



No. 329 AUGUST 2009

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Coming Soon - Brooklands

Well, by the time you all read this month's Journal, the biggest slot car event of the year should be only a week or two away, assuming that the printing schedule I have planned is met?

I don't know about all of you out there but personally I am looking forward to this event and I just hope that the weather is kind on the day, to reflect the efforts of all those people who have taken part in the organising of this event, not to mention all those stallholders large and small who are planning to attend the accompanying swapmeet.

I know many people are not as fortunate as me, living only down the road so to speak to this event (and Epsom previously), but with the opportunity to attend the museum on the Saturday, there is no reason not to make a weekend of it and attend with your family.

There have been the adverts in the Journal now for a few months and last month the planned activities were covered in detail by both Peter, our Chairman and Sean Fothersgill of Pendle Slot Racing.

As you will see later in the Journal we appear to still be considerably short of volunteers for the record attempt to recreate the original track and I hope those that attend will also put themselves up to take part, especially when you consider you maybe on T.V, albeit briefly, so please do get in touch with Peter, to put yourself forward.

The other thing I am particularly looking forward to, is the issuing of the new NSCC Club car, which will be first available at Brooklands, so I'll be getting mine then along with fellow NSCC member and the brother in law, who will also be attending with me, so Peter there is potentially another two volunteers for the record attempt?

Finally, before I go, I do hope to meet some of you at this event. For the last six months or so as editor, I have exchanged numerous emails with both committee and ordinary members some of who I have not actually met but that I feel I now know so well, so if you are there please say hello, I'll be the chap in the raincoat carrying a copy of the Times and wearing a red carnation.....?

So until next month

Jeremy





Dear Jeremy,

Further to Paul's article in last month's Journal about the Hornby Subaru, I felt it worth mentioning that the list appears to miss a reference number for the range of cars in question. The list mentions C2531W and C2491 but not C2491W. I have a twin pack from an Argos set which has the two W suffixed numbers in, being cars #7 and 8. The set number is also on the box and you have that also, being C1120.

The cars are # 7 - Solberg and Mills and #8 Makinen and Lindstrom.

I am, yours, etc.

Steve Baker

Dear Jeremy,

I write in connection with the article on the Hornby Subaru by Paul Atkins last month.

Paul appears to have omitted the Limited Edition Motorist Centre car in metallic green, of which there were only 50 made. I am not sure of the "C" suffix number but perhaps someone else can help out on this?

I am, yours, etc.

Mally Dodgson

Dear Jeremy,

I write in reply to Paul Atkin's article on the Hornby Subaru range last month and in particular the missing reference to the Limited Edition Motorist Centre car.

This car was suffix C2118 and was issued in Summer of 2000 as a promotional item the colour being a metallic green.

I trust this helps.

I am, yours, etc,

Adrian Norman

Consumer Promotions Manager - Scalextric

Dear Jeremy,

Paul Atkin suggested that I contact you in connection with his article on the Hornby Subaru and in particular my pre production car. I understand that my car is one of three pre production models that are around and having looked at Rob Smith's version on his website, mine appears to have different tampos printing on the sunscreen, there is 131 on my screen and back side window, the drivers names on the back side window and Pirelli beneath, mine also has wipers but no name on the back of the drivers seat. The back screen shade has Wales Rally GB whereas Rob's appears to have Subaru. Perhaps someone could clarify this for me? I have a photograph of the car if this will help.

I am, yours, etc.

Richard James



Brooklands

This is just a quick reminder about the Brooklands Slot Car Festival being held on Sunday, 16th August. You should not miss this. Apart from the swapmeet, the attractions of the hill climb, drag strip and feature race should whet the appetite of every enthusiast. You can also visit the Brooklands museum and see the remains of the old oval track.

Finally we still need more volunteers to take part in the BBC's effort to run cars around the largest ever Scalextric track. So don't be shy please come forward and let me know if you can help and join in.

Annual Report

The recent changes of Treasurer, Editor and Membership Secretary has meant that these officers have had to put in a lot of effort to take up their roles and keep everything running smoothly. We have also changed the accounting year to finish in October. As a result, the Committee has decided that the Annual report will be produced in line with the new financial year-end. The report should be included with the December Journal.

In the meantime, Shaun has produced an account for the 7 month period April to October 2008, which will fill the gap between the last complete April to March financial year (2007/8) and the first of the new November to October financial years (2008/9).

Please bear in mind at all times that if you have any questions or concerns about the running of the Club, all Committee members will be happy to discuss them with you. We will answer any questions as well as we can and any concerns will be discussed to see if things can be improved.

BY **ROB SMITH**

MESSAGES

FROM MARGATE



email: factory@nsc.co.uk

The emphasis this month has been on sets and several of them have contained unique cars albeit super resistant ones. More and more sets are containing super-resistant cars and this has two benefits for Hornby and customers. Firstly it keeps the cost of the sets lower and secondly the first experience of more junior racers isn't spoiled by the cars being destroyed in the first five minutes. In the current economic climate we can expect lots more super resistant cars in the future.

C2996W Lamborghini Gallardo Blue

C3016W Porsche 997 Red

C3008W Nissan 350Z Need For Speed

C3009W Lamborghini Gallardo



Need For Speed

C2996W and C3016 are in set C1243 Speed Stars. The Lamborghini is in a pleasing blue colour with a white flash down the side and the Porsche is bright red with GT3RS in white down the side and white wheels.

C3008W and C3009W are much more interesting and are in set C1239 Need for Speed. The Nissan is finished in red with a carbon effect bonnet and roof, which is quite effective. The Lamborghini is white with matt black bonnet, roof and engine colour. Both have Need for Speed graphics and strangely, the same registration number, ND4SPD. I'm sure that there is a law against that! The Nissan has a drift chassis but comes with the guide locating screws fitted and is therefore not DPR. However the Lamborghini has a standard chassis and is DPR!



C3018 Dodge Viper Competition Coupe G.S.Racing No.21

The latest Dodge Viper is green, white and dark blue which looks quite eye catching.

C2982 Aston Martin DBS Top Gear

This Aston Martin is the first of three Top Gear cars this year, which feature a white suited and helmeted driver and Top Gear rear number plate. The packaging is heavily Top Gear =>





branded too. The good news is that the car is in a unique colour of dark grey - a genuine Aston Martin colour called Tungsten Silver.

C2978 Jaguar XKR GT3 Apex Racing

At last we have a brand new model this year and it is the excellent Jaguar XKR GT3. The car ran in the 2008 FIA GT3 European Championship run by Apex Motorsport. Although they have an entry for 2009 they don't seem to appear in the results anywhere.

The Scalextric model is very nicely detailed with lots of both moulding and printing detail. Of special note are the bonnet vents through which you can see the radiator and the complex roll bars seen through the rear screen. There are lots of etched metal grills at the front and nicely detailed venturi and exhausts at the back too.

Coming Soon

You would think that with this year's release schedule getting so far behind the guys at Margate would be resting on their laurels but

this is not the case. Much of the production is changing factory in China and we can soon expect loads of new releases. Work on cars scheduled for later in the year or even next year is well underway.

For instance, the McLaren Mercedes SLR 722 racer is coming on nicely. Originally scheduled for 2009 it was postponed until 2010 very early on in the year. This is not an existing SLR with a big wing on the back. The body work is hugely modified with much more flared front wings and more vents in the bonnet – of course, there is a huge rear wing too.

The Mercedes SLR from the 1955 Le Mans car is complete. Disappointingly the rear air brake is fixed in the down position as it would have been much more fun if it moved. However, it still looks great and there are lots of other modifications to the bodywork to create this Le Mans version. Please be careful not to hit your Austin Healey and fly off into a grandstand.

There will be a brand new mould for an



Australian V8 this year although I don't know which model this is yet. As usual they should be in the Australian shops for Christmas.

The Senna / Mansell twinpack cars are just beautiful. Hornby certainly pull out all of the stops for these classic Grand Prix cars. The printing on the Williams is especially nice and just needs a couple of Camel logos to finish it off. Strangely, although the cigarette advertising is missing there are Labatts (beer) logos on it, Hornby have made a decision to mark the set for adult collectors (over 14) only and this allows alcohol but not fag advertising. Both the McLaren and the Williams are very wide and the guides are a long way forward. They should be very fast if anyone dares to race them. The moulding detail is very crisp and Mansell's helmet carries detail but Senna's doesn't.

A non-catalogue digital set is C1294 Digital Overdrive that will be for sale in independent model shops in Q3. It contains a unique pale blue Ferrari C3039DW and a red Ferrari C3038DW.

Another new set is C1241 V12 Supercars. This contains a red Aston Martin DBS (as C2994) but without an interior (like the James Bond set DBS) as C3035W. The other car is a silver Mercedes McLaren SLR C3036W but I don't know if this is any different from the standard release. ■



This months Shipment from Spain is very short and sweet with only three new products released this month, although there are multiple releases of each product.

SCX Nascar Pro Cars.

There are four New SCX Pro Spec cars released this month. Initially these were destined for the U.S.A. market only as a special, but a very limited number have made their way to the U.K. The total worldwide production numbers are in the 300 each range, which puts them into the very limited number category. That said it's not an official Limited Edition so more could be made at a later date.

The cars are all COT or Cars of Tomorrow. This is standard body shape adopted by all teams and manufacturers. All the liveries shown below will be available later in the year as standard (non pro spec) liveries.

As mentioned there are 300 of each made for the U.S.A. market with very limited numbers due to come to the U.K. These are as follows:

Ref. 50660 'Dale Earnhardt Jr.', "National Guard" #88 Chevrolet Impala.

Ref. 50670 'Carl Edwards', "Aflac" # 99 Ford Fusion.

Ref. 50680 'Kevin Harvick', "Reese's" #29 Chevrolet Impala.

Ref. 50690 'Jeff Burton', "Cat" #31 Ford Fusion.

Features of these new cars include (according to SCX press release):

- The race proven Pro motor cradle design, with extra long-can motor pod included in the kit.
- A new chassis design to allow body float.
- New aluminium, set screw wheels (with new inserts) designed to be accurate models of NASCAR wheels and work with current aftermarket NASCAR specific tyres.
- High performance 26,000 rpm balanced motor with 10-tooth pinion.





- Twenty-seven tooth crown gear for excellent low-end power and good braking ability.
- Optional lightweight vacuum formed interior (included in kit) to replace standard interior.
- New interior tray retaining system allows for removal of standard interior and replacement without damaging interior mounting pegs.
- High traction, Shore 30 rear rubber tyres.

The common COT shape allows for the Pro NASCAR chassis to be used with any SCX COT body. With 2 front body screws and 1 rear body screw the driver can decide whether to allow the body to float or tighten down the body for less body movement.

The Pro NASCAR kit comes with a standard COT body, Pro chassis and extra parts for replacement after hard on-track racing or for tuning to suit the drivers taste. An extra guide,



brake shoe, Pro braid, small Allen wrench, long can motor cradle, and light weight interior are all included in the kit.

By replacing the standard interior with the lightweight vacuum formed interior the serious slotter's car can instantly lose 6 grams of weight. With the advantage being that the centre of gravity is lowered and cornering speed is increased. Motor is a RX4H.

Sticking with Nascar for our next batch of releases.

3 New Toyota Camry Nascar.

Ref. 64110 'Denny Hamlin', "FedEx" # 11.

Ref. 64310 'Kyle Busch', "M&M's" # 18 (also SCX Digital **Ref: 13980**).

Ref. 64290 'Joey Logano', "Home Depot" # 20.

The analogue cars feature an RX42B motor in a tilting chassis.

⇒





New Aston Martin!

The model is SCX **Ref. 64020** being the Aston Martin Vantage N24, 'David Lai', "Cargraphics"

This is the 4.3 Litre, 410hp, V8 Engine car as raced in the 2008 Aston Martin Asia Cup (FIA GT4).

Generally the car is white overall with stunning Orange dragon! Expect to see Rally, yes Rally liveries of this car in the future! This car features a RX42 motor in a tilting chassis.

That covers all the new releases for this month, however before I go and please excuse the self-promotion, but if you happen to come

and say hello at my humble table at the Brooklands Swapmeet on Sunday 16th August I will give you an SCX flyer with a simple to enter competition for your chance to win an SCX car. There is no purchase necessary, but any that are made will be appreciated! So I hope to see you all there and please note I'm located next to Scale Models. ■



The Hornby Rover 3500

By Paul Atkins

During the Sixties, Rover had enjoyed considerable success with their P6 model. This car along with the Triumph 2000 had basically created the template for the middle management car: larger and more plush than family man's Morris or Ford, but not as grand as the director's Daimler. As Rover and Triumph were now part of Leyland cars it seemed logical that both cars would need to be replaced by a single car. David Bache was to head the design team and Spen King was responsible for the engineering, the two had previously collaborated together on the Range Rover.

The project was first code-named *RT1* (for Rover Triumph Number 1) but then soon changed to **SD1** (for Specialist Division Number 1, the range is sometimes wrongly referred to as "SDi")

as Rover and Triumph were "put" in the new "Specialist Division" of British Leyland, the new car's design was done with simplicity of manufacture in mind, British Leyland's management ruled that substantially redesigned versions of Triumph's six-cylinder engine were to power the car, so Rover's legendary V8 was fitted into the engine bay with the the Borg Warner 65 automatic gearbox.

The SD1 was intended to be produced in a state-of-the-art extension to Rover's historic Solihull factory alongside the TR7. This was largely funded by the Government, who had bailed British Leyland out from bankruptcy in

1975. Unfortunately this did not do anything to improve the patchy build quality that plagued all of British Leyland cars of the time (See Top Gear series 10 episode 7). That, along with quick-wearing interior materials and poor detailing ensured that initial enthusiasm soon turned to disappointment. Major restructuring of British Leyland following the infamous Ryder Report saw the SD1 production line being moved to the former Morris plant in Cowley in 1981. The Solihull plant was turned over to produce Land Rover models. The hugely expensive extension to Solihull that had been built specifically for the SD1 and Triumph TR7 as well as being paid for by the tax payer was then closed. The last Rover SD1 rolled off the production line in February 1987.

The Rover SD1 racing pedigree was also short lived, as it started racing in the British Saloon Car Championship in 1980 when the rules were changed for the largest class of engines from only 3 litres to 3.5 litres. Jeff Allam and *Motor* magazine's Rex Greenslade were the drivers for 1980 season and Allam gained the Rovers first victory at Brands Hatch. In 1981 Tom Walkinshaw took charge of the race team and it that season won six of the eleven races and in 1982 won the overall class title. In 1983 the Rover team entered the European Touring Car Championship along side the likes of the Jaguar XJ-S, BMW 635i and the Volvo 240 Turbo. They finished in 1986 after gaining a creditable 4th place in the manufacturer table. ➡➡





The SD1 was also popular with the British police, particularly in V8 form. When SD1 production was ceasing the police stockpiled a number of the cars for later use in the national police fleet to be introduced to the force throughout the late 1980s.

Hornby released the Rover model in 1981 (catalogue 22) with the Triplex sponsored "British Saloon Car Championship" car (C283) and the first of three Rover Police cars (C284), although the Police car in the catalogue had very little resemblance to the actual car released. The catalogue car had a red strip running along the body, and a light cluster that had Police written on it and speakers on the side with a blue light on top. In reality this car had a yellow and blue strip along the body, and a simple light cluster of two blue lights either side of a clear section. In a case of the hobby mirroring real life, the Rover continued featuring in the catalogue until

1993 (catalogue 34) with what looks like a stockpile of Police Rovers (C362). Since the end of production of the Rover model in 1996 we have had the NSCC members car (C561 and C562) with only 500 of each model produced. Other Rovers worthy of note must be the yellow and black chequered Track Marshals car (C340) which was not a limited car at the time but is now a very difficult car to find, especially still with its flags. In addition, to the Marshals car is the Australian only issue Bathurst car of Dick Johnson (C141) although in real life this car was a Ford Falcon. This car came as a plain green Rover with stickers to apply or also as the more commonly tamponed version, but both are very hard to find. There are also two versions of the Taurus/Texaco car (C384). One has the Texaco on the front grill as black on a white background, while the other has black on a red background.





The complete list of the Scalextric Rovers are below, unless of course you know better.

C141 – Race Number 17 – Bathurst Car – Australia Only – Green – Version 1 With Stickers

C141 – Race Number 17 – Bathurst Car – Australia Only – Green – Version 2 Tampo Printed

C142 – Set Car Only (C696) – Metallic Red

C280 – Race Number 7 – “PMG” – Blue/White/Orange

C283 – Race Number 12 – “Triplex” – White/Light Blue

C284 – Police – White With Yellow Stripe

C315 – Police “County Constabulary” – White With Red Stripe & Black Chequers

C330 – Race Number 1 – “Golden Wonder” – White/Red

C340 – Track Marshal – Yellow With Black Chequers

C362 – Police Patrol – White With Red Stripe & Black Chequers

C384 – Race Number 9 – “Taurus/Texaco” – White/Red – Version 1 With Texaco Black On Red

C384 – Race Number 9 – “Taurus/Texaco” – White/Red – Version 2 With Texaco Black On White

C561 – NSCC Members Car 1996 – Silver – Limited To Only 500

C562 – Race Number 7 – NSCC Members Car 1996 – Green – Limited To Only 500 ■



Wye Valley Rally Summer Stages 2009

By Gareth Jex

It was several years ago on the return journey from my first Wye Valley Rally, somewhere on the M4, that the seeds of the NSCC Slot Rally GB were planted and ever since I have tried to go to every Slot Rally event at Wye Valley, missing only one in three four years.

Based in a social hall located at the Nevell Hall Hospital Abergavenny South Wales the club holds regular race nights every other Thursday on their 80ft Ninco club track. During the year they also hold two endurance races and two Slot Rally events open to all. The club is run by Phil Field and Phil Barry and populated by a really enthusiastic bunch of slotters.

This year's Summer Slot Rally event was held on Fathers Day and a better excuse for driving off to Wales again I could not think of!

The clash with the British GP wasn't a problem either as the television was on in the bar for those who wanted to watch.

This year's event was run on eight special stages; Nemesis (MDF hill climb), Dead mans valley (MDF Very twisty), Aberstone (Scaley twisty and slippery), Pembrey (Scaley), Raid (Ninco raid with jumps), Quarry (MDF Small and twisty), 3 seasons (Scaley with slippery



"Nemesis"



"Dead mans valley"

sections) and the Ex NSCC Water splash. A really good mix of track brands, surfaces and types of track. Stages vary each year depending on member's layouts and availability.

There were six classes of cars to pick from and you could enter up to 4 cars; Modern, 80s Classic, Modified, Scratch built (PCS chassis only) and Super 1600/2000. The rules are very straightforward, no magnet, extra ballast is allowed, tyres from any manufacture and apart from the Modified class all parts must be stock OEM. The majority of entries are box stock and in fact many buy their cars in the morning and race them straight from the box (sans mag of course!). This is not serious top money win at all costs racing the event is very good natured



“ 3 Seasons”

with everyone helping each other out and where required helping and advising those not experienced in slot rallying.

An example of the good nature of the event is the pleasant inclusive of sons, daughters and wives at the event, which helps keep the banter polite! This year the group I was in included one of the organizers Phil Barry, Mark Craggs, his 5 year old daughter, her mum and teenager Dan. All very different levels of skill, but a really great group to race with.

Stages 1-5 were run in the morning session and the half time results given prior to the lunch



Mum and daughter



Ex NSCC Watersplash

break. The remaining stages were held in the afternoon with all drivers tackling the water splash last to allow drying/cleaning.

I ran four cars in the event; an SCX Suzuki Swift in the S1600/S2000 class, Avant Slot Peugeot 207 in the modified class, SCX Mk2 Escort in classic and a brand new SCX Lancia Delta S4 in the 80s. The swift was a well used car fitted with an RX42B motor standard tyres and a little Tarn Foundry weight were the mag used to be. The first five stages went well and I was lying in second position, but the final group of stage didn't go as well and I dropped to 7th! The Escort did not do well, I just could not get the grip down on the back tyres but the Pug 207 was superb and a real pleasure to drive and I came 4th. The Pug was put into the Modified class along with a number of other cars like the Spirit rally cars as they are deemed just too good to compete in standard classes. The SCX Delta S4, (I used the event as a review test bench, which can be seen elsewhere in the Journal) fared well on flat stages, but struggled on tracks with elevation changes so I came 7th, but Kane Tilley managed 2nd behind a well prepared Sloter Opel Manta.

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Results

With all the stages run the Grand Prix finished the results were announced:

Classic;

1st Aidy Babber – SCX Fiat 124

2nd Chris Binley – Ninco Austin Healey

3rd Bill Charters – Reprotac Cobra



Classic Winners

80s;

1st Aidy Babber – Slotter Manta

2nd Kane Tilley – SCX Delta S4

3rd Chris Gregory – Ninco Porsche

Super 1600/2000;

1st Kane Tilley – Ninco Punto

2nd Don Stanley – Ninco Clio

3rd Charles Tilley – Ninco Clio



Super 1600/ 2000 Winners

Modern;

1st Chris Binley – Ninco Mitsubishi Evo

2nd John Underwood - Ninco Mitsubishi Evo

3rd Chris Gregory - Ninco Mitsubishi Evo

Scratch Built on PCS 32 chassis;

1st Kane Tilley – Mercedes 190

2nd Phil Barry – Triumph TR7

3rd Bill Charters – Ford Zodiac



Scratch Built Winners

Modified;

1st John Underwood – Fly Porsche

2nd Aidy Babber – SCX Citroën Xsara

3rd Russell Powers – Ninco Subaru Impreza



Modified Winners

Chris Binley won the NSCC sponsored competition for the fastest stages times and won an SCX NSCC Skoda club car – congratulations.

My thanks to both Phils for organizing another excellent day, to all the club members who help set up and run the event and to the members of group A (my team) for excellent company. The next event will be in November 2009 and I urge you all to come along – there is space available in my car for anyone wanting a lift from Surrey. ■



Email: carreracorner@nscg.co.uk



Several new releases from Carrera this month, so with no more ado let's launch into what is here and some that are coming very soon.

First up is the Volkswagen Scirocco #27296 fresh from the Nuremberg 24 hour race in a very attractive livery.



don't have a photograph of the model yet, JGTC fans will no doubt have this on pre-order by now!



There is a Chevrolet Chevelle SS #27300, which is a very serious Pony Car and keeping the Chevelle company is a Pontiac Firebird, looking every inch the Smokey (and the bandit) film star yeehaw!

The Nissan GTR JGTC is coming but we



Also announced but not yet seen is the Mercedes SLR 722 racer ideal for shaking up the GT racing ranks.





Finally the Capri RS2600 breaks cover and this tin top will find many fans from both lovers of iconic Touring cars and Capri nostalgia lovers.

This month we have also received samples of the 1/24th scale digital version of the 23729 Chevrolet Gran Sport #2 from Sebring 1965 looking very smart in Blue and White and in 1/32nd Evolution form the Volkswagen Golf GTi 'Tuner 4' and a couple of Morgans, of which more later. Expect reviews of the Corvette and the Golf very soon.

Morgan Plus 8 and Aeromax

You might remember last month that I mentioned it was the 100th anniversary of Morgan as a Car maker. It goes without saying this is an excuse for some serious celebrating,

check out last month's journal for details – I can confirm that slot racing IS involved in the celebrations. You should also pay a visit to the excellent Morgan website at <http://www.morgan-motor.co.uk> for more details of the history of this marque.

Well, as samples of the Morgan Plus 8 and Morgan Aeromax were to hand I thought that we might take a closer look at the two recently released Carrera replicas.

Both are supplied in the standard, huge, Carrera Evolution display case with spare pick-up brushes, guide and mirrors thoughtfully stowed in the rear compartment.

Unfortunately my Aeromax sample was missing the alternative guide so I had to raid my Plymouth Fury for testing purposes.

As with my last Carrera track test I started⇒⇒





off by running the cars 'out of the box' except for the change of guide to suit my plastic 'Sport' track. Both cars were very smooth and would provide hours of fun on a small track – if you like that sort of thing!

After about five minutes I stopped and removed the track magnets from both cars.

Better, much better!

The first thing that you notice after removing the body is that both cars have very 'busy' chassis. With neat plug and sockets connecting the guide wires and the motor wires to the reverse polarity switch and two bar magnets there is a lot to fit in.

Both cars benefited from having the rear tyres trued with a bit of sandpaper, any out of round becomes much more apparent when the track magnets are removed.

The independent front stub axles are very good, far better than a certain Spanish manufacturer's efforts and were smooth and wobble free. If I had added pieces of lead the same size as the huge bar magnets fitted to the

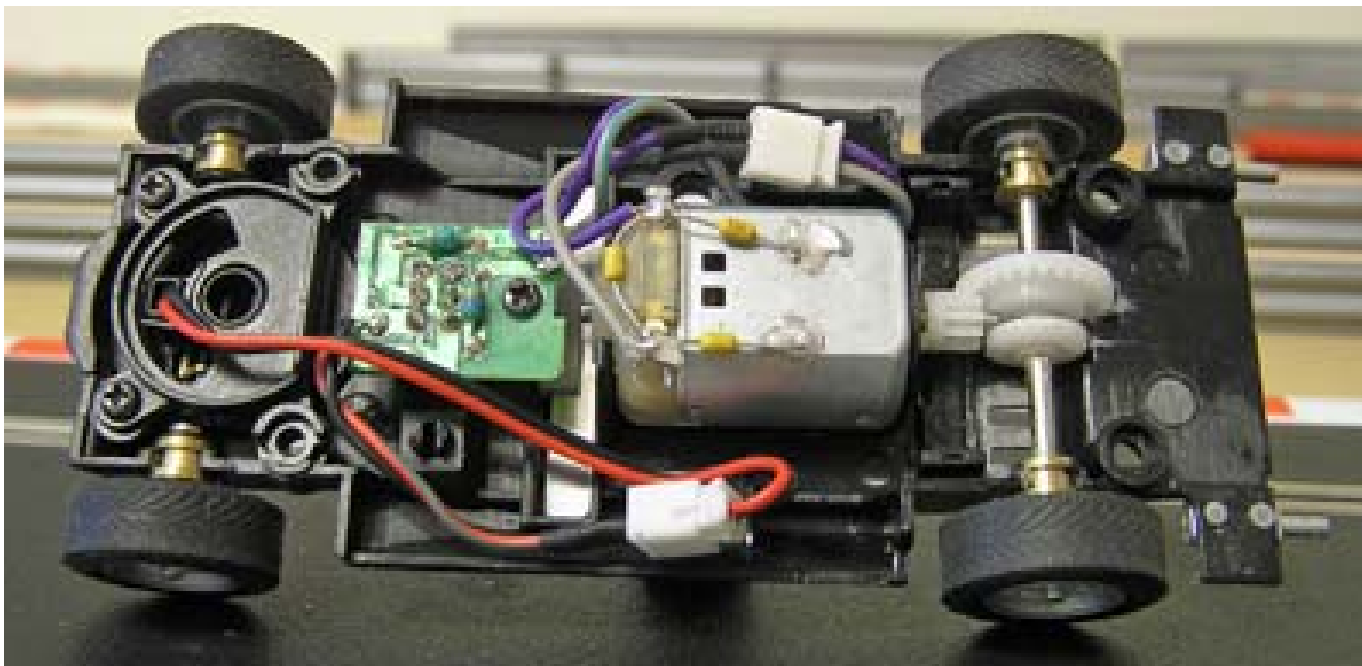
Plus 8 it would have gone even better, add a pair of suitable tyres from the Ortmann stable and you would have a really nice, vice less car suitable for smaller tracks, a motor upgrade would handle the larger layouts.

My only criticism of the Plus 8 is that the driver figure is fairly 'plastic' and could be improved otherwise a really nice model and a fun slot car.



Much the same comments apply to the Aeromax except to say that the driver figure is even more unbelievable, partly because he is smoking a pipe! Would you really try to smoke a pipe in a high performance car like the Aero?

Both cars are heartily recommended as something different for the collection. They certainly stand out amongst my (predominantly) Ferrari slot car collection. ■





Lancia Delta S4

By Gareth Jex

I have never met any rally fan who can honestly say that the Delta S4 is a beautiful or stylish car, but I think most would agree it was one of the most evil! The S4, in my opinion represented the pinnacle of Group B, but at the same time was simply too much and ultimately brought a premature end to one of the most exciting periods of modern day rallying.

"S4 kills Group B"

Conceived in answer to the threat from the latest 4-wheel drive from the Germans (Audi) the S4 replaced the Lancia Rally 037 two-wheel drive car that had performed so well. 4 Cylinder, 16 valve, 1759cc engine with supercharger and turbocharger the official stated bhp was 450, but most commentators thought a much higher figure was realistic. The car sounds like it's moving at 100 miles and hour simply sitting at the lights, no wonder it was quicker off the line (on the loose) than contemporary F1 cars of the day.

Introduced to the world championship at the 1985 RAC Rally it stunned the world and Lancia by coming first and second on its first event. Considered by many to be one of the hardest cars to drive, few conquered it and no one really controlled it on tarmac As Michel Lizin commented "the car was driving and the

pilot was trying to survive" he went on to say that only one man did master the car – Henri Toivonen and ultimately he lost his life in the S4!

We talk about point and squirt in slot racing and the comparison is totally appropriate for the S4, on the straight it was brutal both in acceleration and braking, but come the inevitable twist and turns it was not pretty. It had to be forced to turn. The untimely death of Henri Toivonen and his co-driver Sergio Cresto at the 1986 Corsica Rally when the car left the road and burst into flames robbed the world of a fantastic talent and whilst not the only incident with Group B, it was the final straw for most and the FIA called time on Group B soon after. It's no surprise then that the S4 won just 4 WRC events and helped Fabrizio Tabaton to win the European Championship in '86.

In some ways it's understandable that this car has not been produced as a RTR by any slot manufacturer before, I don't count the resin Teamslot version (it's not exactly accurate and that's being polite), but it's one of the few mainstream Group B cars left and I'm very pleased they chose the S4 and in my opinion they have done it justice.

I'm disappointed that SCX have launched this car in the, frankly, obscure livery of Fabrizio Tabaton when Spanish Altaya customers are able to get the very popular works Lancia/ ➡➡





Martini. I suspect, but don't know, that there will be a more popular livery in the future, let's hope so. That said, it's not an unattractive livery and probably not that easy to get right. Black is OK, but Gold is tricky and comparing the model to the few photos I could find of the real car and it's very close. When I saw early prototype photos on the model I was concerned that the entire front end of the car did not look right, I suspect SCX Lancia Delta models had been used as a basis for the mock up, but thankfully the finished model is spot on. Paint and printing quality is very good, logos crisp and well positioned. Some of the edges of the gold stripes are a little soft, but not many. The interior is OK, the engine detail is a little spartan, driver and co driver could do with a little more attention to detail. A spot of paint to represent the faces would be better.

As you may have seen elsewhere in this month's Journal, I recently attended the Wye Valley Slot Rally event in June and I used the event as a test bench for this review. Prior to the event I performed my usual SCX running in

and checks. Off with the body via five screws, snip off the electrical blobby thing between the motor terminals, oil the bearings and grease the gears. Onto the rolling road at 5V for a few hours in one direction and few hours in the reverse. The noticeable difference in noise normally gives you a good idea if things are going in the right direction, but to be honest this car was quieter than most SCX 4x4's that I have run in with the RX91 motor turning easily. Next I trued the rear wheels/tyres, not taking them to slicks, but not far from it. The fronts are slightly trickier to true without removing the axle from the car and considering that very little actual pull comes from the front I simply took the edge off the tyres, in truth I should have paid more attention to the fronts.

Hopefully it goes without saying that the magnet was removed prior to running. On the Farnham Ninco track the few laps I did gave me confidence with the ease of running, initial looks do give the impression that the car is top heavy, but I didn't find this at all. The car is fast, not 'Spirit' Group B fast, but fast enough and controllable through the corners, allowing you to find limits quite quickly. I did find the front had a tendency to lift out of the slot with tight changes of direction and decided to add 5g of lead centrally just behind the front drive (under the shaft), this certainly helped.

At the Slot Rally the car performed well on all track surfaces except the Ninco raid and those tracks with elevation changes. On the level surfaces the car was very smooth, easy to control and a real pleasure, however on tracks with hill, dips and uneven surfaces the car struggled.





Looking closely at the guide flag there simply was not enough travel in the guide (up and down) I tried to adjust the brass terminals to apply more pressure onto the braid, but it didn't seem to help. This S4 uses the latest version of the SCX sprung guide and whilst I know some don't like the older version with the long brass straps, but this version does not seem to be an improvement. Perhaps it was just my car, but there is not enough travel or pressure to make a sprung guide. I have never seen the need to hard wire the SCX cars in the past, but I'm tempted on the S4. In most cases this will not be an issue, as few will use the car on anything but normal style tracks etc.



A quick look at the results from Wye Valley does tend to indicate that the problem may have been on my car or perhaps just me! Whilst I only managed to finish 7th in class another SCX S4 finished 2nd, so more testing required?

To conclude it's a great slot car and a fine model of a beastly Group B. I look forward to adding more SCX liveries to my collection. Oh and just in case you were wondering – I paid for the car! ■

Scalextric Team Ireland A1 GP Car

By Sinclair Trotter

I was very impressed when Scalextric issued the first of their A1 cars, namely Team GB and Team France, so much so that I purchased one of each of all ten liveries on offer as they became available.

We have raced these as a class quite often at our club and find they make for fast, close and exciting racing.

Living in Northern Ireland I took an interest in how Team Ireland performed in the 1:1 scale version of the championship, and hoped that Scalextric would eventually grace us with a Team Ireland car.

When the proposed further A1 car releases were all cancelled for this year, it became obvious that this was not going to happen and if I were to ever have a Team Ireland car with which to thrash the opposition in our club racing I would have to take matters into my own hands.

I looked initially at the 2009 team livery and decided this would be far too complicated for me

to reproduce, with my limited painting skills, and finally settled on the 2005/2006 livery as the easier option.

I acquired a Team Canada car (as it has the least amount of printing on a white body shell) and set to work with a soft cloth and T-cut to remove as much of the tampon printing as possible.

The next step was to take the car to pieces and wash all the plastic bits in hand warm water with some washing up liquid, using an old soft bristled tooth brush for scrubbing in the fine detail lines. This helps to prepare the car for painting.

I use regular acrylic car spray paints for my model repaints (it's important to note that acrylic paints are safe to use on plastic and enamels are definitely not as they tend to warp the plastic).

As I don't have a large workshop area for painting, I do all my work in my back garden in





the open, ideally on a dry calm day (Once I tried to do a paint job on a windy day, and managed to turn the white polo shirt I was wearing into a white and blue polo shirt. The household authorities were not amused).

I have a very sophisticated piece of equipment for holding the object to be painted i.e. a used fizzy drinks bottle partially filled with water, with a lump of blue-tac stuck on the lid, onto which the body shell is jammed. I have also learned with experience that it is useful to insert the hand that will hold said bottle into a disposable glove prior to painting operations commencing (Yes once upon-a-time I had a blue hand that matched my blue and white polo shirt).

Anyway back to the painting, as the overall body colour was to be a fairly dark green I used a grey coloured primer as a base. I applied two coats of primer, the primer seals the plastic surface and allows the paint better adhesion. One of the great things about using acrylics is that each application is touch dry in about 10 minutes so a whole paint job can be done in a relatively short time.

Next I applied two coats of green paint all over the body shell. I then left the shell to dry for an hour, because the next step involved masking the green bits to overspray with white. Once the masking tape was all in place I applied three coats of white paint and left the paint to dry thoroughly overnight. In my experience it is best to allow a good time for a second colour to dry before removing masking tape as you run less of a risk of peeling paint off by accident.

This left only one last bit of paintwork to be



done on the body, the orange segments on the side wings. These I did with a small paint brush, again using acrylic paint and applying three coats. The other things brush painted were the drivers' helmet, the centre nuts on the wheels and the cockpit detail.

This now left me with the problem of detailing the bodywork, team logo, national flag etc. Fortunately I know someone who runs her own business producing signage for full sized vehicles and she reckoned they could help me out in 1:32 scale. Using an amazing piece of computer wizardry they were able to scale down all the stripes and logos, their machinery even guillotined the emblems on the sheet for me, and they proved very easy to apply using a scalpel and a pair of tweezers. This process however was not cheap, so to make it a viable proposition I ended up painting another 11 Team Canada cars into Team Ireland colours, with the intention of selling the extras to help cover my costs.

The last thing to do before rebuilding the car was to apply three coats of a clear acrylic lacquer (this protects the logos when the car is handled).

I was pleased with the outcome, even though what started out as a one-off seemed to get a bit out of hand when these 11 body shells stuck on empty drinks bottles took over our dining room table for several weeks, but judge the results for yourselves from the pictures I've included.

Thanks to my long suffering wife for putting up with yet another of my Scalextric projects and to our NSCC Journal editor Jeremy for his invitation to allow me to share my Team Ireland project with you all. ■



A quiet month this time with very little new stuff, however by the time you read this hopefully AA Bodies will have their BRM and March Can-Am body kits for sale complete with decals and inlet trumpets. (I will get round to building mine honest folks). Protoslot Kit should also have their new CB050 Porsche 917 LH Gulf Team Wyer – London racing show 1969 and CB051 Porsche 917 Piper / Attwood Kyalami 9 Hours 1969 winner on sale in the U.K. in kit and RTR forms. Also hopefully TRRC will be close with the Gordini Simca type 8 mentioned last month.

There is one or two new plastic RTR's available with Auto Art issuing their first Alfa Romeo Giulia GTAM this being the #154 car of Betzler a contender in the 1971 DRM series. They also have two versions of their new BMW M3 GTR as raced at the Nurburgring in 2005 these being the #1 car of J. Muller / D. Muller / Stuck / Lamy and the #2 car piloted by Lamy / Said / Huisman / Priaulx. Both new releases look rather attractive but I will let you know if they handle any better than previous Auto Art

1/32nd scale cars once I get to try them out. Also new is the Powerslot Lola T298 these being the #74 Banco Occidental sponsored bright orange car driven by Jean Claude at the 1979 Montserrat Hill Climb and the #1 Repsol sponsored blue machine of four times European Mountain Champion Ander Viliano. Both cars look nice enough and my Repsol example is no world-beater when it comes to performance on Wolverhampton's routed tracks but Powerslot do seem to be improving slightly with each new release. The final newbie I've got my paws on this month is the Cartrix Bugatti T251 #8 driven by Trintignant at the 1956 French Grand Prix at Rheims. Qualifying a lowly 18th the car was the third retirement of the race going out with jammed throttle slides. This was pretty much the start and finish of the Bugatti's front line career as Trintignant drove for Vanwall in several of the remaining Grand Prix of that year and the futuristic Bugatti with its transverse mounted rear straight 8 cylinder engine died due to lack of development money. A nice addition to the Cartrix range however and as



Powerslot Lola T298 Repsol



Cartrix Bugatti T251

previous the model is mounted on a plastic display plinth in a presentation tin with cleaning cloth. As a runner mine seemed on a par most of the previous Cartrix classics albeit the Mercedes W196 still seems the best runner.

Sadly this month, unfortunately I'm reduced to repaints of existing models although one that caught my eye was actually a custom liveried Slot It Alfa 33/3 produced by my friend Chris at Slotcar Unique in beautiful Gulf fantasy livery, if you've not seen Chris's work close up then I advise you do so as it truly is stunning. Another different livery is a new clear-bodied 1/24th scale midget dirt car from E.J.'s Hobbies over in America, limited to just 25 if you want one I suggest you get on the e-mail to them straight away. B.R.M. has announced a relivery of their 1/24th Porsche 962 this being the Brun #7 Jagermeister sponsored car, which will surely be popular. Team Slot have announced the Audi A1 Quattro in #2 Belga sponsored colours from the 1983 Boucles De Spa Rally and I assume this is the winning machine driven by Duez / Lux.

Finally Revell Monogram have announced three repaints the first being the #100 Mercedes Benz 300SE from Spa in 1964, while the

remaining two are Fun Cup Beetles a shocking Pink CATS sponsored #98 machine and a white and blue TDI – Blue Motion #351 car.

That's it for this month, so until next time keep it in the groove. ■

The 3rd Annual Summer Classic 2009

By Pete Shepherd

This was the third annual running of the Summer Classic and it took place at Southend Slot Car Club, Essex. The event is aimed at Vintage slot cars in both 1/32 and 1/24 scale. 1/32 were Pre 66 GT's competing for the 'Giotto Bizzarrini' Cup (my favourite car is the Iso Grifo A3/C designed by the great Giotto). 1/24 was open to Pre 67 Sports and GT racing for the 'Colin Chapman' Trophy (I'm a huge Lotus nut too). All the cars were required to use vintage parts, when I say vintage I mean genuine 1960s parts, no "retro" cars were allowed such as the ones used at Wolves events. The types of cars racing this year included famous 1960s slot car manufacturers such as Monogram, Revell and Cox to name but a few.

The day started with a practice session so the drivers could get used to the Ninco track and its very bumpy surface. This lasted for around 2 hours; we then started racing on the 4-lane



1/32 Grid

Mercedes, it was a bit like the Tourist Trophy at Goodwood but not worth quite as much! The heats were entertaining and it was quickly becoming obvious what and who were quickest. The Ferraris were fast and always in the mix including 250 GTOs, 250 LM 64's and a David Piper 250LM. Although, they weren't having it all there own way. The Americans were in town and with their V8 power, several Corvette Stingrays were right in their mirrors. My lonesome Iso Grifo A3/C was going well and I hope I made Giotto proud. We finished the heats and it ended up like this:

Joel Thura	Revell Ferrari 250GTO
Alan Shawe	Revell Corvette Stingray and Mercedes 300SL
Pete Shepherd	Monogram chassis with fibreglass body Iso Grifo A3/C
Colin Nicholls	Revell Corvette Stingray
Gray Skipp	Monogram Ferrari 250LM
Phil Smith	Monogram Ferrari 250 LM 64'
Lewis Nicholls	Revell Corvette Stingray
Peter Solari	Monogram Ferrari 250 LM 64'
Mark Nicholson	Revell Corvette Stingray
Colin Spark	Revell AC Cobra



1/24 Grid

track. Each competitor raced on all four lanes and we then calculated the results and ran ladder finals.

The grids looked superb with a variety of Ferraris, Cobras, Stingrays, Iso Grifo and





Colin Spark's Revell AC Cobra

Bob Rackham	Revell Ferrari 250 GTO
John Roche	Monogram Ferrari 250 LM

After a quick lunch break we started the finals, from each of these one driver would then move up. We started with the D final and this was convincingly won by Peter Solari in the quick and nimble 250 LM 64'. He moved into the next final and guess what? He won that too! Phil Smith also moved through due to Vic Bettal pulling out after the heats. The B final was next and this was very close with everyone having similar lap times, Gary Skipp came out on top and took his 250 LM through to the A final. Ferraris had won all the finals so far and Joel was the favourite. Alan then pulled out a Revell Mercedes 300SL from nowhere, would it be fast or would the Ferraris continue to dominate?

The race started and everyone made it through the first few corners. As we all went over the bridge Joel and Alan then collided and left



Phil Smith's Monogram Ferrari 250 LM 64'

myself in the Iso and Gary in the 250LM a long way ahead. The chase was on and after about 6 laps Joel was right on my tail with Gary not far behind. I kept with Joel for a few laps but then I was too late on the brakes and Joel went through in the GTO. Whilst we battled it out Alan made up lots of ground and got past Gary and myself. Joel then had an accident 1 lap from the end and ended up with Alan alongside him! Joel tried to out brake him on the same corner which I'd had trouble with and off he went too leaving the Gullwing to claim victory, well done Alan.

Onto the 1/24 cars and this was run in the same way as the 1/32 competition, heats then ladder finals. Again there were some beautiful machines on display but not just GTs Sports cars were also being driven. This time some of the slot cars were slightly more exotic and included Cox, K+B and Strombecker. The grid included Lotus, Ford GT40s, Chaparral, Cheetah, more Ferraris and even a Scarab.

With the heats underway, racing was full of incident with plenty of crashing and paint trading. There was a bigger variety of cars being used as racers seemed keen to exercise their 1/24, usually left sitting on the shelf. Once again the Ferraris seemed to be dominating but a few other cars were also looking good including a Cox Cheetah, Cox/kit body Ford GT40 and a Lotus Élan. The heats were run and ended with the following results:

Joel Thura	Cox Chassis Kit body Ferrari Dino Coupe
Lewis Nicholls	Carrera Ferrari Dino Spyder
Alan Shawe	Cox Chassis Kit Body Ford GT40
Peter Solari	Cox Ferrari Dino Spyder
Pete Shepherd	Cox Cheetah, Cox GT40 and K+B chassis Kit body Lotus Élan
Phil Smith	K+B Ferrari 250 LM 64' and Revell Lotus 23B
John Roche	Monogram Ferrari 275P
Colin Nicholls	Revell Corvette Stingray
Mark Nicholson	Cox chassis Kit body Ferrari 275GTB



Joel's 2nd place Revell Ferrari 250 GTO

Colin Spark Cox Chaparral 2C
Bob Rackham Strombecker Lotus 30
and Revell AC Cobra ➡

As the D final started we had a few less racers so 2 people stepped up. Colin Spark had borrowed a different controller and what a difference it made! He finished a healthy second with the other Colin taking the win. Onto the C final, again 2 would go through and this was a very close race with everyone finishing within 1 lap. Colin snuck through in second with John Roche taking the flag in the 275P Ferrari. I found myself in the B final with my newly prepared Cox Cheetah, which had been going surprisingly well. I was up against Peter Solari with his very glamorous Ferrari Dino Spyder! The race got underway and the Cheetah and Dino took each other out early on the first lap, so as before the chase was on and both the Dino and Cheetah were never a foot apart. We managed to catch the Chaparral and 275P and much to my relief the Dino had an off and left me to win the B final and move into the A final.



Cox Ferrari Dino Spyder driven by Peter Solari



The author's scratchbuilt Lotus Élan

So this was it, the 'Colin Chapman' trophy was up for grabs and the grid lined up with Joel Thura on pole, young Lewis in 2nd, Alan Shawe 3rd and myself 4th. Off we went and right away the pole man Joel and the young hotshot Lewis were having a dice leaving the Cheetah and GT40 trailing. Lewis led all the way, Joel finished 2nd, Alan 3rd and myself 4th. Congratulations to Lewis.



Alan Shawe's Scratchbuilt Ford GT40

I would highly recommend vintage racing to anyone considering it. It's quickly becoming cheaper than modern racing with the prices of new cars getting higher and higher, there are new events always emerging across the U.K. as this type of racing becomes more popular. Cars can be easily bought from U.K. dealers, swapmeets and eBay (eBay U.S. is especially good for bargains). The biggest attraction for me is the look of the cars particularly the GTs, I love the way they handle; they're real drivers' cars. Enormous satisfaction can be achieved from getting them to perform well, so what is stopping you? ■

Hi Folks, last time I brought you news of some exciting tuning parts and equipment from Slot.It, well there's more and I have some pictures, plus a review of the latest Slot.It Nissan 390.



New Angle winder Chassis 509t -AW1 for Porsche 956KH

First up is news of two new tuning chassis for the Porsche 956KH and 956C the former is reference C509t - AW1, while the second is reference C502t - AW1. Please make sure when ordering these that you are getting the correct one as they will only fit the correct bodies, my advice is talk to specialist stockists such as Pendle, Slot City or Slot Box as they will know exactly which one you need. Now you will be able to set these two Slot.It classic cars up as top of the line angle-winders, which many of the best racers seem to favour.

Next up is a picture of the new SP20 Professional Extractor Press designed for removing and fitting pinions, etc. I could use one of those myself (hint, hint) as my old Ninco one is looking very worse for wear these days. Rounding out the parts is a picture of the new CH47 Spring Suspension Kit, which looks very complicated to a simple chap like me, but does



New Professional Extractor Press SP20

come with diagrams and instructions of how to fit it to enable your Slot.It car to iron out even the bumpiest of tracks.

Now let us turn our attention to Slot. Its latest release this being the C14a Nissan 390 GT1 #32 car in the Le Mans pre-qualifying livery from 1998. One of four similar cars to qualify for the event the #32 was one of the



New Spring Suspension Kit CH47

two Nissan Motor Sports Japan entries, while the other two were entered in collaboration with Astec-TWR.

The #32 machine was piloted by F1 driver Aguri Suzuki along with Nissan regulars Kazuyoshi Hoshino and Masahiko Kageyama and finished the race proper a magnificent third overall, beating the #30 and #31 TWR run cars, which took 5th and 6th places and the sister #33 car which finished 10th. There was also a fifth car slated to take part at Le Mans for Nissan that year bearing the #34 although this car did not take part in pre-qualifying for reasons best known to Nissan themselves. In qualifying itself the #32 car wound up setting a time of 3:42.397 which saw it line up 14th on the grid behind the #30 car (10th) and #31 car (13th) but ahead of the #33 car (19th) although all four entries were a long way off the pole time of 3:35.544 of the #35 Mercedes Benz CLK piloted by Schneider / Ludwig and Webber.

On to the Slot.It version then and the car bears the very pale blue body colour as seen on the real car during the pre-qualifying sessions,

with red rear wing, air intakes and mirrors. Tampon printing is of Slot. It's normal excellent quality with no evidence of any blur or bleeding on the crisp sharp graphics. Positioning of the detail printing seems spot on to the pre-qualifying cars with darker blue Nissan, Nismo, Bridgestone, TWR and drivers names. There are white Nissan logos on the screen and rear wing as well as the racing board and Japanese flag areas, red to finish off the Japanese flags and O's in Nismo along with the body catch release markers and finally black 32 racing numbers. The body moulding is well detailed with correct air intakes, heat vents, NACA ducts, and exhaust outlets. Headlights, spotlights and screens all have correct black coloured surrounds, the rear wing and support appear sturdy without looking too chunky as they can sometimes do on 1/32nd scale slot cars. Wiper, aerial, side exhausts, refilling point, black wire intake, vent grilles and red towing points all add extra detail to this fine looking model.

Inside there is a well detailed cockpit including a reasonably accurate driver in



Nissan 390 Le Mans Qualifying car 1998





Rear view showing engine detail through back screen.

Suzuki's race suit and helmet colours, while through the rear screen the Nissan twin turbo motor is visible complete with Nissan Power logo's printed on both cam covers.

The body is located by two screws, and the removable motor pod by four, with an offset in-line set up as standard, there is however provision to fit an angle winder if desired. Axles are standard Slot.It front and back with alloy rear rims located by grub-screw on the rears and nylon front rims, with push in BBS type inserts with red centre nut printing. Tyres are pre-printed P1's with the white Bridgestone side wall logos. As ever Slot.It kindly supply a set of softer compound rear tyres for the more competitive racers. The guide is a standard SICH10 Slot.It type with the steel braids and silicone wires carry power back to the V12/3 21,500 rpm. in-line motor. The drive pinion is a 9 tooth in-line with a white and bronze SIG27/bz offset in-line 27 tooth crown gear. There is also the normal bar magnet between the motor and crown gear, although as I run mainly on copper tape tracks it is somewhat superfluous for me. All in all a decent specification although compared to the very serious racers who use Slot.It angle-winders such as we showed last time with the Audi Reloaded you'd need to make some changes for this car to be super-quick to those kinds of standards.

Finally on to the Wolves international track and here I must admit that with the standard set



The Nissan's standard running gear & Interior detail.

up the Nissan struggled, the rear tyres offered little grip, and occasionally span off the rims, while the standard guide simply isn't deep enough for our routed tracks. (Although it was perfectly fine at home on my small Ninco track as were the tyres aided by the magnetic downforce). I struggled to achieve less than 10 seconds per lap, which even for me is slow. Next I cheated swapping the rears for trued and glued sticky P6's and the guide for the deep wood one more suited to the Wolves tracks. Much improved quickly knocking the times down in to the low eight seconds, which again for me isn't bad these days. I'm sure a real racer like young Lewis could chop a second off my times without doing anything else to the car, and by switching to angle winder form with a hotter motor could get down into the low to mid six second bracket. However she's quick enough for me as she is and pretty enough to be added to my ever growing collection of Slot.It cars, keep up the good work Maurizio!

Finally, thank you to A.G. Bee Limited for providing the review car. ■



The first of the new XLOT range of cars from Ninco are ready for release in the body style of the Porsche 997. I have been lucky enough to get my hands on one of the first models into the U.K. and have visited a few clubs giving racers the chance to “test drive” this new evolution in slot cars.

XLOT is HERE!

These new models are presented in a nicely designed crystal clear case allowing all-round viewing of the car, which sits on a small cross-member base. The case separates along the vertical centre line and the base opens up to reveal a combination of tools required for tuning the car.



It is agreed that the chassis design is just about as versatile as it gets with endless possibilities for tuning the car, not just to the track, but also to the racer's individual driving style. Ride-height, down-force, axle-movement and even braking are just some of the critical factors that can be influenced through tuning.

On track, the car instantly feels at home giving very sure-footed feedback encouraging



you to find the limits of the current set-up before experimenting with some adjustments to see if lap times can be improved. A few tweaks such as fixing the motor further into the chassis to reduce the magnetic attraction to the rails and moving it further from the rear axle, tightening the belt drive and so improving braking made noticeable differences to the car's handling.

XLOT really does take slot cars into a new dimension with this new chassis design giving everyone the same starting platform making the individual's skills in setting up and racing a true determining factor in winning a race. This year's





Ninco World Cup will give international teams the chance to show just how good their skills are, bringing this already successful annual event even closer to full-size competition racing. As well as competing at 1/32nd scale, teams will take part in the first XLOT World Championship event.

It's a Ford one-two...

This summer sees the release of another totally new body and chassis from Ninco. With the prototype first seen at this year's Toy Fair, the sleek Ford GT generated great interest. Now the wait is over and two liveried versions of this GT3 competitor become available; both are produced in eye-catching liveries of two separate sponsors of the Matech GT3 version of this iconic racecar. The ACM (Advanced Currency Markets) sponsored car is released under the "Matech Dubai" name (50549) and will be closely followed by the Sintez sponsored "Matech ADAC" (50532) version. The full size cars had their debut in 2007 with the Matech team taking the FIA GT3 European Teams Championship in 2008. This year Matech racing have entered the Ford into the 24-hours of Spa, the most prestigious GT race on the calendar. Time will show how successful this car is in both full-size competitions as well as in 1/32nd!

NC-5 'Speeder' motors power these Ninco "Sport" cars from an angle-winder position which I imagine will seriously challenge the Mosler in the GT class. True scale proportions, attention to every detail and a superb finish to each car are assured.

... but not without a fight!

Although I believe the Ford GT3 will be extremely quick on the racetrack, the current GT favourite will not go down without a fight. Since the Mosler was introduced, it became a popular choice for racers in endurance and GT categories. It has appeared in race-spec guises before and now another 'Lightened' version is available. The Mosler "Nextel" Lightened (50545) is released with some special modifications such as transparent ProRace chassis, lightweight Lexan interior, adjustable ProRace screws and silicone cables.

NSCC Club Car 2009 is here!!

All those who have sent in your order forms for this years' NSCC Club Car have been allocated one of just five hundred of these exquisite slot-cars. Guaranteed to be a future classic, the first of these little gems will be distributed at Brooklands... I look forward to seeing you there! ■

NSCC Club Accounts

By Shaun Bennett

STATEMENT OF ACCOUNTS 1st April 2008 to 31st October 2008

Income	£	Expenditure	£
Memberships	1,827.25	Journal Printing & Posting	10,428.75
Sale of Journal Binders	167.50	Journal Envelopes	128.31
NSCC/Hornby Weekend	8,145.00	Address Labels	113.53
Weekend Raffle/Auction	3,550.50	Envelope Printing	233.83
Trade Advertising in Journal	890.00	Journal Binders	369.89
2008 Skoda Club Car	9,928.95	Annual Review Printing	159.80
2006 Megane Club Car	30.00	Expenses/Room Hire	1,290.17
Eastleigh Swapmeet	645.50	Eastleigh Swapmeet	329.00
NSCC Polo Shirts	20.00	NSCC/Hornby Weekend	7,582.29
Bank Interest	30.98	Weekend Charity Donation	3,550.50
Interest on Capital Reserve Ac.	104.32	2008 Club Car	9,738.40
		2008 Club Car Ltd Ed. Cards	279.06
		2008 Club Car Postage	993.96
		NSCC Archive Car Insurance	189.00
		Bank Charges	285.75
		Misc	67.23
	25,340.00		35,739.47

Summary

Brought Forward 2007/8 Accounts

Current Account	17,515.77	Excess expenditure over income	10,399.47
Capital Reserve Account	11,224.60		
Cash In Hand	347.59		
Club Funds at 31/03/08	29,087.96	Club Funds at 31/10/08	18,688.49

The Committee agreed to move the Club's accounting year from April to March to November to October. This has necessitated producing an account for the 7 month period between April and October 2008. This is shown above.

The reason for the change was to give a more accurate representation of the Club's financial situation. In April, we would expect to have received the bulk of that year's income (for membership and advertising) but have only produced 3 issues of the Journal. So the account in April held about 90% of that year's income and barely 25% of its expenditure.

As a consequence of the above, this 7 month account has very little membership and

advertising income but a lot of expenditure. It therefore shows a substantial "loss". In fact it is no different to any other year in this respect. The key figure is the value of the Club funds at the end of October, which is broadly where it would be expected to be before we start to collect the income for the following year.

Other notes:

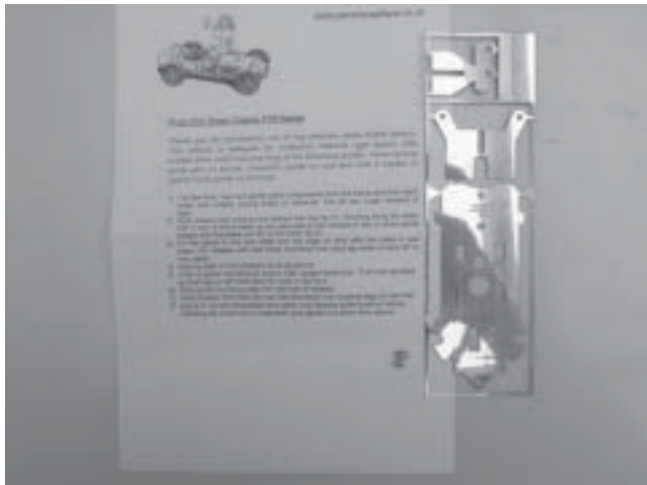
- 2008 Skoda Club Car Income includes members' payments to cover postage and packing for some of the cars.
- In 2009, Journal Printing costs have reduced as we now print fewer surplus copies.
- Since October, we have sold more Journal binders and Club Skodas (and have stocks remaining), which will show profit in the 2008/2009 accounts. ■



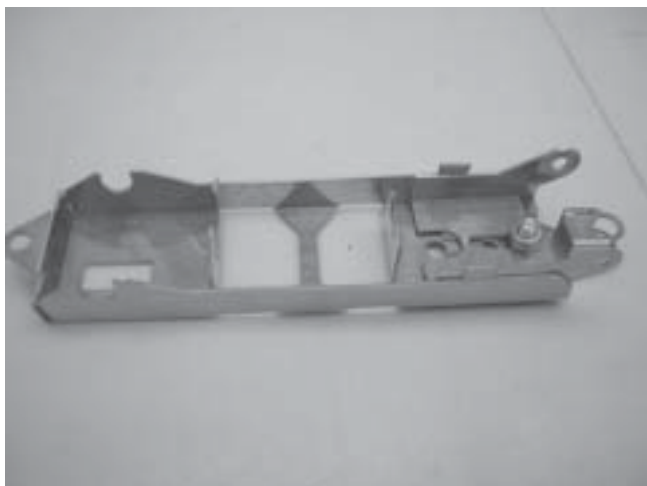
Building a Fibreglass Car

By Clive Mills

Firstly I must apologise for the delay. This second part of the build was lost in the ether but luckily I still had the photos stored. Several people have inquired about mounting chassis to scratch build cars, there are several ways of doing this, and different people have their own way of going about this (dark secret). I do not state that this is the only way to fit the body, but this is how I go about the job. The chassis that I am using for this is one of the super brass kits from Penelope pitlane.



These kits are supplied with full instructions and are very easy to build. All standard motors and running gear simply clip into place. As you will see, I have used a Scalextric motor axles and wheels, with Ninco tyres and guide.



The first thing is to align the wheels to the arches using a small piece of card to allow clearance for the wheels to clear the arches.

Using a small scrap of plastic, place this



through the mounting hole to touch the body. Mark this and that will give the approx height of the mounting post to be cut. For the posts, I use plastic tube which is available from most model shops. This is purchased in lengths of about 12" and will make many cars. This needs to be just large enough for a Scalextric screw to bite into. To ensure some strength it is advisable to use a double thickness. This is done by sliding a larger tube over the first.

Glue the outer tube to the inner and cut slightly longer than the marked piece of plastic. Wind the screws in and out of the tube a couple of times. This will ensure that they hold, but ➡➡



are not tight as once the tube is glued to the body, the screws come undone without breaking the mounts away. Believe me you learn from your mistakes.

The next thing is to screw the mounting tubes to the chassis, with a small drop of oil on the screws, this allows them to be unscrewed easily, and then this is laid into the body.



Trim the length of the posts until the wheels just clear the arches and turn freely. Once you are happy. The time has come to commit yourself and get the Araldite out. Clean the inside of the body to ensure that the Araldite gets a good firm grip. Mix the glue and put a smear onto the inside of the body where the mounts will fit, I then put a blob of glue onto the end of the post, ensuring that it does not run up the inside and glue the screws into the tube. Lay the chassis into the body ensuring that the wheels are lined correctly in the arches. The adhesive will go off in a few minutes, but until it is hard there is a couple of minutes to allow

final adjustment. It may be advisable to put a thin piece of card between the tyres and arches to ensure clearance. Leave the complete car for a few hours before undoing the screws.



The mounts will now be secure in the body, so carefully unscrew the chassis from the body. The mounts can be left as they are, or a lot more strength is given by adding braces with some more adhesive laid around the base of the post.

This may sound to be a lot of mucking



about to some people, but once you try and succeed in building your own car. You will think, why didn't I try this before?

If you were using one of the plastic PS32 Chassis, the rear mount can be fitted easily with a section of square plastic glued across the rear of the body, as this type of chassis has two mounting screws at the rear.

Next month we get to the real fun of painting the body, adding details and best of all. Running a car that you have built. ■

email: ebaywatch@nscc.co.uk

As we enter the school summer holiday time and what is usually a traditionally quieter time of year the U.K. listings have fallen slightly to just over the 10,000 mark. However this fall is perhaps not as much as that seen in previous years in percentage terms so it will be interesting to see whether this trend continues and if buyers and sellers are perhaps holding back for the big Swapmeet at Brooklands to do their trading.

One interesting theory put to me this month (thanks Steve) as to why perhaps things were quietening down trade wise on Sunday evenings is the fact that many people may be watching "Top Gear" on the television rather than staring at the computer screen, as the new series has started these past few weeks at what was prime time slot shopping time on Sunday evening. Maybe something worth thinking about if your auction is ending in that time frame and you are hoping to get a good price for your collectable and you have not put a reserve on it. Anyone else snapped up a "Top Gear" bargain?

This month I have found out one interesting little trick purely by chance really. Maybe it is one you can use if you want to see who won an auction as long as you have bid on the auction. If you use the advance search items function and put your own bidder name in the "search by bidder" box and tick "completed listings" it seems to show you who won your auction as long as it was not a private auction. So my tip this month is to get in with a small early bid if you want to find out who is winning those auctions you may be losing out on. Mind you, be prepared to buy the item if no one else comes in with a bid!

Spares

Maybe it is just me, but there seem to be a few more than usual of the older Scalextric spares packs making an appearance this past

month. You know the ones with the "W" spares numbers and Scalextric header card on the plastic bag. I find it rather interesting and unpredictable how some items fetch barely their 99p starting price one day yet others tend to fetch a price, which is enough to buy a modern mint car on another. Just to show the difference one listing with 6 loose formula junior brushes on Monday night made £15.51 whilst a another day saw a whole pack of 12 still in the bag sold for the equivalent of less than a £1 each. Similarly packs of 12 guides also made around the £1 mark per guide. Top money spent though must have been for a single C81 Cooper chrome exhaust at £9.21 and where on another day you could have got a whole car for that kind of money.

Following on from previous observations on Scalextric pit boards earlier in the year, a selection of 7 with names of Vanwall, Porsche, Lotus, Ferrari, Maserati, Lister-Jaguar and Cooper made a healthy £47.46 on a Friday evening. The same seller also got £30 for 6 "ultra rare" green rubber bushes at the same time. Mind you 6 days earlier a single Lister-Jaguar board only made the £3.99 starting price from the same person.

NSCC

Perhaps of interest to us NSCC members were a couple of certificates from the NSCC weekend in 1999 and 2000 but these only fetched the 99p starting price each (110414932896). Also available from the same seller was a Hornby 2002 weekend questionnaire, which did not attract any bidders at 99p, which I suspect was because it would be easy to photocopy and would be difficult to prove an original item as the listing stated. Continuing the NSCC theme and something that newer members may not be aware of that was made for the club in the past, was a ➡

MRRC brown Morris Mini Minor that made £77.03 on a Friday morning. This is rarely seen on eBay though there were 140 examples made. Whilst the more recent club cars continue to attract good bids e.g. Minis at £75, Méganes at £100 and a Skoda at £72, the older Jag XJ220 went for a best offer of £25 with the poor old black Maestro just avoiding the wooden spoon at £28.

Prototypes

There have been a few prototypes fetching some big money this month though several items went unsold at the high BIN prices. They are mainly of Spanish origin from a U.K. seller and those items finding a new home included an orange Williams body on a Ligier chassis at £600 and a couple of Ferrari F40 test shots that made £430 and £550. On a more modest note one of our lucky members picked up an A1 GP car with clear body, well it looked more like white in the picture on a Monday night for £26! (130314853031) Moving on but not strictly a prototype but listed as one (seasoned eBayers will remember a number of these body shells being listed on eBay though), was a light blue plain Subaru made up into a car that made £36 on a Thursday morning.

Prices as listed and spelt on U.K. eBay unless stated, with the time and auction-ending day.
SCALEXTRIC A/224 RUBBER PADDOCK COMPLETE WITH ADAPTORS £72 (With 2 Lister Jaguar and Ferrari name boards on Monday night 300326421043)
SCALEXTRIC A/263 TROPHY SET AND WINNERS WREATH MINTCARD £72 (Monday night 300326423358)
VINTAGE SCALEXTRIC F300 TRACK OFFICIALS AND PIT CREWS £38.02 (Picture box with hole in cellophane on Friday night Mechanics set fetched £36 same night and seller)
1967 SCALEXTRIC CATALOGUE WITH PRICE LIST JAMES BOND £45 (Picture showed James Bond set with price list on a Thursday morning. Hint for sellers there I reckon! 250465822411)
Scalextric Collectable E5 C68 Aston Martin DB4 GREEN!! £650 (No bidders at BIN price)

BUGATTI TYPE 59 L.E. SPANISH MINI-CLASSICS CLUB 96 £98.89 (Yellow LE of 150 on Sunday night)
Scalextric Bentley 4.5 L Green C305 MB New £118 (Well after Top Gear had finished on Sunday night)
Fly Porsche 917 K C53 Le Mans Winner 1970 #23 MB 1/32 £98.60 (Red one with white stripes on Sunday night)
1960'S VINTAGE SCALEXTRIC TRIANG CARS £311 (Loft find in poor condition but looked like a red Fiat, Yellow Sunbeam amongst the 10 cars on Saturday night 200360249867)
RARE TRIANG HORNBY MINIC - MOTORAIL SET - MINT IN BOX £205 (On Saturday night 130318069568)
Scalextric/Triang Lotus C54 £155 (Yellow big head version with box. Excellent condition and excellent price for seller on Saturday night 270420717969)
40 SCALEXTRIC CARS £150 (BIN on Saturday night. Took 41 mins to find a buyer for this bargain lot but not me! Cars mostly boxed rally ones from various manufacturers from this decade 260444852416)
007 Scalextric Set Box 1960s original £127 (Not mint but colours not faded on Sunday afternoon 120444590175)
Scalextric Collectable RANGE PRESENTATION '09 Chaparral £73.77 (Just after Top Gear on Sunday night)
Scalextric £59.06 (6 wheel March SCX LE box set on Sunday lunchtime 300329733674)
Scalextric 840 of 1008 C2627 Dallara "Microchip" NIB £127.52 (NO Top Gear bargain here!)
SCALEXTRIC - C2149 FERRARI F40 MINT AND BOXED £13.87 (Newcastle football car during Top Gear - but was this down more to the fall from grace from the Premiership for the Geordies?)
C360 MG Metro 6R4 Ternco Scalextric car very rare £31.06 (Some damage on Sunday afternoon)
SCALEXTRICS - Caterham 7 Silver Limited edition of 500 £56.55 (On Monday night. Gold one listed at same time went for £3 less don't think the spelling helped here) ■

