic. Steve tells me that Penelope Pitlane will have their long promised Healey SR out any day soon, and more new cars are in the pipeline.

Slot City have stocks of the new MMK Porsche 917LH and Healey Repco LM 70 kits and RTR cars along with exciting news of a new exclusive Slot City Cortina MKII produced for them by MMK. Le Mans Miniatures have been busy with a set of superb Matra MS670s as driven to victory in Le Mans 1974, and the white Porsche 917/20 Le Mans test car as driven by Willi Kauhsen in 1971. Look out for the famous "Pink Pig" version of this coming out soon. ➡➡



MMK Healey Repco LM70



Powerslot Nissans and Hummer

Get Slotted have provided me with photos of the new Powerslot Nissan 350Z and Hummer Pick-up truck released this month along with shots of the new Revell Fun Cup Beetle in red and silver and the two new Audi Sport Quattros. The first two releases being Blomqvist's 1984 Ivory Coast version and Rhorl's 1985 Monte Carlo car. The detail on both these are excellent and Revell are certainly getting to be one of the classiest manufacturers going. If only they'd bring the chassis/guide/motor technology a bit

more up to date so that they raced as well as they look in non-magnet form. Pendle have a new resin body kit in the form of a Peugeot 403 saloon, which is designed to fit the PCS32 chassis.

Proto Slot's Healey Climax LM69 coupé, Healey Repco LM70, Lancia Stratos LM76 are all apparently out now but you may have to look abroad for a stockist, while the Lancia D24, Ligier JS2, and Matra 650 are due out soon. With Carrera Corner temporarily off the scene I can confirm that Carrera's new McLaren and Renault F1 cars, KTM XBow, Opel Manta A, Golf Gti MKI and Audi R8 are all now available through MRE. And finally an apology to Lawrence at Tarn Model Foundries who sent me his new figures to feature, these being the TMF713 Marshall with broom, TMF714 Marshall with debris, (Lawrence has obviously seen me drive a slot car) and TMF722 Pit crew with lollipop board. They are superb figures, but time has run away from me this month and I promise I will paint them and bring you pictures in next month's Kits N Bobs. ■



Tri-ang Treasures

Two Scalextric 60s classics restored

By Paul Strange

Part 3: getting in gear

Having unexpectedly found a Tri-ang Scalextric C68 Aston Martin DB4GT and a C75 Mercedes 190SL for just £9 each, I had decided to restore both cars. They were in a sorry state and would never make mint, un-run shelf queens, but my intention was to get both models to look as good as was practically possible, and to make sure that they ran well on my 1960s circuit.

In part one, I examined both cars thoroughly and then stripped them down to their various components. In part two I had cleaned up the body parts, using warm soapy water, toothbrushes, cotton buds, cocktail sticks, lighter fuel and so on. Now it was time to sort the mechanicals. From my initial examination of both models, it was clear that the Aston needed considerably more work than the Merc. The DB4 had gear slippage and a lumpy transmission, so this was the car I chose to start on.

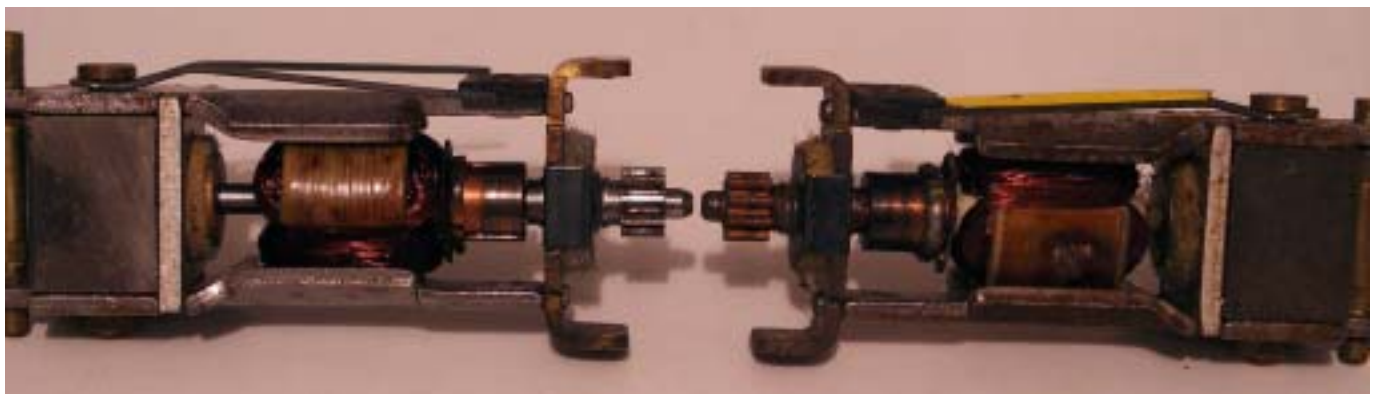
First I tackled the Aston's RX motor. I knew from my battery test that the engine was running, but it was filthy and clearly needed a service. I stripped the motor down, removing the carbon brushes and spring assembly, and checked the wiring for breaks and poor solder joints. I also cleaned up the rusty engine sides, using a little dab of WD40 with a cotton bud and a paper towel.

I then moved on to the commutator. According to Tri-ang in their original maintenance sheets, "a dirty commutator is the chief cause of overheating and/or loss of power to the motor". Quite. Using cotton buds soaked in meths, I gently removed the accumulated filth until I started to see shiny copper. Following Tri-ang's instructions, I then carefully cleaned between the commutator segments using a very thin needle. Finally, having put a small amount of oil on the felt pads at both ends of the motor as Tri-ang recommended, I reassembled the motor and hooked up the battery.

Hey presto! The RX turned immediately and then started to purr, its revs gradually increasing, even on the run-down battery. Tremendous.

Lateral thinking

I then moved on to the trickier problem of the lumpy transmission. This, I decided, had been caused by a damaged front engine mount, which had allowed the RX motor a little lateral movement. The motor's metal pinion, now at slightly the wrong angle to the rear axle, had pushed the plastic crown wheel a millimetre or so to one side. Once that happened, the pinion and crown failed to mesh correctly. Frantic revving had then made matters worse, resulting in a slightly chewed crown. ➡



Both RX motors. One cleaned, the other before cleaning.



Working on the Aston

In my initial examination, I had surmised that a new crown might be needed, but with luck and some work I might get away with it. Now, looking in detail at the newly cleaned-up rear axle and having tried it with the freshly serviced RX motor, it was clear that this was a vain hope. The damage to the crown was worse than I feared, with at least two of the teeth being chewed. There was no way I was going to get it to mesh satisfactorily; a new crown was the only answer.

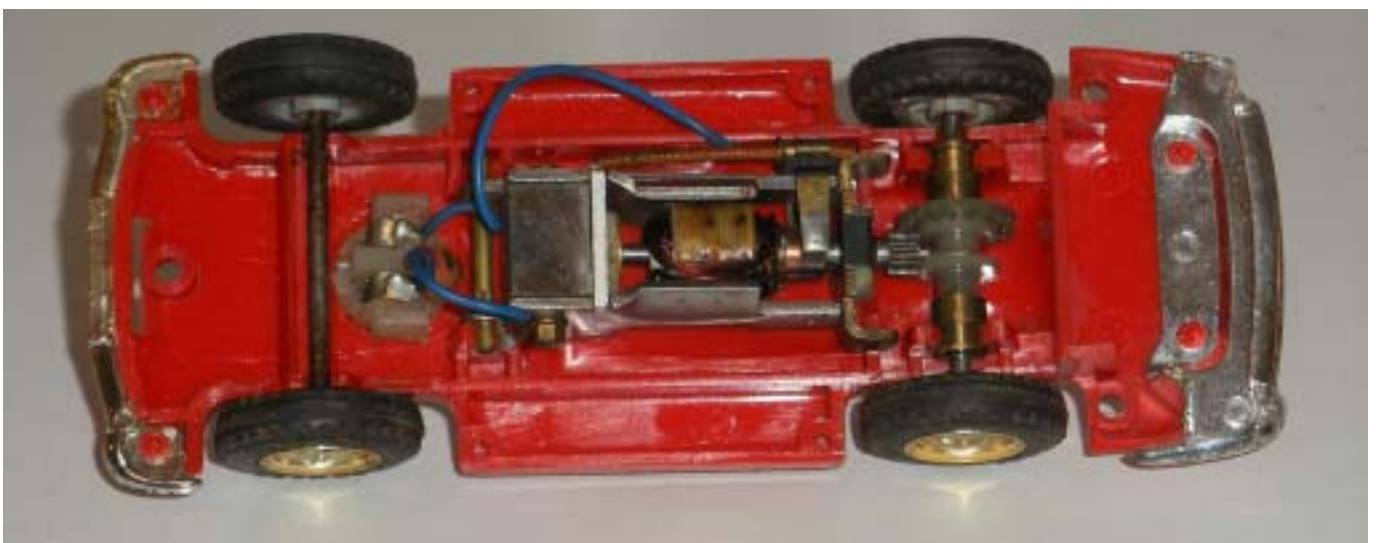
If the car had been destined to be a shelf queen or to be sold on, I would definitely have sourced a new C68 axle. However, since I intended to keep the car myself to run on my 1960s circuit, I was determined to find an acceptable solution without too much additional expenditure.

My bits box, as ever, came to the rescue. Although I didn't have an original C68 axle, I found a rear axle of nearly the right vintage with a crown that looked like it might mesh. Having stripped the original axle of its hubs and brass bearings and trimmed the replacement axle down to the correct width using a hacksaw, I installed the new axle and the bearings for a dry run. The mesh was good... but then came another problem.

Irritatingly it turned out that the replacement axle was of a slightly smaller diameter than the original. Consequently the C68 hubs were sloppy on it. I considered using cardboard shims inside the hubs and some Superglue, but it was a fudge I wasn't happy with.

I decided to strip everything down again, and rebuild the original axle using the new crown. This was quite an effort, requiring my junior vice, plenty of pushing and pulling, some gentle taps and copious swearing, but eventually I got it sorted.

I now had a good gear mesh and the hubs were tighter. However, following all the axle jiggery-pokery, the hubs were looking a little frayed around their mounts, so I decided to Araldite them in place, just to be certain. While they were drying, I also Araldited the split hub that I had damaged during the car-wash stage, clamping the two parts overnight in my junior vice. If it came out well, I would use the repaired hub on the front axle.



The Aston underpan, showing refurbished mechanicals



The next day I installed the mechanicals into the DB4's underpan, clipped temporary modern braids into the guide pin, gently oiled the transmission, and gave it the battery test, while carefully holding the engine on the damaged motor mount. Bingo! The RX roared into life, the transmission was smooth with very little clatter, and the revs started to increase as everything started to ease back into life.

Not only that but the repaired hub was looking good, too. I cleaned the rusty front axle using WD40 and paper towels, and then glued on the repaired hub. I looked at the original tyres, chose the best two for the rear and put all four tyres back on the car. Job done, for the time being...

On to the Merc

After all that palaver, I felt sure that the Merc was going to be a doddle. Initially that seemed to be the case. I serviced the RX motor as before – everything cleaned up nicely and the motor ran well - and I started to rebuild the mechanicals.

In my initial examination of the car, I had noted that the wiring didn't look original, and I believed that the RX motor and the rear axle were installed incorrectly. Although the current reverse arrangement worked, I was

unhappy that the motor's insulating sleeve and brass bush were buried high up near the top of the body and were hard to reach for servicing. The motor tag wiring also looked rather strained.

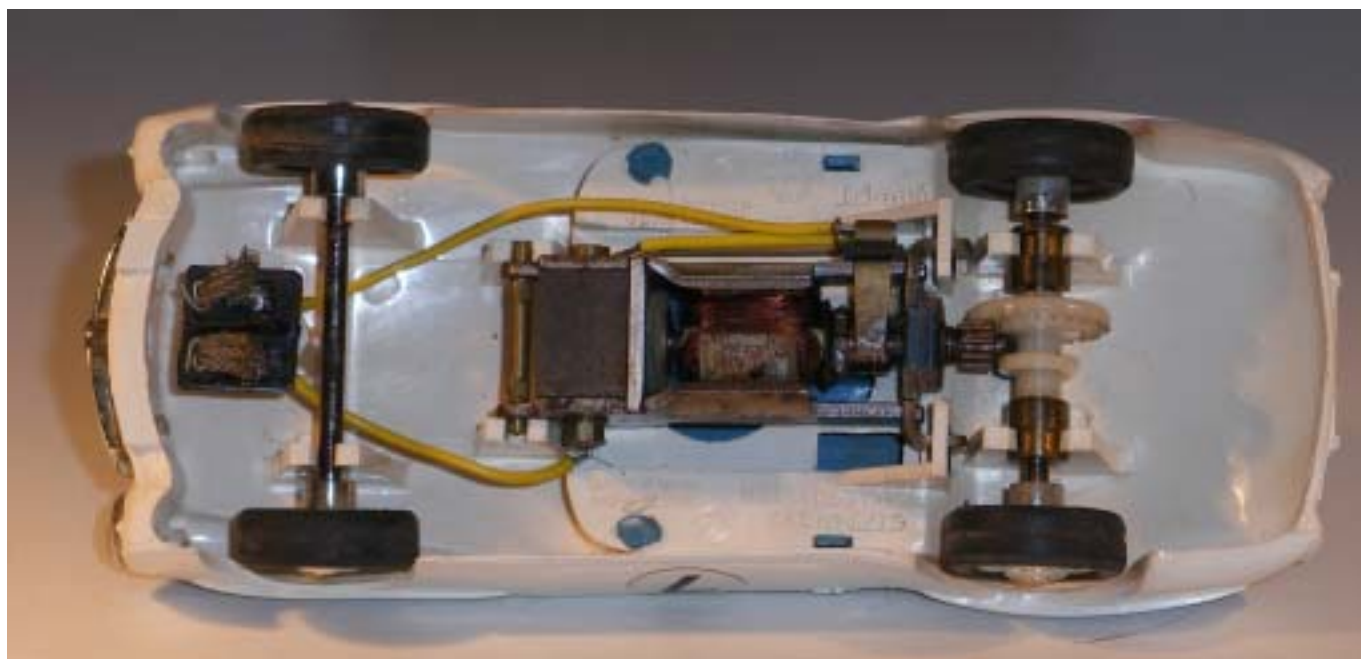
Correcting the problem took considerably longer than I had anticipated. It involved detaching the wiring from the G12 guide – a nightmare job due to the guide's poor design – re-soldering the wiring, flipping the motor, flipping the brush spring and flipping the rear axle. And, of course, I had to be extremely careful that I didn't damage the axle or engine mounts while doing all this.

Finally I got the engine and rear axle the other way round, slotted everything into position, and tried the battery test. Apart from the fact that some of my soldering was dodgy and the RX was stuttering, it felt like it was going to work.

I then re-soldered the wiring more neatly, oiled the transmission and tried the battery test again. Success! The Merc's RX and its transmission gave a healthy roar of approval. I chose the best two tyres for the rear, and got all the tyres back on board.

Both cars were now running, and I was ready for the next stage. ■

Next part: back together again



Underneath of the Merc, showing refurbished mechanicals and switched wiring

Son, SCX and the Singapore Grand Prix!

By Vince Albani

As an avid F1 fan, when the opportunity to go to the Singapore Grand Prix in September came along, I jumped at the chance. Within 24 hours, I had purchased two tickets for the Singtel Singapore Night Grand Prix.

Roll on four months and my son George and I arrived in Singapore, to be greeted by my wife Andrea who is currently on secondment out there, amidst the hype of the first night Grand Prix on the F1 calendar! The Singaporean's have fully embraced the idea, with posters and banners everywhere and every shop offering some kind of F1 promotion or other!

On to Friday and despite the threat of a morning downpour, the first practice got off to a rousing cheer from over 70,000 fans. The atmosphere for Saturday qualifying was electric and the stage set for an exciting race on Sunday.

Whilst whiling away a few hours on Sunday morning, we stumbled across a familiar sight, an SCX race track with a competition offering as prizes, tickets to the race as well assorted SCX sets and cars!

Not an opportunity to be missed, George and I paid our \$5 entry fee and had a go! Progression to the finals was dependant on reaching a minimum qualifying time, which as seasoned Scalextric racers both George and I managed to attain (as usual I just scraped through!). The challenge was set and we were to return at 4.00pm for the race.

The hour duly came and we were joined by 10 eager finalists. The track was awesome, a huge SCX representation of the Singapore street circuit, complete with six cars, a PA system and a pretty array of marshals around the circuit!



The tension rose as a further round of qualifying got underway; we were given 3 practice laps which had to include a pit stop (yes this was the Digital version which I had never raced before) before posting a flying lap to get grid position – just like the real thing!



George went first and managed 5th on the start. 30 laps later, and my son came in a commendable 3rd place. Next it was my turn. I was impressed with the ease with which the digital system performed. Lane changing was a breeze and the pit stop a piece of cake. So on to qualifying, 3rd on the grid, not bad for my first attempt. The race was on. 3.2.1 and we were off. Driving a McLaren Mercedes, I was Lewis Hamilton chasing down Felipe Massa to the first corner. At the earliest opportunity I changed over to the left lane and accelerated away. There I was leading the Singapore Grand Prix on the first lap! The gruelling race continued, requiring every ounce of concentration over the 30 laps. A few minor offs and some traffic and a perfect pit stop (unlike Massa's) and I was still in contention.

Laps completed, I came in second in my heat. Now the tension mounted as the race directors and marshals worked out the final placings from the two heats. Announcements made and George and I came in 4th and 5th respectively. Prizes all round and the perfect



warm up for the evening's events. What's more we managed to win one of the coveted tickets for the race and duly presented this to my wife who was thrilled to be coming too (now an F1 convert!)

So off we went, beaming smiles with tickets in one hand and a SCX F1 car in the other, to witness a thrilling evening's event. A great three days! As for digital racing, you don't have to guess what's on my Christmas list!

Thank you Singapore for a wonderful experience! ■

World Classics & OCAR Historic Euro Saloons

By Phil Insull

This is now the third World Classics and OCAR sponsored historic saloon car meeting held at Wolves and with over sixty entries. Surprisingly however, due to a variety of reasons, only forty drivers actually took part on the day. This was the last classic meeting to be held at our old Stryker's base before it closes and we move to our new home at Aldersley Stadium Wolverhampton.

Proceedings kicked off with a short general practice session, followed by drivers' briefing and a minutes silence for Bruno Novarese from Turin and Wolves own Philip Smith who had sadly both recently passed away. Next up came the people's vote concours competition, where everyone was invited to pick out their top three. The twenty entrants were, as always, of top quality standard and voting saw Roy Pritchard's cute little Austin A40 coming out as the winner, with Clive Mills' superb Fiat 128 second and David Wisdom's Jaguar MKII a close third. As an aside, some of the display dioramas these days are getting to be stunning. Clive Mills displaying his fleet of red Fiats complete with

repair van and pit girls, David Wisdom had a recreation of the old Silverstone pits to show his cars in, and meeting sponsor John Haywood had a great sixties looking garage diorama for his cars, I think we may have to start doing a prize for best display soon.



David Wisdom's Silverstone pit lane display

On to the racing and with each driver running three minutes on each lane the total distances determined the finals they went into, with two sections, one for short wheel base cars



Clive Mills parade of Fiats display





The Concours winning Cars

(wheel base under 70mm) and one for longer wheel base cars. Qualifying was run in groups of four and some excellent close racing was evident right through the field. After the 40 qualifying heats drivers went into two sets of ladder finals depending on the class they ran in and their qualifying race distance.



The short wheelbase winning cars

In the short wheel base class Roy's A40 and David Wisdom's Hillman Imp saw off Kane Tilley's NSU TT and my Fiat 850 in the semi-final to join top qualifiers Graham Windle and Chris Adams who had already treated the crowd to four neck and neck qualifying races. The five minute final was no exception with Chris's Trabant triumphing after a ding-dong race with Graham's Mini, while in a separate battle David held off Roy to claim third overall.

With thirty two drivers in the long wheel base class there were nine ladder stages before the grand final and highlights included David Lawson and Joel Thura with their matching Simca Vedettes both up on two wheels at certain



Joel Thura's Simca Vedette

stages in their fast and furious ladder races. Mick Kerr's MKI Lotus Cortina hauling in and passing Malcolm Scotto's Rover Sd1 to grab a place in the quarter final and the rapid Jaguar XJ12 of Wolves youngster Michael Bickley holding off the similar Jaguars of Dick Smith and Bill Charters and Steve Francis's Opel Monza to snatch the last spot in the Grand Final.



The long wheelbase winning cars

For once the Grand Final was an all Wolf affair with top qualifiers Andy Tyrer, Mac Pinches and Tom Reynolds being joined by Michael. In fact Mac must have thought the wolf cubs were ganging up on him as all three are under eighteen and using modified Penelope Pitlane Sidewinder chassis in their rapid cars. Try as he might, the elder statesman could only keep two of the lads behind him as Andy Tyrer drove a near perfect race to win by over half a lap with his Rover. Mac had to settle for second with his Jaguar, with Michael right behind him at the line and Tom's Jaguar not far behind after five minutes frantic racing. ■



Racer certainly aren't letting the grass grow under them. This month there are details of a brand new project, plus news from the Slotlandia event and two new models to report on. Things are certainly hotting up at Racer with plenty of exciting projects and interesting diverse models to come. Photos this month are courtesy of Slot Car Amazing Shot.

New Releases

RCR44 – Ferrari 330P “NART” #15 – Le Mans 24hrs 1964. This is the second of the 330P cars which uses the 250P bodyshell. The first being the “Scuderia Bear” car (RCR39) released earlier this year. The reason the car is called a 330P is that it's fitted with a 330P engine. The car was driven by Pedro Rodriguez and Skip Hudson, but unfortunately was forced to retire from the race after 58 laps with head gasket failure. This was very frustrating for the North American Racing Team especially as the car qualified 3rd on the grid.

Although at first glance both of the 250P/330Ps appear to be identical, they do differ in many ways. This is mainly due to differences in the size, shape, addition and omission of some of the air scoops and vents. Other defining features are that the latest version doesn't have

a front filler cap fitted, but does have a wrap around windscreen. The car is decorated predominantly red with a white triangular patch on the nose.

RCR45 – Porsche 935 K3 “Interscope” #0 – Mosport 6hrs 1980. Beautifully finished in black with red, orange and pink stripes running along the top of both sides, makes this car very elegant and panther-like. The car was driven by the all-American partnership of Ted Field and Danny Ongais competing in the Molson Canadian 1000 race. After qualifying in 6th position the car finished 3rd overall, 1 lap behind the winner (also a Porsche 935 K3).



What's Next?

The next masterpiece off the production line is the second “Gunston” Ferrari 350P. This will be modelled on the car that raced at Kyalami in 1968, driven by the Hawkins/Love partnership and will have race #4. This will be given catalogue reference RCR46 and should hit the dealer shelves during November. Further details and comparisons in my next report. Following on from this will be another Ferrari 312P in “NART” colours competing at Le Mans in 1970, with race #57.



Slotlandia 2008

As mentioned in my last report, something big was to be announced by Racer at this year's show. Although BIG in project and technology, the car under the spotlight is rather small. The project in question is titled "Racer Silver Line" and the car is the brand new fully licensed Fiat 500 Abarth. This new "low cost" Silver Line series has been introduced to utilise the latest resin technology, which is fully comparable in weight, strength, durability and flexibility to plastic. The cars in the series will be less detailed than the already established "standard" resin cars and as a consequence means a much lower retail price, which has been set at 99e. "That's not a very low price", I hear you say. Well, when you bear in mind that these cars will receive the same individual level of attention and finish as the higher priced cars, you can begin to justify this and put into perspective. In fact, as a bonus the 500 Abarth will have extra detailing, more so than the rest of the cars planned for the future. This makes the 500 Abarth very good value indeed, but does mean that Racer's margin is cut to a minimum. The technical specifications of this series include a flat pan interior (as opposed to the full interiors of the standard cars), a dedicated plastic chassis with an in-line motor configuration which is complemented with Slot.It running gear, such as a 23K motor, motor mount, axles, rims and tyres. External parts such as aerials and wing mirrors will be made of flexible rubber.

The models will feature authentic Fiat colours such as Racing White, Pearl White, Garage Red, Scorpion Black and Airfield Grey and of course will carry the official Abarth scorpion logo and some will have the chequered roof. I must share with you the words used by Marco of Racer Emmegi in describing this car as a "sex bomb", I can see where he's coming from! Once again Maurizio Ferrari of Slot.It gave this car a good workout at the show and bearing in mind the car's dimensions (which is perfectly to scale by the way) was surprised by the car's good handling and fun factor. The first model is due for release in November and will be given catalogue reference RSL01. In fact it

could well be available by the time you read this. Abarth themselves are marketing the 500 very strongly with the intention of giving it a cult status. As part of this campaign, Racer's own model will feature in Abarth's merchandising catalogue and be available to buy from their dealers in Italy too.

Further details can be found on Abarth's web site www.abarth.it. In 2009 a championship for the real cars is to be held around Europe, which opens up plenty of race liveries for Racer to reproduce in the future. Let's hope that various slot clubs around the world will form a similar championship.

Another fully decorated new model on show and given plenty of attention was the Alfa 33/3. Six liveries were displayed (two short tail and four long tail). The short tail version will be released first and should be available before the end of the year. These will be red #4 and #6 cars competing at the Buenos Aires 1000 kms in 1970. The other long tail versions will feature during 2009 and will be well worth the wait.

Also on show was a prototype version in matt black of the "Sideways" plastic production Riley Mk.XX. Since then Racer have published some prototype shots of a fully painted working model which looks very good indeed. Track tests have shown this car to be very fast with no apparent problems and could well be a favourite with slot racers. The first two cars will be available together and are scheduled for the end of November. They are as follows: -

SW01 – Riley-Matthews Motorsports #91 – Daytona 24hrs 2008

SW02 – AIM Autosport #61 – Daytona 24hrs 2008.

Gaugemaster Controls, who are the UK distributor for Racer products, inform me these cars will retail for £44.95.

Finally, another previously unannounced resin prototype was also shown. This is another version of the Porsche 935 Joest and differs greatly to the 935 currently available. Although this model is practically finished, it will not be available until next year. Till next time – Keep the Passion! ■

As the newspapers tell of recession and of uncertain trading times I think this is being reflected in sales on eBay. There are some 13,000 auctions available to the UK site including all the BIN and international auctions and this has barely moved up in the past couple of months even though we are now in what has traditionally been a busier time of year. (Before all the eBay search changes earlier this year which has given this larger amount of results, I reckon this would equate to around 4000 or so listings currently which I would consider a low number). Mind you with no cheap listing days for a while and the biggest sellers listing loads of BIN items at normal prices, is it any wonder that sales are going down. It must be affecting eBay as they have recently announced some job losses and I have been getting feedback surveys from them as well, where I made it clear in no uncertain terms that they were not helping matters with all their changes and charges. Looking at the top 100 priced auctions completed, at the time of writing I see nearly two thirds of items are unsold. Many of these unsold items are large sets at BIN prices which you would be selling this time of the year as people gear up for Christmas.

Big spenders!

However it is not all doom and gloom as there was one big spender who snapped up a single car for \$7000 BIN. A rare Scalextric Bugatti or Cox car you may think, but no, it was a K&B Aurora 1/24th Batmobile Car. (160294137395) According to the seller it had been in the family from new. Having only been track tested and one of only about 30 thought still to be in existence in this condition with most of the decals still not applied, it may go some way to explain this mega price. Talking of big price tags another item to catch my eye was a Slot Classic

CJ11 Aston Martin DB4 RTR version that made £908. A little more affordable perhaps was some Ninco Porsche 356s where £50 was needed to secure one of these lovely classics.

Bargains!

Following on from last month where I ended with the note that someone may have got a bargain with a job lot of 85 vintage cars, I have since learnt that my words were not far from the truth and wish I had taken a chance with that auction! It appears the lot included some rare colours/prototypes and part tampo printed cars from the late 70s/early 80s that someone from the factory had collected and kept over the years. Subsequently some of this collection was relisted individually on eBay and it was then that the importance of some of the cars was realised and the cars sold privately to some collectors. I believe many have found a home within the NSCC ranks, though not in my collection before I get any questions about any other cars in this lot. Amongst the cars I did spot was a plain green and plain yellow TR7, a red Capri with flames only on the bonnet, and a white 'Triplex' Rover SD1 with blue markings only. Continuing the bargain theme there are great opportunities for picking up fairly recent Fly cars around the £20 mark at the moment and the Fly Poly cars at around the £15 level if you are patient with your bidding. It really does seem to be hit and miss with prices, even on newly released cars if they are just left on auction but it is great news for patient buyers. There have also been several Scalextric job lots of a dozen or so cars all used, but sold as spares, that have fetched around the £70 mark plus postage. Picking up cars for less than a "tenner" if you buy in bulk is great especially if you are letting kids use them, but as I have not won any myself I do not know how much of a bargain they really are. ⇨⇨



Slot.It

A job lot of 44 Slot.It cars from a Canadian seller looked attractive at \$4200. Unfortunately it did not include all the early Audi cars so it did not attract any buyers at that level. Speaking of early Audi cars, apparently the two mentioned last month went missing after they were signed for by someone who claimed to know the French buyer, so be aware if you see any cheap versions of these cars particularly on the French eBay site. Top price this month I spotted was for a #9 test car, but not the EU version, that made £85. However at the other end of the price scale showing there are still bargains out there was a used black roll out model that made only £10 plus £3.50 P&P and I was happy to grab that one myself. Slightly more, though not a bargain I got, was a MB Shell Porsche that went for £42.50 after one had gone for £75 the week before.

Prices

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

Scalextric ULTRA RARE pair of NSCC Mini Cooper cars MIB £148 (Tuesday night).

SCALEXTRIC C64 BENTLEY 4 1/2L 1929 in BLACK £117 (All complete on Sunday night 290265709661).

1960 SCALEXTRIC CATALOGUE - VERY RARE 1ST EDITION £113 (Mint copy with price list on Sunday night 140273670839).

Limited Edition C2545 Ford Mustang 'Modelzone' No. 3 £56 ("As new" on Monday morning. New one a couple of weeks earlier fetched £80.51).

Scalextric Catalogue - 13th Edition - VERY RARE £37 (No price list and some slight folds on Sunday night 140274181705).

Scalextric Catalogue - Eleventh Ed 1970 + Pricelist £13.03 (VGC on Tuesday night).

1960 SCALEXTRIC CATALOGUE - VERY RARE 17TH EDITION £28.66 (Superb condition on Sunday night 140269813242).

1960 SCALEXTRIC CATALOGUE - VERY RARE 2ND EDITION £116.66 (Superb condition plus price list on Sunday night

140269802136 Another one in VGC made a more reasonable £43 from different seller).

AIRFIX 1/32 FORD ZODIAC SLOT CAR KIT NEW IN BOX £138 (Sunday night 290267252611).

SCALEXTRIC GT40 2004 RETAILER PRESENTATION C2549. RARE £175 (Friday night).

1960's Scalextric trackside building Refreshment Kiosk £45.07 (Near mint example on Thursday night 330279353964).

Scalextric LOOP the LOOP Set BOXED £33.23 (Looked complete and in good condition on Sunday night 350109170577).

Scalextric Catalogue 15th Edition 1974 £5.51 (Good condition but well thumbed on Sunday night).

IMAI Kit - Lady Penelope's Pink Rolls Royce - FAB1 £34.99 (Kit from 1992 and near 1/32 according to seller did not attract any bidders on Saturday night).

Scalextric conversion PINK PANTHER car (in plastic) MEGA £8.33 (On Wednesday night 110298358898).

PORCH 2000 PRESENTATION £150 (Unsold but then not the best description!).

1317: Scalextric Point of Sale Items £20 (Vectis sale so you pay premium plus postage. Some signs plus Advance track System illuminated sign on Tuesday).

MEGA RARE FORD MONDEO ONLY ONE ON EBAY £10.53 (Blue and silver Alders sponsored car on Sunday night 290266246804).

TRI-ANG SCALEXTRIC C.64 BENTLEY - ORIGINAL BOX ! £46.10 (only the box but in near mint condition on Sunday night 380068860175).

SCALEXTRIC PACER SYSTEM IN EXCELLENT CONDITION £46.00 (as new on Sunday night 180294530885).

Datsun 4x4 King Cab! Excellent, mirrors and chrome! £8.58 (Sunday night).

Scalextric Lotus in 3 different colours (yellow swivel) £144.33 (C63 versions with a French Blue car and a yellow French swivel guide car on Sunday night 260298294300). ■