



**No. 325 APRIL 2009**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Early to Bed Early to Rise

So here I still am, a second full month as Editor of the NSCC Journal, I trust that the last one was a vast improvement on January's efforts with fewer mistakes!

By the time you receive this month's Journal the Grand Prix season will have started in Australia and you will no doubt know be aware that Lewis Hamilton came 4th, I did get up and watch the race on the BBC, usually in our house you don't get a lie in just because it's a weekend but I guess because the clocks went forward one hour my four year old daughter had forgot to adjust her clock and so it was just me and the dogs watching to see if Hamilton was actually going to finish the race let alone score any points.

Overall it appears that this year, as already stated in the press and on the television, Lewis will have his work cut out in retaining his world title, although I assume that McLaren will no doubt have the problems sorted out by the time of the Spanish Grand Prix.

Still it was nice to see someone else win, particularly as he was British (good old Jenson) and it was also impressive that the team, Brawn GP achieved a 1st and 2nd place finish having been formed only three weeks ago. Perhaps it was the fact that Richard Branson was there cheering them on, having decided at the last minute, I believe to sponsor the team. At least the slotcar manufacturers won't have to much trouble replicating this car, as the livery is plain to say the least, unless of course on its next outing it will be decorated like a Boeing 747?

Moving on, for those of you that did attend the Ramsgate weekend, I'm sure you would agree that it was a very pleasant event and an enjoyable time was had by all. I would like to take this opportunity to thank both Rob Smith and Adrian Norman personally for their time and efforts in organising the event and of course all those who attended and raised a considerable amount of money for charity, despite the current economic issues, which obviously don't appear to be affecting "Dickie" Branson too much at the moment.

Till next month  
Jeremy





Sir,

I would like to take the opportunity to thank the Committee members who attended the Hornby weekend for presenting us with the magnificent trophy for contributing most to the weekend. Getting the beautiful trophy, which was made by Mark Johnson, was a real honour for both of us and completely unexpected. Obviously Dave encourages me to attend the weekend but I do really enjoy it. Attending for the fifth time it is like having a reunion of old friends and an opportunity to make new ones. Helping organise my team was just part of the fun. Also having finally reached my first ladies final and actually winning the race I was delighted to be awarded the Recession Shield but to follow this up with the wooden hand made trophy was fantastic. The trophy has taken pride of place on our mantelpiece (next to the shield) and it will be a real wrench to give it back next year. Thank you to everyone who was there for making the weekend so enjoyable.

I am, yours etc,  
Jane Haystead

Sir,

I am part a very small slot car club in the North East of England, and we are pretty lonely up here. The club consists of a bunch of rank amateurs who refuse to take the racing seriously. The circuit we use is 4 lanes and routed. It is approximately 16ft x 8ft, but no one has ever tried to measure the running length properly. I am aware that there is a club in Newcastle racing to BSCRA rules, but I think we may be

the only club left in the North East, which is racing 'standard' cars. It would be nice for someone to prove me wrong.

Race evenings are held on the first Thursday of every month at approx. 7.45 pm. So if you live anywhere near Washington, and fancy a free nights racing, then please give me a call on \_\_\_\_\_ to obtain the details and hopefully you will attend an evening where you will be warmly welcomed into our club.

I am, yours etc,

Kevin Owens 3497/09

### **A Note from The Membership Secretary**

Due to recent changes of both computer hardware and software, it would appear that some of the address labels for the March copy of the Journal, may have had a line of information missing which resulted in a few being returned to the Membership Secretary or not arriving at their intended destination at all.

If for any reason you have not received a copy of the march Journal please contact Andy Smith, Membership Secretary via telephone on 01509 881 728 (after 6pm please) or email:- [membership@nsccl.co.uk](mailto:membership@nsccl.co.uk).



# The STS System

## Part 1 - The Quest

By Peter Zivanovic

When I joined the NSCC in 1997, my experience of slot cars was limited to shop displays in Beatties and the like. If you were lucky, there might be as many as 30 different cars on display – mostly Scalextric but occasionally Ninco &/or SCX as well. Generally the displays were exactly the same as they had been the previous month. I can still recall walking into my first swapmeet and being stunned at the astonishing number of tables and variety of cars on show.

At my second or third swapmeet I spotted some odd-looking cars on John Jude's table. These were off-road cars, smaller than usual and weren't the typical low-slung racing cars I was used to. I picked one up and the guide dropped downwards on a spring. Both axles had strange gears on them. This was my introduction to sts. John explained that the guide was designed so that the cars could go over off-road style obstacles. He unclipped the body from the chassis and showed me that both axles were driven by worm gears from both ends of the motor shaft. That was weird enough to sharpen my curiosity so I bought a couple.



2200 Jeep CJ5



Jeep and the drop arm carrying the guide

The models were quite attractive and over two or three years I purchased a few more. Occasionally I ran them on my Plexytrack circuit - the motor was tiny, which (with the worm gears) meant they were slow. They trundled around with a characteristic whine but there was something missing; I had no idea what the system as a whole was like. I'd encountered TT before; these smaller sts cars looked similar but I had no real idea of what these cars could do. This was starting to bug me.

All I knew was that sts had been produced by the Spanish Scalextric Company, Exin Lines. It had never been sold in the UK and very few people here had any idea what the system was like. I'd picked up a few Spanish Scalextric catalogues by then but they had nothing in them about sts. I knew some dealers who went to Spain and they rarely dealt in anything other than cars - tracks and sets were too big and heavy to carry on a plane. My curiosity was turning into frustration.

Around 2000-2001, a couple of things happened, which lifted the scales from my eyes.



### 2204 Pinzgauer

Two dealers bought a large collection between them and were kept very busy unloading it to avid collectors. One was Mark Scale and I bought several of his cars that I'd not seen before from him. This was good but it was still only cars and, nice though they were, they just made the itch worse and I still couldn't scratch it.

I sent an e-mail to the other (former) dealer

whom I knew went to Spain occasionally asking for help finding other of his products. I had no real expectation of anything coming from it any time soon but I had a reply by return suggesting I came up to see him. I smiled, picked up the phone and arranged to go to North London the next day.

Phil had more cars (of course) but he also got out a set, which was sparkingly mint. For the first time I could see the cars in their proper context but that was only the beginning. He then took a large case from a shelf with loads of boxes. Most were plain, off white with light blue of his logos printed over them. We opened them one by one and I was like a dog with two ... umm ... tails when I saw the contents. It looked like a complete set of special obstacle tracks.

Some were similar to but smaller versions of TT tracks; others were unlike anything I had seen before. In particular, one of the boxes, ➡➡



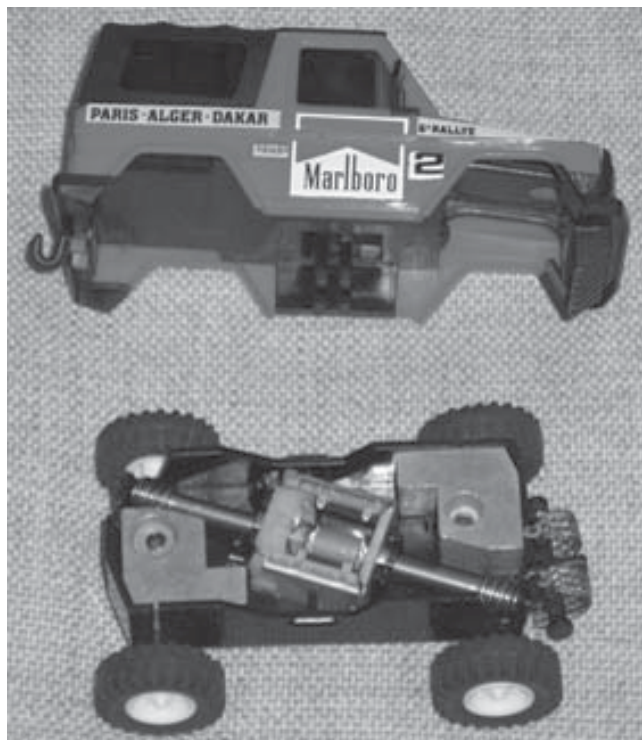
### **2201 Mercedes 280GE**

about two feet long, was illustrated with what looked like a rope bridge. We opened that to find nine track pieces including a long, flexible section designed to hang between two hills. Phil had never seen any of these before and we were both utterly astonished. I swallowed hard and wrote out a large cheque for the lot.

So, I was getting there at last. I now had a much better idea of what these cars could do but there was still one thing still missing – documentation. Yes, cars, tracks, sets and accessories, etc. are all nice but I find they all really need some catalogue information to put them into a proper context in time. Soon after finding the sts tracks I was chatting to Sean Fothergill about this at a swapmeet and he said he had some sts catalogues. I asked to see them and he said he would bring them to the next swapmeet.

What Sean had was something I'd never seen before. Someone had taken pages from four catalogues (1985-88) and bound them into a hard-backed volume. The pages included sts and (Spanish) Scalextric ranges and the page numbering suggested other ranges had been left out. These looked like they'd come from catalogues of the entire Exin range of toys produced for retailers. I spent several hours scanning these pages into my computer before returning the volume to Sean.

At last I was more or less there. The Spanish connection meant that I got to know several collectors and dealers and contrived to align my holidays with swapmeets there. As with many old slot car products, other little discoveries and



**Mercedes open, inside the chassis showing the motor & worm gears. The metal pieces at each end are weight**

variations have emerged over time. I decided that since I had such trouble finding out about sts, I would write a guide and post it on my web site. I won't give the link just now as I'm planning to tart it up and probably host it on the NSCC site.



**The suspension bridge box, containing probably the most spectacular slotcar track in the world, ever**

The guide is a very detailed brain dump so the obvious title was "The Anoraks' Guide to sts". This is the first in a series of less geeky articles for the Journal about this fascinating range, which I hope will inform, entertain and whet your o whet your own appetites for sts. I'll be back soon with more. ■

BY **ROB SMITH**

# **MESSAGES**

## **FROM MARGATE**



email: [factory@nscc.co.uk](mailto:factory@nscc.co.uk)

**W**ell, here we are in mid-March writing the April copy with almost nothing to report on. Not a single general release this month.

### **Scalextric Club C2965 Aston Martin DBR9 No.009**

Fortunately Hornby's own Scalextric Club have been busy and what a superb couple of cars they have produced exclusively for their membership. The first is the number 009 Aston martin DBR9

with a weathered finish. The weathering is very well executed and the car looks really dirt – just like the real car at the end of Le Mans last year. There are a couple of other differences between this and the 007 car too – firstly the 009 number on the bonnet is in red and secondly the 009 on the side is within a red square. Not perhaps that significant on their own but another step closer in accuracy to the actual car campaigned at La Sarthe in 2008.

Hornby tell me that three different levels of ➡➡





weathered finish were supplied to Aston Martin for approval and they chose the dirtiest. It is interesting to compare the clean car 007, a prototype dirty 007 car and the released 009 car. This car is the subscription car for 2009 and should arrive for anyone starting or renewing their membership this year. I expect many people will join just for this car.

### **C2966 Ford Escort RS 1600 Mexico Yellow**

The second car is a version of the MkII Escort finished in a vibrant bright yellow with black



stripes. These have also proved popular and have been selling for silly money on eBay.

### **Germany**

#### **C2943A Ford GT40 1966 White #40**

The 3<sup>rd</sup> and final GT40 for the German market only from 2008 was actually held over and released in March of this year. Strictly speaking it's a Ford GT MkII from 1966 and is finished in white with blue nose and "eyebrows".

It comes in a full Sport box with a plaque underneath and is a limited edition of just 2,000 pieces.





### **Spanish Formula SuperSlot H2852 Lotus 49 - Graham Hill 1968**

The last two cars from the Spanish magazine partwork Formula SuperSlot were a standard number 4 Vanwall and a gorgeous Lotus 49. This Lotus has to be one of the most beautiful Scalextriccars of all time. Not only is it a superb model but this one is finished in the iconic Gold Leaf colours of white and red with a gold stripe. Graham Hill's helmet is depicted too. It is amazing to think that this was released on a Spanish only magazine and not part of the main range. Whoever signed the contract for Planeta in Spain knew what they were doing! ■

# The Hornby Ford GT40

By Paul Atkins

In the spring of 63, Henry Ford II, had heard rumours that the great Enzo Ferrari was interested in selling, to this end Henry spent millions on auditing the Ferrari factory assets, and on legal fees, only for Ferrari to call a halt to the talks at the last minute. Ford was enraged and ordered his racing division to build a car that would compete and more importantly beat the Ferrari's at Le Mans, where they had won the last three events.



Only month's later the 7 litre GT40 was born, being unveiled in England on the 1<sup>st</sup> April 1963 and then entering its first race at the Nurburgring 1,000km race in May 1964, where it retired with suspension failure after holding second place early on in the event. Three weeks later the Ford GT40 entered its first Le Mans 24 hour race, with all three entries retiring, but only after the Ginther/Gregory car lead the field after the second lap until its first pitstop. The GT40 finally saw its first win in February 1965 when Ken Miles and Lloyd Ruby took a Shelby American entered GT40 to victory in the Daytona 2,000 km.

With all this race experience now behind Ford, the car was entered in the 1966 Le Mans race, where 24 hours later they completed what is the most likely famous finish of all time, with a 1-2-3. However, the finish was very controversial, as the Ford hierarchy tried to stage a photo finish of the first three GT40's to cross

the line, and although this was the plan, at the last moment Ken Miles the Ford top contract driver slowed his GT40 in protest, to let the Bruce McLaren and Chris Amon car cross the line first.



Henry Ford had seen his dream come true, with the GT40 dominating the Ferrari's for years to come. The GT40 entered Le Mans 5 more times after 1966 and won in four of them, and in the 1968 and 1969 race, the same car won GT40P/1075, an incredible win, practically as in 1969, the car was seen as too slow and out of date.

The Scalextric GT40 was first seen in catalogue 7 (1966) with the Hong Kong made C77 in light blue (later it became available in white), reportedly this was the Race Tuned car, but does not carry the usual Race Tuned stickers. Since then the GT40 has been made in Spain, Mexico, Australia/New Zealand (C35 in red, green, blue, orange, yellow, and white), and most recently China.

The first of the recent models was the C2403 car in 2002 (catalogue number 43 2<sup>nd</sup>





edition) of Rodriguez/Bianchi, the 1968 Le Mans winning car, and with the very distinctive Gulf livery, the model was very well received by the collectors, racers, and even the kids seem to like them. It was soon followed up by C2404 car of Ickx/Oliver, the 1969 Le Mans winner (the same car), then the winning cars of 1966 were next on the list. Subsequently in 2003, the 40<sup>th</sup> anniversary of the first GT40 was celebrated with the release, of the Goodwood Festival of Speed set (C2529A) which came with the three cars from that most famous race, but with the added bonus that they were in their post race condition (dirty) and were all individually numbered as C2463AWD ( McLaren/Amon #2), C2464AWD ( Miles/Hulme #1) and C2465AWD ( Bucknum/Hutcherson #5) in my opinion, these are the best models that Hornby have ever made.

Since then the GT40 has been the car of choice, being used for the Range Presentation car 2004 (C2549), the Racer Club car 2003 (C2424), and the rarest of them all, the NSCC weekend car 2003 (C2549/1).

The complete list of Scalextric GT40's is below, unless of course you know better.

- ◆C35 – GT40 – In the colours mentioned before
- ◆C77 – GT40 – In White or light blue
- ◆C77 – GT40 – Type 2 the same as before but with a pronounced air intake on the left hand side
- ◆C2403 – GT40 – #9, Rodriguez/Bianchi, also available as Sport Edition (C2403/A) – Gulf Livery
- ◆C2404 – GT40 – #6, Ickx/Oliver, also available as Sports Edition (C2404/A) – Gulf Livery
- ◆C2424 – GT40 Mk2 – Scalextric Racer Gift 2003 - Red
- ◆C2463 – GT40 Mk2 – #2, McLaren/Amon, also available as Sports Edition (C2463/A) - Black
- ◆C2464 – GT40 Mk2 – #1, Miles/Hulme, also available as Sports Edition (C2464/A) – Gulf Livery
- ◆C2465 – GT40 Mk2 – #5, Bucknum/Hutcherson, also available as Sports Edition (C2465/A) – Gold
- ◆C2472 – GT40 – Plain White UK Packaging and also available with USA Packaging (C2472T)
- ◆C2473T – GT40 Mk2 – Plain White – USA Only
- ◆C2509 – GT40 Mk2 – #3, Gurney/Grant, also available as Sports Edition (C2509/A) – Red
- ◆C2529A – GT40 Mk2 – Goodwood Festival of Speed, three car set, as mention above
- C2534A – GT40 Mk2 – #68 Produced for the German market – White
- ◆C2549 – GT40 Mk2 – #7 Range Presentation 2004 – Yellow

⇒⇒



- ◆C2549/1 – GT40 Mk2 – #6 NSCC/  
Hornby Weekend 2003 – Yellow
- ◆C2578A – GT40 – #59, Revson/Scott, also  
available in Spain in standard box (H2578) –  
White
- ◆C2683A – GT40 Mk2 – #8 Whitmore/  
Gardner, Produced for the German market –  
Yellow
- ◆C2755 – GT40 – #11 Daytona 1967 – Blue
- ◆C2917 – GT40 Mk2 – #7 Graham Hill –  
Silver
- ◆C2940 – GT40 – Schlesinger/Andruet  
Masters Racing 2007 Exclusive to Slot City –  
Light Blue



- ◆C2941A – GT40 – #43 Produced for the  
German market – White
- ◆C2942A – GT40 – #40 Produced for the  
German market – Green



Also of interest is the Hornby self assemble kits, their numbers are:

- ◆K2006 – GT40 – Marks & Spencer  
Packaging
- ◆K2006 – GT40 – Marks & Spencer  
Different Packaging
- ◆K2007 – GT40 – Hornby Packaging Starter  
Kit (Includes Paint & Glue)
- ◆K2007A – GT40 – Hornby Packaging  
(Without Paint & Glue) ■



**SHIPMENT  
FROM SPAIN**  
By Gareth Jex

email: [shipmentfromspain@nsccl.co.uk](mailto:shipmentfromspain@nsccl.co.uk)

As expected a quite month after the large number of March/ April releases. In the shops now you should find all the first quarter releases announced at the German toy fair including the Hummer, Renault 8's, Fiat Abarth, Chevrolet Corvette, Ferrari 599 the new Mercedes C-Klass DTM car with the one piece body/glass and the Porsche 911 GT3 which will be reviewed shortly.



The Mercedes is being tested/reviewed at the moment and I hope to bring you a full review next month. Talking of Mercedes, AEC (UK SCX Distributor) recently trialed an SCX Digital system in one of their showrooms. This may lead to further roll out in showrooms around the UK.

Also available now is the SCX Motor Pro rated at 25,000 RPM ref RX4H 50650 suitable for most 2 wheel drive SCX cars including the MK2 Escort. On the accessories side the new Race Manager is also available this month.

As you have probably seen elsewhere in the journal the NSCC/ SCX Club Car 2008 Skoda are now available as a second car purchase. I



have already had some applications via email and post. Could I ask you to ensure that you include your name, membership number, email address that can be used for Paypal and most importantly is your postal delivery address – **SOME PEOPLE HAVE FORGOTTEN TO PUT THIS ON** – thanks.

I will not be contacting all those who ticked the box on the order form so please get in touch as soon as you can if you want a second car. Due to other commitments I do tend to bundle application (post and mail) into groups and tackle them every ten days, Please be patient if you don't hear from me for a while. ■





Over the past few months I promised some pictures of the three Penelope Pitlane cars I have been building, well last month I showed you them as work in progress on my bench and this month we have the finished articles.



**Penelope Pitlane trio in finished form.**

The Aston DBR5 is sprayed with Halfords Ford Apple Green Metallic and runs very smoothly straight off the bench albeit not as quick as it could do if I'd used a hotter motor than a standard Scalextric Mabuchi, turning steady laps on the International of just under 10 seconds in my hands. The Healey SR uses the P.P. Sidewinder sport chassis, with a Slot.It Purple gear and 25k motor. It's certainly quick in a straight line but the narrow tyres and hubs used to keep everything within the rear arches make cornering a bit interesting. I was getting some high 8's and low 9's on the International but was concentrating very hard to avoid coming off. I'm sure a better race builder than me could use a similar set up to knock at least a second a lap off my best time and be more consistent. Finally the Lancia-Ferrari, well the need to use a SM1 chassis and Moto-GP motor due to the narrowness of the rear end limits choices. The front tyres needed grinding down to allow them to turn without catching the side

tanks, even with the front axle as far forward as it could go. I've built a number of different peoples Lancia-Ferrari's over the years and this is a good looking version but in common with all my others the set up with a small wheel base make the handling poor compared to other Slot cars based on 1950's F1. The best I managed was an 11.5 seconds lap although hindsight being the wonderful thing it is I would probably have been better off waiting for PP's new FEa chassis, which is front engine adjustable. The motor apparently sits through the chassis making a lower centre of gravity and make use of engine magnetism on steel tracks. The motor is also mounted offset to the right, which should help handling as most circuits run clockwise with more right hand corners than left. Also out is a new SMJ chassis, which fits all the range of 2.5 litre front-engine bodies including the brand new RB13 1958 Ferrari Dino 246 body, which PP have sent me to build and test. Hopefully I'll have it up and running in time for next month. Finishing with PP, they have announced a "Devin Super Sport", which is a car I'm not familiar and can't find much reference to.



**Picture 2: Penelope Pitlane New Chassis kits and Ferrari Dino 246 body.**

In last Months article I mentioned the Revell Monogram limited edition '65 Ford Galaxie in Dan Gurney's Augusta Motor Sales livery. It does look great in the photo covered box, and performance is similar to the earlier '63 Galaxie releases. One criticism however is as the photo's on the box clearly show Dan in his trademark black helmet, why on earth did they fit the model driver figure with a metallic red one to match the colour of the car, someone at Revell needs sacking for a gaff like that. Revell do have some other releases this month with the Ferrari 275P and 250GTO LM kits both out, along with a very attractive #55 VW Beetle fun cup car in predominantly black livery with "drive school" sponsors logos. It is joined by another livery of the Trabant 601, again a very nice white and blue "Stefan Romhild" version.



**Revell Monogram limited edition 65 Ford Galaxie Dan Gurney.**

Sticking with re-liveries Slotter have just released a new scheme on their Opel Corsa S1600 in silver and yellow "Vedelago" colours, NSR have confirmed two further Porsche 917K twin sets depicting the Le Mans 1970 and 1971 entries. MB Slot has their Ferrari 430 in "System 3" colours of Bruno Senna, which has very attractive tampo printed Brazilian flags worked into the scheme. This car is available in both kit forms with pre-printed body or as a version of the 1955 Le Mans winning Jaguar D Type out. Again the Jaguar is a lovely looking model but performance would not suit the serious racer and the driver figures have been criticised as looking too small compared to the rest of the model, an opinion with which I must agree.



**Auto Art D Type Jaguar LM 1955.**

MMK's Maserati 450S LM 1957 has arrived and is most attractive, albeit positively pedestrian in performance, although at current prices with the Euro so strong I wouldn't want to damage mine. Slot City now have in stock their MMK limited edition Ford Cortina MKII in Anker Blue, and the Aston Martin DB3s Coupe is showing as being released in France, but hadn't hit the U.K. at the time of writing. PSK of France are showing their new Ferrari 375MM Le Mans 1954 winner and Aston Martin DB3S Coupe as being available in April, while the gorgeous looking Rene Bonnet Aerodjet LM 64 and Cunningham C4R are both available under the Ghost Models label from March 15<sup>th</sup>. PSK also announced that they are releasing a Valliante VS61 available through pre-order.

Moving to Italy and D&G Ostorero have released their Lotus 79 in Ronnie Peterson JPS and Hector Rebaque Carta Blanca liveries at 200 Euro for the RTR versions let's hope they are a special as they look. ➡➡



**MMK Maserati 450S LM 1957.**

I'm the first to admit when I'm wrong and it would seem my cynical questions as to whether HPI would release their long-awaited Nissan Skyline GT-R32 have been answered as Pendle Slot Racing / Get Slotted and MRE are showing these as available for pre-order with delivery expected in April. MRE have also announced that they will soon be taking orders for a new manufacturer called GTM who propose to release a Maserati 300S, Cheetah, Morgan plus 4, Lancia D24 and Hillman Imp in limited number RTR form during the coming year. TRRC are currently showing pictures of the prototype of their forthcoming Simca-Gordini type 8 from Le Mans 1939, which should be available for pre-order soon. OCAR have their OCA74 Ford Capri RS2600 kit out in road version this month, with race versions to follow and have posted a list of expected releases including some unusual ones such as: Sierra Sapphire, 6R4, 1275GT, Spyker LM, Route Master London bus, Isetta and Messerschmitt

bubble cars and an Austin Allegro. I mentioned last time the new MRRC Ford MK IV and Porsche 910, having bought both from Slot Box I found that they both ran well and could be made fairly competitive with a set of decent rear tyres and both look very good indeed.

Rounding off this month I see that Slot Track Scenics are proposing to add a series of classic style advertising logos for their circuit advertising boards, and Tarn Model Foundry have a new TMF709 Track marshal on the phone and a track marshal's post available in kit or pre-painted form. Finally I have to say I gave the Racer Fiat Abarth something of a scathing report a couple of months ago, however in the interests of fairness I must say that having purchased one of their Sideways range Riley MK XX's and tried it at Wolves it is pretty quick right out the box, showing that they can use Slot.It parts properly when they try. I liked it so much in fact I'm off for another blast with it. See you next time. ■



**MRRC Ford MK IV and Porsche 910.**

# RCT Vallès, Catalonia, Spain

By Robert Newsome

In the small provincial town of Sabadell, which is about 20 miles from Barcelona, there's a slot club called RCT Vallès. I came across it about 10 years ago and have been a regular ever since: initially just going along to 'play' once in a while, but slowly getting hooked into the whole competition aspect, and eventually becoming involved with the club organisation as one of the Executive Members. The name, by the way, thought up by the founders stands for Racing Car Team, whilst 'Vallès' is the name of the region in which Sabadell is situated.

It is open in the evenings (Wednesday to Friday) and there are always a fair number of people in attendance. You can find groups who are just out to try their new models or others who are doing a bit of serious practice, trying

out new motors, tyres, chassis etc. At one side of the club you'll have a desperate father trying to make sure his son doesn't write off the new car, whilst at the other there's a group of hardened pros trying to reduce lap times by a tenth of a second!

The club organises a rally championship every year (this year is the 14th) based on nine individual rallies, which run from January through to December and roughly follow the 1:1 rallies – starting with Monte Carlo and ending with the Wales Rally. As many as two hundred people come along to participate in the rallies and for years RCT has enjoyed the status as the number one rally slot club not just in Catalonia, but in the whole of Spain.

For each rally there are five different layouts, which represent different stages of a real rally.⇒⇒





Each one is built using an average of 150 track pieces. Only one lane is used and there are lots of crossover tracks to make sure that as many curves as possible are on the inside lane. We try to simulate an actual rally as much as possible and so it is hard to find long straight sections. There are numerous twists and turns as you can imagine. The tracks are also anything but flat, if you're not climbing up the hillside, you're probably on your way down! The decorations are designed to be in keeping with the particular rally – pine forests in Sweden, lions in the Safari, an English pub in the RAC Rally and so on. But it is perhaps the 'road' surface that really makes rally slot such an attraction. Of the nine events only four will actually be fast rallies on 'asphalt', or rather 'bare' plastic. The rest will be either sprinkled (or sometimes inundated!) with flour, to simulate snow, or a mixture of flour and chocolate powder to create a dirt and gravel effect. Apart from making the layouts look great, these additions also make the cars a lot more difficult to handle. As you can probably guess by now, rally competition as we see it is not about



having the fastest car in terms of top speed. It's more about the modifications you are allowed and how good your reflexes are!

There are basically four groups of cars and these groups are determined by the adjustments you are permitted to make. First off, is the World Rally Car (WRC), which is basically a very light carbon fibre shell on top of a specially designed chassis. Secondly, we have Group A and Group K, which are similar to the WRC group except that the motor must be in-line. Group A is 4WD whereas Group K is RWD. Finally, we have Group N, the so-called 'straight-out-of-the-box' group, in which only a few alterations are allowed. The use of any supplementary magnets is not permitted in all groups. In normal circumstances you would expect to find WRC always in the top positions, followed by Groups A and K, and ending with the Group N's. Of course, there's talent to be accounted for and so there are often surprises at the end of the rallies.



The rallies are held over three days: Thursday and Friday evenings and Saturday mornings are the classifications, leaving Saturday afternoon for the final. The participants contact the club in the days before the rally to reserve a place. The starting line-up depends on the general championship positions except for the first rally when the previous year's classification is consulted. Newcomers are always added at the end of their particular group. Prior to commencing the rally each participant then hands over his car to the marshalls who check that it does not infringe the regulations. Once this is done the rally can start. Nobody is allowed



to practise on the tracks but we do have one marshall who drives a car around so that people can start to see what's in store for them.

Each person has then 3 laps of each circuit and these 15 laps are timed and recorded. This then gives the new starting line-up for the second run. The fastest goes first, the slowest goes last for another 15 laps to make a total of 30 laps. This happens, as I have said on Thursday evening, Friday evening and Saturday morning, the three classification sessions. Then the results are put together to give the final list. We end up with a final list of say 200 participants and then work out who has classified for the final. It depends on the number of subscriptions for each group, but, as an example, we could have the top ten WRCs, Group As and Group Ks along with the top 25 Group Ns in the final. Their classifications times stay put and off they go to complete a further two runs until the rally ends. Points are awarded according to the final position throughout the championship. At the end of the nine rallies the best seven scores are added to give the final standings. At the end of the season we organise a Race of Champions, which serves as a prelude to the prize-giving ceremony. Lots of trophies are to be had if you

are good enough to be at the top and also the RCT Vallés "Car of the Year" which is a specially commissioned model from one of the big manufacturers and only available to winners and collaborators.

Perhaps the best thing about the club is the atmosphere. The bar obviously helps in this aspect as you get to socialise with the people you are competing against. But the rallies themselves are friendly affairs. If you come off the track then anybody who happens to be standing around watching can put the car back on; it may even be the chap who's just behind you in the classification. He may be secretly hoping you mess it up, but if you do, he won't think twice about helping you. Likewise, nobody seems to mind sharing tips to help you get the most out of your car. The people over here certainly take their rally slot seriously but they are well aware that at the end of the day it is just a hobby. In the end winning or losing are relative, it's being part of a successful club and sharing a common interest that count. For more information (albeit in Spanish/Catalan) on RCT Vallés visit the web site: <http://www.rctvalles.com>, or my own 'slot' website at: <http://uk.geocities.com/rlnewsome2002/>. ■

# 11th NSCC/ Hornby Ramsgate Weekend

By Martin Johnson

The email from Rob Smith detailing the weekends activities had concluded that “The hotel is very easy to find and well signposted off to the right as you reach the outskirts of Ramsgate”, famous last words I thought, as I saw the sign with the word Hotel pointing right on to the outskirts of Ramsgate whilst the GPS was saying “straight ahead”, who to trust? Rob won out and within minutes a tower, which would not have been out of place in the Addams Family came into view.

That was the venue for the weekend, the Pegwell Bay Hotel, we had arrived early and it was time for lunch and a bit of a pub crawl around the immediate area, well there were two pubs adjacent to each other so it seemed rude not to try them both.

Fish, chips and a pint of Bishops Finger in the “Belle Vue” and it was time to move to the “Sir Stanley Gray”, more ale, but by now we had found those setting up for the weekend.

Apparently everything was set up and working before lunch and it was now down to testing things, so we retired to the Ravenscliff Suite (with our drinks of course) to see what was in store for us.

Six pace cars were running around the track, the cars were all DPR and to match the theme of the track, were all NASCAR from the current Scalextric range except for one in white which we found out was to be the weekend pace/ghost car.

Some DPR chips currently have a problem whereby they will cause the car to randomly stop



The starting grid for the weekend racing

or go to full speed of their own volition, this seems to be caused by a corrupted message from the track. Chips were swapped if they exhibited too many faults, to give us the best chance of a good race.

The track in keeping with the cars was loosely based on a NASCAR oval with two long straights, two shorter straights (each containing a lane change) and four sweeping large radius corners.

Set into the track were five of the new “pit lane games”, the reason for which was to become much clearer during the racing of Saturday and Sunday.

To cap it all off the power base was a production test version of the advanced 6 car digital powerbase (C7042), in the flesh, so we were some of the first to see a working version. Very impressive it looks too with clear crisp display and clean lines, I’m sure it will be a winner for Hornby in the future.

By now testing was complete and it was time to lock up the room, move back to the hotel and get ready for a social Friday evening, drinking beer and talking about cars, it’s a tough job but someone has to do it. As it was a first attendance for Linda and myself, getting to know everybody was high on the list.

In aid of Comic Relief, the bar staff were wearing pyjamas, well that is what they said, so that did introduce a slightly surreal aspect to the proceedings, and it was soon time to retire for the night in preparation for the unknown.

Bright eyed and bushy tailed on Saturday morning, we ate a hearty breakfast, brushing aside thoughts of condemned men we moved

back to the track for a briefing from Rob Smith and Adrian Norman on the day’s planned proceedings.

We were randomly split into five groups, indicated on our name badges and for the first race we were to take part in a straightforward endurance, three minutes for each driver with no biting, gouging or kicking, two falls, a submission or a knockout to decide the winner. Following a crash or a penalty (decided by Adrian) the offending car was to be placed in it’s designated pit stop, which resulted in perhaps a new venture for Hornby, Airborne NASCAR, although I am not sure it will take off. After much ignoring of the rules, crashing coming out of the pit lanes, crashing at the lane change, crashing during handovers, I think I am right in saying the Red Team won, but then some believe the result to be dubious (did I mention I was in the Blue Team).

Following on from the race, Adrian chaired a Feedback session, to get our views of the new powerbase, the cars and the racing, both⇒



**In the flesh, the new six car power base**



**Adrian explaining the penalty system before the race**



**Ladies & gentlemen get ready to race**

positive and negative. If I recall the new powerbase offers four race mode; pace/ghost, endurance, lap and qualifying, it will also work in both analogue and digital mode, although for analogue the lane changes need to be removed. The new powerbase also has a bi-directional connection, so is also open to third party additions in terms of PC connectivity. Power is also much more stable than the previous version, for example when cars leave the track unexpectedly there should be no more power surges resulting in racing having to be restarted.

I had only used Scalextric digital before at Hamley's, so I was not able to make any direct comparisons with other manufacturers offerings but the general view seemed that the new device was vastly superior to the old Scalextric six car power base.

Once again, back into our teams for the second race, a slight variation this time, we would use the newly released pit lane game and we were allocated a pit lane per team. Three red lights would need to be extinguished, which was achieved by driving into the pit when it was

open, indicated by a big green light. Pitting when the pits were closed would add another red light, which would then need to be extinguished. Much more cheating and crashing ensued and I'm not sure who won, but it was a lot of fun.

Another feedback session, but this time concentrating on the pit lane game, meant Adrian taking copious notes. I think the



**A very nice collection, but definitely not part of the forthcoming auction**



### **The NASCAR oval, are we going around the correct way?**

consensus was that it was not something for the serious racer but that it might be suitable for a children's party, if paired with robust cars, because ultimately they would take a bit of a hammering coming in and out of the pit lane during the available time limit.

Following a lunch break, the third race opened up a whole new level of carnage, we were to extinguish lights in all five of the pit lane games during the course of the race, attempts to get all of the cars into the same pit at the same time resulted in shunts galore, it was still a lot of fun though. One of the teams must have been the winner but I think all thoughts of glory had evaporated.

More feedback followed for Adrian to collate, covering the powerbase, the DPR chips and the pit lane game.

For the final set of racing Colin (RikoRocket from SlotForum) had brought along a P.B.Pro power base and an enhanced pit lane game connected to a PC, which with the addition of some funky software (developed by another SlotForum member). Running on the PC meant that a more realistic racing scenario could be utilised. Pit stops to actually refuel the car, fuel load affecting the speed of the car and Murray

Walker announcing cars were out of contention because they had not refuelled and had run out of fuel.

A final bit of discussion, which included a question and answer session with Frank Martin, Hornby CEO, which was very illuminating, particularly his views on pricing and exchange rates and the effect this would have during the course of the year on product prices.

Dinner on Saturday evening was followed by a quiz set by Mark Scale and Paul Blows; I think Mastermind contestants have it easy by comparison. The quiz was won by Adrian Leggett with an impressive score, I think I got fewer right than he got wrong. ➡➡



**To Brian For sterling service to the NSCC as Editor**



### **Great thanks and appreciation to Bob from the NSCC for Treasurer and Membership Secretary**

There were also presentations made to thank both Brian Rogers and Bob Bott for their service to the NSCC in their respective roles of Editor and Treasurer/ Membership Secretary for a considerable length of time and the fact they had both served the NSCC well and are highly regarded by the Committee and the membership as a whole.

The evening concluded in the bar over a beer, chatting largely about slot cars of course, and when the bar ran dry it was off to bed to prepare for Sunday's racing.

In preparation for Sunday's racing, the track had been altered to give a long pit lane with three pit lane games and an additional lane change on the long straight. Slightly less carnage with this layout, and probably a little more realistic, a change of driver every 10 laps made it a fast and furious pace. The cars seemed to be a little more twitchy, and it wasn't until after the race that we discovered that one of the hidden changes made was to move the magnet from the back of the car to the front.

Prior to a break for lunch Adrian's final feedback session covered the Scalextric Club and the magazine. With same questions to all present including, Why were we members? Answer: majority response was for the free car at less than retail cost. What was it apart from a marketing vehicle for Hornby? Answer: most agreed it was. Could it do more and have better content? Answer: probably but whether it would was for Hornby to review.

The lack of a Slot Car magazine being available from newsagents was also discussed and it was asked and even suggested whether the Scalextric magazine could fill this gap in the

market, Adrian considered the options and went away with some suitable retail names and content as food for thought for the future.

Whilst preparations were made for the ladies' race the raffle was drawn, tickets had been sold the previous evening at the dinner and again in the morning. All proceeds were in aid of a local hospice. A number of very nice looking



### **Is that my winning ticket you are pulling out?**

models and display boards were up for grabs and were received enthusiastically by the winners.

The ladies' race was to be three heats of 10 laps followed by a final of 15 laps for the three winners of each heat. The cars had been decorated with great thought to suggest the future of motor racing sponsorship in the current economical climate; Lidl, Argos, Kentucky Fried Chicken, Domino Pizza and M.F.I. were all represented along with some new trackside buildings.



### **Recession racing at its best**



**Porsche 911 and Jaguar XJ220 awaiting new homes**

The overall winner received a wonderful trophy, which had been liberated from a charity shop for the princely sum of £1. It was a hard fought battle and after many changes for the lead of the race, Jane Haystead was crowned the winner.

I'm sure Adrian Leggett will cover the Auction in this issue, but some wonderful lots helped raise a considerable sum for Hornby's nominated cancer charity, worthy of note in particular was the mock up 1/16th scale Peugeot 908HDi, which fetched £850 and



**The star of the auction - 1/16th "mock up" of the Peugeot 908HDi in resin**



### The "Spirit of the weekend"

various mould flush models, final approval models and running prototypes models which were fetching anywhere from £ 70 to £700 a piece.

The next item of business was to present a fantastic trophy, which Mark Johnson had so painstakingly carved, to the individual(s) who contributed most to the spirit of the weekend. The "Victor Ludorum" was presented for this year to Jane and Dave Haystead.

Finally it was down to completing and submitting the weekend feedback report, receiving the limited edition weekend car, a very nice white Chaparral complete with numbered and signed certificate then saying our goodbyes to everyone we had met this weekend prior to leaving for the journey home.

Linda and I had a wonderful weekend, our thanks go to Rob Smith and Adrian Norman for their tremendous organisation of the weekend as a whole, Adrian Leggett and the contributors for the raffle and the auction as well as the rest of the Committee for all of their efforts in making the weekend most enjoyable and one to remember. Linda and I are looking forward to meeting people at future swapmeets and who knows we may be lucky enough to get a place on a future weekend. ■

Photos by Brian Rogers, Paul Atkins, Michel Brok and Stephen Barber



NSCC weekend car 2009



As we go to press, Ninco and the NSCC are close to finalising details for the 2009 Club Car. All going well, next month's issue of the Journal will include an order sheet for members to fill out and return to reserve their very own NSCC 2009 Club Car. If the popularity of the last club car Ninco produced for our club is anything to go by, then I advise you to place your order early! As usual, car numbers will be strictly limited and if demand exceeds availability, names will be placed into a race-helmet and then pulled out until all cars are allocated.

More details of the car and livery will be published as soon as they become available but until then, all I can say is that we are planning to use a new model for this year with a unique NSCC livery...

Speaking of new models for this year, during last month I was lucky enough to have a sneak-preview of four totally new products for 2009:-

Firstly, the new "Power-N" variable transformer (10408) should now be appearing at your favourite Ninco stockist. It is a very neat and easy-to-operate design and perfectly compliments the current range of electronic accessories already available and is to be used only with analogue circuits. In addition to supplying power to the track, it also includes a separate 12V (0.5A) output to provide power to accessories, and although the catalogue describes the unit as offering voltages between 6 and 18 volts, the Power-N has actually been manufactured to give adjustment from 8 to 20 volts (2A). The layout is clear with a central on/off button, LCD display, two buttons for

adjusting the voltage and two indicator lamps. Adjustment is made "up" or "down" between the voltage limits in 0.1 volt increments; if the button is pressed in a tapping motion, the voltage display will show the change in 0.1 volts but if the button is held down, the adjustment will move more quickly through the range until released. The green indicator lamp shows all is well with the unit and the red lamp will flash should a problem occur such as a short-circuit on the track.

Moving on to the new cars, we start with the



latest additions to the Ninco-1 range. As described in the latest catalogue, Ninco-1 is the new range of vehicles for beginners to the hobby. It should be remembered that this range is a Ready-To-Run model directed at the novice or home racer. The simple but robust design offers a plain chassis, simple mechanics and the new lower powered NC-11 motor rated at 16,000rpm at 14.8V. In combination with the "Power-N", absolutely anyone can pick up a throttle and quickly gain confidence racing this range. The more flexible

side-mirrors and aerofoils can survive many “offs” or impacts which will be many on the learning curve of car control. Although these vehicles lack an interior, there is no shortage of detail on the outside. The print and finish in this range is to the same high standard as their predecessors. The two Ninco-1 cars now on release are race livery versions of the Corvette GT3 Z06 (55003 & 55004).



Ninco-S or Ninco-Sport is now the category for the true 1/32<sup>nd</sup> scale cars that dominate club racing. This range is the one that is open to upgrades and “tweaks” using the superb ProRace parts to help drivers tune their cars to perfection and to find that competitive edge over the competition. The newest and most exciting addition to the Ninco line-up is the beautiful Lotus Exige and this is the first car to be released under the Ninco-S branding. Released initially



in two GT3 race liveries, it is a relatively small car compared to those usually found in the GT group. However there are no compromises when it comes to detail, inside or out, in fact, it could be argued that this is one of the most detailed cars Ninco have produced. The side mirrors are made from noticeably more flexible material as is the rear spoiler and mesh detail appears on the front, sides and rear of the car. Even though I viewed a pre-production model, the print was as sharp as it has ever been and those with a keen eye will be able to spot the Lotus logo printed on the centre of the steering wheel! The power-plant of this little gem is the new NC-9 Sparker motor, rated at 20,000rpm (at 14.8V) which is





more than enough for this car. I have not calculated the power to weight ratio, but I'm sure it compares with the real-life Lotus Exige. This new shorter-can motor fits neatly in an angle-winder position within the relatively narrow chassis.

The launch of XLOT is a bold move for Ninco and brings with it advancement in slot-car mechanics. It is important to note that XLOT is not just a different scale of slot-racing, it is a totally new concept aimed at a more advanced racer. The chassis is fabricated from metal and can be adjusted to suit a variety of track types or body styles. There are some common factors shared with larger-scale slot-cars (such as axle diameter) as well as some totally new technology such as belt-drive between motor pinion and drive gear. As you would expect with a larger scale race-car, the handling is quite different and, in my opinion, achieves one of Ninco's main objectives from this brand: a new dimension to slot-car racing.

The choice of 1/28<sup>th</sup> scale over the traditional 1/24<sup>th</sup> means that this more advanced type of racing will be open to *all* types of track, although the width of Ninco track is considered to be optimum for this scale. Two body-styles are initially planned although the first releases will be variations on the popular Porsche 997 in "Jägermeister" and "Nupel" race team liveries. Each car will be supplied complete with a set of tools for setting-up and making adjustments to the chassis. These tools will be concealed within the mounting base of the car, all of which will be securely surrounded by a clear plastic display case.

So there we have it, three totally different concepts for scale model racing.

As for the rest of 2009, more new cars will be announced along the way. In the meantime, UK qualifying rounds are to be held between now and September in search of the best candidates to make up Team UK which will go on to represent the nation in the 2009 Ninco





World Cup. A list of clubs taking part will appear in next month's edition of the Journal and will also be circulated on a number of slot-forums. Winners of local heats will go forward to compete in a "Final" where the top three drivers will be decided in a final qualifying round. As yet the date and venue for the Ninco World Cup 2009 has not been announced officially but it is likely to be outside the UK in November, so serious competitors must be prepared to travel towards the end of the year! Further information can be gained from contacting the UK distributor ABGee by e-mail ([ninco@abgee.co.uk](mailto:ninco@abgee.co.uk)). I have some copies of the official Ninco World Cup 2008 magazine produced to commemorate last years event as well as some 2009 (No.16) Ninco catalogues in Spanish. For your chance to own a copy, please send me your comments on *anything* Ninco related to [ninco@nscc.co.uk](mailto:ninco@nscc.co.uk). ■



## Audi A4 DTM “Redbull”

By David Lord

It was one of those good days, not only did the postman arrive with a parcel for me to sign for, which in my house, much to my wife’s disgust, means yet another slot car, but it was a free one. I seemed to be one of the few that answered the call when the Carrera cars were offered for review.

I don’t know why this is, as I quite like them; if all manufacturers made cars the same wouldn’t life be boring?

I carefully opened the plentiful packaging that our marvellous new Editor had packed around the new arrival, to reveal a very shiny new Audi A4 DTM “Redbull”. In the standard Carrera crystal oversized box with the angled mirror in one corner, it certainly looked the part.

On removal from the box I set about

metallic blue paint and, as far as I can make out, the real thing hasn’t, but it probably looks all the better for it.

The external detail is amazing they have even gone to the trouble of reproducing the Clarkson named “Christmas tree lights” around the main headlights, though I must add they



inspecting every inch of it. My inquisitive mind started to wonder how accurate all the little winglets and sponsorship are, so off to the p.c. and a quick Google search brought up a few images of the real thing. Wow, Carrera really have done their homework on this one! The model seems to be a version of the car used later in the season rather than the one launched at the beginning of 2008, and one thing that I did spot that was different was that the model has

don’t actually light up and I wouldn’t expect them to, there are also rivet dots on the outside of the rear wing endplates. The decals are all tampo printed to a very high standard with no smudging or blurred edges. The interior detail is poor, comprising of a flat bed and roll cage with just the drivers head and shoulders visible, but at the speed I expect this thing to go round the track I’m not going to be too bothered by this.

Underneath the car, Carrera have created yet an even bigger guide, if you can call it that, it looks more like a ruler; this one would look at home on the back end of the QE2. It’s 25mm long, 2mm wide and 7mm deep! It’s actually too big to fit in Scalextric Classic track and causes the car to struggle round the tighter bends of my routed track. Why do they do this? It is self-centring and has slight movement from side to side, only about 2mm. There is the customary Carrera reversible switch feature, and also the ➡





motor is mounted in its own pod, which is adjustable, more on this later. There are two magnets, one in the motor pod 28mm x 5mm and one in the main chassis 38mm x 5mm both adjustable, but thankfully not powerful enough to hold the car on a piece of track upside down.

Okay, it's time to see what's under this babies bonnet. OMG! (for those of you over the age of 16 that's "oh my god") How did they manage to fit it all in? I see now why there is only a flat tray and not much driver. In Carreras move to make the car DPR, they have taken the approach of making all the other components in the car detachable by means of plugs and sockets.

## The Track Test

The track used for this test is the Alton and Winchester club track, which is MDF/copper tape 70'/lap.

Right, a few slow laps just to get used to the car, and slowly speeding up to see what she can do. Hmm! Not much. For some reason this rear wheel drive car has got a front end tramp problem, now I'm confused! 25 laps and still no better, no it's not just my driving then. Let's remove the front tyres and see what that does, only a slight improvement, but this car doesn't seem to like running on the guide/braids either. Back on with the tyres. Another 25 laps and this front end tramp was starting to really annoy me, causing deslotting on the straights. The best time I could manage was a measly 10.5s, not good. Now I'm starting to panic; what on earth am I going to write about this cars performance that won't be slating it.

I decided to move on to the next stage of the test, lubrication. A few drops of oil around the brass bearings front and back, oil both ends of the motor and a blob of grease in the gears.

Back on the track and the car feels much smoother to drive but there is still no vast improvement on lap times, at least the front end tramp seems to have gone. 25 laps to really let the oil do its job and I'm starting to enjoy myself, lap times now at 10.2s.

Next stage is tyre truing, now that's more like it! At least half a second of the lap times, but still the car feels edgy, I'm not quite as in control as I feel I should be. (At this point I should point out that I am no lover of magnets).

The car feels like it is using magnatraction, good grip round the bends, not a lot of slide but once its gone there's no getting it back. Let's see what happens when the motor pod is loosened off a bit. Yes! Now I love this car, lap times are easily averaging 9.2s and I know exactly what the car is doing. I decided to true the tyres a bit more and got the time down by a further .2s. A Carrera car lapping only .15s of my race tuned SCX Audi A4, somebody pinch me!



Carrera really have moved on since their early days of rubber drive straight to the wheel. For those of you that haven't bought a Carrera car for a while, I strongly recommend you give them another try as I believe you will be pleasantly surprised. Overall this car deserves an 8/10. Well done Carrera keep up the good work. ■

# Ramsgate Auction

By Adrian Leggett

## Credit Crunch?.....What Credit Crunch?

After two days of fun racing, socialising and successfully testing (and breaking) Hornby's new six car power base, the weekend ended with the auction of rare and interesting items that had been kindly donated by Hornby, Mark Scale and Russell Powell. Chairman, Peter Zivanovic, quickly worked through the thirty-seven lots with his usual success and thoroughness.

The most exceptional item of the auction this year had to be the 1/16<sup>th</sup> scale resin powder and super glue mock up of the recently released Peugeot 908HDI. This had been used to check the fit of the individual components and look of the model before going onto the 1/32<sup>nd</sup> scale side of the tooling. It quickly realised £850, which is a record for a single item at these events.

Equalling the previous record of £700, a running prototype version of Fangio's Mercedes 300SLR in red and grey also attracted a great deal of interest. Bidding started at £400, which stunned a few people, me included. The winning bidder was also successful in obtaining a rough finish, cream, base plastic Holden Commodore for £280 and an eighties Porsche 911 mould flush for £240.

Other prototype cars included the Alfa Romeo 159 (£360), Audi R10 (£260) and a plain black Holden body with a standard chassis (£150). There were four rejected approval cars available too with a test Gulf Aston Martin DBR9 #007 with a lightly weathered finish fetching £480. This experiment was for the Scalextric Club #009 car, which has a dirtier weathered look. A Chevrolet Impala NASCAR with the incorrect shade of yellow for the Kellogg's Frosties livery reached £280 and a glossy black and decorated Peugeot 908HDI with a plain, unmarked underpan sold for £310.

A more moderate £100 was raised for an Abu Dhabi Ford Focus WRC which had the number 7 on the roof and number 4 on the sides while a new Silverstone F1 set with the main box top picture showing an incorrect Supercar Clash image made a respectable £150.

For those with more modest assets, several pre-production sample cars sold for just over £100 each and four livery approval Formula 1 cars for the Spanish Superslot market were snapped up for between £70 and £100 pounds each. Three of these were from the Formula Superslot Collection while the other was the Mini Auto Slot McLaren M23.

As usual, some very nice display boards consisting of standard box artwork, posters or mock ups were sold, with the best one, a Speed Supreme set mock up showing the DHL Aston Martin and Scuderia Ecosse Ferrari F430 with two Porsche 911s in the background selling for £85.

With the raffle raising a best ever £560 and the auction another record breaking amount just shy of £5,500, Hornby's nominated Cancer Care charity will be receiving over £6,000. Considering that Comic Relief made in the region of £58,000,000 from the UK population of a similar amount, this equates to only £1 per person. Sixty people in a hotel function room in Ramsgate averaged about £100 per person for both the auction and raffle, a truly outstanding result.

Thanks to everyone who contributed to the final figure. It will be going to a very worthwhile cause. ■





## My First SCX Driving School

By Gareth Jex

Let's be honest, we are all big kids at heart, collecting toy cars. So when we have children of our own there is (well in my case) a desire for our offspring to take a passionate interest in slot car racing and or collecting. The only problem comes when the little ones get a little too enthusiastic when handling our prized collection pieces or launching the class winning racer into the skirting board on the rare occasions that we get round to setting up a track at home.

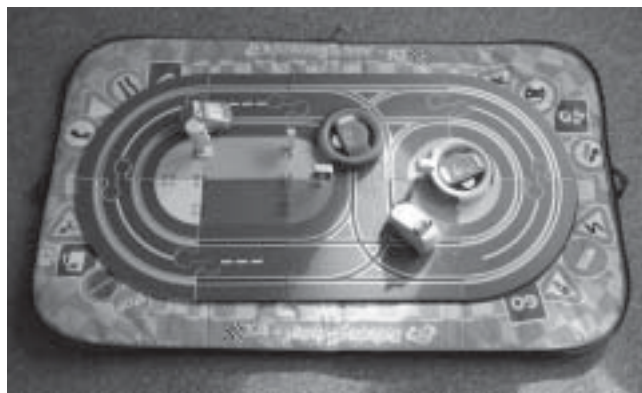
What's the answer? Well clearly they need a set or three of their own! (A perfect excuse for dragging them around swapmeets and another explanation to the wife for the brown packages arriving home on an all too regular occurrence!).

Micro and Compact have been around for years and often branded for the younger driver, but in my experience it's OK for 5+ anything younger and it's too fast, too small and too fiddly. My daughter is 3 so I wanted (needed) something else. She is happy to sit with me in the Slot room revving the motors on the test bench, but only with the police cars that make a noise!

Step forward SCX with their "My First SCX Driving School". Shown at the German Toy Fair earlier this year.

The system is based on two radio controlled battery operated brightly coloured cars running independently on a jigsaw styled slot track with signposts and traffic lights.

The set is packaged in an excellent carry case which, when opened, forms the base for the track. The Bright colours on the base, correspond to the colours of the track pieces and once explained to our junior reviewer, it was simple, quick and easy for her to construct on her own. I was keen to see how she managed on her own rather than with Dad's help. While she constructed the track I unscrewed the battery compartments of both the controllers and cars and inserted the AAA batteries.

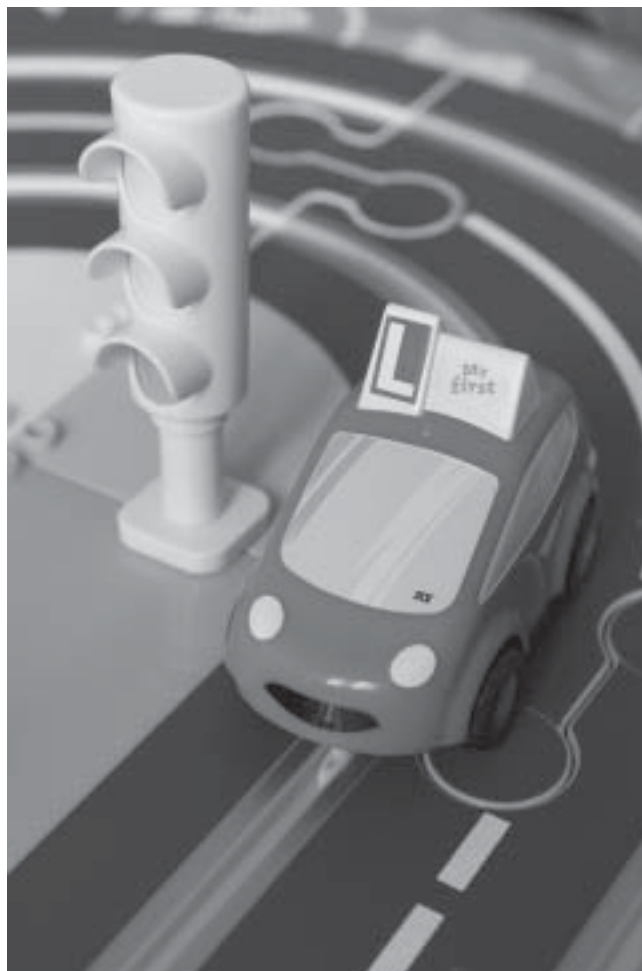


The cars are controlled by two buttons on a steering wheel, the left button, when pushed makes a beep/horn noise and makes the car turn at the junctions. The right button makes it go forward – Simple. No speed control as such, but frankly none is required. Each car has a different radio frequency and a separate on/off switch on the underside.





After about a minute of playing going round and round, my daughter worked out that she could turn and the inevitable crashing/chasing begun. A rare sunny day cut short our playing along with her 1 year old cousin crawling over the track and having his own play! I left the track out overnight and was pleasantly surprised to hear her playing with the set on her own during the (far too early) hours of the morning. This in my mind is the ultimate test of any toy. Will they play with it on their own?



The set comes with some traffic signals, which plug into over sized Lego style bits (Duplo sized?). Early promotional pictures and in fact the packaging on the set do show far more signs and traffic lights than you actually get and to be honest, this is a disappointment.

No idea on the RPM of the motor, type of car, livery accuracy or any of the other nonsense we worry about so much normally, but I can tell you the cars feature a sprung guide!

Recommended retail price is around £74.00 which is not that cheap, but not too bad. I bought my own set for Lottie as this wasn't the normal NSCC product. The good news for NSCC members wishing to buy a set for their children, grandchildren etc is that SlotCity will offer a 7% discount for members when you quote your membership number.

I have often thought that slot cars in general are an excellent educational tool regardless of scale, this is (I hope) the first step into the world of slot for my daughter.

Buy one – I would/did. ■

Time seems to have flown by this year with one quarter gone already, and yet despite the worldwide economic turmoil the listing numbers remain remarkable stable on UK eBay at around the 11,000 level whilst Germany is around the 18,000 level and the US at 15,000. However hitting the BIN button only on the US site gives over 24,000 listings as it includes “shop” inventory which indicates to me as I have said before that eBay is moving away from its traditional auction roots and more to a fixed price marketplace. However eBay have tried to address this issue with a big announcement that listing items in the UK at least is free if you start your item at 99p. Note this is only for private sellers and you still pay a listing fee as before if it starts above 99p. There is a sting in the tale though in that the final value fees have now gone up to 10% whatever the final sale figure so you will be paying more as a private seller. The maximum final value fee payable on any one transaction though is £40 so as a seller you will benefit if your slot cars or accessories go for more than £400! Only one winner there the majority of the time it seems then. However as a buyer I reckon this could mean a few bargains in the coming months from the odd seller who lists at 99p, but I don’t think there will be many as there has been little take up of this offer it seems so far, unlike that seen on cheap listing days in the past.

## Auto Union

Did I leave you non-eBayers last month wondering about the rare Auto Union in blue I mentioned? It certainly attracted a lot of interest with over a 1,000 views of the listing. It was an all blue model, including the nose cone, and according to the seller was a test mould obtained from an ex 1960’s Havant employee, and should have really been destroyed. The chassis was cut

in two but it stayed together thanks to the body screws. At the end of the auction there was only one brave bidder (not me in case the wife’s reading this) who stumped up the £2,250 starting price. I have since learnt that it did arrive safely at the new owners all OK though, and that the purchaser is happy with their purchase! This may not have been as expensive as you think when you consider a yellow Auto Union in very nice condition and boxed made a “devilish” price of £666 during the month as well.

## Bargains

To me it seems there are a few more bargains around at the moment provided you do not want the proper “rare” items. If you recall the micro 1/87 scale Nissan set I mentioned at the end of my January report at \$98, it is now only \$84 BIN, if you are still tempted to get one. Several of the newer Scalextric cars are selling at prices where sellers can barely be making a crumb of profit. Take for example the new Scalextric LE Ferrari F430 C2938 mentioned in messages from Margate only last month. This was fetching good money when it appeared initially a month or so ago as no one seemed to know where to get one, but one seller had a couple at £22.50 BIN plus £2.50 p&p if you were quick off the mark this month. The same seller also had some other recent releases like the Peugeot 908 HDi Fap and Nissan Skyline at the same price which is great for buyers but not for sellers. Over the channel in France a Scalextric Porsche 911 GT3R Luc Alphand C2461 also provided a bargain for someone at 25 euros (not me this time though) but the seller was only showing shipping to France. Staying on the Scalextric Porsche theme the yellow 997 set car has been appearing and with a little patience can be secured with digital chip for around for what I would say is a bargain £25. One such car

attracting bidder's attention and bucking the trend though was the yellow Scalextric Racer Club Escort where several attracted bids in the range £60 to £70 though the market has started to cool on these as more appear. The message here is join the Scalextric Club quick if you want one, as it works out cheaper!

Continuing on the bargain front (£7.50 p&p perhaps put people off though) yours truly was happy to pick up a spare Ninco Lap computer at £5.50. Just the job for the club track if one breaks down. There have also been one or two job lots of tyres of tyres round of 100 to 200 tyres including red and white Range Rover tyres fetching around the £20 to £25 mark which are great particularly if you are looking to build a tyre wall.

## Slot It

Surprise top price spotted was £185 for the New Man Porsche from a Dutch seller, all be it a BIN price to a new eBay, so perhaps it was not so surprising. Mind you another went for £150 from a Spanish seller and a couple went for between £80 and £100 from various other sellers around the globe. The 3 car Porsche LE

set seems to be getting healthy bidding finally and is hitting the mark between £130 and £150, though one lucky buyer to get £200 BIN for their set. Another high price worth mentioning and at a value I had not seen before was the £60 made by a LE Jaguar.

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

Scalextric C336 Racing Rigs Old Glory Truck White \*MIB\* £151 (Sunday night 300295892451)

Fly C53 PORSCHE 917-K RICHARD ATTWOOD RARE mint boxed £99 (Sunday night)

A block of 200 x Neodymium Slotcar traction MAGNETS. £18 (Monday night. Scalextric compatible Metric measurements: 25.4 x 6.35 x 1.59. Seller had loads more as well for all you magnet fans!)

SCX Tyrell Vintage P34 £122 (Sunday night)

MIGHTY MORPHIN POWER RANGERS BATTLE BIKE POWER TRACK £8.55 (Scalextric set with the 2 bikes on Sunday night with £9.05 p&p still a good price)

Scalextric C466 Jokers Porsche/Boxed/ Mint⇒⇒



£10.50 (Just for comparison with a pre-production one that sold for several hundred pounds the week before at the Hornby weekend.)

Scalextric Ford GT Pace Car NSCC Special weekend 06 £333.77 (Including certificate on Sunday night 220370862748)

VINTAGE MEXICAN SLOT SCALEXTRIC MEXICO FIAT 850 (In “carmine red” colour and with small crack above one wheel arch from Mexican seller on Wednesday night 260374987468)

VERY RARE TWO MINI COOPER (RED-GREEN) POWERED BY “BIFI” £600 (Went to BIN price on 19th March from Spanish seller on UK eBay)

Fly Historical Reference Edition Porsche 911 set £20.20 (Silver car and CD set on Saturday night)

NSCC Race Weekend Lamborghini - Only 50 produced! £205.01 (Not sold as reserve not met which was probably nearer the optimistic BIN price of £350)

vintage scalextric james bond aston martin+ejector seat £366 (A very dirty example with one figure missing on Wednesday night. Bet the seller was glad he turned down the 5 buyers who tried to make offers for it 190292854676)

Strombecker 007 JAMES BOND SLOT CAR ASTON MARTIN 1/32. £73 (Unmade kit on Wednesday night)

Voiture circuit Scalextric Bentley MM C 64 Neuve boite 520□ (Green French boxed looked as new on Sunday afternoon on French eBay 320349287801)

Scalextric VANWALL Nr.4 NE blue body £79 (Body new in bag with header on Saturday night from Austrian seller on UK site 140307736655)

SCALEXTRIC Triumph TR4A RACE TUNED C84 New Boxed Unused £214 (Blue model and outer card protector as well 180334575311)

Scalextric Alfa Romeo C65 Boxed yellow body,red wheels £289.25 (slight yellow tinges to front mudguards 300298424001)

Scalextric NSCC Special Club Edition JAGUAR XJ220 M/B £27 (Wednesday night)

Scalextric Triang Hornby Catalogue NUMBER ONE 1960 RARE

£52.37 (Folded and used on Sunday night)

SCALEXTRIC 124 catalogue 1970 FRANCE £74.88 (Excellent French example on Sunday night)

Scalextric scenery pit babes £16 (Carrera actually, and cheaper from your local dealer!).■