



No. 318 SEPTEMBER 2008

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

They don't make 'em like they used to....

When my local club, Mussel Bay Raceway, installed a new routed wooden track earlier this year we decided to reintroduce contemporary F1 as a championship class. At the first meeting we managed to wreck at least 10 cars and the racing was absolutely abysmal due to the large number of 'offs' so we binned it. However, as I mentioned last month, we have been experimenting with the original 70s Classic Scalextric F1s and recently held our first full race meeting for them - the difference is astounding!

They produced the best evening's racing we have had all year - close racing from the off and many heats ended with drivers swapping positions on the last corner let alone the last lap! We naturally replaced the original plastic gears with Slot.It metal ones but the cars ran very well for their age and were faster than many had predicted with the Johnson and small open can Mabuchi motors. They were only about a second a lap slower than the modern stuff and that is saying something on a track with two 30ft straights! Virtually everybody won at least one heat and the variety of competitive cars on the grid put our other classes to shame. Because of the slightly slower speeds even our novice drivers could control the cars better and the number of inadvertent crashes was minimal.

I have never seen so many smiling faces at the end of a race meeting and, best of all, not a single car suffered any body damage. I know that current cars are vastly superior in scale detail but if people are frightened of racing them because of the probability of breakage then what is the point? These old F1s are built like tanks - who cares if the wings are thicker than scale so long as they survive the race?

I enjoy racing the modern 'rocket ships' and I am not advocating that we all return to the bad old days but, once in a while, it is good to revisit some old warhorses so why don't you climb up in the loft and retrieve a few of them - I think you will be pleasantly surprised at just how much fun they are.

Till next month
Brian



The second part of the slot car year gets underway with Ninco announcing a variety of new cars covering Rally, GT, LMP and Classic categories.

Annual Limited Edition

Each year Ninco celebrate the Catalunya Rally with a limited edition car released in a special livery. This year the new and very popular Citroën C4 is the car chosen to be offered in the unique decoration. Silver with yellow roof and the Ninco name along each side, the Citroën C4 "Catalunya 2008" (50510) carries the number "08" signifying this year.

Ferrari Rally!

Continuing with the rally theme, a car not normally associated with rallying is next on the list of September releases – *the Ferrari 360!* This 'GT-turned-rally-car' can sometimes be seen competing in road rallies (*along with the Porsche 997*) which are held predominantly on asphalt surfaces. As with all other Ferrari releases by Ninco from recent years, this model is also issued as a self-assembly kit. However, this one is set to include a lightweight interior, polycarbonate chassis and a selection of ProRace components to make up a nicely tuned racer. The "Piedrafita" Ferrari (50522) is so called after their main sponsors who have been supplying engineering services for more than twenty years, using their 'motorsport' section to raise the company profile. Although a relatively plain red livery, the high-gloss finish perfectly compliments the beautiful styling of the Ferrari 360.

Regular GTs

Moving on to the GT Class, two new liveries adorn the Lexus and Lamborghini. Starting with the Lexus SC430 "Denso" (50511), this livery is instantly recognisable from its predecessor, the Toyota Supra "Denso" (50382). When Toyota Team Sard replaced their Supra with the Lexus SC430, they kept Denso as their sponsor. The move in the GT500 class from Toyota to Lexus spanned 2006/2007 and although there were extensive modifications compared to the road car, the V8 engine was the same as that used in the Supra.

Ninco's new Lamborghini Gallardo is making a fantastic impact in club GT classes and this month sees a new livery available to race around the track. It is that of Team JLOC, a racing team formed in 1993 by volunteers of the Japan Lamborghini Owners Club. This Gallardo GT3 is based on the car that competed in the GT300 class during the 2007 season with the Triple-a publishing company as their primary sponsor. Not shown in the latest catalogue, the Lamborghini "Triple-a" (50513) is finished in bright orange with dark roof and gold wheels, it's a real start-line stunner!

Haunting Classic

At the start of this year, Ninco produced the first of their Porsche Spyder 550. The second release commemorates the most iconic of this model; it is that of big screen legend, James Dean. With a real passion for fast cars, he purchased the rare silver Spyder in March 1955. He had the number 130 painted on it along with his ➡



nickname picked up during the filming of “Giant”. On seeing the car for the first time, many friends told Dean that it was trouble... six months later, he died at the wheel as a result of a head-on crash whilst on his way to compete in a race at Salinas, California. A series of unfortunate events resulting in injury, death and destruction is said to have followed the wreckage from the doomed car which finally went missing in 1960, en-route from Miami to Los Angeles. This Ninco model will no doubt appeal to fans of the young actor whose life was tragically cut short over half a century ago, as well as those who wish to compete in Classic races. But if you choose to use the car in competition, be careful how you handle it, especially *after* a crash!

Return to Endurance

A long time has passed since Ninco produced a Le Mans Prototype car and although the BMW V12 proved successful in competition, no other LMP models have been produced by Ninco until now. A totally new model, the Acura ARX01, looks set to pounce back into the LMP category. This first edition simulates the car raced by Patron Highcroft Racing in the recent American Le Mans Series. Patron was initially formed for the restoration and preparation of historic race cars but expanded their operation in the mid-nineties which led to a partnership with Inter-sport Racing and then entry into the 2006 ALMS. A combination of black and bright green ensures this car will get noticed either while stationary awaiting the race-start or in full flow around the track. With low ground clearance and a wide, flat stance, the Acura “Patron” (50505) looks like it has lap-record breaking potential.

Ninco World Cup – UK Qualifying

Round 4 of UK Qualifying for the Ninco World Cup Final was held at Eastcote recently and saw GT Raceway (Southend) take their second

consecutive victory, catapulting them into the lead of the qualifying table with just two rounds remaining. The focus now moves to the north of England with Scale Models hosting Round 5 on the last weekend of August and the final round at Pendle Slot on the 27th/28th September. Everything is still to race for...

Wheelie Tyred

The issue surrounding wheels and tyres seems to be settling down and Ninco have confirmed the ProRace Evo wheels suitable for use with the A25 shore slick tyres to be 80740 and 80741 (17” wide for standard or 3/32” axles) and 80744 and 80745 (18” wide for standard or 3/32” axles). Of course, the standard plastic wide hubs as found on many GT racers are also suited to the ProRace Evo tyre (80516).

It appears that the alloy wheels fitted to the ProRace Mosler Lightning (50453) are equivalent in size to the 17” narrow wheels and so not best suited to the 20.5 x 11.5 tyres. In case any uncertainty exists over the size of wheel you have rolling around in your spares box, the overall diameter and widths of ‘wide’ versus ‘narrow’ are as follows:-

Ref.No.	Type	Width	diameter
80738 /9	17” narrow	8.6 mm	17.4 mm
80740 /1	17” wide	10.3 mm	17.4 mm
80742 /3	18” narrow	8.6 mm	18.2 mm
80744 /5	18” wide	10.3 mm	18.2 mm

Race Car in the Making...

Development of my Porsche 997 “ProRace Evo” is now two-thirds complete with the entire workings fitted out with new ProRace Evo components. Further savings have been gained by using the alloy parts bringing the total weight of the car to just 81g; a full 6g (*or* 7%) lighter than the standard car. The final stage will be to run the car against its standard stable mate to compare handling and ultimately, lap times. ■

BY **ROB SMITH**

MESSAGES

FROM MARGATE



Hornby must have heard me complain last month as the new releases have since come thick and fast. Lots of reliveries but also the great new BMW 320si of Andy Priaulx

The World Touring Car Championship winning BMW of Andy Priaulx has been eagerly awaited since its announcement in the catalogue in January. As with most of the latest Scalextric new models it was well worth waiting for.

The BMW is DPR ready and has a rear, sidewinder mounted motor driving the rear

wheels. The quality of the decoration is superb with extremely crisp tampon printing and even the smallest can be read perfectly - with a magnifying glass. The wheels look great and have a tiny BMW logo at their centre. The paint finish isn't up to Hornby's best and there is some orange peel and it is a little matt in places.

Andy is the reigning WTCC champion having won in 2005, 6 and 7! He is currently third in this year's championship. BMW run their teams in national colours so perhaps we will see the cars from the German and Italian teams too.

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C2891 Chevrolet Camaro Maurice Carter #88

This is the 1969 Camaro of Canadian Maurice Carter. Carter raced Corvettes and Camaros throughout the Seventies in both US national and international series - even attempting Le Mans in 1980. The Scalextric car is in red and white with the Canadian maple leaf flag on the roof. This car is not DPR and doesn't use the latest quick fit guide braids. Come on Hornby, let's have this chassis updated.



C2908 Jaguar XKRS Rocket Motorsports #3

The fourth livery of the dramatic XKRS to be released is the blue #3 car. Team Rocketsports have enjoyed great success with the Jaguars and won the TransAm championship several times in recent years. This Scalextric version is plain blue but there is a huge amount of tiny detail. The top of the dashboard is covered in fine detail and the instruments are fully printed.



C2861W Orange/C2862W Green Lamborghini Gallardo

Set C1224 Street Sliderz is a drift set containing a small figure of eight track with crossover and black borders. It comes with two lurid Gallardos in genuine Lamborghini colours. You wouldn't be a shrinking violet to order either of them.



Both have the Lamborghini script in black down the sides and in white on a black strip across the top of the windscreen. These cars are super resistant with no lights or interior details and one piece bodysells but they do have detailed mirrors which will soon break off. As drift cars they have the 360 degree rotating guide blade and two magnet positions accessible from underneath the chassis. I don't know why the magnets on all Scalextric cars cannot be repositioned or removed without taking the car apart. These chassis are not DPR and don't have the small hole for the sensor on a separate chip either.

C2907 Dodge Viper Competition Coupe Naykid Racing #3

This mainly white Dodge Viper release is great, with blue and dayglow orange details it is certainly eye catching. There are plenty of really fine sponsors' logos too. The best bits are the wheels with silver rims and blue spokes.

Being an older model the Viper is not Digital Plug Ready. Surely Hornby should update all of these chassis to accept the new plug and really drive the digital system forward.



C2863 Renault F1 2008 #5 F. Alonso and C2864 Renault F1 2008 #6 N. Piquet Jr

The latest F1 releases are the two 2008 Renaults of Alonso and Piquet but they are, to all intents and purposes, exactly the same as last year's cars C2870 and C2871. There are some minor changes in the race number, wing mirror colour and the tiny printing at the base of the sidepods but you need good eyes to see the difference.

Even worse, this body shape was first released as C2582 in December 2004! This means that none of the really intricate and weird aerodynamic appendages now adorning the real thing are present. Come on Hornby, please can we have a new mould.

C2890 Ford Mustang Al Costner #83

The classic American TransAm cars are always popular and this Al Costner version looks great. Finished in flawless white paint with a black bonnet with very fine logo printing on the front wings this is one of the best Mustang liveries yet.



C2918 Ferrari 412P NART #25

This has a very simple but striking livery making it stand out from the red cars which have gone before. Like the Mustang it is painted white with a blue stripe from front to rear. The blue wheel rims with gold spokes are particularly pleasing.



Pedants will argue that although the livery depicts a 412P the model is unchanged from the previous 330P4s. Although this is very true it is better to have this livery than not!

DHL Spain

Quite by chance I have discovered that there are two versions of each of the Spanish DHL releases – well, sort of. There were two batches of each car made for two different DHL services. The first batch is H2944, 45 etc and the box label is Edición Especial DHL Day Definite. The second batch is H2944B, 45B, etc and the box label is Edición Especial DHL Time Definite. The cars from each batch are identical. Production figures are quite large as follows:

H2944	Maserati MC12 Day Definite	1800
H2944B	Maserati MC12 Time Definite	1200
H2945	MG Lola Day Definite	1500
H2945B	MG Lola Time Definite	1000
H2946	Aston DBR9 Day Definite	1200
H2946B	Aston DBR9 Time Definite	800
H2947	Dodge Viper Day Definite	900
H2947B	Dodge Viper Time Definite	600
H2948	F1 Day Definite	1500
H2948B	F1 Time Definite	1500

Despite these considerable figures the cars are still proving very hard to find. I understand last year's DHL Fly cars were just the same. ■





SHIPMENT FROM SPAIN

By Gareth Jex

email: shipmentfromspain@nsccl.co.uk

Bearing in mind that Spain is still in shut down mode when I write this we have a surprising amount of info this month.

NSCC Skoda Club Car Update

Lots of orders received – thanks. All orders received up to Saturday 23rd August have been accepted and logged. All cheques have been banked and card payments taken. Again if for any reason your cheque or payment has not been taken, please get in touch with me (not Bob Bott – he is busy enough already!). Before you do please, please check your own bank to see if your cheque has been cleared.

Yesterday I had a call to confirm the delivery date for the Skoda's. 29th September! This is the day after the Milton Keynes Swapmeet. I'm currently working with AEC to try and organise a quicker delivery, possibly direct from China. With approx 100 collections specified from Milton Keynes I'm as keen as you are to have them available in time. What I'm going to do is work on this over the next week or two and when I know either way for sure I will put an update on the NSCC web site and on the NSCC section of Slotforum telling you what will happen.

There was always a chance this would happen and if the cars are not delivered in time you should come and see me at Milton Keynes to let me know what you wish to do instead (delivery or later collection).

As I said I will try everything to ensure the cars are there in time.

Brands Hatch WTCC

As previously mentioned AEC took an SCX digital track to the WTCC event at Brands Hatch for the UK round on 27th July. Not the best of days for the SCX sponsored Seat Leons with Gabriele Tarquini picking up just six points from the two races and team mate Jordi Gene none. Not all doom and gloom, Seat are clear at the top of the manufacturers championship.



It looks like AEC had a busy day at the track running the digital system, but everything worked well, they even had a spare minute or two to mingle with some of the track dummies!



New Releases

There are actually no new cars delivered into the UK this month that I can confirm, but with the delivery date of the Skoda I would imagine that the Ferrari 360, Morgan, standard Skoda, Renault 8 and the COT Nascars will be here very soon.

Vintage Pajero TT "Nikon" ref 6303

As previously reported, this vintage Tecnitoy's release has been released in Spain only and at a RRP of 100 Euros! Two versions have been made with 2000 being released in the Nikon livery and 1000 in plain red. Demand has been very high in Spain and all the shops where I regularly look were sold out with pre-orders. Mine has not arrived yet from Spain, but just how (if any) different these are to the PowerSlot versions remains to be seen. Due to demand, prices on Ebay.es went sky high with some selling for as much as 175 euros. I'm sure this will calm down over the next few months. I'll bring mine along to MK if you want to have a look and compare with the Powerslot version. Mine are not for sale and yes I had to pay for them!



New Altaya Collection

After many rumours and speculation Altaya have released details of the next (Spain only) collection. Called "Campeones de Rally" (Rally

Champions). This new collection consists of 15 standard cars plus two subscription only models. Full details can be found at www.altaya.es, click on the Scalextric tab and view the collection including a TV advert.

I have to say that in my opinion this is (so far) the best looking Altaya collection. The model line up is superb and the liveries excellent, it also announces at least three new SCX/Tecnitoy's models to look out for next year.

1. Citroën C4 WRC - Sébastien Loeb / Daniel Elena, Rally de Argentina 2008 (Red Bull livery).
 2. FIAT 131 Abarth - Markku Alen / Ilkka Kivimäki, Rally de los Mil Lagos 1979 (Alitalia livery).
 3. Renault Alpine A110 - Jean-Luc Thérier / Michel Vial, Rally de San Remo 1975.
 4. Ford Escort RS 1800 MkII - Hannu Mikkola / Arne Hertz, Rally de Portugal 1979.
 5. Lancia Delta HF Integrale - Juha Kankkunen / Juha Piironen, Rally de Portugal 1992.
 6. Ford Sierra Cosworth - Didier Auriol / Bernard Occelli, Tour de Corse 1988.
 7. Renault 8 Gordini - Jean-Pierre Nicolas / Jean de Alexandris, Rally de Montecarlo 1968.
 8. Renault 5 Maxi Turbo - François Chatriot / Michel Périn, Tour de Corse 1985.
 9. Lancia Delta S4 - Henri Toivonen / Neil Wilson, RAC Rally 1985.
 10. Talbot Sunbeam Lotus
Livery TBC (interestingly the web site removed pics!).
 11. Ford Escort RS - Patrick Bernardini / Bernard Occelli, Rally de Montecarlo 1996.
 12. Citroën Xsara WRC - Dani Sordo / Marc Martí, Rally de Montecarlo 2006.
 13. Audi Quattro - Stig Blomqvist / Björn Cederberg, Rally de San Remo 1982.
 14. Porsche 911SC - Guy Fréquelin / Jean Francois Fauchille, Rally de Montecarlo 1982.
 15. Mitsubishi Lancer Evo VIII - Gilles Panizzi / Hervé Panizzi, Rally de Montecarlo 2005.
- Subscription car 1 - Porsche 911 GT3.
Subscription car 2 - Aston Martin V8 Vantage.

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So, just in case you missed them, Lancia Delta S4, Talbot Sunbeam Lotus and Aston Martin V8 Vantage. I have asked how many of these will be released as SCX models in 2009, but seeing as the reaction was, "How do you know about that?", I can't confirm. It looks like Tecnitoys and Altaya were caught a little off guard on the release of this info. A flyer appeared in a Spanish motoring magazine and only after scanned copies of this were put on the web did Altaya put the info on their web site.

Now I know a fair few of you will be eager to get your hands on these and unless you have friends or family in Spain you may struggle. However, help is at hand. I get mine from a chap named David Wilds who runs a small slot shop in Spain and a web site called Gamileg. I have no personal connection with him, but I find him to be very reliable, he also has an eBay shop. Contact David if you wish to order a full set or he will sell some individual cars. Failing that, wait for the Spanish to bring them to the NSCC swapmeets next year.

Ford Escort MK2 "British Airways"

Officially confirmed this week by AEC is the next livery of the excellent Ford Escort MK2 - 'British Airways' Livery - Bjorn Waldegard/Hans Thorszelius, winner 1977 Lombard RAC rally, car #5.

SCX will be producing two versions of this car: 2000 in a clean (start line) livery SCX Ref 63690 and 1000 in a muddy livery SCX Ref 63900, expected for delivery January 2009. These two models are limited editions commissioned and distributed by AEC the UK SCX Distributor. See you at Milton Keynes (hopefully with boxes of Skodas!).

P.S. has anyone received their SCX Club car from the SCX World web site club? I haven't. ■

First off let me give you all some sound advice - if your wife suggests that you move your workbench out of the spare room and into a nice shiny new large workshop don't do it! Not only does it take ages to sort out, but once it's up and running you have so much re-organising of tools, parts, kits, etc that you won't be able to build something for at least three months. However, the worst is now over and hopefully I can get back to building something in time for next month.

I am indebted to Dave Yerbury of AA Bodies for sending me pictures of his completed McLaren Oldsmobile MKI as raced by Bruce McLaren at Riverside in 1964, a great looking car but unfortunately for Bruce it broke down after just four laps.

Another photo from Dave is his new Ferrari 246SP as the Targa Florio winner from 1962 driven by Willy Mairesse, Ricardo Rodriguez and Olivier Gendebien. Dave also tells me he has two more kits almost ready for sale - these being the Lotus 19, which can be done as a number of versions including Dan Gurney's Aiciero brothers #96 and Stirling Moss' UDT-Laystall #7, both of which would be eligible for next May's MRE Can-Am Classic meeting at



AA Bodies Ferrari 246SP (picture courtesy of AA Bodies)

Wolverhampton's new home at Aldersley Stadium. The second car from Dave will be the late, great Archie Scott-Brown's first Lister Bristol sports racer and should prove a hit with fans of this remarkable sportsman.

Next up this month I have pictures of the latest PSK kits courtesy of Sean and Neil at Pendle Slot Racing - these being the Porsche 914/6 LM71 cars. The orange #46 being driven by Sage and Kellers which retired after nine hours with low oil pressure, and the green #69 Max Moritz sponsored car of Quist and Krum that lasted fifteen hours before its gearbox broke. Pendle also tell me that the PSK Scarab kits are selling quickly and again thanks to the guys for the photographs. The three available are the blue #16 driven at various times by ➡➡



AA Bodies McLaren Oldsmobile MKI (picture courtesy of AA Bodies)

Chuck Daigh, Lance Reventlow, and Augie Pabst, the red #15 driven by Jim Jeffords to win at Meadowdale in 1959 and the red #5 driven by Daigh at Riverside in 1961. Pendle also have a limited number of Anni-Mini's 1962 Ferrari 250 SWB "Bread van" entered by Count Volpi's Scuderia Serenissima with its strange bodywork designed by Bizzarini.



PSK Scarab kit (picture courtesy of Pendle Slot Racing)



PSK Porsche 914/6 kit (picture courtesy of Pendle Slot Racing)

Pendle has really saved my bacon this month with a picture of Spirit's new 1978 VW Golf Gti MKI street version. Available in black or white this was the car most teenage lads wanted back in the late seventies. Also new from Spirit is the 1976 Monza Four Hours winning Porsche 936 of Jochen Mass and Jacky Ickx, the Courage C65 Judd #44 driven by Patesen, Lueders, and Bruck in the 2006 ALMS, and the Jagermeister sponsored BMW 2002 driven by Stiller and Wagner in the 1973 Monte Carlo Rally.



Spirit VW Golf Gti MKI (picture courtesy of Pendle Slot Racing)

MB Slot's new Ferrari 430 Challenge kit is now on the shelves in the U.K. with a plain white and red #14 versions being the first releases. Powerslot should be releasing their new Nissan 350Z Rally version and a new Hummer H1 Pickup truck in September.



MB Slot Ferrari 430 Challenge kit (picture courtesy of Pendle Slot Racing)

Out now in the States are the two new Revell-Monogram Mercedes 220SE rally cars with the grey #128 winner of the 1960 Monte Carlo Rally driven by Schock and Moll, and the blue #617 winner of the 1964 tour of Argentina driven by Bohringer and Kaiser. Finally some breaking news from across the pond is that Reinecke Motor Sports have branched out into sports cars with a resin body and chassis kit for the classic Cheetah. Rather than have loads of emails, the website is www.rmsresins.com and, while I haven't got one yet, the pictures look like it's up to David's normal excellent standards. ■



An interesting month as, having started a new job, I have not had the same time to keep track of things as I have these past few months, plus I still keep getting search results that show some 4000 or so listings one time and 10000 or so the next time I log on to the UK site. I am sure I have missed a few good talking points so if you see any good items don't forget to mail them in - you can have your name in print or not as the case may be if it is something you bought or sold and don't want to let on. Anyway, there are a few interesting bits I managed to spot again this month despite it being a quiet time with some more changes on eBay itself.

Credit Crunch?

There is much talk of the credit crunch at the moment but maybe that has not reached eBay management ears yet - they are restructuring the fees yet again as from 24th September. You may have guessed it already but for most of the general slot market sales I would say it is not good news, as it will cost the seller almost 10% to sell anything in the Buy It Now format up to £49.99 and 8.75% (was 5.75%) for items in the auction format up to £29.99. Mind you eBay have made a fixed BIN listing price of 40p for any priced item so it is not all bad news and the official line goes that it is to gear fees towards successful sales.

All I can see happening is there will be more BIN auctions at higher prices as sellers take into account fees they will get charged at the lower end of the scale below £30 where many sales are in our hobby. However, I guess it may mean more specialist collector items get listed at the higher prices, but then you will have to be quick off the mark to snap up a bargain I reckon. A more likely scenario I can see though is there will be lots more cars at fancy BIN prices just waiting for a buyer and this will be further

enhanced by the fact that it will be only be possible to get reduced listing fees if the seller has an eBay shop and spreads the cost over loads of listings. The shop cost to get the 1p listing rate will almost certainly be only of benefit to the very biggest sellers shifting lots of stock, as it will cost £350 a month and the seller must have and retain a detailed seller rating of at least 4.6 out of 5. That's a lot of slot cars to justify the expense and will inevitably mean that eBay moves ever closer to being more of a shop with some very big sellers, and less of the auction site that it started out as.

As I have mentioned before there are competitor sites out there for selling, like the "specialistauctions.com" site I mentioned a year or so back, but they still have few or no slot car listings at all and so, for the moment, eBay remains the dominant place for trading.

Bargains and badges

Sometimes it can prove fruitful to search the whole slot car category or do a very broad "Scalextric" search rather than doing a more specialist search on the item title like Ferrari or BMW say. A good example this month was a listing just described as "Scalextric Cars" which was in fact a pair of fairly rare Scalextric 'Printair' BMWs and went for a very reasonable £107.03 on a Friday night. Another listing attracting a somewhat bargain bid of £69 had the classic misspelling of Scalextric as Scalextrix in the title, for a boxed 60s blue Go Kart and serves as a reminder to also check out the misspelling search sites like Goofbay to find these items. Something of interest for the Fly car collector this month which I had not seen before was a "Fly Car Model" pin badge that made £10.25. I know there was one unhappy bidder from Malaysia who was disappointed to miss out on this according to the seller but I was =>



pleased with my snipe bid on that one! Talking of badges there was a nice Scalextric Tri-ang enamel racing club badge - again something I had not seen before that made £60 on a Monday night (350085966397). This was reported as made by Birmingham jewellers Fattorini and Sons in the late 50s/early 60s. Other badges sold this month included a Lines Bros 5 year long service award that made £11.73 and the more recent 50th Scalextric Anniversary badge that made £18.

Range Presentation

There have been quite a few Range Presentation cars appearing this month. A 2006 Maserati made a modest £81.75 on a Saturday morning but a 2004 GT40 proved more popular reaching £157, but not its reserve, on a Tuesday evening. A 2008 Aston sold for £160 and three 2000 Porsches made £77, £60 and £55 whilst a 2002 Cadillac reached £61. Vectis had a couple of auctions with Presentation cars this month which they list on the "eBay.com" site. You do have to allow a buyers premium of around 25% but the prices were a reasonable £130 for a 2003 Mustang, £100 for a GT40, £130 for a 2005 Mini and £90 for a 2007 Ford GT.

Following on from last month there were another couple of State of Jersey police cars listed which this time made £91 and £97. Also appearing again was a TV camera £7.51 and monitor for £5.50 showing that these items do turn up more than we perhaps think.

Prices

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

Scalextric Gold Plated Ford Boss Mustang PromoPrize Car £170.89 (Gold chromed car including underpan and guide on Saturday afternoon 110280518724).

SCALEXTRIC Classic Loop the loop set C183 boxed £45 (Reported as new on Thursday afternoon 280256403896).

Scalextric Leyland Roadtrain C301 £28.54 (Unboxed but nice white example missing some chrome on Tuesday night).

scalextric grande bridge span pins x 2 £16.10 (Just two pins on Sunday night).

MEGA RARE SCALEXTRIC 124 FERRARI V8 TYPE 158 BOXED £370 (incorrect box and damaged windscreen on Friday night 250280497741).

MEGA RARE SCALEXTRIC 124 1/24 SET 2000 BOXED £527.77 (Red Alfa and white E type but body warped, same seller as before previous night. 250280084872).

MEGA RARE SCALEXTRIC 124 24C/500 LOTUS INDIANAPOLIS £715.50 (Mirror missing and incorrect box, same seller as above 250280083162).

Scalextric BMW 320i CLEAR body & chassis rare slot car £255 (Tuesday afternoon 230278442277).

SCALEXTRIC 6R4 TERNCO METRO # C360 (VERY RARE) £128.21 (Boxed example finally sold on Friday afternoon after being listed at higher prices and reserves 110275130767).

ASTON MARTIN DBR9 CLUB SUPER-SLOT 2008 £69 (Spanish seller on UK eBay on Friday night).

SCALEXTRIC TRUCK CROME £22 (Friday afternoon. Another set made £21).

Fly slot car Ford GT40 camera car Making of LeMans DVD £182 (Car only available if you had bought the previous five cars in the series and sent your tokens in to Fly 230280746929).

Scalextric Collectable Pink Kar Type 59 Bugatti - £46.03 (Unboxed example with a front wheel missing as well! on Sunday night).

SCALEXTRIC WILLIAMS CASIO TYPE 2 MEGA RARE ONLY 40 MADE £51.05 (Saturday afternoon 220260765943).

Slot.it SICA01e Audi R8C 1999 Le Mans #9 scalextric £77 (MB on Friday afternoon).

Scalextric "Datsun 260Z Club Edition" - Grey (RARE) £73.10 (no mention of NSCC or transfers on Wednesday night 350082141091).

Lastly, a use for that old Metro perhaps - someone had a cutaway body of a Metro mounted on a wooden plinth to display the workings of a Scalextric car. Nice idea, but not a money making one, as it only made 99p. Check it out on listing 280255062787. ■

Tri-ang Treasures

Two Scalextric 60s classics restored

By Paul Strange

Part 2: at the car wash

After making an unexpected find – a Tri-ang Scalextric C68 Aston Martin DB4GT and a C75 Mercedes 190SL at a classic car show stall for £9 each – I had decided to restore both models. They were in a sorry state, and although they would never make mint, un-run shelf queens, my intention was to get both cars to look as good as was practically possible, and to make sure that they ran well on my 1960s circuit.

In last month's opener, I'd examined both cars thoroughly and then carefully stripped them down to their various components. Now it was time to clean up the body parts. I treated each separately, as it's easy to get the various parts mixed up if you try to wash two or three cars simultaneously. The Merc was easier, so I began with that one. I decided that I could get to all parts of the body without removing the driver's platform. If you can avoid removing the heat sinks on body parts, that's the way to go.

Following Robert Learmouth's advice in his December 2000 article in the Journal, I soaked the Merc's body in lukewarm, soapy, washing-up water (not dishwasher liquid/powder). I only soaked the body for few minutes because I did not want to loosen the original racing numbers (which add a great deal of period feel to the car). If the stickers had been missing or in very poor condition, I would have left the body to soak for about 20 minutes as more of the dirt lifts the longer you can soak it.

The few minutes' soak still worked wonders though, removing much of the filth, although I needed to use a soft cloth to shift more of the dirt, followed by a soft toothbrush and cotton buds, especially around the fine mouldings and fittings underneath the body. I was particularly careful with the windscreen (only touching it gently with my fingers and the cloth) and with the driver (as I was keen to retain as much of the

original white paint as possible). Finally I gently rinsed the body thoroughly in cold water, and put it down to dry.

Robert warns about washing the running gear. He favours pulling away all the fluff and cleaning with white spirit and cotton wool buds. That's good advice, although I tend to remove dirty tyres and drop these into the lukewarm washing-up water, too. Scrubbing the crown wheel with a toothbrush helps to shift much of the greasy gunk, and there was a lot of it on the Merc. After that, I put everything down to dry.

Cleaning up the DB4

I then moved on to the Aston. Here the windows were slightly fogged, so I decided to remove the window unit from the body, prior to the wash, so the water would get to all parts of the glass. Usefully the heat sinks were already loose at the rear of the driver's platform, and the window unit was near to coming out completely. I took a scalpel and gently broke off the heat sink at the front of the platform. The platform came out easily, along with the window unit.

Interestingly the window unit had the hole that was used for the Marshal's car roof light. Therefore it appeared that this model was a later type 1, made between 1964 (when the tooling was changed for the Marshal's car) and 1967 (when the tooling was changed again for the James Bond 007 car). A quick look at the front bumper on the underpan confirmed this. There was a hole for the Marshal's flag.

Then I dropped all the Aston's body parts into the water – the body, the underpan, the window unit, the rear light unit and the round pick-up guide (minus all electricals). I gave everything a good wash, using the same technique as before. The toothbrush had to work harder as there were more fine mouldings, but it was coming up well. I pulled the body- ➡



shell out after a few minutes to ensure that the number stickers didn't come off, and left the rest in for a longer soak.

And then came my first mistake. The Aston's tyres – like the Merc's – were filthy, and I decided to give these a wash, too. They came off the hubs easily, but the last one, irritatingly on the rear axle, came off with a little crack. Foolishly I had split the rear hub. Looking at it in more detail, the hub was already on the way out, but now I'd caused serious damage. Plainly I was going to have to replace or repair it. I've tried using resin hubs in the past. While they are OK for display, in my view they are not up to it for racing purposes. So, ideally a new hub was required, although an Araldite repair might do in the interim, perhaps switching the damaged hub with a front one. Best not to sort it now, but to consider my options. I used a kitchen towel to pat dry all the parts from both cars, and left everything to dry overnight.

Sorting the white-mould menace

White mould is a particular bugbear when restoring Scalextric cars of this period. If it's not already present on the body, be warned that it can come up after washing the shell. Don't panic if it does come up, though. I use the following method, suggested by Robert Learmouth, which works. I carefully coat the body in Vaseline petroleum jelly, working the jelly into the body, especially the fine mouldings. Cocktail sticks can be very useful here, to get the Vaseline into crevices and so on. I normally leave the Vaseline on the shell and underpan for at least an hour or so, sometimes longer, and then remove it using kitchen paper towels, cotton buds and cocktail sticks. Then you wait for a day or so to see if the white mould returns. If it does, you repeat the process. You may need several applications of Vaseline before the mould is sufficiently held back. It can take patience, but the hard plastic used by Tri-ang during this period seems to respond well to the Vaseline treatment.

If all this sounds fiddly and time-consuming, the Editor tried an alternative method in his September 2002 track-cleaning article. Spray

the body with Plebys Pink Cleaning Fluid, working it into nooks and crannies with cocktail sticks, then wiping it off. I've recently tried the Plebys fluid on another Tri-ang 60s classic – a blue C60 Jaguar D-Type. The body was filthy, had light white mould inside and on the body panels, and deep brown marks on all four wheel arches. The results were encouraging. The liquid took out the mould – which hasn't returned to date – and, apart from making little impression on the brown marks, did a good clean-up job all round. It also gave the body a shiny polish, especially after buffing it up with a soft cloth.

So the Plebys fluid – which, so I've been told, seems similar to Autoglym Engine and Machine cleaner – is worth a bash. It probably works best when used as a secondary stage after dipping the shell in lukewarm, soapy, washing-up water.

A vast improvement

The next day, after the parts had dried out, I looked carefully at everything. Fortunately no white mould had come up on either body, and overall there was a vast improvement. The cars were no longer filthy, unloved toys, but were already beginning to look like Scalextric classics. Initially I suspected that the Aston might have some white mould coming up at the rear, but it turned out to be more encrusted filth. In fact, here and there, across both bodies and the underpans, there was still more grime, deep within the mouldings. A wetted toothbrush and a cocktail stick worked wonders. Some persistent dirt marks required more attention. A cotton bud and/or kitchen paper towel with a tiny bit of lighter fuel lifted out most of the persistent marks. I also cleaned the racing number roundels. Carefully using a cotton bud soaked in a little lighter fuel, I gently traced round the circumference of each number, lifting the worst of the dirt out of the adhesive.

Sadly the car wash had revealed a major problem. Now that the bodies were clean, two barely discernible, very light brown marks had come up on the Aston's front wings. Brown marks – a reaction between the rubber and plastic used by Tri-ang during this period – are, as we know, nigh on impossible to remove. It



Tools of the trade

confirmed my opinion that this Aston could never be returned to mint, but it was still a very worthwhile restoration project. I was going to have to monitor the marks in the future, keeping

the tyres off the hubs wherever possible, and possibly using talcum powder to keep the problem at bay. It was a great shame, but couldn't be helped. ■



All clean and shiny. Next month: part 3: sorting the mechanicals

If You Can't Beat 'em.....

By Ruth Close

I received a phone call just before last Christmas from my 'honorary' cousin Ruth - the gist of which was that her partner, Graham, had rediscovered his old Scalextric in their loft and was in the process of setting up a track. She wanted to buy a Hamilton McLaren for him but the local shops had sold out and could I help. No problem there - a quick call to Pendle and one was on its way. We were also invited over for Boxing Day lunch and, on arrival, Graham took me out to his workshop to view the track where I joined most of the male members of the family playing with toy plastic cars. Best Boxing Day I have had for ages but I don't think that the ladies were over pleased when we were late for lunch! As was to be expected the circuit has grown somewhat since then and become something of an obsession.

I am sure Ruth thinks the whole thing is my fault but, surprisingly, she is still speaking to me and here follows the story of Graham's track.....

Brian

Being new members of the NSCC I read, in the May issue, Linda Johnson's account of her trip to the Ramsgate Weekend and I entirely agree with her, why become a Scalextric widow? If you can't beat 'em join 'em and, after reading the article, himself said, "We should send in a write up about our track", I nodded in agreement and immediately the task was passed to me to write it! I'm no J K Rowling - wish I was - but here goes and we start with Christmas 2007.

Seemed Like A Good Idea

Little did I know that my harmless request, "Could you get the Christmas tree down from the loft please?", would start something which has virtually taken on another dimension in our lives. The tree was passed down to me through the hatch and I thought no more about it as I set it in place, decorated it and probably made a few mince pies before thinking, "Where's Graham?" I went back upstairs and peered through the loft hatch and there was this rather pathetic figure crouched by endless boxes of his Scalextric he had stashed away since the 70s. The cars were ➡➡



View of the track from the workshop door

all out of their boxes and this little face looked at me and said, "This is my Escort, I put lights in it." Maybe it was the Christmas spirit in me but something tugged at the heart strings, "Why don't you bring it all down and set it up in the workshop?" Graham is a self employed shop fitter and his garden workshop had become redundant during 2007 due to the acquisition of a nearby industrial unit so it seemed an obvious destination for it all. Not another word was spoken, I was handed box after box, cobwebs and all, down they all came into my pre-Christmas cleaned house. The stuff was everywhere and I could see in his face that there was no way it was going to be returned to the loft. I think the next time I saw him was Christmas Day, by which time a working track had been installed and various trackside buildings.

On Boxing Day the family were all round and in the workshop enjoying this new found hobby, one had even bought his own car to have a go. I thought how nice it was that it was there for all to enjoy when one bright spark said, "What's wrong with this side of the workshop

Graham?" And so, by New Year, the track was extended wall to wall. It reminded me of that song, "It'll be lonely this Christmas." I just didn't see him and began to think, "Hang on, this isn't a hobby; it's an obsession..."

Hooked

Knowing that I have always yearned for a dolls house, Graham had a cunning plan though - he appointed me scenery director. I think it was his way of trying to get me involved with his hobby so I decided to give it a go but found it all very frustrating. As soon as I had one piece of scenery finished he then changed the track, only for me to begin again. I was definitely getting a bit miffed with it all and thinking, "What have I done - why did I ever suggest bringing this down from the loft?" I decided to leave the scenery and start painting the figures and soon I discovered that they were all quite nice little characters and I may as well admit that I even named the drivers. One is definitely Steve McQueen, he's just so handsome. Very clever Graham, it was becoming my dolls house but much better as it



Lewis celebrates yet another victory





Cooper and Ferrari negotiate the Goodwood chicane

was evolving all the time. He told me the track was finished and he wouldn't be changing it any more - yes, I know, pigs fly - but I gave it a go and having worked within a Classic Car Club for the past 20 years I was soon showing interest in the classic cars and Goodwood Chicane. Soon I was loving all the old pits, refreshment buildings and getting a first aid hut. Yes, I was getting hooked and it was then a joint idea to extend the track for a third time to enhance the Goodwood Chicane and I just love every bit of it. I'm sure he would get rid of all the tricky bits of track and just have fast lanes but we both enjoy the classics and we seem to have ended up with three different sections - the early 60s, the 70s and then present day pits and it's working well at the moment.

Disaster

He will hate me for saying this, but in such a rush to get the track set up at Christmas 'we' - NO, I'll correct that, HE had left an old cupboard up on the wall where we just kept piling things on top. The weekend we had ➡➡



Get your ice creams here





Are you sure it's a good idea to use real gravel?

extended the centre piece of the track we returned to the workshop to find the cupboard had just given up and it had fallen down onto the track. As we opened the door, devastation and horror and I realised then that it meant as much to me as it did to him. I couldn't believe my eyes - how it missed the Dunlop Tower I will

never know. The MG Metro was crushed and one of my little ladies had lost her legs, a photographer had lost his head and his legs, and everything was strewn everywhere. Nightmare at Goodwood I thought but, once we realised that damage was minimal and it could have been a lot worse, humour set in as pieces of ➡➡



All tee shirts half price!



Lewis exits the pits just ahead of Kimi

body were found, "Oh, I've found his head, it was on the start straight by the 60s pits." Lesson learnt, rubbish was removed and photographer was reunited with his head and legs.

State Of Play

The track is nowhere near finished and I must learn how to make trees and sort out a back drop. On a technical note, I am told it is now 95ft long - to me that just means more trees, but we have had such enjoyment from it and it's great to have an interest you can both enjoy. Our friends have been round for race nights, some bringing their own cars to race - another Scalextric set in a loft yearning to be used no

doubt. I don't know how many cars he has bought since Christmas and if I question the amount spent he immediately comes back with the amount I have spent on trackside buildings.

Our good friend Mike came round to take the photographs for us to send with this article and a big thank you to him. I have always maintained that every man needs a shed, workshop or den - whatever the terminology, it's a great stress buster. No more getting home and heading into the office, it's a pint of beer in hand and straight out to the workshop, I recommend it to anyone.

And finally I would like to say that after so many years out of the hobby it took a while for Graham to bring himself up-to-date with the current Scalextric market. We did the inevitable search on eBay, joined the Hornby Club but as far as obtaining spares we were still very much in the dark. Then, as a surprise, I enrolled him with the NSCC and when the Journal arrived we were so impressed; "This is great, full of just the information and articles I was looking for." What a great magazine, so thank you NSCC - it has even inspired us to attend our first swapmeet which we are very much looking forward to. ■



Bugatti and Auto Union race for the line



Kit Bashed Hummer

By Andrew Wilson

Do you know why a Hummer (or Humvee) is called a Hummer? Apparently it's a corruption of an acronym for High Mobility Multi-Purpose Wheeled Vehicle (HMMWV) or more properly the M1025 Armoured (sic) Vehicle. I know that you can buy a ready-to-run Hummer (civilian version), but imagine if you could get the original military version as a slot-car....

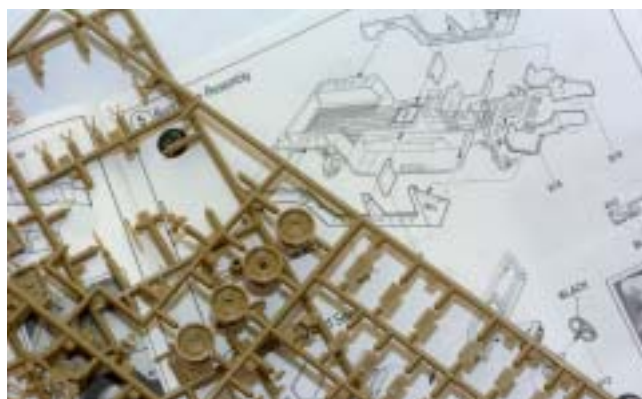
Having built several resin-bodied kits (mainly OCAR using the excellent PCS32 chassis) to build up my collection of Le Mans cars, I decided I'd have a crack at motorising what had originally been intended to be cheap static models made by either Airfix or Hornby. So far, this has brought into being a Camaro, a Ford GT (white with red-stripe #59 long before I discovered that there was a Scalex version!) and a Mitsubishi Evo. Yes, I suppose I could have bought RTR versions of all of them, but I enjoyed the challenge of getting so-called 'static' models to run.



These slot-cars started life as plastic kits to build as static models

The technique has been the same for each one; work out how much of the car has to be built before cutting away the bits of the underpan (with a Dremel and various files) to allow the PCS32 chassis to fit. Static models tend not to have drivers, and the drivers for the ones that I've built have been 'converted' from pit-crew figures (Scalex and SCX – the blokes that are supposed to be holding wheels have their hands

more or less in steering wheel positions). Then – eureka! - I visited the Tank Museum at Bovington and in the shop there discovered a kit for the M1025 Armoured (sic) Carrier for the princely sum of £7.99 – not quite in 1/32 scale (it was actually 1/35) but close enough, I thought. And let's face it, how many slot-racing circuits have a Hummer with a roof mounted .50 calibre machine gun trundling around?

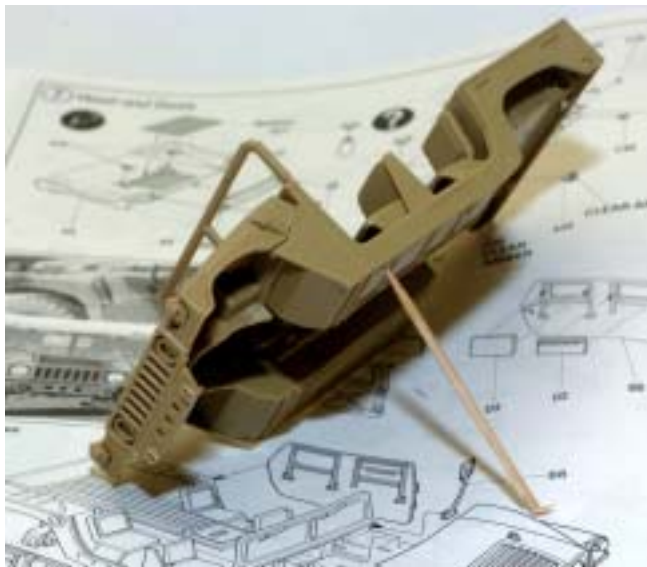


The first step is to work out which bits will be needed and which can therefore be discarded

The method used to build it was the same as for the more conventional vehicles. First of all, and having measured the length and wheelbase by holding a few of the parts together, I ordered the PCS32u chassis (complete with motor and slightly longer than usual axles, it being actually intended for a Vanwall!), along with the Step 2 parts which allow a longer than usual chassis. I'd already decided to use the wheel hubs that came with the original kit (which proved a bit of a problem... but more about that later). ➡➡



The PCS32 chassis, complete with motor and the Step 2 parts to extend its length



Basic lower part of body built to receive the chassis

The next stage, described previously, was to build up as much of the body as I thought would be needed to mount the chassis. This involved going through the instructions, and regrettably discarding (for example) the highly detailed chassis and differential and axles that came with the kit. This differed in some ways from the method that I used on the other kit cars which involved building the outer shell of the car then cutting away most of the underpan. With the Hummer, the body was clearly going to sit on the PCS32 chassis rather than fully enclosing it. Once the body – at least the bottom half of it – was assembled, the PCS32 chassis was put together, and then adjusted for length. I decided not to build the upper part of the body straightaway, as this would have got in the way when I had to do a little bit of cutting (I wish I had shares in Dremel!) to slot the chassis in to the underside of the body, and I had to cut out a hole in the body to make room for the top of the motor.

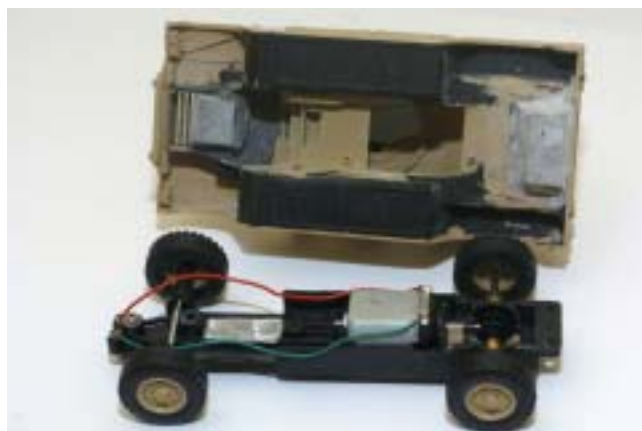
The kit came with the body parts for either a driver or a gunner, but not both (although there was a choice of heads – one with a beret and one with a helmet), so the driver is another pit-crew conversion with the beret-head.

Those of you who have made purpose-moulded resin kits will be familiar with the mounting posts, but obviously the Hummer kit (in common with the other static kits I have converted) didn't have them. The method that



The vehicle takes shape. The seats and driver are in place and painted, a hole has been cut in the vehicle floor so as not to foul the motor, and the sides of the chassis have been removed to make it fit

I use is to make the mounting posts using Araldite metal putty which is pushed into place and roughly shaped, and then once fully hardened, shaped properly and drilled to accept the mounting screws.



This shows the mounting posts made from metal putty, and the slimmed and trimmed and weighted chassis

The plastic static model kits from Hornby, perhaps not surprisingly, come with hubs and tyres that for all the world look the same as Scalextric running gear, and certainly the 3/32 axle goes into the holes provided perfectly, but this was not the case with the Hummer (which incidentally is a product of Academy Hobby Model Kits). I mentioned earlier that I wanted to use the hubs supplied with the kit (and the lovely, knobbly tyres), and a bit of work was



The finished slot-car Hummer M1025, complete with driver (you can just make out his hands) and the gunner on the roof

required to fit the hubs to the axles. First of all the rather large hole in each hub was filled with Plastic Padding which is far more 'liquid' than the epoxy putty used to make the mounting posts, and will therefore go into holes more easily. Once it was fully hardened, I drilled out the correct size hole, and just to be on the safe side, put a dab of super glue on the ends of the axles before fitting the hubs. Having tested the assembled chassis, I found the extra length made it a bit difficult to control, so I added some lead-weight at the front.

That done, and tried for size and wheel clearance, the rest of the body was built, including the man to sit on the top, which came with the kit (and comprised no less than eight separate pieces). Fortunately the .50 calibre machine gun only required seven pieces (as opposed to the hundreds – probably – in the real thing.

A bit of care had to be taken with the painting, not least to make sure that the 'turret' on the roof would still turn. There was quite a lot of detailed painting to reproduce the lights and bonnet straps and so on (and the gunner's webbing) but after the paint was dry and the decals applied, it was on to the track. The Hummer has to be kept at scale-speed (it's a bit top heavy and has a tendency to fall over if taken too fast round tight bends), but it quite happily trundles around (although the Scalex 'Goodyear' and 'Dunlop' bridges have to be removed rather than decapitate the gunner on the vehicle's roof). The whole project was an interesting exercise, and quite satisfying in terms of producing a slot-car that is not only much more fun than a static model, but also one which I think is quite unique. ■



This month features the brand new Chaparral 2E, which is only the second non-Ferrari model that Racer have released to date. Also, there is updated news on some of the current projects, including a possible limited edition. Finally, there's a tantalising teaser of a previously unannounced project to be unveiled at the Slotlandia event later this month. This will be sure to attract much attention.

Chaparral 2E

RCR43 – #65 – Canadian Grand Prix Can-Am Mosport 1966, modelled on the car driven to 2nd place by Phil Hill, competing in the 6th Canadian Grand Prix, which formed the 3rd round of the 1966 Can-Am championship. Being a Chaparral, the car is decorated white, but has a blue high rear wing.

A common feature of Chaparral cars were the innovations introduced which moved motor racing onto another level. The 2E was no exception and featured a movable rear wing. Although this wing was several feet above the driver's head, a pedal could be depressed by the driver which adjusted the wing's angle. When depressed fully it would flatten the wing to aid straight line speed and when the pedal was released the wing would return to its original high downforce setting. This of course would aid cornering and give the car the best of both worlds. In addition to this, the pedal would open and close an interconnecting air dam in the front of the car. This would aid streamlining when closed for the straights and aid cooling when driving around the corners. In case you're wondering, none of these are working features on the model created by Racer.



I could quite easily fill the entire Journal describing the detail and craftsmanship that has gone into this masterpiece. Without doubt the model must be in contention to win one of the prestigious MiniAuto Slot awards that are announced each year at the Nuremberg Toy Fair. With all these positives there is a negative and that comes in the form of the RRP, which is between £20 and £30 more expensive than the other cars in the range. To some, this would prove to be a big negative, but to the die-hard Racer fan (like myself) the negative becomes a positive due to its desirability, exclusivity and beauty. Despite the price increase, sales of this car have been going well. The reason for the price increase is the extra time and cost to assemble them. Firstly, the engine flutes and exhausts have been individually hand lathed from a light alloy, by a third party manufacturer. This, as you would expect is expensive, but gives a realistic shine effect, which paint cannot achieve. Further to this, all eight flutes plus the two exhausts then have to be individually glued to their resin support and the fuel tubes running around the flutes are hand painted in silver, red and blue. All this takes time to accomplish and is in addition to fixing the many photo-etched detail parts such as body latches, meshing, grilles and spoiler screws. In fact there are more than 40 parts in total. The windscreen, rear view mirror and aerofoil are manufactured in plastic, which can be easily replaced in case of breakage during a race.

Feedback on track performance has been good, with Maurizio Ferrari of Slot.It fame reporting excellent handling and speed straight from the box. As you may be aware Mr Ferrari is an accomplished slot racer and competes in the Italian championships, so high praise from someone of this calibre is worth noting.

Other Chaparral 2Es are planned, with a #66 car driven by Jim Hall in the pipeline. This car differs from the #65 car, especially in the area below the doors. Racer will choose a livery with a different aerofoil colour and include front winglets. Other exciting news concerning the

Chaparral 2E is the possibility of a two car limited edition box set. I say a possibility, as Marco of Racer Emmegi is not 100% sure whether it will go ahead or not. If it does get the green light then the set will represent the famous 1, 2 finish at Laguna Seca in 1966, driven by Phil and Jim Hall respectively. Look out in a future report for further details.

Other News

The next car off the production line will be the second Ferrari 330P (RCR44), which uses the 250P bodyshell. This will be decorated in the "NART" livery of red with a white nose. This is scheduled for release in September and will be featured in my next report. Following on will be a Porsche 935 K3 in a black "Interscope" livery. This will be given catalogue reference RCR45.

The Alfa 33/3 is nearing completion and will be presented at the Slotlandia event at the end of September. Although not confirmed, the first car should be a short tail version which competed in the 1000km Buenos Aires in 1970. This will follow with long tailed versions competing at Le Mans.

Other presentations at Slotlandia this year will include a new, previously unannounced model. The only tantalising details available at the moment are; the car will form part of the normal resin production run, will be fitted with an in-line motor and be produced from the new lightweight resin. This will be breaking news from the show and sure to excite Racer fans around the world. Once again, further details in my next report.

With Racer devoting much attention to this new project, the Ferrari 312P Spyder has taken a back seat. This car now looks certain to hit the shelves next year.

The Ford P68 is progressing nicely and is at a good level of finish. Although not finished, it has proven difficult to reproduce, especially the long curves of the body. Nevertheless, once Racer are happy with the final result, this will be one car that's going to grace any race track and display cabinet alike. Till next time – Keep the Passion! ■



By the time you read this I will have completed a packed schedule of H:O based activities following a 10 ten week period when I did not touch a car. This 'fast' was broken in some style on August 2nd when Andy Whorton from H:O Slots in The South (HOSS) and myself once again put on a display at the Science Museum facility near Swindon during a classic car show. As per 2007 we raised a very useful amount of money, had a lot of fun and exposed H:O and slot racing in general to a fair sized group of people.



HOSS demo track at the Wroughton Classic Car show

The event was also a useful chance to try out some race control software. In the past I have always been equivocal about such systems, having experienced some of the problems they can bring first-hand. Therefore we decided to use a freeware program requiring little in the way of hardware and to transfer the scores and

times to the tried and trusted EAHORC spreadsheets (rather than attempt to use the built in race sorting elements of the program, which tend to be the Achilles heel). Overall, it went very well, with the odd inevitable teething problems.

The following weekend the program was to be tried 'for real' at the inaugural H:O Grand Prix. This was to be held on the Sunday at the well known and respected Pinewood club's venue in Berkshire. The previous day, Andy and I had set up an H:O track with the assistance of Paul Charlton from the 1/32nd section, but on top of the monster 1/24th track used by the BSCRA guys. We followed the bigger track pretty closely, mostly out of necessity of course, but also so as to be able to use the 100ths markers on it as opposed to the 10ths or 20ths markers we normally use.



A typical scene at the first ever H:O Grand Prix





A typical OHORA track

The result was generally agreed by those attending the next day to be very good, and some extremely fast and close racing took place. So much so that we needed the track to be divided into 100 sections, especially in F1. The midfield in the class, the only one everyone races in, was closer than I can ever recall it being. Drivers who might have expected to qualify in the top 6 were on the fringes of the top 10, with half a lap or less per heat being enough to drop them from where they hoped to be.

The meeting was well attended, but more importantly the atmosphere was good and everyone seemed to be enjoying themselves. There was a good mixture of people, the top three EAHORC racers alongside Pinewood's 1/32nd guys and a smattering of people from other aspects of the hobby. It was superb, but not entirely surprising, to see those new to H:O being near or on the pace and being in four heats with one where I was pushed hard all the way was a lasting memory as was seeing

Pinewood youngster Toby Pawson with his 'race face' on and our own Roy Masters and David Rouse take hugely impressive wins against the form book.

The third part of my 'Fest' is again very different to its predecessor. The power of both Slot cars as a hobby and the Internet as a communication tool are ably shown by the fact I will be going to a race meeting whilst in Toronto to visit with family. H:O has always been more popular in North America than elsewhere and the Canadians have a vibrant racing scene despite the dual problems of distance and weather. Several guys in and around the Toronto area have banded together to form Ontario H:O Racing Association (OHORA), racing mostly in basements on tracks that are smaller than we in the UK are used to but are permanent, often incredibly smooth and very frantic to race on. It should add some spice to what for me is a very eclectic time. ■



This month sees 14 new models released, including one brand new model, a special unique edition and the first of yet another collector series. Also, Fly have released details of their intended production run up to the end of the year. There's plenty of wallet-busting cars in there, so look at your own peril. I cannot be held responsible if any of you overspend your budgets and the missus finds out!

Standard Releases

BMW M1 (88325). First of the evo racing M1s, presented in a card box and promoted as a kit. It has all the parts required to build a fast lightweight racing projectile and comes with the now statutory sprung mounted motor mount. The body is moulded in orange which lends itself to being decorated in a "Jagermeister" livery. This I wouldn't recommend as Fly have plans to release a purpose built one around December/January (see announcements below).

BMW M1 "Castrol" #101 (88338). 24hr Le Mans 1984, driven by Jens Winther, David Mercer and Lars Viggo Jensen. It is decorated in white and red, with a green band running diagonally across the roof. Unfortunately the car failed to finish the gruelling race due to a problem with the front left suspension. It had completed 96 laps when it was forced to retire.

Porsche 917K "CS" #1 (88339). A rather plain version of this iconic racing car, mainly white with a scattering of small sponsor logos. It represents the car that Alex Soler Roig drove to victory at the VI Premio Alcaniz in 1970.

March 761 "Belle-Vue" #27 (88342).

GP Italia 1977, driven by Patrick Neve. An attractive livery this one, decorated white with red bands running around the cockpit and nose cone.

Porsche 911 SC "Rothmans" #5 (88343).

Modelled on the car that competed in the Rally Principe de Asturias in 1983, driven by Marc Etchebers and Marie Christine Etchebers. Another attractive livery in white with blue, red and gold stripes running along the sides and down the centre. In keeping with Fly's current trend, the cigarette sponsoring has been tampo printed on, as opposed to supplying a decal sheet.

Flyer Series

This is a brand new series from Fly, which kind of carries on where the older GB Track cars left off. These cars are fitted with the usual Fly running gear, but don't have the levels of detail that the normal cars have. In fact, the "Flyer" range fits quite snugly between the regular cars and the "Poly" cars. They are manufactured in China and boast a low rrp of £25, which I think is fantastic value, especially as they are finished to an acceptable level and detail to suit racers and collectors alike.

Riley Mk. XI "Gainsco" #99 (97000).

Mexico City Grand-AM winner 2007, driven by Jon Fogarty and Alex Gurney. The car is decorated in red, with rather nice silver BBS wheels. Thank you to Gaugemaster Controls for the photograph.

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The next Riley to come off the production line is the attractive “Telmex” car, catalogue reference 97001. Further to this, two more Rileys have been added to the production schedule. Also in the announcements below are details of the second car in the series, which comes in the form of a Sunred SR021.

Making of Le Mans

Porsche 911T (99114). Not to be confused with the above series, this is the first of a brand new collection focusing on the cars that featured in the film “Le Mans”. Fly have started this collection literally from where the film starts, with Steve McQueen’s own road going Porsche 911. It is decorated in a dark graphite grey and mounted in a presentation card display box.

Historical Film Collection

Ford GT40 Spyder (99039). This is the final car in the series and in my opinion; the best has been saved till last. Briefly, to obtain this car a collector must purchase the previous five and attach the unique self-adhesive tokens supplied with each set (numbered 1-5) onto one of the collector cards (also provided with each set). The

finished collector card was then sent to your preferred slot car dealer or importer and they in turn would send it onto Fly. The number of completed cards received by Fly by the allotted cut-off date would dictate how many of the final edition were produced. Taking this into account, I was a bit disappointed to see these cars up for sale on some Spanish dealer web sites. Without accusing Fly of making extra models, I’d like to think that each dealer filled in a collector card for each one they received.

The car modelled is unique to the Fly collection. They have literally done what the film makers did and taken a GT40, cut its roof off and added two cine cameras to the bonnet. The DVD included in the box set is titled “The Making of Le Mans” and runs for 50 minutes. Although I’ve not had a chance to watch the DVD yet, going by the photographs on the box and accompanying booklet suggests plenty of behind the scenes action and interviews. My favourite photograph on the front of the box is of Steve McQueen giving his famous two-fingered gesture, which I think from memory, was near the end of the film aimed at his fiercest German competitor.



Special Editions

BMW M3 E30 “Texaco / Pepsi” #10 (99118). Commissioned by the Toñi Ponce boutique to add to their ever-growing special edition range (now includes four Fly M3 E30s). This particular version is modelled on the car that José Maria Ponce and Gaspar León drove to 2nd place in the Rally el Corté Inglés in 1987. The car is decorated mainly in white with various black, red and blue sponsor graphics adorning it. Not the most attractive livery in the range, but sure to be collectable, especially as it is limited to only 800 units. Thanks to Stephen Barber for the photograph.



Alfa Romeo Giulia GTAm #4 (99120). A special edition produced in memory of Jorge de Bagration, who died in January this year, aged 63. Jorge was a famous Spanish racing driver, born in Rome, Italy of Georgian descent. He raced in various forms of motorsport, including motorcycle racing, touring cars, Formula 2 and hill climbing. In 1968, he made the first of two failed attempts to compete in F1, the second was in 1974. The Alfa modelled by Fly represents the car he drove in the 1970 4hr race at Jarama. It is decorated in an off-white cream colour and mounted in a standard crystal case with picture backing card.

Playboy Collection

Number 10 in a 12 car series, available in two versions. The first catalogue number represents the standard version, with the latter representing the limited edition card box.

Porsche 935 K3 (99059 and 99060). In maroon with June 2000 American cover girl Jodi Ann Paterson printed on the bonnet. ➡➡



Polycars

Two further budget cars are now available. With an rrp under £25, you can't go wrong.

87006 – Venturi “Momo” #8. Moulded in red, with yellow graphics livery.

87007 – Porsche 911 evo #7 “Valvoline”. Moulded in white, with red and blue graphics livery.

Announcements

Following last month's news of Fly's production run for September, the final quarter to the rest of the year has now been revealed. In catalogue reference number order, they are as follows: -

88292 – BMW 3.5 CSL – Brno 1975.

88294 – Ferrari 275 LM – 24hr Le Mans – Scuderia Filipinetti.

88301 – Williams FW07 – German GP 1979 – Alan Jones.

88307 – BMW M1 – Jagermeister racing kit in new material.

88331 – Lamborghini Diablo SVR – Supertrophy – Martini.

88337 – Ferrari F40 – Laguna Seca 1989 – Works #60, Jean Alesi.

88344 – Williams FW07 – British GP 1979 – Clay Regazzoni.

88348 – Porsche 917K – Interserie Norisring 1970 – Shell.

88349 – Ferrari 250 LM – 12hr Sebring 1965 – Mecom.

88350 – Lola B98 – Gulf racing kit with new components.

88352 – Porsche 935 K3 – 24hr Le Mans 1980.

88353 – March 761 – Sweden GP 1977 – Rothmans, Ian Scheckter.

88354 – Williams FW07 – Italy GP – Penthouse, Rupert Keegan.

88355 – Ferrari F40 – Jagermeister racing kit in new material.

97002 – Riley Mk. XI – Daytona 2007 – Flyer Series.

97003 – Riley Mk. XI – Daytona 2008 – Flyer Series.

97004 – Sunred SR021 – Valencia 2007 – Flyer Series.

97005 – Sunred SR021 – Valencia 2008 – Flyer Series.

99106 – Porsche 911S – Jarama 1970 – Rafael Barrios, L/E 600 units.

99124 – Williams FW07 – Spanish GP 1980 – Historical circuit collection, Jarama.

99125 – BMW M3 E30 – Kyalami 1991 – Biker series (Johnny Cecotto).

99126 – Renault 5 Turbo – Rally Portugal 1986 – L/E 500 units.

99128 – Porsche 917K – Gulf #20 – Making of Le Mans, camera and crash car.

99129 – Lola T70 – Karlskoga 1968 – Hermanos Rodriguez collection.

99130 – March 761 – Monaco GP 1976 – Ronnie Peterson Museum collection.

99134 – Lamborghini Diablo – Art car series.

99135 – BMW M3 E30 – Lady Racers – Balba Camino.

Although some of these cars are listed on the December flyer, they will however spill over into the New Year before being available.

Brand new models are of course further liveries of the yet to be released Ferrari 250 LM, Williams FW07 and Lamborghini Diablo. There are plenty of special editions, including yet another brand new collection; titled “Ronnie Peterson Museum”. The picture on the flyer shows a #1 on the box, which suggests there's more to come from this series. The 2nd in the “Making of Le Mans” cars focuses on the #20 Gulf Porsche 917K. When released, it will be the fourth time this car has been modelled. The first being catalogue reference SM3, which was part of the Steve McQueen collection. The second version was one of the cars in the Team 03 historical team set (Team 03) and the most recent forming part of the 10th anniversary collection (A2005), albeit with the addition of an anniversary logo added to its front wing. At the time of writing it is not known how this latter version (99128) will be presented, despite being billed as the camera and crash car! ■

One of the great ironies for a slot company owned by a man called Ferrari must be that one of their most awaited models is a car from Scuderia Ferrari's great rivals Alfa Romeo. The Alfa 33/3 is simply a stunning looking slot car with lots of extra details like the metal nose badge and the tripod mounted rear view mirror and of course it's a fine running mate for Slot.It's existing Ferrari 312PB. As mentioned last time on the first release there has been some confusion over the depicted #34 Sebring 1971 car. A new book called Sports Car Racing in Camera 1970-79 adds to the debate with a picture of the race start which shows what the author calls the #34 car of Vaccarella and Hezemans, when it is clearly being driven by Henri Pescarolo in his vivid green helmet, and a row back is the #32 car that the author states finished third driven by Pescarolo, De Adamich and later Vaccarella, confused? I know I am, but the model looks great no matter where the real car finished up.

However, enough of my historic wittering and on with a track test of this fine new car reference SICA11A kindly supplied by AB Gee Limited the U.K. distributors, with thanks also



SICA11A - Alfa 33/3 in all it's beautiful detail with its Ferrari 312PB rival

to Peter Solari for getting it to me in time to review. In order to give the car a decent test I took it to my home club at Wolverhampton. I know from my own previous runs that Slot.It cars are awesome performers on the steel railed Slotfire track and so the little Alfa proved. But good with magnets on a steel rail is one thing; good without them on a copper rail track is something else.



Alfa stock running gear with standard guide changed to Slot.It wood track guide

I had previously run the Slot.It Ferrari 312PB on the copper tape International track and managed a best lap time of around 8.8 seconds with it on yellow lane. The only change I had made to the Ferrari was the fitting of a Slot.It wood track guide to help with the deeper slot, so in the interest of fair play I did the same to the Alfa. Tyres were standard and not glued to the alloy wheels, just cleaned off with a drop of lighter fluid. As with the earlier Ferrari the standard set up is a side winder motor with an 11 tooth pinion driving a 34 tooth blue sidewinder spur gear, which just had a drop of grease added even though it has a lovely ➡➡



SICA09C - Warsteiner Porsche 956KH

Pictures courtesy of Slot.It and A B Gee Limited

smooth mesh. I then handed the car over to three of our Slot.It challenge regulars to see what kind of times they could get down to. The boys quickly got into their stride with the Alfa settling down to do some quicker laps in the 8.5 second bracket. After loosening off the motor mount screws and another tyre clean the boys got down to 8.3 seconds and were really impressed with the stable performance of the Alfa. While I know the really quick sidewinder Slot.It Challenge Jaguars, Audis, and Nissans can get down into the 6.5 second bracket the boys reckon that with glued and trued softer tyres, a higher revving Slot.It V12 motor and a tweak to the gearing they could easily chop a second off the Alfa's lap times. All in all this is a great reproduction of one of many people's favourite seventies sports cars and it's got plenty of speed on both steel and copper rail tracks.

Fortunately for the boys, Slot.It have released some new parts this month including the MX12 - V12/3 motor which runs at 19,500 rpm. and 130g/cm torque at 12 volts. If that's not enough, the new MN11a - Flat6R motor reaches 22,000 rpm. and a whopping 220g/cm torque at 12 volts. Other new parts include the P38ALS lightweight 17x8 wheels with short hubs and an M2 grub screw which weigh in at a mere 1.6 g. There is also a new independent front wheel axle that uses PA39 eyelets to allow



MN11a - Flat6R 22,000 rpm motor

the front wheels to turn separately from each other even though they are on a common front axle unit, this should help prevent front wheel dig in on quick corners. For Audi fans the CS12t Audi R8C "Reloaded" chassis is available as a spare part kit along with other Audi body and chassis replacement parts sets.

Finally for this month we have news that the next car release in the UK should be reference SICA09C, the gold and white liveried Warsteiner sponsored Joest Porsche 956KH as driven by Bob Wollek to a fine win at the DRM round at the Norisring in 1983. One of four wins in the DRM, Wollek going on to win the championship in his Joest Porsche that season. Expected also in September is the second Alfa 33/3 - the number 33 car raced at the Laguna Seca Can-Am round in 1972 by Scooter Patrick. That's all for this time, we'll be back with more Slot.It news in November, till then keep on Slotting.It. ■



Sir,

When I got back into Scalextric a couple of years ago I had a decision to make - SportWorld or Digital. With SportWorld I could race on-line with other people around the world and could use any make or model. With Digital I could have realistic races with lane changing but would have to chip all my cars.

Purely on cost I opted for SportWorld which, as we have recently seen, has gone to the big slot car scrap heap. Digital appears to be the system that is being invested in and will probably be here to stay. So I have been waiting for news of the new Scalextric powerbase which will allow races with analogue or digital cars. From what I understand, in analogue mode I can run all my existing cars without needing to chip them first but will only be able to have one car per lane. If and when I chip the cars I can switch to digital mode and run up to six cars on any lane and introduce the lane change track. Sounds like a dream and an interim step for people like me. However, reading various forums, the digital world is not without its problems. Different manufacturers have their own incompatible systems and chipping a car yourself (excluding the new easi-plug from Scalextric) can cause strange problems. I am sure that some of our members are big fans of digital and will have overcome many of the problems. Would it be possible to convince some of them to produce a column to help people like myself understand the dos and don'ts? Maybe start with a 'beginners guide to digital'?

I am, yours etc,
David Rowlett

Sir,

So Dave Yerbury reckons the colour of the driver's helmet in the Scalextric Lotus 49 doesn't matter. Well, of course it does!

Red BRMs and blue Ferraris and whichever coloured driver came out of the parts bin were all very well back in the good old days of low tech when we were mere lads, but surely we've become a bit more sophisticated since then. Scalextric have taken the trouble to colour the Lotus green with a yellow stripe, number 5 and a CLARK sticker, so why spoil the ship for a ha'p'orth of tar? Most of these cars will probably never be raced and the main reason for buying one is that it's supposed to be a pretty accurate scale model representing a particular car. If that's not so, why not make the monocoque red (monocoque schmonocoque?) and the wheels green, it'll still be a lovely model of a Lotus 49. (In fact I suppose, if he is speaking truthfully about indifference to correct colours, Dave can happily ignore the green and yellow, 5, CLARK and black hat on his model and pretend it is Pete Lovely's Lotus 49!)

The majority of old helmets are a piece of cake to reproduce with today's technology and most manufacturers nowadays at least get the predominant colour right on simple representations of modern multi-coloured headgear. Would the punters find a 'Lewis Hamilton' McLaren with a pink helmeted driver as acceptable as a yellow helmeted one, d'you think?

I am, yours etc,
Bill (possibly Sad) Grigg

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Sir,

I read with interest - and horror - Dave Chang's article in the July and August editions, regarding his circuit building exploits.

Those of us old enough to remember public health warnings on TV back in the sixties and seventies will recall the dangers of painting ceiling tiles; this seemed to be a common occurrence, especially in kitchens and led to many fatal fires, due to the lethal mix of polystyrene and paint (oh, and flames!). So to see a fellow NSCC member 'playing with fire' was understandably concerning. Add to that the copious use of wood, expanding foam and goodness knows what else, please could I make two pleas:

1) Dave: please, please, please reconsider what you have created.

2) To other NSCC members: Please, please, please take great care when deciding what materials you are going to construct your circuit from. Some materials on their own may be absolutely fine, but mixing and matching could create a lethal mix that could catch fire all too quickly, as well as give off seriously toxic fumes.

I am, yours etc,
Robin Clark

Sir,

Since joining the NSCC back in 1991 I have always written the month and year on the front cover of the magazine to facilitate easy retrieval of a particular issue from the bookcase without having to open it to check the date on the contents page. I do find this a particularly useful tip. Whilst this was easy to do on the plain covers of the 1990s, it became harder after the introduction of the upmarket colour printed covers we now enjoy especially those with dark backgrounds. Might I suggest that a small strip approximately 5cms by 1cm could be left unprinted (white) near the top of the front cover or a light background be used?

I am, yours etc,
Dave Edwards

Good point Dave, perhaps the next editor would like to sort it out. Mind you, as we still don't have any volunteers it may be somewhat academic - without an editor there won't be a magazine to put the date on!

Brian