



No. 319 OCTOBER 2008

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Give me Goodwood on an Autumn day....

And you can forget the rest. I am convinced that Lord March has Amade a pact with the devil - the worst Summer for many a year yet I spent three days basking in glorious sunshine at the Goodwood revival a few weeks ago. The other side of the deal is probably that we are subjected to the somewhat wobbly(!) singing of Lord March's sister every year - the only time I am ever tempted to wear ear plugs at a motor race! This year's event was, in my opinion, the best yet; apart from the fantastic weather the side shows were better than ever and the racing was absolutely superb. Martin Brundle's comeback drive in the TT Trophy was the stuff of dreams (totally biased comment - he is a King's Lynn native after all).

Purists are prone to criticise the event on the grounds that some of the cars are not, shall we say, strictly Kosher. Certainly an Austin A35 would not have been able to stay on the same lap as a Mk1 Jaguar in period let alone beat it, but who cares? The Revival is, to a large extent, theatre and if allowing the smaller cars to run with cheat engines is the price we pay for wheel to wheel racing then I am all for it - when the lead changes five times in one lap very few spectators will be crying 'foul'.

Perhaps F1 could learn from this and allow the lesser teams to run with illegal engines to even up the performance gap - Force India on pole with a five litre V12 might make it less soporific. Slot car racing could also benefit if higher revving engines were permitted in slower models - at least this might spare us the sight of identical six car grids because everybody is running the latest 'flavour of the month'!

And Finally - Scalextric announce the "Alonso Singapore Grand Prix Digital Set" featuring the Renault Blow-Out accessory. If you are trailing the rest of the field just press the button - the 'Piquet' Renault will hurl itself off the track, the safety car will emerge and hold up all your opponents! It also contains a bonus length of trailing fuel hose and the Ferrari mechanics 100mtr sprint DVD game.

Till next month

Brian

BY **ROB SMITH**

MESSAGES

FROM MARGATE



There has been a wide range of new releases this month with interesting classic cars as well as the latest racing hardware including Nascars for the first time in several years.

C2921A The Italian Job

This is a beautifully produced triple pack containing three classic Mini Cooper S cars: **C2931AW Mini Cooper Italian Job red**, **C2932AW Mini Cooper Italian Job white** and **C2933AW Mini Cooper Italian Job blue**

It is a limited edition of just 4000 pieces which is much lower than other similar previous releases. This should help maintain rarity and therefore desirability. That is just well as an rrp of £95 is quite steep. The box is very well decorated with a picture of the Minis from the film and the correct iconography. Inside there is a brief description of the film and the familiar credit card Limited Edition Certificate. Perhaps they should have included a DVD of the film too.



The three Minis are superb. They have the correct registration numbers and nicely painted bonnet straps tampo printed and all of the correct details, including the Mini Cooper S script on the bootlid. Despite the cost this is a very desirable item.

C2928A Ferrari 375 F1 Tinplate Car

This is the first solo release of a tinplate car. It is identical to the 50th Anniversary Pack car but with the racing number 6. The tinplate pressing is so good that it is only the painted, rather than moulded, louvres that give it away. The chassis and running gear are identical to the plastic car.

C2884 Subaru Impreza WRC 2007 #8

This is the 2007 Monte-Carlo car driven by Australian Chris Atkinson. The colour scheme is the familiar blue with yellow stars. The chassis has not been updated to DPR which hopefully means we will get the new model in the 2009 Scalextric range.

C2902 Ferrari F430 GT2 Corsa Motorsports #32

The Ferrari F430 is one of Hornby's best new cars for ages. It is amazing that we have only had three liveries, not counting the Spanish club car variation. This version is in the bright yellow and red colours of Corsa Motorsports and has the white lightning strike along the sides. There is lots of fine tampo detail and interior features. This is a must for most collectors and let's look forward to the next one - which will be the Modelzone car for 2008.

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C2914 Mercedes Benz 300 SLR Coupé

The Coupé version of the fabulous Mercedes 300 SLR has now been released. As you would expect, the silver paintwork is flawless. It isn't just a 300SLR with a hardtop plonked on it either and it has a brand new bodyshell.

The front of the car is the same as the open version but the grill has a nicely detailed chrome surround with three pointed star. The vents at the side have two fine strakes across them and there are further vents before the windscreen which, of course, has wipers. The roof shows the gullwing doors and the dashboard has an instrument binnacle.

C2895 Chevrolet Impala SS Dale Earnhardt Jr #88 (Amp Energy) C2957 Chevrolet Impala SS Undecorated

For the first time in several years there are Nascars back in the Scalextric range. The car released is the Chevrolet Impala SS and there will be six versions all together. The Impala is a simple shape but not quite as indestructible as the Ford Taurus produced last as the front

splitter has complex webs which will be a bit vulnerable. This Nascar also has a separate rear wing although this has sturdy struts and is within the width and length of the body. A strange detail is the jacking point on either side of the car. The result is a gap in the sill panel and a peg on the chassis which looks for all the world as if a separate exhaust moulding has dropped off. This isn't the case!

The first release is C2895 finished in the white and green colours of Dale Earnhardt Jr. Also released is a plain white version, C2957, exclusively in the USA.



C2910 Nissan Skyline GTR Xanavi #22

This Japanese SuperGT must be one of the best decorated Scalextric cars of 2008. It is finished in blue and silver with a multitude of sponsors' logos all over it. With complex bodywork, xenon lights and great track performance, what more could you want?

C2912 Seat Leon R. Colciago #19

Another WTCC car, this time from Seat. It is finished in black and white with bold Castrol logos. This car was campaigned by Italian Roberto Colciago in three 2007 races.

C2962 Ford Focus WRC 2008 #4

This is another highly decorated car with multiple sprayed colours requiring complex masking and then loads of printing tampo on top. The metallic blue paint is especially good with the BP logo on the roof being very crisp. The paint and print finish is really second to none these days.

Formula SuperSlot

I have received my next batch of Formula SuperSlot cars available by subscription in Spain. They are:

H2841 Williams Toyota FW29 Alex Wurz 2007

H2850 Honda RA 107 Test Car Rubens Barrichello 2007

H2839 McLaren Mercedes MP4/21 Kimi Räikkönen 2006

H2726 Williams 2006 No10

Probably the most interesting is the black Honda test car of Barrichello although the Williams FW29 is also very nice with more white and pale blue to compliment the dark blue paint. In the Formula SuperSlot paperwork the 2006 Williams should be the #9 car but it is actually the #10 car. Dutch Scalextric enthusiast Henk Pijpers brought to my attention that H2726 Williams #10 is not identical to the solo release C2726 as it is missing several pieces of tampo printing. Most notable are the Bridgestone logos on the front and rear wings and the printing on the mirrors. This makes it a Formula SuperSlot exclusive.

H2947B Edición Especial DHL Time Definite Dodge Viper

Final new release for this month is another of the exclusive DHL cars in Spain. This time it is the Dodge Viper. This is one of the best looking of the set in bright red with twin yellow stripes from front to rear with DHL and F1 logos and the number 25.



Coming Soon

There is so much coming soon that it will be arriving by pallet truck. Of particular interest to Digital fans are the new Pitlane Game and the new 6 car Powerbase. The Pitlane game is simple but effective. It looks nothing like the catalogue illustration and has huge red and green traffic lights and pitstop lights which must be extinguished by passing through the pit whilst the green light is on. More information when the product is released. The new Powerbase also looks to have lots of potential. Most of the irritating problems with the release 1 product have been eliminated – most notably smooth power supply, one touch car setting and a big 130mm lcd screen. Again, more information when the product is released.

The Quantum of Solace James Bond sets are nearly ready too. The Aston Martin DBS and Alfa Romeo 159 look great and will be available in both super-resistant and detailed forms. However, unlike other super-resistant releases, the cars do have wing mirrors and grilles but no interiors. ■





SHIPMENT FROM SPAIN

By Gareth Jex

email: shipmentfromspain@nsccl.co.uk

This month's article really should be shipment from China because I'm glad to report that the first 100 NSCC 2008 Club cars from SCX arrived safe and sound and, by the time you read this, those of you who requested collection from the Milton Keynes Swapmeet will be the proud owners of your cars. As reported last month we were notified that the order would not arrive in time for MK, but thankfully the committee agreed to pay for a batch to be pulled out of the container and couriered from China direct. The remaining 400 cars are on their way and should be with us in early October.

Those of you who requested delivery; your cars will be shipped as soon as we receive them. Again I will notify you when this happens on the NSCC web site and on Slotforum. Look out for postal delivery notices as instructed on the order form. Please remember that cars are being sent 'signed for', so if you are not at home when delivered you will need to collect them from the post office. Any cars returned will not be re-sent until you have paid for postage again!

I know I'm biased, but the cars look great! The mud effect is not too over the top and most of the changes we requested have been actioned. The subtle NSCC branding works for me and I personally feel that a real livery with minor branding is preferable to a fantasy livery.

The limited edition cards also arrived in time this week and these will be shipped with the cars or handed over on collection.

We still have some cars available so please order a car if you have not already done so. Those of you who indicated interest in a second car; the committee will make a decision on this



at the next committee meeting and I will let you know the ordering/payment process in due course.

Thanks to those who made suggestions for the next club car. They will be passed on to the committee for consideration. The overwhelming majority suggested MK1 or MK2 Ford Escorts with Aston Martin DBR9s a distant third. The remaining 100 or so suggestions throw up some fascinating choices from Classic F1 to Trucks and everything in between.

New releases this month

Six new cars this month;

Ref: 63150 Morgan Aero 8. Based on the BMW powered car as driven by Adam Sharpe, Neil Cunningham and Steve Hyde in the 2004 24 Hours of Le Mans race. The team finished 27th and completed 222 laps. Race number 80. Look out next year for another livery of this car based on the earlier 2002 De Walt team. Note the front/rear wheels are deliberately different as this is how the car appeared at various stages of the event. Look out for a detailed review over the next month of so.



Ref: 63160 Renault 8. Based on the winning car, driven by Jean Luc Therier at the 1969 Monte Carlo Rally. Finished in standard French blue with simple minimal livery. The car is actually a R8 Gordini 1300. A full review will follow next month.



Ref: 63320 Renault 11 F-1 “Fernando Alonso” 2008. Based on the number 5 car of former world champion Alonso in the colours of Dutch sponsor ING bank in yellow, white, orange and blue. More wings and winglets than you can imagine. Steering front wheels.

Ref 63280 Skoda Fabia WRC. Carlos Sainz #1. A little bit of an oddball this one. This is the ex-works WRC Skoda as driven by Jan Kopecky in various rounds of the 2006/7 WRC. In a promotional role Carlos Sainz borrowed the car to compete in the 2007 Shalymar Rally in Spain (which he won outright

and I think he actually won every stage with his old co-driver Luis Moya). The promotion was to help get the Madrid based rally into the 2008/9 Spanish Tarmac Rally Championship. Regardless of the background, what we have is a nice livery on the Skoda with a hero of rallying. The car differs from the NSCC club car with the inclusion of a bonnet mounted light cluster. For obvious reasons a review of this model (rather than the NSCC club car) will follow.

Ref 50600 Citroën Xsara WRC PRO SPEC. A new livery for the Xsara Pro spec car. Belgium “Team OMV” as used in the German Rally by Duval.



Ref 50610 Audi R8 PRO SPEC. A new livery for the Audi R8. Another Belgian team this time with a Japanese and Danish driver line up.

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A few special releases

While the Skoda is fresh in our minds, let's look at another special edition commissioned by Ponce Motorsport in Spain. **Ref 6327**. Very similar livery to the Sainz car but no light pod. This is a private order limited edition of 3000 units in a presentation box.

The cars are available to order on-line from www.toniponcesport.com and yes they do ship to the UK. The cars cost €48.95 each - £39 in real money plus delivery. See, the NSCC cars are a bargain! Picture used with permission of Toni Ponce.



SCX's marketing and sales are moving forward at a great pace in the USA and they have recently produced two USA only special editions:

Ref 63430 Chevrolet Monte Carlo "Hobbytown USA" and **Ref 63440** Chevrolet Monte Carlo "Slot Burger Grill Harry Wise" Limited edition of 400. Some of these cars have already made their way to the UK and are available from a well known slot dealer who advertises in



the NSCC Journal. Begins with 'P' (other slot pushers are also available, blah blah blah). Basically these are two red cars with a USA flag on the bonnet or a burger.



In related news, all the SCX Nascar COT "Car of Tomorrow" have now landed in the UK after a delay.

Review request: I have in my possession the following SCX cars and set that are available for NSCC review. – Please contact me directly if you would like to review these products and feel that you can write a decent article of interest: Ref: 63150 Morgan Aero 8, Ref: 63320 Renault ING F-1 and a new C3 sized Set with F1 Ferrari and Renault plus the new Pit Box. The two rally cars have already been allocated (and no not both to me!)

To sign off, take a trip to www.scx.es to play a little on-line slot car game, download a free track planner and an off the wall viral web marketing campaign (I can't describe it, you better watch it yourself). ■



Some great pictures direct from the Ninco factory of the cars mentioned in last month's issue, all of which are now available from your preferred Ninco outlet. My favourite is the James Dean Porsche; the film star's character is perfectly captured and the car is just stunning!

There are also a further six new cars to look out for this month, two of which are designs on a totally new model; the Bowler Nemesis.

Starting with a much loved classic car, this month sees the release of a model named after the birthplace of the awesome AC Cobra. With a history dating back over one-hundred years, Auto-Carriers Ltd set their base in Thames



Ditton at the famous Ferry Works, believed to be the first factory in the world to be entirely lit by electric light. Quickly establishing a name for themselves with a successful tri-car, it wasn't until 1913 that AC produced their first four-wheeled car, a full fifty years before the iconic Cobra. Ninco's latest Cobra "Thames ➡➡



Ditton" (50503) is powered by the new NC-8 Thruster motor giving an output of 16,000rpm at 14.8 volts, placing it as a direct competitor to other recent classics sporting the same little motor. *Please note that catalogue number 50503 was previously issued to the Mégane Trophy 'Craftmaster'.*

Moving on to a classic livery, Ninco's next offering is the Porsche 997 "Gulf" (50488). From the early McLaren F1 GTs to the recent Hummer H2, the light-blue and orange colour of the Gulf brand always manages to attract attention and has become a highly collectable livery in itself.

This month however, the best livery just has to be that of the Lamborghini Gallardo "NWC 08" (50495). This unique design was chosen from a number of entries in a competition held by Ninco to design a commemorative car produced to celebrate this year's Ninco World Cup. The standard of entry was exceedingly high and the decision was a difficult one for the judges. The winning design is by Mark Wright from Australia but includes an idea to place a Silverstone Circuit logo on the bonnet by another finalist from the competition, Roberto Vidaurre (Spain). All of the designs can be viewed on the "2008 NWC blog" which can be accessed via www.ninco.com. This special edition car will be kitted out with a lightweight interior, transparent chassis and powerful NC-6 Crusher motor.



Staying with the World Cup theme, Ninco have announced the competition car to be the totally new Acura LMP2. As the World Cup event is an endurance race, it is only fitting to have this totally new model as the car used by competitors to race the 6-hour event. Following on from the "Patron" car released in September, this "Lowes" sponsored Acura (50515) is powered by an in-line NC-5 motor. Already said to be the fastest car Ninco have ever produced straight out of the box, with the addition of ProRace Evo components, the Acura is sure to be setting new lap records at many circuits around the world!

Finally, a fantastic new vehicle arrives to shake up the Raid series. The Bowler Nemesis is released in its "Test Car" (50508) and "NAC Racing" (50509) liveries. Fitted with 4-wheel-drive, all-round ProShock-2 suspension and long ProArm guide, the NC-7 powered Nemesis has a typical Raid specification. However, Ninco claim this to be the best handling of all the Raid vehicles produced to date!



Ninco World Cup 2008 – The final countdown...

I managed to attend Round 5 of the UK qualifying for the Ninco World Cup at the beginning of September. Scale Models put on a fantastic race meeting which, once again, was closely contended. Team “Demon Slot” won the day giving them a second win which secures their place in the final. The last qualifying round at Pendle will determine the second team to take a guaranteed position on the grid at the 2008 Ninco World Cup Final at Silverstone on 1st November. The UK teams will join racers from around the world to compete in what has become the most important slot event in the world. No other slot-race has such a variety of international teams competing on a purpose-built layout of this scale. Italy will be back to defend their title alongside a number of other countries who have already confirmed their team selections for the final: These include Spain, Belgium, Netherlands, Argentina and USA.

The Silverstone circuit is steeped in motor racing history and was the venue of the first sanctioned championship race for Formula One Grand Prix Cars: the 1950 British Grand Prix. Many of the original parts of the circuit have retained their names and general shape such as Copse, Hangar Straight, Stowe, Club and Woodcote although with the addition of chicanes and bends, the track length has grown by approximately 500m over the past sixty years.

Silverstone will add to its history again by becoming the first motor racing circuit to host the Ninco World Cup! The slot-car final will take place in the main suite above the pit and paddock complex with superb views of the Start/Finish line and Pit Lane. A number of full scale races will also be taking place that weekend as part of the Walter Hayes Trophy which will include an array of open and closed wheel cars, driven by young and old, battling it out on the track. With a firework display scheduled for Saturday evening, the entire weekend (31st October, 1st and 2nd of November) will be a real family event. See ABGee’s advert in this month’s journal for further details.

For those interested in catching the action at the Ninco World Cup or lending support to your national team, the timetable is as follows:

Friday 31st October 2008

12:00 Ninco World Cup Circuit opens to racers

13:00 – 17:00 Free practice sessions

15:00 Checks and Parc Fermé

17:30 Fastest Lap Qualifying Session – “SuperPole”

18:30 Publication of Results

Saturday 1st November 2008

10:00 – 10:30 Warm-up

10:30 – 10:50 Introduction of NWC ’08 Finalist Teams

11:00 Start of the NWC ’08 Final (16 heats over 6 hours)

17:00 Race Finish

This really is the International Slot Car Race of the Year... so don’t miss out on your opportunity to be a part of it! ■



Now for something completely different

By Dave Mappin

Picture the scene, Christmas shopping on a damp December day, the town centre shops are heaving with wet desperate shoppers searching for Christmas spirit, inspiration and something special for that awkward nephew/auntie/cousin*. (*delete as applicable)

A young(ish) couple wander round the department store. The man's brain is frazzled from numerous calculations comparing 50% off in one shop against 3 for 2 in another. Out of the blue the woman says, "Hey look at that, a racing track. We should get one for us, it would be fun to have a little race!"

The man's eyes glaze over, he's transported back in time. It's Christmas morning in the late 1970s, the rest of the morning's presents have been hurriedly pushed into the corners of the room, and a large box with stunning artwork lies open on the table. In the space created in the centre of the room a green Porsche and a white Corvette hurtle round a figure of eight shaped circuit, motors humming, tyres screaming and headlights blazing.

"Er yeah babe", the man says returning suddenly to the present, "Maybe we could pick one up in the sale!" Deep down in the cortex, a trigger has been squeezed, power has been applied, and an idea formed. Rediscovering slot cars in 2006 was something of an eye opening experience in inflationary terms. The set in the shop had been a micro-Scalextric set, which in the New Year sales was retailing for around twenty pounds.

Looking back to the late 70s I remember the bitter struggle between myself (acting on behalf of Lesney's marketing department) and my parents regarding the substantial part of their disposable income that twenty pounds for a

Matchbox Powertrack 2000 Monza set must have comprised (at that time). The penultimate act of which was my mother's Oscar winning performance (it must have got lost in the post) that Christmas Eve, sitting me down and telling me that due to the economic situation in the household I would not be receiving it the next day, but there might be a chance I would receive it for my birthday the following May.

The other main difference was the choice of scales H:O, 1:32 or 1:24. I also quickly noticed the lack of extendability of micro Scalextric which seemed to be aimed at younger racers.

A quick search of the internet gave me an interesting new option of "Digital racing". As new technology and possibilities always interest me, returning to analogue racing didn't seem an option any more. Which left a big decision to be made, which digital system?

Decisions, Decisions..

There appeared at the time to be four and a half contenders;

Carrera

Scalextric Digital

SCX Digital

Ninco N Digital

The half being SportWorld which seemed to have some great functionality but wasn't really digital and I'm still not entirely sure I know what it was actually supposed to be.

Ninco N digital hadn't been released nor would it be for another 18 months and although it seemed to have some good features the lack of an impending release ruled it out of the running.

Carrera was considered as I liked the idea of a pace car to race, a working pit section, headlights but it suffered from an almost total lack of visibility in the British market place.

Buying one seemed to be impossible which made me think that getting hold of additional track, cars etc, might also be a pain.

Two and a half gone. Two contenders remained in the race. Scalextric Digital, the UK market leader, available in all good model shops. What do I get for my money ? Two cars, two single lane curved changers. Pits? Well, Sport-World has pits, but can I use it here with this Digital, er not yet! Oh maybe I might put my wallet back in my pocket and have a think about this.

After which I looked at the SCX Digital system, slightly more expensive, but three cars, four double crossovers, a great looking lap counter, side aprons and crash barriers. Pits, yes. UK stockists yes, another box was ticked.

Maybe if I had a load of analogue cars that might need converting I would have thought twice, but I didn't, so I got one set which rapidly became an important feature of the living room. Subsequent extensions and the need for more space made a move to a new dedicated racing room in the loft inevitable. That was two years ago. The stable has now grown to 25 cars.

Features

What other features still make me smile as much as it did when I first set up?.....

The dynamic fuel system. Just like in a real car, the harder you accelerate the more fuel you will use and the more gently you drive the car you will be rewarded with better fuel economy. Start the race with less fuel and you have a faster car as the load also affects the performance of the car, more fuel less acceleration and top speed, which improves as the fuel load reduces. Pit stop strategy is just as important in SCXD as it is in real racing.

I really like the cars' handling especially once the magnet is out and replaced by Tarn Model Foundry magnet replacement weights. A couple of cars still retain the magnet and this works well with the Junior speed feature of the SCX Digital system which limits the top speed of selected cars and is ideal for new and younger racers.

Lights on the cars via the light switch on the pit. Love it. Turn down the lights and the room becomes a mini Le Mans with night-time endurance racing.

The display systems; fuel chrono and lap counter, seem to be the best out there. So easy to read even if the lights are down.

Programming the cars is simple. The cars' individual braking performance can also be adjusted but I've generally left them on the standard setting. The lane changing mechanisms in the cars have been also been very reliable.

The pace car is a truly fiendish opponent especially as I have the magnet wound well down in its holder, giving the car excellent grip in corners, whilst the rest of the field power slides round the bends.

Another unforeseen advantage of having this system has been the lack of any eBay competition. Until recently I've set bids before leaving for work in the morning knowing that I will have won the item on my return in the evening.

I suppose the only downside to the SCXD system is the method of collecting information from the cars themselves. This involves a momentary cut of the power as cars cross the line whilst the CPU reads the in-car chip. I've minimised this by moving the finish straight to just before the first corner so drivers are easing off the juice as they cross, and adding extra power packs.

People have asked me about the limited range of cars, other makes of cars can be chipped to the system (space permitting) with varying degrees of difficulty. However the range now includes GT, Touring/DTM, Nascars, Rally, as well as F1. Sloter and Spirit are also now producing ready to race SCXD cars.

I'm happy to answer any questions members may have about the SCX Digital system, and am more than happy to review any SCXD product that may arrive in Gareth's shipment from Spain. ■





A short report this month, which hopefully will be back up to two pages next month, if I find some interesting items to write about! This past month seems to me have been quieter trade wise on eBay though I don't have any figures to back it up - just a gut feeling and looking at some of the prices realised there are a few items that are still making good money as always for some lucky sellers.

One such lucky seller was the one who got £362.85 for a green Bentley C64. Paying the extra and having 11 pictures in the listing showing it off in its full glory obviously helped here. However, some sellers live in "cloud cuckoo land" and think just because it is old it must be worth a bit - like the Australian seller who had a Scalextric set 50 up for AU\$300 and BIN for AU\$1200 containing just a C72 BRM and C73 Porsche in a far from mint box and it had started out at AU\$500 and AU\$1750 BIN. Perhaps a more realistic sign of the tough times for the market after the recently announced price rises from Scalextric, was the new tinplate Ferrari C2928A barely released two weeks at the time of writing only reaching around the £30 level in auctions.

Following on from last month's range presentation piece there was a 2003 Mustang listed twice at £250 that went unsold and there were two of the 2004 GT40 that made £175 and £134 on different days.

Slot.It

A mixed bag pricewise this month with the first "EU" versions of the Audis making around the £100 mark, a Canon Porsche £60 and a Shell Porsche £72.50 but a Repsol Porsche made only £31. However many of the latest Slot.It cars at BIN prices around normal retail levels have remained unsold.

Prices

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day:
SLOT CAR MRRC LIMITED EDITION
MINI COOPER £19.99 (Sunday night 280263653379).

Scalextric Gold Plated Porsche GT3 911 Race Prize Car £160 (From a Porsche dealership event in 2006 on Thursday night 110287728804).

The Professionals Electric Slot Road Racing (1982) £56.02 (1982 Ideal Toys set with 21ft of track on Wednesday afternoon 110290485840)
SLOT CAR RACING BSCRA COX AXLES vintage 60s £93 (Shop display case of axles on Sunday Night 200247879236).

MERCEDES BENZ RENNABTEILUNG TRUCK PETER PRE KIT MINT \$610.11 (Made up resin kit, 1 of 40 made on Sunday afternoon from US seller 320298194206).

VINTAGE SCALEXTRIC Motor Racing Manual 1960s. £22.57 (5 minutes to go on Friday night).

SCALEXTRIC JAGUAR XJ220 1 OF 40 MADE ON WOODEN PLINTH £231.98 (From 1991 Uxbridge Swapmeet according to seller on Saturday lunch time).

Scalextric French Yellow Ferrari C-62 swivel guide rare £220 (Went to best offer after having £375 BIN price. 330271096404).

Slot Classic Jaguar Mk2 British Racing Green CJ-30 RTR £177.95 (Friday morning).

RARE NSCC 25th Anniversary Mini Cooper S's Limited Ed £127.50 (Sunday morning).

Lastly I presume someone got a bargain when they snapped up "85 vintage scalextric cars, SLOT CAR RACING" for a BIN price of £190 though there were no pictures to verify what was sold. ■

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, shown together with OCAR's new Fiat 127 Abarth and 850 Abarth. Admittedly not as far advanced in the build stages as I would have liked, but all four are crisp clear mouldings and should build up into fine finished slot racers. The two Fiats are out just in time for anyone thinking of the small wheelbase class in October's World Classics/OCAR Pre-1980 Euro saloon event at Wolves on October 19th. We have a full field of over 50 entries so even if you aren't racing it's worth a look at some of the wonderful slot cars that will be on display that weekend.



AA Bodies Lotus 19 and Lister Bristol and OCAR Fiats

AA Bodies are now working on two exciting new body kits that will be eligible for next year's MRE sponsored CAN-AM Classic meeting these being the March 707 and BRM P154, while OCAR have their new Rover SD1 Vitesse ready for the Saloons and should have a Mercedes 300 SL and Fiat 695 Abarth by then. Under the Redline brand we should see two new releases this autumn in the shape of the Aston Martin AMV8 and Aston Martin DB3 Coupé these I am told will be in limited edition numbers and may be pre-built only.



Rover SD1 Vitesse (picture courtesy of OCAR)



Aston Martin AMV8 (picture courtesy of Redline)

Pendle have again been super helpful in providing a photo of the new Avant Slot Peugeot 207 racer; this looks a lightweight pocket rocket that should do well in Rally and Saloon slot classes. Pendle's guys must have been rushed off their feet this month with a new race club and track, a round of the Ninco World Cup and the tie up with Midlands based GetSlotted. They have, however, managed to find time to stock up some interesting new resin body shells including Volvo P1800, Triumph Stag hardtop, Marcos 1800 GT and Rolls Royce Continental Coupé. I wouldn't mind getting my mitts on those once I clear some of my building backlog.

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Avant Slot Peugeot 207 (picture courtesy of Pendle Slot Racing)

I did manage to build the new MB/BBR Ferrari 430 Challenge car, a fairly straightforward kit to assemble with just 31 parts. I was less than pleased when I found the crown gear thread for the grub screw was non-existent and I was forced to bin the crown gear in favour of a trusty Slot.It one. Not exactly what you expect with a kit aimed at the higher priced racing end of the plastic slot car market. Talking of Slot.It there are some tasty bits on release in October but you'll have to wait for November's Forza Slot.It to read about them, what a teaser!

On to scenery and if you look carefully at the Ferrari 340 photo you will see the great new catch fencing from Slot Track Scenics. The kit

contains a long roll of the chain link mesh type material and ten angled fence posts. Assembly is a doddle with a drop of super glue and three lengths of piano wire to form the top wires. STS will have these new fence units and their new gantry kits at Milton Keynes or available via their web site. Staying with scenery, Lawrence from Tarn Model Foundry tells me he will have some new figures at Milton Keynes including, I believe, his new track sweeper marshal, new police and traffic cop figures and new spectators. Hopefully I can get some pictures to show you next time. From France comes news that Proto Slot /Ghost Models have a Healey Repco LM70, Healey Climax LM68, Lancia Stratos LM76, Matra 650 LM70 and Lancia D24 all in the pipeline but no news as to who, if anyone, will be stocking them in the UK. MMK are also doing the Healey Repco LM70, while LMM's Matra Simca 670Bs should be out very soon. Finally breaking news from Spain of a new resin specialists Resinslotcar.com whose first release is the Ferrari 290MM driven to 4th place by Fangio in 1956. Available as RTR or Kit form these are expected to be very limited numbers. ■



MB Slot Ferrari 430 and STS new chain link fencing kit.

Seaforth Raceway

by Gary Caunt

I have recently re-joined the NSCC after moving to Scotland seven years ago with my family. I finally got around to unpacking my Scalextric collection and having bought a much bigger house than our one in Leicestershire, I set about drawing up a permanent layout for a spare room.

The layout had to fulfil several criteria so planning then trial and error took place. The finished layout had to allow my vintage cars to negotiate the track, have just two lanes but maximum lap length on a given board (12' 6" by 6'), a long straight, a complex chicane section including a Goodwood, a full pit stop area, utilise several radius curves, use three dimensions with a raised area and incorporate my favourite 'duck pond' (two hill climb and dragster turns used in a novel way!).

With the layout decided and the missing track sections acquired, I set about the long process of linking all the pieces together with soldered wires underneath. This is not a job for the fainthearted on this scale as every rail joint needs a link but, for a plexi-track circuit, the difference in performance is stunning. The whole lot was assembled on four internal house doors, topped with plywood and supported on a substantial hardwood frame at waist height. This was covered in new cord carpet left over from a Ford Spartan kit car I built and never used!

Each lane has its own transformer mounted underneath the layout with a third for the lighting. Hand controllers are hard wired and mounted one either side of the layout for easy racing and fast car retrieval.

⇒





Above - left hand side of layout

Below - pit area





Above - right hand side of layout
Upper left - pit entrance and refreshment area
Lower left - covered paddock



Once tested, the layout was populated with every building from the 1960s and all the accessories including people, borders, TV camera crews, fencing, flags, trophies, loud speakers, bushes, hedge, embankments and Grande bridge.

The track now runs great and although essentially a collector's period layout, friends and their kids love to race modern cars around it. I actually race the modern vintage cars as seen in the photos. The whole has proved remarkably robust in operation and no damage has occurred to my 1960s collection, despite some monster crashes, mainly due to careful layout design. ■



When Walthers, a toy train company, acquired Life-Like, many people expected them to run the slot car line down in much the way Mattel did with Tyco (which they only wanted for the RC brand name). The signs almost immediately were that this would not be the case, and to my mind this was largely because there was a prized asset in the form of a rolling licence to produce Nascars.

When Nascar switched over to a partial season with the Car of Tomorrow (COT) in 2007 the measure of Walther's commitment to the line could be taken, as it costs many times more to mould new bodies than just change the liveries once a year. Not only did the company step up, the end product appears to be well executed.

My first concern was a simple one: wings. Up to now of course Nascars were a class where worrying about losing a wing did not apply, but

with the COTs this concern ends up front and centre. It is encouraging to think somebody at Life-Like has at least considered the problem, because the wing is not made from the same material as the body and then glued in with a very inflexible substance.

Instead it appears to be a PETG type material, thin and quite springy. Further to this the wing does not appear to be glued in, and in



My Home Depot COT race prepped for action



The hottest release of the new range, The Dale Earnhardt twin-pack

a really big crash may come away whole from the body rather than break. My testing was confined to running on the floor, so I won't know for sure until the next EAHORC meeting, but I am pleased to see that Life-Like have at least attempted a solution.

Aesthetically, all the cars look good. Of course the full scale COT itself has been the subject of debate, but they do grow on you and as time goes by the previous shape looks increasing old fashioned and maybe even a little bloated. Of the eight cars released by Life-like, my favourite is the Home Depot one. This iconic colour scheme always looks the part, but here there is the added bonus that the positioning of the stripes makes is less noticeable that the 'multitude' stickers by the front wheel are missing.

This is much more of an issue on some of the other cars, particularly the already Spartan looking Kelloggs car, and it also shows up on the M&Ms car, which is otherwise superb and really shows how crisp the printing on the cars is, with the little figures and the rear bumper 'rivets' looking exactly as they do on the full size car. What

should be the new range's top seller, the two Dale Earnhardt Jnr cars, also suffer from this omission. Overall though, the bodies really capture the COT look, and all sit low to the chassis as opposed to the hit and miss approach of previous releases where the Ford for example would be quicker and better looking than the Monte Carlo.

Out on track the cars really look superb. The chassis is the trusted T design, complete with very powerful magnets that encourage one to attack the turns, but are narrow so that you can cross the limit very quickly. I have always felt these cars reward the technical driver, who will analyse where the limit is, more than an instinctive driver who will feel where it is. The older M chassis, which some would like to see resurrected was probably the opposite. Personally I would like to see a new chassis which takes advantage of the long and narrow can motor currently used to make accurate GTP cars a realistic possibility. ■

The indications are that Walthers will however stick to Nascars, and on the evidence available so far who can blame them?



Mysterious Ford GT40 Mk II

By Osvaldo Pace & Pierre Rossetti

You may have read our article on Super Shells slot cars, which was published in the June 2006 issue, volume 26, Nº 291. This is our second article for the NSCC Journal and we are very pleased with this new opportunity. Just for the record, an acquaintance of ours introduced me to Pierre eleven years ago. The link? Slot cars, obviously! What else could it be? I saw, at a slot track in São Paulo, some cars he had built for friends of his, and I was impressed with the quality of his work and craftsmanship. He is an aficionado and knows a lot about slot cars. Since we met, he has gradually restored many of my vintage models. In addition, he also scratch-built some others. Have a look at my site on the internet, if you haven't yet. Pierre lives most of the time in São Paulo, Brazil, and occasionally in Lausanne, Switzerland, his motherland. The slot car, subject of the article that you are about to read, has a unique story. Check it for yourselves. He tells it.

Osvaldo

A chance meeting

In the mid seventies, I used to work for a Brazilian movie lab as a researcher in new and economically viable means of protection against *fungi* in organic gelatine for motion picture film, microfilm, and COM microfiche –computer output microfilm. My first contact with Bell & Howell, a well-known company established in Chicago, Illinois, manufacturer of some very innovative microfilming equipment, occurred at that time. This is why I used to travel a lot to the USA, mainly Los Angeles, Chicago and New York.

Some years after, I was hired as a consultant and troubleshooter by MicroGraphix, a São Paulo based company specialising in micro-filming services. Incidentally, they represented

Bell & Howell in Brazil. So, this second job in the photosensitive business was, once again, the reason for my frequent travelling to the USA.

A long time ago, while on business in St Paul, Minnesota, and being finished with my work for the day, I was chatting with someone at the hotel bar - some lone guy also travelling for his company. By one of these odd coincidences that sometimes occur in a lifetime, this fellow also happened to be an “old slot cars” addict. Suddenly, a vast subject of conversation had just been established. I described to him how I discovered ‘Table Top Racing’, as it was still called in those days (yes, I know, I’m getting old!). While travelling with my parents, I bought my very first slot car set in New York, in 1964, at America’s Hobby Centre. It was a Strombecker Home Set - no big deal, really! Like most kids, I had opted for quantity instead of quality. What a mistake! Anyway, we went on talking about all the great marques of that nostalgic era, and I told him how one day in Lausanne (I was attending college there), I found by sheer luck in a hobby shop an old stock of vintage slot cars, all mint-in-box kits. I bought all the stock. It was 1971. Nobody was interested in slot cars any more. The bubble had burst. Then he said to me, “You know, years ago, while in New York on business, I was introduced to José Rodriguez. The conversation with him lasted, what? 10 minutes, tops. He was very kind and polite, but I guess these constant introductions to strangers must have been a bore to him. I was overwhelmed, really. After all, he was a living myth, an icon of the mid sixties. He scratch-built slot cars, and wrote for the coolest magazines!” Later on, before leaving, he said to me, “Since you like so much classic old stuff, you should meet a fellow who lives in Mexico City”, and gave me a name. Robert, the guy from the hotel bar (I forget his last name after all these years)

wrote the name of this Mexican fellow on a napkin: José Maria Gomez de Jesus. I remember very well his first name, but I'm not sure about his last name. It was such a long time ago. This was the first and only time I spoke to this 'St Paul hotel bar person'. Time went by. Never met him again.

Years later, while in Los Angeles on business and since I was ahead of my schedule, I decided to make a detour via Mexico City on my way back to Brazil. It took me more time than I had planned. Actually, it took me a few days to finally meet José Maria. But I did, and what a finding! He must have been some ten years older than me, Mexican by his mother, Spanish by his father - as he told me - very kind and polite, and extremely well educated, a true gentleman. He was living in the San Angel neighbourhood, and I remember myself in Oyoacán, looking at the city map and telling myself, "That's not so far, I can walk". Well, that was far away! Walking took me a while, but it was worth it. From what I could understand, once I arrived at his place, things, life I mean, had been quite tough on him in the last years. He was selling all of his personal things, slot stuff, die-cast cars, old magazines, books, antiques, paintings, sculptures and even his house. I should have bought more items, definitely, but I was so (stupidly?!) focused on one thing only that I did not pay much attention to the rest. Anyway, I bought many slot cars. A lot of them! All in 1/32nd scale. Of course, all of them were assembled and had seen a little use, but were mostly in perfect condition. I was in heaven; all the great marques and stuff I wanted badly since I was a kid.

Having set aside all the cars I intended to buy, I started rummaging about in the vast amount of boxes full of bits and pieces, parts and bodies waiting to be finished some day, or perhaps, restored. In fact, I was looking for some chassis, motors, wheels, that kind of stuff, when a curious body caught my attention. I have never been a fan of the larger scale, which Americans praise so much, but, exceptionally, I picked up a 1/24th scale car body because it was a... Ford GT40 MkII, one of my all time favourite race cars. Deeply intrigued, I asked

José Maria what it was, where did it come from, which brand, et al. He simply answered me, "I really don't know what it is. I bought it for peanuts, a very long time ago, with a lot of other things from a guy who lived just outside Los Angeles. In fact, if you like it, I'll give it to you". As a youngster, I have always deeply regretted that the only MkII ever made in 1/32nd scale was a vacuum-formed clear body produced by Lancer for COX. I kept wondering why no big company such as COX itself, Monogram, Revell, AMT, Airfix or any other ever produced the MkII as a polystyrene injected body. The shape of this particular 1/24th body did not seem quite right, at least not as I recalled it so well, but after all, it was a MkII, and I did not have one. I thought "I can use it as a pattern to make a copy in 1/32nd scale..." Never did. A lot of years passed by and all this was forgotten.

Rediscovery

Then, some months ago, Osvaldo mentioned this COX Ford GT40 MkII described in a slot blog on the net, and the polemic it was causing all over the world. Out of curiosity, I read the articles and comments (I'm not a regular surfer on the web and was not aware at all of this matter). Looking at the pictures, I told myself "this is strange, COX never engraved any of their bodies. Why would this one have the logo moulded on the inside of the front section?" Suddenly, something started tickling in my head. I went for my scrap parts and kit bashing boxes, looked in all of them, you know, these boxes full of that kind of old stuff one does not throw away because "... well, one day, I'll make something out of this". I did not find the right one at first, because it was one of these never attended boxes containing second rate remains, bits and parts from larger static kits. Finally, in one of them, I found "the" body I got so many years ago in Mexico. The shape of the rear panel resembled perfectly a COX body, but the front end was so different. So, on a weekend at Osvaldo's cottage - a delightful resting place where he pampers and cherishes his collection - I showed it to him. He immediately took out a huge pile of old slot magazines, fumbled ➡



HERE COMES THE FORD MARK II!



Count on Cox for great goodies. Here's their latest, a 1/24 scale Ford GT Mark II.

Here's the real 1/1 car, the Ford Mark II, at speed in a recent run.

THE FORD GT is deservedly a world-famous car and, as good as it is, Ford has already come out with the improved version, the Mark II.

Keeping right in step, Cox has just released a 1/24 scale slot racer of the car, molded in high-impact styrene with all the details of the prototype. Decals are even included for the top and side stripes and authentic numbers.

The Mark II differs from the earlier GT in some respects. The new one has a second set of side scoops, in addition to the lower pair carried by the original. There's also a hood scoop and a lower, longer nose. The kit includes these changes, of course, as well as full windows and injectors under the back window.

Other prominent features of the kit include three-point knockoffs, diecast mag wheels, full interior with seat, floor and instrumented dash. There's a driver too, so with a little paint you can have that late, great pilot Ken Miles at the wheel of your bomb.

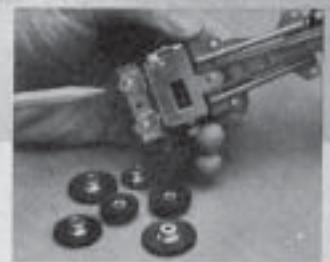
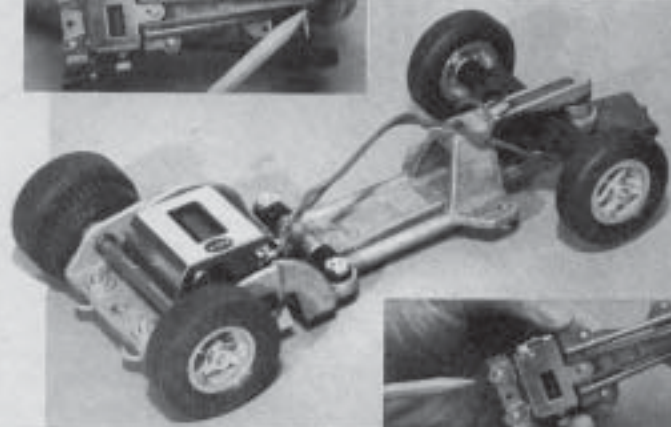
From underneath, some exciting ideas comes into view. First and most important is a completely new feature, first of its kind to be found in a kit car. The motor mount is adjustable to accommodate gearing from 2.63:1 to 4.8:1, a range which should enable any kit buyer to obtain maximum performance no matter what kind of track he's running on.

The chassis itself is magnesium and has a lengthened swing arm. The stainless steel rear axle turns in Nylatron bearings and has tapered ends for perfect alignment. The front axle is also stainless steel, and allows the front wheels to rotate independently of each other.

A rubber band is attached to the end of the guide, making it self-centering. The tension isn't great enough to effect the car's handling, but there's enough there to speed things up in putting the car back on the track, in the event of a flip. The guide, made of Nylatron like the rear axle bearings, has quick change brushes.

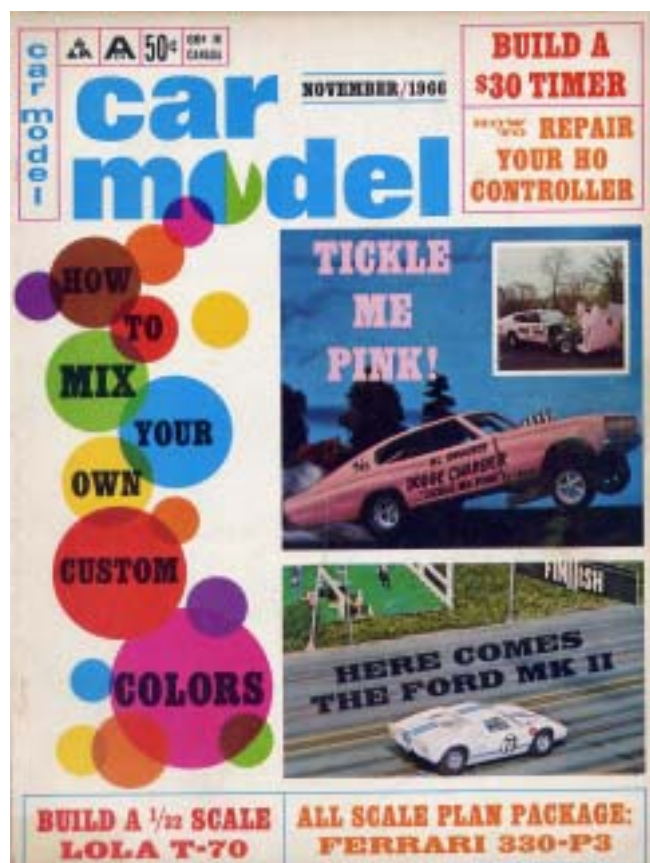
The power plant in this fine kit is the X-250 motor, and a 16-tooth sintered brass pinion is affixed to it. The spur gear shown in one of the photographs is a 46-tooth Nylatron gear with an aluminum hub.

Cox knows how to make 'em, all right. This is a beauty!



The one-page article on this future launching by COX.

about, picked the right one and showed it to me; an article entitled “Here comes the Ford MkII” in the November 1966 *Car Model* issue describing the COX Ford GT40 MkII. The resemblance was stunning. Then, he picked out a 1/24th magnesium COX chassis in a drawer full of new and old slot parts and stuff. What a surprise, it fitted the body and the mounting posts perfectly.



Car Model magazine, November 1966 issue.

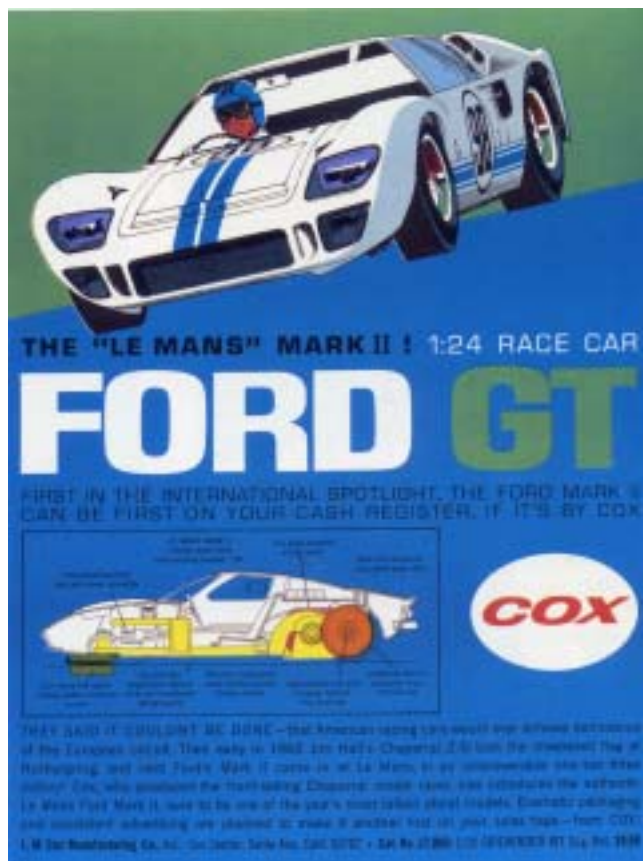
Although the *Car Model* article stated that the car was “moulded in high-impact styrene”, it is common knowledge now that this model never made production. Philippe de Lespinay says eight prototypes were made, of which only three remain, and that Japanese collectors believed it had actually been produced. We guess, as most people interested in this slot-car-micro-cosmos do, that COX must have commissioned two, three or maybe more skilled modellers in those days to come up with what would be a “prototype” for future mould making and possible production. This would also explain some probable differences in body styles and shapes, inherent to different interpretations by each modeller.

The body was still in good condition after all



Magnified picture of the featured car.

these years, white paint being somewhat yellowish due to age, which is normal. There were some minor glue marks on the window edges, right door window was missing, rear one had a small crack, headlight covers were there and OK, one fog light was missing, no decal stripes along the body, and just plain numbers on the doors. The cockpit had been cut as if to make room for an in-line low profile motor, such as a 16D. This was exciting, indeed. We decided it deserved to be restored. So I asked Osvaldo to buy a Fujimi Ford GT40 MkII static kit, which I intended to use as a donor for the glass area. I guessed that very few modifications would be needed. As soon as the kit was delivered, we ⇨⇨ picked the beautifully moulded glass area tree and, to our increasing



Cox Flyer for retailers





Body, cockpit and chassis

surprise, the windows did not fit the body at all, neither the windshield nor the side windows. The side ones, for instance, are longer and quite different in format due to a more raked windshield on the Fujimi kit. Comparing the two bodies, shape differences were obvious. So, out of curiosity, I took a battered *COX* shell lying among lots of other used left over parts – one of those scrap parts bodies, carefully removed the windshield, and wow! it fitted the windshield contour perfectly. What was this body? Fact is, we decided this mysterious car somehow deserved all the needed new parts from a mint unassembled *COX* Ford GT40 kit, as well as a chassis. This would have to be a Chaparral 2D unit with adjustable gear ratio, since it was the chassis that had been originally planned for the MkII, as pictured in the *Car Model* article.

Comparison

Now, once I had the Fujimi and *COX* shells at hand, a thorough comparison between them, and a close examination of the pictures published on the slotblog as well as those in the *Car Model* article was a natural consequence, “the” inevitable thing to do, would it be merely out of curiosity. This comparison, indeed, revealed many differences, as follows. Side, or

door windows: on the *COX* shell, lower front corner, near the base of the windshield, is rounded, which is actually an error, because the real GT40 had an angular, sharp corner, the inside part of the door being rounded. I guess this was the solution *COX* found to create the optical illusion, since the inside door panel is very wide, which would have resulted in an intricate part of the mould in order to reproduce this characteristic of the GT40. Fujimi, in 1/24th, and Scalextric and *FLY* in 1/32nd opted to reproduce the side windows with their correct angular corner, which was feasible since they also moulded an accurate full cockpit with correct wide door panels. Also, side windows on the *COX* shell are shorter than those on the Fujimi.

Second detail, front valance, or front skirt: the car pictured on the blog presents exactly the same shape as the underside of the Fujimi MkII kit, that is, sharp, angled corners. Why would *COX* produce such an underside, since there was no need to match a (plastic) chassis? Third detail, rear deck louvres: this is a characteristic of the early, first generation Ford GT40. *COX* faithfully reproduced them on their bodies, in 1/24th as well as 1/32nd. Looking closely at the pictures in the *Car Model* article, one can see



Three quarter rear view

them on the featured car, underneath the rear deck stripes, even though they should not be there on a MkII body. This is yet another element confirming that the featured model was a production COX body altered to resemble the newer MkII version. The car pictured on the blog does not have these louvres. Looks like the recess that exists in lieu of the louvres on the Fujimi body has been filled with putty and then smoothly sanded. Fifth detail, rear spoiler: the Ford GT40 presented to the press, in New York, in April 1964, had no rear spoiler. At the Monza test sessions in 1964, drivers reported rear-end instability. A rear spoiler was quickly added. For its coming 1st race –Nürburgring 1964, car-chassis # 102, driven by Phil Hill– this aerodynamical modification was integrated into the rear deck, giving the Ford GT40 its first generation body rear profile, which is such a characteristic of its own. Later, when Ford moved to the 7-litre engine –the car being then renamed MkII – the rear section of the body was drastically modified. It became much more angular, had straight lines when viewed from the side, and the spoiler now was a mere upright blade. Once again, looking at the *Car Model* article, one can see that the rear spoiler on the featured car is the first generation one –a smooth, rounded transition between deck and spoiler– as opposed to the spoiler shape on the car pictured on the blog. In addition, the top of the rear air intakes form a straight line on the latter when, in fact, it is slightly curved on the car featured in the article. Also, the COX prototype did not have the additional pair of rear air scoops. Sixth detail, headlight covers: these, on the blog car, are absolutely correct, when, in fact, they are not on the pictures of the car featured in the period *Car Model* article. Why? Most certainly because these were modified items

from the already existing COX parts, factory instructions to modellers at that time probably being “do what you can with the lesser modifications to the mould”. Seventh detail, NACA ducts on the front hood: although the development team at Shelby introduced them on the MkII, the COX ‘prototype’ shown in the article did not sport them. The Fujimi shell does have them. Eighth detail, front width: the first generation Ford GT40 designed by Eric Broadley (of Lola Cars) had a rather narrow front end. It was then believed it would be aerodynamically better. When Halibrand magnesium wheels and wider *Good Year* tyres were fitted instead of the original narrower wire-wheels, front end had to be widened. Again, looking at the pictures on the *Car Model* article, one can see that the front end is more on the narrow side, while Fujimi’s is much wider, and correct. Also, another unique characteristic of the Ford GT40 MkII is its kind of “powerboat” or “racing-boat-hull shape”, I mean, from the waistline down, the sides bend very much inwards. This is correct on the Fujimi shell, but not on the featured COX MkII, because it must have been made from the already existing body, and its original upper front shape would not allow so great a modification. Ninth detail, fog light cowl: due to the above mentioned shape of the real MkII body, these have a pronounced trapezoidal sectional shape, correctly reproduced on the Fujimi shell, but almost square on the COX version. And finally, tenth and last detail: the wheelbase on the Fujimi shell is 3.5mm longer than the COX one. ➡➡

Restoration

Examination being done, careful restoration was started. As said earlier, the body was in good



Rear air intakes. COX original windows fit this body perfectly



shape. In addition to the yellowish paint stains, there were some small scratches. Luckily, all the parts had been very cleanly epoxy-glued, which made the disassembly task a lot easier. After everything had been unglued, I wet-sanded the body lightly with 2000 grit wet/dry sandpaper. Then I polished it carefully. I was afraid it might reach too deeply into the plastic which being so old could later react with current stronger chemicals. While doing this, I noticed some putty had been very thinly and sparingly applied on some junctions and that the body had been firstly primed in grey, and then painted in white. I noticed, on some spots where the paint was gone after sanding, that the plastic was blue, and the grafted parts were white, of what seemed to be undoubtedly white polystyrene sheet. Due to the age of this body, we don't know if it had been originally painted in pure, racing "off" white or maybe some warmer tone, like ivory for instance. We opted for an intermediate shade of white. Two thin coats of light grey primer were applied, followed by the white paint.

Since the headlight covers were OK, they were just lightly polished and re-glued in place. Out of curiosity, I checked them on the recessed



Measurements made with callipers prior to painting showed that plastic thickness is constant across the body, with only very small variations, whether taken at the rear hood air intakes or hot air extractor on front hood.

This is no aesthetic modification merely obtained by adding putty to the outside of the body

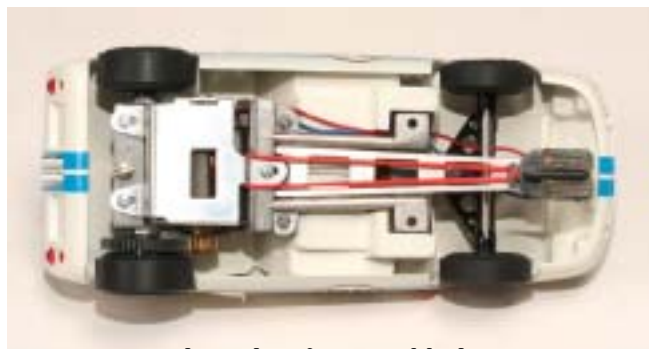
area of the battered body we examined at first (when we found out that the windshield for this particular body had to be a COX one) and I saw that the upper contour of these headlight covers fitted exactly the existing original recesses on the



Front hood detail and hot air extractor

body, so it seems that they have been cut exactly where they start to bend downwards, and shaped to fit the new front edge recesses. If COX had produced this body, we guess they would have made thinner units which would fit more accurately the "new" shape. One can see these headlight covers were obtained by modification of the original ones. Fitting the rest of the clear parts – windscreen, side and rear windows, lightly glued with epoxy, was a cinch. All parts fit properly. Since the original cockpit had been cut (someone must have tried, at one time, to adapt a more performing in line chassis) the donor car part was used. It has been painted as it was originally, i.e., all white with flat black seats. There was no driver, so in went the NOS one. Finally, Gary's nice repro decals were applied. A COX Chaparral 2D chassis with a set of Ford GT40 cast magnesium wheels were fitted to the body. Chassis was slightly used, dirty and somewhat corroded, but otherwise sound. It had to be well cleaned, hence the shinier aspect. The pick up drop arm was modified to resemble the one pictured in the *Car Model* article: in this way, it also allows screwing the front end without dismantling the drop arm mechanism. Characteristically of magnesium, it will darken very quickly.

When looking closely at this body, especially on the inside, it is surprising to see the "fusion between new and old", I mean, one can see clearly it is basically a COX body, with all its moulding-on ribs – the thin raised plastic lines that run across the inside – and all the other details, like front mounting post, the cockpit itself, etc. On the other hand, the transition from the original COX



Underside of assembled car

Ford GT40 shape –this is the car that raced only one time, driven by Phil Hill and DNF at Nürburgring in 1964. For the next race, Le Mans, the water cap was moved to a centre location, between the two air extractors– to a MkII shape is not noticeable. Everything is very smooth and nicely done. One could think this is some kind of a pattern body, which could originate an injection mould. The underside open portion of the front valance is wider than the one of the original body –which had a separate part to be glued, and is just slightly curved towards the inside. Moulding techniques and mould extraction procedures in 1966 were already allowing to produce one piece injected bodies. When lightly wet-sanded, some spots showed the unmistakable COX blue plastic colour shade as well as the white plastic where the shape has been altered. This is, undoubtedly, the work of a very skilful modeller. Has it been done by a professional modeller at that time, under instructions given by COX, or simply by someone who really wanted to have a MkII in his “racing” stable? We don’t know.

Injection moulds for polystyrene in the 60s were extremely expensive and time consuming to make, and demanded very skilful craftsmen, as opposed to present time when everything is computer-made. These moulds had a very long life span and had to be paid off. It was rather common practice to alter or modify them, since they were usually made of various separate parts. I’ll give an example: the Revell 1/32nd scale Cobra Roadster. In its first issue –the one with the aluminium chassis– body to chassis mounting posts were an integral part of the body. On the second version –the one with the more powerful can drive motor named SP80

and two-part brass chassis– the mounting posts are moulded on the interior plate. Looking carefully at this “new body”, one can see three small round marks where the original posts used to be. The mould was still the same one, it had just been slightly modified for the new chassis.

Bearing this in mind, one can naturally deduce that COX would not create a totally new mould or heavily modify the existing one just to make a newer version of a car that was still a great seller. The cost would have been too high.



The rear, flat section of the cockpit –where the intake pipes are located– rests on the same raised “platforms” moulded into the body, only difference being that these are shorter than the original ones. The moulded raised lines are exactly the same as the ones found on the original COX blue body. Yet another clue showing this prototype was originally made from a COX shell

The “new” car was announced in the magazine but, instead, a new series of shells were offered, the Chaparral 2D being the first to sport the chassis featured in the article. Marketing staff may have concluded that, “Well, this will only be another Ford GT40”. Offering totally new bodies must have seemed more logical, viable, and profitable. One can also guess that there was somehow a feeling that the slot racing fad was already starting to lose its impetus. ➡

Colour Scheme

Now, here is some additional info that may cast some light on the colour scheme adopted by COX. The famous Pete Brock designed striping, actually inspired from the Cunningham race



cars –white with a pair of blue stripes, became sort of a Shelby trademark and turned out to be extremely popular with the Mustang Shelby GT350. On the other hand, the cars actually raced by the Shelby American organization were blue with white stripes. The first GT40s, raced in 1964 at the Nürburgring and Le Mans, which they did not win, were white with midnight blue front hood –actually, most people think it is flat black. These were Ford's racing colours.

Ford, having had no success during the first season, handed the GT40 project to Carroll Shelby –Kar Kraft, Holman and Moody and Alan Mann Racing were also working on the continuous development of the GT. First victory for the GT40 finally came at Daytona in 1965 with car chassis # 103 driven by Ken Miles and Lloyd Ruby. The car, prepared by Shelby American, was metallic blue with two wide white stripes. Its race number was 73. This was the first version of the MkII, and the front end is slightly different from the following cars. The 1966 opening race at Daytona brought the first victory of the season, and the second one for the car. Car chassis # 1013, white with dark blue front hood –now sporting again Ford racing colours– and bearing number 98, was driven to victory once again by the fantastic Ken Miles, and Lloyd Ruby as a co-driver.

Racing cars can, and usually do, change at a very fast pace. Therefore, it is quite difficult for



Bottoms of main headlight cowl are the same as on COX production body. Fog light cowl is shaped upon these. Front valance shows the feasibility of mould extraction in one piece, instead of a glued-on valance, as on production MK1 body



Rear view, which is wrong on the real MKII but correct for the COX prototype

model makers to launch an updated model on time. Nowadays, injection moulds are a lot easier to make, and are made in a much shorter time than in the sixties. This is the reason why all GT40s of the sixties bear the first generation body. My guess is they did not expect the car to change so quickly. All slot car makers issued their models based on the very first version, officially presented to the public in 1964. But this version was raced only twice, and numerous design modifications of the front end, at first, were started. By the time manufacturers had their moulds ready for production and release of their models, the real car was already quite different. We guess that, in order to seem contemporary, COX issued their GT40s, both in 1/32nd and 1/24th scales, in blue with white stripe decals so as to resemble the first time winner at Daytona, in 1965. Then, when COX decided to update their GT40 for 1966 –and this is still guessing– the logical choice must have been the season opener winner at Daytona, once again. The car was white with dark blue front hood, and bore the front end that would be retained till the end of its career. Rear portion of the body had also, by then, undergone serious modifications.

Had COX produced the GT40 MkII, it seems logical that they would have injected it in white to clearly set it apart from their first version. We understand this is why the model featured in the *Car Model* article was white. Concerning the livery, and in order to reproduce more faithfully the real car, a large decal for all the upper part of the front hood would be needed. We know such a large decal is difficult to apply correctly although K&B



**The two cars: same central body sections, yet so different in their overall aspect.
First generation and what could have been their MK II**

issued a 1/25th scale first series Ford GT40 moulded in white with a blue front hood decal. Second option would have been painting the hood –as in Strombecker’s first kit version of the same car– a difficult task. Not everybody had the skill to do it properly. It was a lot easier to supply a decal sheet with a set of blue stripes. In addition, it was one of Carroll Shelby’s racing colours scheme, used on the privateers GT350. So, why not?

The original Ford GT40 body designed and produced by COX – which could be retrospectively called Mk1– is almost perfect regarding body proportions and details. There are, of course, some minor errors like a shorter wheelbase and differently shaped side windows, but it is otherwise very good. Curiously enough, Ford GT40 plans published in slot related magazines were usually wrong. If one refers to the plans published in the August 1964 *Model Cars* edition (the car has a totally wrong wind-screen and front end contour), and also to subsequent plans of the GT40 MkII published in the same magazine (and other publications too), one will find many errors. We guess the inaccuracy of this particular GT40 MkII body is due to the non-availability of factory blue-prints, plus the fact that modellers at that time had to keep within some limits regarding the alterations to the original mould.

Certainly, the mould was never produced – otherwise, after such an expense, COX would logically have injected the body. A presentation model had to be made, since the car had been publicly announced, and it had to be shown. Therefore, it had to be presented as a pre-production unit. It is logical to suppose that modifications were cleverly made to the existing body, which was then painted in white. It would give the illusion of injected white polystyrene.

This is it! The ubiquitous, strange, mysterious Ford GT40 MkII. Is this shell a COX prototype intended for mould updating? Is it one of the models publicly presented just before printing time of the *Car Model* article, in November 1966? Could it be one of the eight prototypes? And if so, did COX effectively make eight prototypes? After all, box and leaflet were produced for its launching, and it was advertised as a new coming model. All we know is that this particular car has some kind of a “pedigree”. That’s all. It is truly a vintage slot car, being made time ago from an original COX Ford GT40 body. But... who did it? Why was it made? Mystery. We may never know. Wild guessings up to you!

Pierre



It Never Rains But It Pours

By Paul Atkins

After the success of the Hylands House event back in June, Shaun Bennett and myself started to look around for other likely events to show off the club. With a quick Google search, a likely candidate was found, The Hampshire Pageant of Motoring, a yearly two day event held in the grounds of Broadlands House, the home of Lord Mountbatten. The organiser of the event soon gave us the go-ahead to set up a track as we had at Hylands.

The request for help went out, to which David Lord answered with the loan of his very professional looking portable track. Shaun and myself were now old hands at this, and had no worries, but David did have a few questions, like what happens if the weather's bad, and how were we going to power the track. Two very easy questions to answer, the event is in August (so the weather will be lovely), and we will plug the power into the socket..... Oh Yer, the event

is in the middle of a field, good question, never mind I can borrow a generator from work, I tell all concerned.

So with all eventualities thought through we had borrowed two gazebos and packed the two cars with the track on a chilly and drizzly Sunday morning. With the weather still looking gloomy we started to erect the two gazebos, one to keep the track dry and one to keep us dry, with the help of David's daughter Megan and my son Bradley. As soon as the track tables were set up the rain stopped, but by now the gazebos were soaking and any light wind would move the roof and water would pour down onto the track, but then again it won't be the first time I've driven in a Scalextric water splash. Within the hour we had our first customers and at a £1 a race we hoped to raise a few pounds for the "Make A Wish Foundation".



All was going smoothly, even the sun was trying to show its face, when David said he was going to take a quick look round the show with his daughter, leaving Shaun, myself, and my son with the trickle of racers we had. Within 20 minutes the whole world had turned upside down, when a gust of wind came from nowhere and took the gazebos with it, completely mangling one of them. After an emergency call to David and some help from local stall holders we managed to salvage one of the units, and tied it down to anything that wouldn't move. Again things started to settle down, so it was my turn to take my boy around the show, and get a quick bite to eat. Just as I had taken the first bite of my ¼lb grease burger, the phone rang. We had had a few problems with the generator before, with it cutting out although it would soon start again, but this time it wasn't playing. So a quick march back to our stand and there are people everywhere, but with no power to the track, we were stuck. Nearly two hours passed and with everyone now totally dejected, it looked like we would be calling a halt to the whole weekend, with frantic phone calls going out to anyone that might have a generator we could use. As a last resort David sprayed the spark plug and HT lead with magic WD40 and now with little skin left on my fingers and no strength left in my right arm, I pulled the starter cord for all my might, and would you believe it, the generator sparked into life as if it was just sleeping all this time. By now the crowds that had gathered to try the track had all gone, and all too soon it was time to pack up, ready to start again tomorrow. It had been the intention to leave the track and tables in place, but with all that had gone wrong, it was decided to pack the whole lot up and store the tables in a nearby marquee for the night. The generator was turned off and the magic spray was kept in a safe place ready for the next day.

The next morning and we had lost the help of the kids but had gained a friendly car mechanic (sorry car technician, because he can plug a laptop in) and local racer Kevin Rowe, who kept on insisting that he knew nothing about generators and that it was his day off anyway. With the lessons of the day before still

in our minds we set the whole lot back up, under the very tightly tied down remaining gazebo. The generator was topped up and with breaths held tighter than the guide ropes of the gazebo the starter cord was pulled. I'm not sure what all the fuss was about, as it sparked into life first time. The first hour ran as smoothly as could be expected given the weather was still on the windy side, but that generator kept misfiring and every time it did my heart missed a beat to match. Everything was in hand with David organising the racers and Shaun, and Kevin doing a wonderful marshalling job, so I went for a quick tour round to find a Mk1 Escort Mexico I had seen coming in on both days, only to discover when I got there the batteries in my camera had died, still that must be the end to my bad luck surely.

On my return you can guess the sinking feeling I got as I turned the corner to find Shaun and Kevin over the generator obviously with problems. My first thought was to run and hide, I'm sure I could get to my car without being noticed. Damn it, Kevin had spotted me, but he had all but got his overalls on and had the thing on the ramp, by the time I had got there. Within minutes he had found the problem, a broken spark plug, the only thing to do was to keep drenching it with WD40 every time it stopped (about 90 minutes).

Without the added disaster of one of the lap counters getting wet and having a fit, the rest of the day went according to plan, and by the end of the weekend we had raised just over £200 for the charity, and had learnt a few good lessons:

1. Never rely on the British Weather.
2. Never rely on borrowed kit (even if it is new).
3. Never reply to a plea of help from me (Shaun has at least learnt, as he is not answering my emails).

Finally I would like to thank all the people that supported this event, some with words of encouragement and others with their time and effort especially David and Megan Lord, Kevin Rowe, and by no means last, Shaun Bennett who travelled more than the rest of us put together to attend. ■





Sir,

I read with appreciation Robin Clark's letter cautioning fire safety with regard to polystyrene ceiling tiles used as a building material for scenic layouts. There were indeed tremendous hazards in the 70s and 80s with the highly flammable tiles covering kitchen ceilings, burning giving off toxic fumes and dripping burning plastic across escape routes.

I would like to reassure Robin and other readers that consideration was given to this during selection of materials. Today's tiles are fire treated, and under heat or flame will shrivel or turn to dust from heat or flame. Looking on various technical and safety websites, it appears that painting with water-based paints is advocated. The use of spray paints is cautioned because it may cause pitting or warping of the tiles when the propellant reacts with the plastic, not due to a fire risk. There are still warnings about gloss house paint, but as far as I can determine, this is due to a combination of specific environmental conditions when used as kitchen ceilings.

In track building applications, modern painted ceiling tiles should pose less of a fire risk than the plastic of the slot car bodies, or the wood that is commonly used to build the rest of the track.

I would like to restate Robin's plea that NSCC members take great care when deciding what materials to construct tracks from, fire and other safety considerations should always be at the forefront of priorities.

I am, yours etc,
Dave Chang

Sir,

Living in Australia, finding information about our hobby is sometimes close to impossible. As such, I thought I would write with three questions. My apologies if these appear to be basic or at worst simple, but my research through the Gillham books and Scalextric catalogues has failed to uncover any information on the following:

The first is about the Pit name boards MM/A206. Does anyone have a listing of those that were available? I have some 13 different car versions and only the Typhoon for the motor-cycles, so I imagine that there would be at least a further one for the Hurricane? But how many different versions are there?

Secondly, the boring old armco fences C274. The obvious colours are white, red and yellow. However, I have in my possession a "Glow in the Dark" luminous version, it has the markings of "Scalextric C274-0020 Made in Great Britain". Could anyone tell me anything about this? Is it out of a particular set?

Third and last question is about Scalextric chrome cars. I have seen a number of these (Bentley and Alfa) in Power and Glory boxes, appearing as original. Further to these, I have seen evidence (photos) of a Batmobile, Mini, Maestro, Metro and Ford Sierra Cosworth in chrome and most recently on eBay a chrome Datsun 260Z (a supposed second prize in a National Scalextric Racing Championship in the 70s) Does anyone have any information about chrome cars? Any information on these questions would be most appreciated.

I am, yours etc,
Ian Towle

⇒⇒

Sir,

My collection is getting bigger, well it's already way beyond small, and needs insuring on its own. Please may I have some help on this; insurers just do not understand - perhaps a topic for the NSCC magazine.

I also think that there is an almost complete lack of love (Phil Insull apart) for the last few years, of Revell, a wonderful, and eccentric range of cars without a purely profit motive, My enjoyment of these modern cars has run to an almost complete collection. I would really like to see more comment on them, even despite their faults.

Is there a way to become more involved in their promotion as a collector?

I am, yours etc,
Stephen King

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Sir,

It was a pleasure to read your editorial on the joys of racing the Johnson can Scalextric Formula One cars in a club environment. Everything you say is perfectly true, and close,

enjoyable racing is achieved when speeds are sensible and grip is low(er).

By increasing speed and grip level, all that happens is that the gaps between cars (and drivers) increase too. Although it can be very exciting to participate in a full speed head-to-head battle with a driver of equal skill, I find it much better to enjoy a lower speed duel with five other drivers who may not be able to keep pace in the more edgy GT cars. The flip side of this of course, is that if you come off it is much harder to regain ground in a slower car. But that'll teach you to stay on, plan your race and not go banzai from lap 1!

Sadly many 'club' racers are there for the sport and not the enjoyment and it becomes very hard work convincing them that running a class such as the one you described is a good idea. Perhaps in thirty years time somebody will write in praise of how much fun those 'old Slot.It cars' are, compared to contemporary offerings! I hope you find an editor who can keep up the good work.

I am, yours etc
Gary Skipp

