



**No. 333 DECEMBER 2009**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## **Well it's that time of Year again!**

So here we all are, another year nearly over and the festive season is almost upon us. It has again left me wondering where the time has gone and what have I done this year of note, possibly very little?

It is not only the season of goodwill to all men, but it is also the time for the NSCC elections, which must start with nominations of which you can read more about this later in the Journal where the process is explained and indeed some changes proposed to the current organisation of the NSCC Committee, you will see there are also a number of vacancies on the Committee as a result of recent events, of which I am not going to elaborate on here.

Given that I have now been doing the job as Editor for nearly twelve months and the fact it is almost Christmas, a time of presents and hopefully some new slot cars, I thought it was time I did a competition and enclosed this month within the Journal is a separate insert. I believe the competition is fairly simple with a straight forward general knowledge quiz and I have attempted to also make the instructions as simple and clear as possible. Please do follow these when you submit your answers, otherwise it may invalidate your entry and I am sure you won't want to miss out on some of the prizes?

Last month when the membership renewals were sent out in the Journal, I omitted to clarify on the form that all cheques and postal orders should be made payable to "The NSCC", apparently very few people have queried this, but best to clear these things up now and avoid further confusion, particularly as it is possible some of you have yet to renew their membership.

So farewell to another year, I would like to take the opportunity to wish all the members a Happy Christmas and prosperous New Year and to also thank all those who contribute to the Journal either regularly or infrequently, because without you it simply would not exist.

Finally, also note that the deadline below does not mean I will be spending my Christmas holiday slaving over a hot computer but more likely a cold beer so get your article in please.

So until next month

Jeremy





Sir,

Further to the article last month on the Hornby TVR speed 12, the missing car not featured on the list is the pre production opaque with clear wheels, of which I enclose a photograph as below.

I am, yours etc,  
Karl Cornell



Sir,

As of the Committee meeting held on 8th November 2009, I am no longer an official of the NSCC.

I would like to take the opportunity to thank the countless people who have contacted me in my official capacity as Hornby Liaison Officer over the years. I have enjoyed receiving your news and presenting your ideas, criticisms and general comments to Hornby. I hope you have all have enjoyed reading Messages from Margate and that you found it informative and useful.

If you would still like to read my ramblings, I shall continue to write for the Hornby Scalextric Club and also on my website, Please keep your comments coming.

My enthusiasm for the hobby remains undiminished and I look forward to seeing you at swapmeets and events in the near future.

I am, yours etc,  
Rob Smith

Sir,

After becoming Chairman, my personal circumstances changed a lot. In particular, changing from a part-time job at home in Hampshire to full-time job some 200 miles away has inflicted a double whammy of a dramatic reduction in my free time as well as many more things to occupy it. Working three weekends in six has also meant that I have had to miss several swapmeets, which I have *always* enjoyed attending. This has meant that I have been much less able to see and speak to members about their Club.

In these circumstances I was beginning to wonder if I was giving all that should be expected of me as Chairman. I had come to the conclusion that I would like to serve another year to take the Club through incorporation and to update its constitution and rules at which point I would then see how things stood and consider my position again.

That has not happened and I resigned at the Committee meeting on the 8<sup>th</sup> November. Here is one sentence from my election address: "*The first thing I believe needs to be done is to get the Committee back into some sort of constructive equilibrium where it can concentrate on the Club and its membership rather than on the next battle.*" I have had increasing concerns that this was becoming harder to sustain and these concerns were not allayed, in my opinion by events at the meeting. In these circumstances I concluded that I no longer wished to continue as Chairman.

More happily, I would like to take this opportunity to say that I will certainly continue to enjoy the hobby and the benefits the Club affords to all us slotheads. I wish the Club, its members and the many friends I have made over the years all the very best.

I am, yours, etc.  
Peter Zivanovic



# NSCC Committee Nominations

**By Stephen Barber (Secretary)**

Firstly, apologies from the Committee to the membership at large for the delay in announcing this year's Committee elections. It's been a very busy year for the Committee, with three members having taken on new roles, a larger than usual schedule of events being run and plans made for our 30th Anniversary celebrations, including a particularly special 2010 Club Car. As a result of all this, coupled with a brief 'false start' in replacing our Journal Editor, I'm afraid both the Chairman and I took our eyes off the ball and managed to miss the normal deadline. On the positive side this has allowed Jeremy to find his feet as Editor, without the added distraction of an election just as he got into his stride.

Following on from all this, the principal reason for calling an election (since, as most members will know, it has been common practice in the past for the existing Committee to continue each year unless any member steps down) is that we've recently lost three Committee members. I'd like to thank Peter, Rob and Adrian for all their efforts on behalf of the club in their respective roles of Chair, Factory Liaison and Trade Sales; I'm sure members are grateful for their positive contributions and wish them all well.

Following on from this, the Committee has come to the conclusion that we shouldn't seek to elect a new Factory Liaison Officer (whilst Trade Sales, a non-elected post will now be covered by the Membership Secretary). Our constitution currently requires the election of enough Committee members to cover the roles of: Chair, Secretary, Treasurer, Membership Secretary, Journal Editor and Factory Liaison Officer. The Factory Liaison role dates back to when the club was first formed and the Hornby factory was in this country; whilst also, at that time, Hornby Scalextric was effectively the only

manufacturer, hence our original name, The National Scalextric Collectors' Club. Now, with the factory no longer here and many other manufacturers on the scene there simply isn't the same need for a special post to cover the news from Margate. However, we're sure that all members would wish us to retain our close ties with Hornby, particularly in our forthcoming 30th anniversary year. As you'll know, doubling up of roles is something we have done in the past and the Committee unanimously feels that, as part of the club's efforts to move with the times and become more relevant for the 21st Century, Factory Liaison is a job which can currently be better taken on by the Editor and Promotions Officer, assisted by the rest of the Committee; whilst the posts of Webmaster and Promotions Officer have assumed a greater importance and therefore, in due course, should become elected positions. (We're currently working on a few other refinements to the constitution to reflect this and bring the club more up-to-date, of this there is more below).

Members should be absolutely assured that this decision has been fully discussed with Hornby (via Adrian Norman) and doesn't in any way represent a diminishing of our special relationship with them, on the contrary we want to re-invigorate and strengthen that relationship, but we feel that, as a Committee, we can better represent ordinary members' interests by working jointly in liaison with Hornby, rather than leaving this to one person only; the regular meetings with Hornby will continue, taken on (at present) by Jeremy as Editor. Meanwhile, by reducing the number of Committee members it will also make it easier to arrange meetings, reduce costs and streamline decision-making.

The following Committee members are prepared to stand for re-election to the Committee (the posts of Webmaster and

Promotions Officer, as co-opted ones, don't currently require an election and both incumbents are happy to continue for now):

Membership Secretary – Andy Smith  
Secretary – Stephen Barber  
Treasurer – Shaun Bennett  
Journal Editor / (Hornby Liaison) – Jeremy Naylor  
Chair – VACANT

If you wish to stand for any of the posts listed above, please send your nomination to me, Stephen Barber, by post or e-mail to arrive on or before the **15th January 2010**. Please make sure you include the names of the members proposing and seconding your nomination.

An election will be held for any posts for which there is more than one nomination. In this event, election addresses will be published in (and ballot forms included with) the **February Journal**. **Completed ballot forms must be returned by post to the Secretary by the 14th March 2010**, when two or more Committee members will count them.

Candidates will be informed of the outcome as soon as is practical and the **results** published in the **April 2010** issue of the Journal.

Finally, one of the changes to the constitution currently proposed (and which has been raised several times over the years) is that the term for the Committee to serve between elections should be increased to **three** years, instead of one. This makes much more sense for the smooth running of the club, giving newcomers to any given post a chance to find their feet and get up to speed with matters under discussion and in progress. The Committee is unanimous that the term for office should be three years, but we feel it is important to canvass the view of the wider membership on this before making any formal change, and therefore a ballot will also be held regarding this matter.

**This is your chance to help the NSCC and to ensure that it continues to serve you, the members, in the best way possible.** ■





By Jeremy Naylor

# MESSAGES FROM MARGATE



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

Well its nearly the end of the year and there are still quite a few releases to come from Hornby, some of which are either not as described in the current Catalogue or are a completely new addition to the range, it is anticipated that these will all be available soon.

## Coming Soon

First up we can deal with the new Formula 1 cars, which are all as detailed in the forthcoming releases in the catalogue.

### **C2985 and C2986 Vodaphone McLaren Mercedes – 2009 Livery of Hamilton and Kovalainen**

Nothing too new on both of these releases, apart from the new livery of course. Both cars are actually on the “old” model body, although they will be digital plug ready.

### **C2987 and C2988 Renault – 2009 Livery of Alonso and Piquet Junior**

Again, whilst they are the new liveries from this years Formula 1 season the actually bodies of both cars are last years bodies, which does make you wonder if there are that many visible

aerodynamic changes to Formula 1 cars in the last few years that the untrained eye would spot?

### **C3003 Chevrolet Impala Nascar - National Guard, #88 Earnhardt Jnr**



### **C3004 Chevrolet Impala Nascar – Lowes Kobalt, #48, Johnson (2009 NASCAR Champion)**

Next up are the new NASCAR cars, which have again been revised to follow the latest season of racing. Hornby have currently brought out two new cars not detailed in the current catalogue, these will be digital plug ready as the existing cars are. Each end of the spectrum is



represented with Jimmie Johnson the 2009 season winner and Dale Earnhardt Jr, who has ended 2009 with no wins and a career lowest of 25th in the series.

### **C3001 Chevrolet Camaro 1970 – W. Ager – Orange #13**



### **C3005 Chevrolet Camaro 1969 – Pittsburgh University**



They have also added to the classic muscle cars with two Camaros, one being the planned release of W. Ager whilst the other is a change to the pictured car in the catalogue as it is now the Camaro in the livery of Pittsburgh University. It is interesting that one is planned to be DPR whilst the other may not, I am not sure as to the reason for this as I assume they will be using the same underpan?

### **C3000 Ford Mustang FR500C**

Following on and keeping the USA theme is the new Ford Mustang FR500C in a striking livery, consisting of white with the Mustang emblem in red and blue splashed down the sides and two



blue stripes running across the bonnet to the boot. This particular car was the 2007 European Cup Winner driven by Eric de Doncker.



### **C3030 Holden L34 Torana #7 1976 Bathurst winner**

Whilst we are visiting foreign shores, another entirely new model is the Holden L34 Torana, many of whom thought it was an unusual choice when first announced, but I am sure it will appeal to people both here and also in Australia where there is a significant Scalextric following. This is the #7 car 1976 Bathurst Winner, driven by Britain's John Fitzpatrick and the local driver Bob Morris, the Holden L34 actually finished in the first seven places of this particular race and the race was described as a disaster for the Ford cars and those competitors driving them. Incidentally Stirling Moss and Jack Brabham who also were driving a Torana finished 51<sup>st</sup> after a somewhat eventful practice and indeed race, in which their car nearly met an untimely end.

Of further note was the car #7 released⇒⇒





by Hornby was actually officially not the winner, as it was accidentally credited with completing an extra lap which would have meant the factory entered Holden Dealer Team should have won, however despite the opportunity to appeal the decision the Holden hierarchy decided against an appeal since Ron Hodgson Motors (the sponsor of car #7) was one of Holden's biggest dealers at the time and it was thought to be "good politics" to let Bob Morris and John Fitzpatrick win (and who says Formula 1 has all the rights to race rigging!).

### **C2995 Ford GT 2004**



This is an all-new version of the 2004 GT40 with a new rear wing and race livery in white with two stripes running front to back.

### **C3029 Ford Escort MK1 RS1600 'Milk' livery**

Another successful Ford Escort rally car based on the winning car of Timo Makinen and Henry Liddon which was sponsored by the Milk Marketing Board from the 1973 Daily Mirror RAC rally which was the 12th round of the World Rally Championship. The event was run in Yorkshire on mostly gravel with some



tarmac thrown in for good measure. The Ford RS1600 took all three podium finishes at this event with the car depicted here winning overall. If the previous releases of Ford Escorts are



anything to go by, I'm sure this car will prove to be very popular.

### **C3027 Ford Escort RS2000 – Special Limited Edition for Pendle Slot Racing / Slot City**

A completely new release and not detailed in the catalogue, this is a Special Limited Edition of



1,500 cars made for Pendle Slot Racing and Slot City. This car I have from a source at Pendle is due to be released imminently so if you have ordered one expect it soon and if you haven't you will need to get one ordered fairly quickly as I believe they are selling well plus there is currently a pre order price which increases after release.

### **C3032 Eagle Gurney-Weslake, Dan Gurney**

The last of this months cars is the Eagle Gurney-Weslake, which has previously been released in the Limited Edition box set alongside the Lotus 49 "1967 Year of Legends" in 2008 and this car is very similar except it carries the #5 of Dan Gurney from the 1967 Race of Champions held at Brands Hatch, which ran from 1965 to 1979 and finally in 1983. In the 1967 race, Dan Gurney not only won it but he also secured pole position and set the fastest lap over the two heats (Jack Brabham actually got the fastest lap recorded in the final).

### **C3040 & C3041 Holden Commodore VE #51 and #1**



These two new releases of the Holden cars are for the Australian market only and are very popular over there.

These particular cars are from the 2009 season and were driven by Greg Murphy and Garth Tander respectively. Both are due out on or around the 18th December 2009.

### **G1060 Top Speed (Brawn GP Microscalextric set)**

Now we come onto to Micro Scalextric and news that shortly the new Formula 1 Drivers Champion; Jenson Button will be represented in 1/64<sup>th</sup> scale. Again this is a completely new release not detailed in the catalogue but widely expected and I am sure more will be written on this by Deane Walpole at a later date.

### **2009 Superslot Club Car**

Finally, I understand that there is no 2009 Superslot club car this year and that it has been delayed until 2010. It is I understand the Peugeot 908 HDI Le Mans winner of 2009 sponsored by Peugeot Sport Total driven by Marc Gene, David Brabham and Alexander Wurz which completed the race with 382 laps (5206.28km) and is going to be exclusively available for the Spanish market, although I am sure you will be able to obtain one from the usual U.K. sources. ■



# A brief collectors guide to the Hornby Ford Mondeo

By Karl Cornell

**T**he Ford Mondeo was launched on the 8<sup>th</sup> January 1993 and went on general sale on the 22<sup>nd</sup> March 1993.

The original MK1 car was allegedly nicknamed the “Mundano” by Ford engineers during the latter stages of its development, in recognition of its bland styling. This was built upon by the motoring press who dubbed it the “Mundane Mundano”.

Available as a four-door saloon, a five-door hatchback and a five-door estate, it was produced at Ford’s plant in the Belgium city, Genk and was intended as a world car, it replaced the Ford Sierra in Europe, the Ford Telstar in a large portion of Asia and other markets, while the Contour and Mercury Mystique replaced the Ford Tempo and Mercury Topaz in North America. Unlike the Sierra the Mondeo was front-wheel drive.

The Mondeo first appeared in the Scalextric range in 1994 catalogue 35, the debut was as follows:

**C359W** Blue and White “Fordsport/ICS” race #5 with working lights driven by the famous Andy Rouse who holds the record for most overall race wins by any driver in its history, 60 in total.

This was only available in set C809 super saloons, the set was only available for two years

by catalogue 37 it was replaced by C673 Tourers 2000, as with all the first issue Mondeos this would become known as type 1 body mould, which has a moulded curved rear spoiler.

**C424** “Fordsport/ICS” this was available as a single boxed car again produced in the identical livery to C359W but has the race #15 and was driven by Paul Radisich, the only difference between this and C359 was the racing numbers, this again was a type 1 body mould and was produced for three years and disappeared from the range by catalogue 38.

**C530** This is the best looking Mondeo Scalextric has ever done in my opinion, “Nokia” driven by Phil Ward In the famous white and green colours and race #13, This is only available in Australia and is now very hard to find, this again was a type 1 body mould with a curved rear spoiler.

**C579** This car appeared in catalogue 36 “Dagenham Motors” race #2, a very bland looking car all over body colour white with a blue number and red writing these were based on the old X cars range from the early nineties with no working lights, this was the only car in the set of three sold as a separate box item again using the same type 1 body moulding and was in the range until catalogue 38. ➡➡



**C570** This car was only available in set C805 Eurocars only it had the same bland styling as C579 but with race #1 in blue and red writing again a type 1 body mould was used.

The set C805 Eurocars was only available for one year.

**C196** This is the second car from the C805 Eurocars set but modelled in yellow with race #3, unlike its counterpart this was available to buy in a twin pack C2055 from Beatties shops, again this was a type 1 body mould.



**C692** From set C673 Tourers 2000 which was only in the range for two years until catalogue 39 and the Australian set C695T. This had the striking Valvoline livery with race #3, a small amount of these were available as a separate boxed car. This was the first Mondeo to have a separate flat rear spoiler and the type 2-body mould was born bringing the end to the type 1 mould.

**C716** Another short production run as it was only in the catalogue for one year Sponsored by 100+ BTCC with race #77, this a again was a type 2 Mondeo with a flat rear spoiler. The



picture in the catalogue is a resin mock-up this was found a couple of years ago at a car boot fair and was rescued from a bin in poor condition with the roof missing, as with most small or short production runs it will become hard to find as the years go by.

**C746** The only difference between this and C692 is the race number which was 33. As Hornby have done before the only difference between some of the standard range car and the set cars is the racing number, this again was a type 2 body mould with a flat rear spoiler.



**C2043** Shell/FAI this was only produced for the Australian market as a set car then later released in the U.K. individually with the same race #17 and Dick Johnson as the driver this is available with both type 1 body mould with a curved spoiler and type 2 body mould with a separate flat rear spoiler.

These were the only Mondeos fitted with red coloured wheels, which goes well with the blue and yellow paint scheme (Also listed as C0063 and C2090).

**C2044** Another Australian issue of the type 2 body mould in the Valvoline colours but only the rear quarter is blue, with the white being the more prominent colour, this car carried the race #32 and was driven by Steven Richards and was a set car from C695T, this is becoming one of the harder Mondeos to find and will grace any collection when sat along side the C692 and C746 Valvoline cars.

**C2170** Works/Alders race #55, this was the only Mondeo produced with a factory spray finish in blue and silver, this was only in catalogue 40 for one year again type 2 body



mould with separate flat rear spoiler and was driven by Nigel Mansell.

**C2172** “Rapid Fit” Works 2000, race #4, drive by Alan Menu which had the blue and yellow split colour scheme which is similar to the Michelin Escort Cosworth.

**C2311** “Rapid Fit” Works 2000 race #3 with Rydell as the driver, this was the sister car to C2172 which were identical this must have been a short production run of this model as there is not many about (if somebody wants to sell me one please get in touch as this is still missing from

my collection). This was the last Mondeo in the catalogue, which disappeared in 2001.

**C213** “Fordsport/ICS” race #3 driven by Paul Radisich only available from Beatties stores and limited to 2,000 units only, also included a signed certificate from Simon Kohler marketing manager of Hornby Hobbies, only the race number made this a unique car otherwise it is identical to C359W and C424. This car is now hard to find especially boxed and complete with the certificate.

That’s the end of the road for the Mondeos the last one disappeared in 2001 after seven years in production a majority of them are easy to obtain with the exception of the beatties and Australian cars.

For those that like to collect the unusual models you have plenty to choose from as there are plenty of mould flush variants, plain untampo printed bodies as well as clear body tops and chassis as well as part tampo printed models. ■





Email: [carreracorner@nsccl.co.uk](mailto:carreracorner@nsccl.co.uk)



I have very little to report this month other than the release of these two beauties. The #23735 Ford GT40 is the pale blue #57 car from the Le Mans race of 1967. Entered by Shelby American and driven by Ronnie Bucknum and Paul Hawkins the car qualified 5<sup>th</sup> but failed to last the distance.

An ideal partner for the Carrera Ferrari 412P models reviewed elsewhere in the Journal this month.



The #23733 Chevrolet Corvette C6R is the striking yellow and black #4 'Bad Boys' car. This represents the last of the breed, for now, of Corvette GT1 cars as GM has switched the Corvette to the GT2 class for 2009 onwards.

This is a lovely looking beast to partner the Carrera Aston Martin DBR9 GT1 car #23737.

Finally, I would like to wish everyone merry Christmas and a prosperous New Year on behalf of myself and the Hobby Company Limited. I will hopefully bring you more news, reviews and views on new releases from Carrera in the new year. ■



### Available Now - NSCC Club T-Shirts!

Navy blue with the NSCC logo in Gold Embroidery to the front - £ 8.99.

Manufactured in 65% polyester 35% cotton, with three button to collar, cuffed sleeves and taped neck with reinforced shoulder seam. sizes available are small, medium, large, x-large and xx-large.

Order online from the NSCC website ([www.nsccl.co.uk](http://www.nsccl.co.uk) and follow the link) or direct from Hargreaves Promotions ([www.hargreaves-promotions.co.uk](http://www.hargreaves-promotions.co.uk))

Alternatively you may contact Paul Atkins, Promotions Officer ([promotions@nsccl.co.uk](mailto:promotions@nsccl.co.uk)) for further details.





The end of November saw Gran Canaria play host to the 5<sup>th</sup> Ninco World Cup Final. Teams from around the globe once again travelled great distances to take part in what has become the best international slot-race event in the world.

### Another successful World Cup event!

This year saw the event split into two championship races with the usual 1/32<sup>nd</sup> scale cars sharing the stage with the all new XLOT 1/28<sup>th</sup> scale cars.

As well as some “local” teams making up the grid, racers representing Andorra, Argentina, Austria, Germany, Italy, Netherlands, Portugal, South Africa, Spain, Sweden and of course, the United Kingdom all took turns to race, marshal and act as pit crew.

A massive 16-lane layout made up of 2 x 8 lane circuits in the traditional mirror image configuration accommodated the sixteen teams. This was the largest circuit built for a NWC event having a footprint of 29 x 10m with an average lane length of around 64 metres (*that's 210 feet*).

Team U.K. were made up of Graeme Thoburn, Keith Farr and Keith Fishenden who “did us proud” at the competition. Unfortunately, halfway through the 1/32<sup>nd</sup> race, mechanical



issues with their Ford GT's gear, pinion and motor saw them tumble down the leader board from a high of around 5<sup>th</sup> or 6<sup>th</sup> to finish the race in 14<sup>th</sup> place staying just ahead of Austria and Team Ninco. The XLOT event was an extremely close run race and Team U.K. fared much better in this one, finishing a highly respectable 5<sup>th</sup> place, just 25 laps adrift of eventual race winners Team Spain.

Podium places for both parts of the championship were as follows:-

1/32<sup>nd</sup> NWC Final - 1<sup>st</sup> Italy (481), 2<sup>nd</sup> Portugal (477), 3<sup>rd</sup> Spain (476).

XLOT NWC Final - 1<sup>st</sup> Spain (490), 2<sup>nd</sup> Ponce Motor Sport (485), 3<sup>rd</sup> International Juniors (473).







The whole event was superbly rounded off with a special treat for all those who took part in the NWC'09 as they were given the opportunity to experience "hot laps" of the Maspalomas race track in VW Fun Cup cars. Well done to all participants... it's going to be an even tougher challenge for Ninco to top this event next year.

### Raging Bulls



Another stunning totally new model from Ninco this month, the Lamborghini Murcielago R-GT is released in two race liveries; the first based on the 2007 Spa FIA GT Championship entrant sponsored by German web-hosting service "All-Inkl" (50542). The second is the eye-catching orange and black livery of the "Scream" (50548) sponsored race-car. The Murcielago has all the ingredients of a great competition car with its

low, long and wide stance. Coupled with the NC-5 Speeder motor mounted in the anglewinder position, it will certainly challenge the likes of the Mosler for racers' choice of GT car.

### Prancing Horse

The second body style for the XLOT range of cars is the Ferrari 430. The first livery released in October "Seven" (60004) is followed this month with the "Dominator" (60006). Both of these cars are beautifully finished and do justice to the sleek Italian design of the 430. The engine detail is visible through the rear engine cover and the dials are nicely printed on the dashboard. A welcome addition to the XLOT category which will help the brand gather further momentum following its exposure at the Ninco World Cup 2009.

### Volunteers required

This year has seen the release of some absolutely fantastic new cars from Ninco covering the basic Ninco-1 cars such as the Mustang and Corvette, the beautiful Exige and Murcielago from the Ninco-S range, right through to the premium brand XLOT Porsche and Ferrari. As many of these cars arrive on our shores, ABGee - Ninco's exclusive UK distributor - offer the NSCC cars for review. If you are interested in writing a product review for the Journal, please send me your name and contact details by e-mail ([ninconews@nsc.co.uk](mailto:ninconews@nsc.co.uk)) as I am compiling a new list of helpers for next year. Let me know the type of track you have access to (*whether home or club circuit*) and if you have a particular interest in racing, collecting, rally, GT, etc., etc., etc...

On behalf of Ninco and ABGee, I wish all our members a very Merry Christmas. ■







# Ferrari 250GTO and Ferrari P4/412P

**By Peter Emery**

When the Editor asked me to review these cars I was more than delighted to say yes, so we take a closer look at the Carrera 1/24th Scale Ferrari 250GTO and P4/412P models.

I have slowly but surely been increasing my interest in these larger scale cars, partly as a result of attending meetings like the Bordeaux Retro event.

Although my own track is a 1/32<sup>nd</sup> scale layout and sadly not Carrera track with that useful increase in lane widths, I have fitted borders to the whole of the circuit so that 1/24th running is possible.

## **The Body beautiful**

Looking first at Carrera model #23728 the Ferrari 250GTO, Carrera have captured the lines of this most beautiful of GT cars very well indeed. The paint is excellent and the decals crisp. The interior is just over half depth, a surprise as with a little planning it could have featured a full length driver figure. Dashboard

detail is excellent. Personally I would, and indeed will, tone down some of the chrome detailing with thinned matt black paint to make the car look less 'toy like'. I will also paint the wheels silver/aluminium as racing cars rarely sport chrome wires away from the Pebble Beach Concours D'Elegance meeting! The colour scheme is correct for the #112 car in the 1964 Targa Florio race where it was driven to 9th place some 30 minutes behind the winning Porsche 904GTS by Swedish drivers Ulf Norinder and Picko Troberg. Like most GTOs this one is now painted Rosso these days and it resides in the UK. This particular GTO was previously owned by Count Volpi, well known for commissioning the Ferrari 250 'Breadvan' before moving on to the Swedish squad.

## **Confusion Reigns**

Now we enter the confusing world of the Ferrari P3, P3/4 and 412P series

There is a great deal of confusion over these





Ferrari race cars. The reason for some of the confusion is probably tied up with the fact that very few Ferrari P3, P3/4, 330 P4 and 412P cars were built so many started life as one model and were upgraded and rebuilt during their lifetime, both the NART #25 and the Scuderia Filipinetti #22 car started life as a P3.

Originally the P3 was the 330 P3 with a fuel injected 4 litre motor. This was improved by the factory and gained the title P3/4 and was an interim car before the P4 was launched to combat the ever improving Ford GT40 series. The 412P was intended to give private entrants a robust, winning car. The 412P was easier to service than the P4 with carburettors instead of fuel injection as well as other minor changes. These 412P cars were expected to win races against the Fords but NOT take wins from the faster factory P4s! Although four cars are recorded as being 412P models only two were

built as 412P from new with the carburettor 4 litre engine and these two, chassis numbers 0850 and 0854, had a different wheelbase from the P3, P3/4 and P4 and other minor changes. The models shown here, chassis numbers 0848 #22 and 0844 #25 were converted P3s.

Phew! Glad we got that straight eh?

### Back to the models

Turning to Carrera model #23732 the Ferrari #25, the white NART (North American Racing Team run by Luigi Chinetti, the North American agent and importer for Ferrari) car from the 1967 Le Mans race the information on the display base claims it is a Ferrari P330/412P. Hmm, as every schoolboy knows the V12 cars from Modena used the volume of a single cylinder as part of the model designation. So any Ferrari 250 with a V12 engine is a 3 litre car. So how can a car have a 3.96 litre engine and a 4.94 litre engine? The answer appears to be that Ferrari abandoned traditional numbering for the 412 which was a 4 litre/12 cylinder car hence 412P (prototype).

The excellent 'Ferraris at Le Mans' book by Dominique Pascal confirms this car as a 412P prototype and incidentally shows the Carrera livery to be pretty much spot on except for the model sporting an additional #25 on the right →



rear flank that appears to have been omitted by the team for the race. The #25 NART car, driven by hotshots Pedro Rodriguez and Giancarlo Baghetti retired from the race with a holed piston.

Next up is Carrera model #23731, the #22 Scuderia Filipinetti Le Mans car from 1967 and this is a 330 P3/4 according to the display base. No, because according to my research chassis 0848 started life as a Ferrari P3 before being converted to 412P specification for the 1967 season. So calling it a P3/412P would be OK. The car was driven at Le Mans by Guichet and Muller and retired owing to an oil leak.

Both of the Carrera 412P cars use identical mouldings, with the honourable exception of the mirrors only the livery differs. The lines of the real thing are well captured with good detail and enough rivets to keep the rivet counters happy for months! The interior is half depth but the view inside is such that this does not really matter other than the view of red seat where legs in white overalls should be!

### **The Carrera Chassis**

One of the first things that hits you is that these are substantial models. The 250GTO weighs in at around 220 grams and the P4/412P at around 230 grams, heavy man! They are also

uncommonly well engineered.

Taking the body off reveals a well thought out chassis with excellent detailing. I particularly liked the plug/socket arrangements. Both cars are sidewinders with a 'Boxer' type motor driving through a brass pinion to some sort of a fibre based composite spur gear. A short drop arm is fitted which mounts the substantial, not to say huge, Carrera guide flag or Keel as the company endearingly refers to it. Carrera thoughtfully supply both a shallow guide for non-Carrera track systems and a spare pair of braids – top marks.

The cars also sport adjustable magnets for owners to experiment with. Spacers are provided for both the bar magnet fitted under the rear axle, and the magnet fitted ahead of the motor, to allow these magnets to get closer to the track and thus increase their effectiveness. In my usual style I had a short run with magnets then I carefully removed the magnets and put them into the display boxes. Both cars feature front and rear Xenon lights which are nice and bright and a power reverse switch to allow the cars to run in the opposite direction.

### **Test run**

I gave all the cars a test run and as with my other Carrera 1/24th cars they are disappointingly slow on my home track. I think that my power supply may be just a bit "weak kneed" for these big beauties. They are however very easy to drive to the limit and they look stunning in action. I have a feeling my Carrera 'big cars' collection will continue to grow! ■



Firstly this month I have to start with some sad news with the passing away of Doug Haines of Resilient Resins fame. Doug made many excellent lightweight resin shells in both 1/32<sup>nd</sup> and 1/24<sup>th</sup> scale over the years and his work was very popular with slot racers both here in the U.K. and in his home country America. Doug was a true gentleman always pleasant to deal with, and generous with advice and information to befuddled amateur builders like me. He will be sadly missed by the slot racing fraternity and my thoughts go out to Doug's family at this sad time.

This past month I have made a touch more headway in the backlog of kits with the Proto Slot Kit Porsche 917 as driven to victory in the 1969 Kyalami 9 hours by David Piper and Richard Attwood. Also from the Proto Slot stable under the Monoplace label I have finished the Ligier Matra JS5 as driven by French Grand Prix star Jacques Laffite to fourth place in the 1976 U.S. Long Beach Grand Prix, and the 1950 Lago-Talbot as driven by Louis Rosier to third place in the Swiss Grand Prix at Bremgarten. Proto Slot



**Monoplace Talbot Lago Swiss G.P. 1950**

have announced a third set of three liveries for their Ferrari 250 SWB's having quickly sold out of the first two sets and look to be set to release three Ferrari 250 GTOs in Tour De France guises. The Ghost models Citroën 2CV Dagonet from the 1956 Rallye de Clarentes should be out by late December and there is further news that Proto Slot will be bringing six liveries of their Porsche 907 kits out in the New Year, although the Abarth 2000 I mentioned last month has unfortunately been delayed. ➡



**Proto Slot Porsche 917 Kyalami 1969**



**Monoplace Ligier Matra JS5 Long Beach 1976**



**LMM #12 Porsche 917LH Le Mans 1969**

LMM have now released their Limited Edition of the Dauer Porsche 962C in carbon fibre type finish as seen at the Le Mans test days in 1994 as mentioned last time and also the Porsche 917 LH's from Le Mans 1969 with #12 as driven by Attwood and Elford and #14 driven by Ahrens and Stommelen. MMK have been

quiet of late but this month has produced a Limited Edition Porsche 959 from the 1996 Dakar.

Over to Bratislava and MTR32 where Milan has another new car out in the form of the 2009 Le Mans Lola-Aston Martin #007, which looks superb in Gulf colours. From Spain



**Slot Classic Hispano Suiza Type 68**





**OCAR Jaguar C Types #17 Le Mans 1952 #18 Le Mans 1953**

the Slot Classics Hispano Suiza type 68 has now arrived complete with suave gentleman driver and elegant lady passenger it really does look most beautiful, I can't resist giving mine a quick spin on an empty Wolves track but you'd be a brave man to risk driving one in anger. Also on release now is the CURSA Models Alfa Romeo 33 Periscopica although sadly mine still has yet to arrive so you'll have to wait till next month for a photo. Over to the U.K. next and two more cars I've finished are the OCAR C types these being the #17 long nosed Moss / Walker car which overheated early in the 1952 event and the #18 standard C type of Rolt / Hamilton which won in 1953.

Penelope Pitlane have now released the cracking Chenard et Walcker, which I am in the process of building alongside the Stutz Black Hawk and Bentley. This is not the larger conventional looking 3 litre car which finished 1-2 in the first Le Mans in 1923, but the 1100cc aerodynamic car which won the Boillot cup in 1924-5-6 and Rudge-Whitworth cup for index of performance at Le Mans in 1925-6, hopefully I can bring you pictures of mine soon. Finally on kits Pendle Slot Racing has five more new 1/

32<sup>nd</sup> body kits these being the Riley 1.5, Ford Consul Capri, Consul Classic, Sunbeam Rapier and Bedford flatbed truck.

Next we come to plastic RTR cars and the Cartrix #24 Mike Hawthorn 1956 Vanwall is already on release here in the U.K. NSR have another livery of the 1970 Porsche 917K this being the #7 Gulf car of Rodriguez / Kinnunen from the Monza 1,000Kms, and the first of the Fiat Abarth 500's this being the #49 white presentation version. If the NSR 500 Abarth is as quick as the NSR Abarth Grande Punto it should be a real pocket rocket, I'm looking forward to trying one out at Wolves. Avant Slot have a new livery for the MAN Dakar truck, this time it's the Black "Monster" sponsored #524 machine.

Finally this month MRRC / Scaleauto have announced a new release (presumably for 2010) this being the #26 Radical SR9, which if you will excuse the lame pun would seem to be a radical departure for MRRC branching out into the world of modern LMP machinery.

Hope you all have a great Christmas and a prosperous New Year and I hope to see you in 2010. ■



# Formula Fun Racing at the Rally of Great Britain

By Lee Warner

The final and deciding stage of this years WRC was held in Cardiff from Thursday 22nd October through to Sunday the 25th. The Welsh leg of Rally GB saw the four day event start and finish at Cardiff Bay in the heart of the capital. World Rally Champions Citroën hosted the largest and most prominent stand at the event which offered visitors the opportunity to have their photo taken with life-size cutouts of Sebastien Loeb and Dani Sordo alongside a replica of the WRC winning Red Bull Racing C4, as well the chance to enjoy racing the Citroën rally simulator and C4 slot cars on the Formula Fun Racing SCX Digital racing track located inside the huge Citroën marquee. Temporary service bays positioned at Cardiff Dock for maintaining the actual cars participating in the race ensured that rally enthusiasts were guaranteed a view of their favourite drivers and cars on their return from their days racing, whilst merchandise and entertainment were offered in the basin itself located directly outside the Wales Millennium Centre. World Rally Champion Sebastien Loeb took time out from his very busy schedule to visit the Citroën marquee and enjoyed racing his 1/

32nd scale Citroën C4 alongside his Citroën team mates and Race Marshal Lee. Sebastien clearly enjoyed his introduction to the SCX Digital system and his team-mates were anxious to get the better of the now 6 times World Champion. The Formula Fun Racing circuit offered a light hearted distraction from the rally, however the race itself remained extremely competitive as could only be expected when involving team-mates from the worlds top rally team. After racing against Sebastien, Lee commented how competitive and focused Sebastien was during the race, evidently these are two of the qualities that are required if you are to become the most successful rally driver of all time. Sebastien was kind enough to autograph one of the C4's as a thank you to Formula Fun Racing prior to departing the stand to commence his rally. The rally itself offered nail biting race action worthy of any finale. At the start of the British round the Frenchman was one point behind his Ford rival Miko Hirvonen. Sebastien took an early lead and looked comfortable, however the lead was short lived and Hirvonen clawed back any significant time advantage that the Citroën



Six times World Rally Champion Sebastien Loeb Racing racing on the Formula Fun Racing circuit



Citroën C4 autographed by Mr Loeb himself

driver had to leave the race in the balance. In the end it was Sebastien Loeb's scintillating second day performance that sealed his 6th consecutive WRC title, with Miko Hirvonen experiencing difficulty with his bonnet working loose and obscuring his view. The offending item had to be removed manually resulting in the Citroën driver finishing 25 seconds ahead of his rival and winning his 6th championship by one point! Whilst the rally racing was enjoyed by those who followed the drivers through the Welsh countryside, the slot car racing kept the visitors to Cardiff bay entertained daily for 10 hours each day from 11am till 9pm. Racing consisted of 15 laps on the 18' X 5' layout and involved six players racing the SCX Citroën C4 WRC Rally Monte Carlo. A presentation explaining how to activate the lane change operation was offered prior to each and every race. Each race lasted approximately 3 minutes, at the end of which the top three finishers were each presented with a scale replica of the 2009 WRC winning car. The basin was the hub of activity for the duration of the four days. The opening ceremony and weekend activity attracted tens of thousand of visitors, all keen to be part of the final event of the WRC's 2009 calendar. Undoubtedly Sunday drew the largest crowd with thousands gathering to view the climax of the rally and once again see the drivers and their vehicles parade through Cardiff Bay and under the tunnel to the basin on their way to the podium. 2,500 visitors to the Citroën marquee had the opportunity to experience the thrill of racing on the Formula Fun Racing circuit. Enthusiasts as young as three and as old as eight three participated, and these included dads, sons, mothers, daughters, even the World Rally Champion himself were introduced to digital slot car racing which offered racing action on par with the rally itself. For further information on the event you can visit the web site at [www.formulafunracing.co.uk](http://www.formulafunracing.co.uk). ■





One assumes that A.FX Racemasters will be glad to see the back of 2009. A whole year pretty much lost to massive and unnecessary changes to legislation across several regions of the world, and with it the momentum built up in 2007 and 2008. Rather than be destroyed by it, the company has come out leaner and fighting back.

The first step in this comeback was to ditch all the chassis except the recent Mega-G and the forthcoming standard wheelbase version of it and to make changes that would make that platform compliant the world over. As a result there is a chance that the A.FX name will come back to the U.K. 'high streets'. Via a series of clips old and new bodies will fit the Megs, but the other chassis are no longer being made.



**2009 AFX Unpainteds**

By the time this article is published, A.FX will have released a series of long-awaited bodies into the U.S. market; thereby making sure 2009 is not a complete disaster. None of the bodies



**2010 AFX Cobra Chrome Clear**

will be new as such, but all are unpainted and I suspect all will be big sellers. Thanks mostly to Bruce Patterson and one or two others, decals for just about any car you care to name are out there, in several scales and so we all love the idea of white or clear bodies. Especially as these will retail for \$7.00!

The Cobra gets yet more versions, in fact four I suspect, as all the sets will also be changed



**2010 AFX Cobra Red Clear**





**2010 AFX Generic Panoz DPO1**

to the new chassis and refreshed. The versions pictured here are a Scuderia Filipinetti car in red from the revamp of the 'Super Coupes' set, and a chromed one for a new set only available from a U.S. catalogue company being Restoration Hardware. Both are 'Clears'.

The entry level 'Infinity' set is also totally revamped and the generic red open-wheeler will be one of the cars in the new version. It suggests the CDW car previously done for the Super G plus, without the weighty penalty of licensing pushing costs for the small set to unviable levels. We all decry such cars, but they usually make a profit and *that* gets spent on better products....

Going into 2010, the shorter version of the Mega-G will feature A.FX's Porsche 956 body, not changed from previously other than in one important area. The rear tyre clearance will be down to 0.8mm, instead of 4mm, giving this iconic car the on-chassis stance it deserves. As



**2010 AFX R10 Final Master**

good as this will look (especially in the rumoured Repsol colours), the real 2010 story will be the much-anticipated Audi R10 for the longer chassis. The final-but-one master is shown here to whet your appetite.

Merry Christmas to one and all. ■

## Position Vacant

As a result of recent events and the Committee's decision in connection with the post of Hornby Factory Liaison Officer, we have a vacancy for someone to take on the role of Hornby/Scalextric Factory Liaison Officer.

Ideally, your main interest (or passion!) will be Scalextric cars and you should be familiar with the range both old and new. You will be required to liaise with Hornby/Scalextric on a regular basis and possibly at least once a month visit the offices in Ramsgate to liaise direct and discuss forthcoming news and releases direct.

Part of your responsibility will also be to write the regular column in the Journal (currently named Messages From Margate) so a basic understanding of English will be helpful in this regard and the possession of both a computer and digital camera will also make your life easier when you produce the column.

Whilst you will not be an elected member of the Committee, you will be required to assist the Committee from time to time as required possibly in the organisation of events and special promotional items.

The post carries no remuneration and is purely on a voluntary basis, furthermore as it is an unelected post (unless we have several candidates interested, then some form of nomination and election may be required) there is no defined period of office.

If you are interested in the above please contact me direct, my contact details are on the first page.

Regards,  
Jeremy



# Porsche GT3 RSR

By David Lord

This one was always going to be tight; I had contacted Jeremy with less than a week to go before the deadline for the December issue. The review car turned up with two days left, so I set straight to it. Out of the list of cars that Jeremy had available I picked this one because I think the livery is quite striking. I have a bit of a soft spot for cars that have a splash of yellow to them; I also like cars that have anything to do with Playstation on. So as this has Gran Turismo on the sun visor across the windscreen it was a no brainer.

## Carrera Evolution

#26

### V.I.P. PETFOODS RACING NURBURGRING 24H 2007

The Porsche GT3 RSR comes in a large crystal display box with one of the corners having a mirror and a section behind with some spare parts in. These spares comprise of: extra magnet spacers, for giving the car more or less “downforce” on plastic or braided track, one set of braids, a smaller guide for use on plastic track other than Carrera and a set of spare wing mirrors.

The main colour for the body is high gloss black, with the V.I.P. Petfoods red and yellow logo on the sides and bonnet with a large paw print on the roof.

The names of the four drivers, Team owner Tony Quinn (AU), Klark Quinn (AU), Kevin Bell (NZ) and Craig Baird (NZ) that took part in the 24h race are across the top of the doors each with their native Australian or New Zealand flags after them.

There are also Australian flags on the wing mirrors. I do like the way manufactures put the little metal grill inserts into cars these days, it wasn't that long ago that it would have just been silver paint. Some may say it's a slot car and it's



meant to be raced, so the detail doesn't have to be perfect, but it does add to the cars and make them much more desirable if they are detailed. The wheels are 14 spoke silver, with red marked wheel nuts on the left hand side of the car, whilst the right hand side has blue wheel nuts. The rear quarter windows are fitted with four vents each and there is a single windscreen wiper on the main windscreen. The car is fitted with front and rear lights, the headlights have a nice touch of silver around them and the rear lights are red plastic with a clear plastic section in the centre, for indicators/ reversing lights.

The total length of the car is 139.5mm with a rear axle width of 60mm (to the outside of the





wheels). It is 91mm from the front of the guide to the centre of the rear wheels and the car stands at a fairly low 40mm.

The interior is the standard Carrera Flat tray, but does seem to feature more detail than usual. There is a full roll cage, fire extinguisher and even a pipe to blow cool air into the drivers face. The driver is perched in half a Reccaro seat, but doesn't seem to be wearing a H.A.N.D.S. device.

Inside the car we see the Carrera set up of everything being interchangeable via a plug and socket system. If you want to go digital, you just plug in the digital chip and away you go. I haven't got digital so I couldn't comment on how well this will actually turn out or how the car will run. If you want to disconnect the lights to have more power for racing, then just unplug them, simple. Same with the motor, if it needs replacing, or you want to upgrade, no need for the soldering iron to come out.

The chassis, which is fixed to the body with



3 screws, 2 at the front and 1 in the centre at the rear, features the more recent addition of the motor pod, which makes a lot of difference to how the car performs when out on track. A spring return guide, or as it is otherwise known the rudder, helps for putting the car back on if you are in a hurry as well as the usual reverse switch. The car is fitted with a standard Carrera Mabuchi style motor with 9:27 (1:3) gear ratio onto the rear axle, which is held into the chassis by brass bearings. The solid front axle also has brass bearings hold it in place, with very little play. What I did notice on the base of the chassis is that, not only does it have the car name raised as part of the moulding, but it has the model number printed on it. Carrera have also started to put a date stamp into the plastic (probably some silly EU Regulation). This particular one was made in May '09. ➡➡







### Track Test

This is the part I have been looking forward to and I wasn't disappointed. The grippy tyres give the car a real punch off the line and also give good cornering grip, maybe a little too grippy for non magnet running, as the car hops a little on entering the bends. I feel I am doing the car and Carrera an injustice by not having much to say about the on track performance, but not much needs to be said. The car is smooth quite and well behaved. There is a strange grinding noise when the car is turning which I thought was the sprung guide, however with the spring removed the noise remains. So that still remains a mystery as to where it is coming from.



Lap times, I know this is only relevant if you compare this car with another, so I ran my Carrera BMW Z4 round first, the Beemer is race ready as far as tyres trued lubricated and motor pod adjusted to my preference and did a fastest time of 9.104s over 25 laps of 70' / lap. The out of the box Porsche, managed a close 9.325s. Pretty impressive! I loosened the motor pod slightly and took a little of the square edge of the outside of the tyres and tried again. Doing these things stopped the hopping on the corners and gave the Porsche a nice feel and made it very controllable. Wow! A fastest lap of 8.801s followed by a 8.775s both sessions were 25 laps.

Overall another stunning car from Carrera, but hey, don't take my word for it. Go and grab yourself one and have some fun. ■



If Christmas came early for me in October with the White Autopolis Mazda 787B then it also came early for Maurizio Ferrari as he was named “SCX 2009 Slot Car Person of the Year” for his outstanding contribution to the slot car hobby over the past six years. It must feel great to know that not only do his customers appreciate the efforts of Maurizio and his team to raise the standards of quality and performance but that it is recognised by peers within the industry. However all accolades come with a price with whispers of Tecnitoys considering a bid. All I can tell you is that I believe Maurizio is not interested in such proposals and is currently working hard on future Slot It products to further enhance our enjoyment of the hobby. One rumour that may have some truth is that Slot It are proposing a development version of the highly successful HRS-2 chassis with a view to SCX Digital compatibility, meaning you’ll be able to run your Slot It chassis cars on even more types of digital system if you wish.

There are lots of new releases planned in the coming months with a plain white Mazda 787B

Kit reference SICA15Z and SICW06 Limited Edition #55 1991 Le Mans winning version both out now. These are followed in mid December by KF02D the 1995 Blue #34 Pilot Ferrari F40 as driven at Le Mans by Ferte, Thevenin and Palau to 12<sup>th</sup> overall some 28 laps behind the winners. As with previous Ferraris from Slot It this will be in easy to assemble pre-painted and printed kit form and I understand from dealers these are being pre-ordered in big numbers so don’t hang around or you may miss out. Other expected releases are KF01D the #1 Ferrari 312PB as driven by Ickx and Regazzoni at Monza in 1971, which is due out in December; SICA12B #9 Audi Reloaded R8C as driven by Ortelli, Johansson and Abt at Le Mans in 1999, which is due out in January; SICA10D the #41 Davidoff McLaren F1GTR as driven by Raphanel, Gounon and Olofsson to a fine 2<sup>nd</sup> place at Le Mans in 1997, which is due in February and SICA16A the #65 Chaparral 2E as driven by Phil Hill to 2<sup>nd</sup> at the Mosport Can-Am round in 1966, which should be out in March.

Last time I mentioned that Slot It had produced a limited run of Pendle Slot Racing / Slot It Challenge U.K. Jaguar XJR12’s to ➡



**Maurizio receives the SCX 2009 Slot Car Person of the Year award.**



**Limited Pendle Slot Racing Slot.It Challenge U.K. Jaguar XJR12.**



**#55 Limited Edition Le Mans winner 1991 in presentation box.**

celebrate the 2009 season. Well only 216 units of these have been made reference SIC13APS and I have been fortunate enough to be able to buy one. The livery is simple yet highly effective and again I believe these are selling out very quickly so if you want one I'd act fast if I were you.

On to the review of the newly released SICAW06 Limited Edition Mazda then, this comes in the orange coloured presentation box as used with the previous Le Mans Winners Limited Editions and contains the serial number card with the unique number in the production run of 6,000 units worldwide. In addition to the car Slot It have included a pair of spare racing tyres and also a spare impact resistant orange coloured racing wing in case you don't fancy risking the more delicate and complex rear wing fitted to the model. Nice touches as ever for



**Standard in-line running gear with spare tyres and racing wing.**

those of us who want beautiful looking slot cars but want to take them onto the track and drive them in anger once in a while.

The real car it is based on holds a couple of unique facts in relation to Le Mans. Mazda remain both the only Japanese manufacturer to have won the 24 hour classic and also the only car ever to win using the remarkable rotary type engine. Given the might of Japanese automotive technology thrown at Le Mans over the past four decades by the giant concerns of Nissan, and Toyota it is incredible that the relatively tiny Mazda sport team should be the only one to taste the champagne of success. Piloted by Johnny Herbert, Volker Weidler and Bertrand Gachot the orange and green "Renown" sponsored #55 machine qualified in 3m43.503, which was actually 12<sup>th</sup> quickest but due to the rules that year the ten Category 1 cars which qualified were awarded the first ten grid slots and so the #55 Mazda was shuffled down to 19<sup>th</sup> on the grid behind the pole sitting #5 Peugeot 905 of Alliot, Jabouille and Baldi on the pole and the fastest qualifying Sauber C11 of Schlesser, Mass and Ferte, which only lined up 11<sup>th</sup>. The #55 car was not alone however as the sister 787B #18 of Kennedy, Johansson and Sala in the plainer white and blue "Mazda" livery qualified 17<sup>th</sup> and lined up 23<sup>rd</sup>, while the earlier 787 #56 of Yorino, Terada and Diedonne qualified 24<sup>th</sup> and lined up 30<sup>th</sup>. In all the Mazda was not one of the favourites to win with Peugeot's 905s, Jaguar's XJR12s and Sauber's C11's all appearing to be much quicker. However the 24 hours is no sprint race and after a gruelling days racing the #55 Mazda completed 363 laps and came home to win by two laps from the first of three XJR12s which followed home in 2<sup>nd</sup>-3<sup>rd</sup>-4<sup>th</sup> order. All three Mazdas made it to the flag in the top ten with the #18 car finishing 6<sup>th</sup> and the #56 car coming home a creditable 8<sup>th</sup>.

On to the model then and as they say this was the one we've all been waiting for. The white Autopolis car was very good but this livery is iconic and has been faithfully reproduced down to the finest detail by Slot It. I always liked the old SCX version of this car, but when LMM did





### **Mazdas being serviced in the Le Mans pits.**

a version earlier this year I thought “wow” that’s what it should look like in 1/32<sup>nd</sup> scale. Now Slot It have produced this car and I still think “wow” but unlike the LMM car it’s more robust because it’s plastic and not resin, it drives well straight from the box because it’s Slot It and it’s about half the cost for an equal quality of finish. The livery detailing looks pretty much spot on with no fewer than 12 different colours used for the bodywork and logo printing. As normal we have well formed wipers, air intakes, radiator vents mirrors, diffuser, wing support structure, lights and towing points to really make this model come to life.

Inside there is the normal well detailed cockpit albeit mostly in black as most group C cars were at the time. There is the usual very good driver figure resplendent this time in Johnny Herbert’s race suit and helmet colours with separate Sabelt harness, and the red safety extinguisher on the cockpit floor. The body as before is located by two screws and the removable motor pod by four, with an in-line set up as standard, there is however in keeping with more recent Slot.It releases the provision to fit an angle winder set up 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 and inserts as described earlier. The guide is the standard SICH10 Slot It type with the steel braids and silicone wires carry power back to the stock V12/3 - 21,500 r.p.m. in-line motor. The drive pinion is a 9 tooth in-line with a yellow and bronze SIGI28/bz in-line 28 tooth crown gear giving a 3.11-1 ratio. There is also the normal bar magnet between the motor and crown gear. This set up is more than adequate for the likes of me who want to run round either at home or club without having to make any major changes although I’m sure the Slot It Challenge guys and girls will soon take advantage of the flexibility of the chassis design to fit Angle or Side Winder set ups with hotter motors and super soft tyres, etc.

Finally on to the Wolves international track and I glued on the softer tyres and switched to a wood track guide before running it against the earlier Autopolis version and found them to be pretty identical on the International track in lap times, hovering around the 8.5 second mark lap after lap, allowing me to admire these beautiful cars as I drove them round, with just a touch of power slide when coming off the tighter bends. I also had a quick blast on a Ninco track with both cars back to standard guides and again found them equal in terms of performance ➡➡



### **Mazdas charging through the turns.**

both with and without the magnets. While both were obviously much quicker on the Ninco with the magnet I'm afraid as ever I found this masked the joy of driving such well balanced cars by providing too much magnetic grip so if you want to experience how good these Slot It cars are compared to say a Scalextric one run them without magnets and you'll see exactly why I rave about Slot It cars.

Finally Thank you once again to Slot.It and to A G Bee Limited for providing the review car and as ever for rushing it to me in order to review it for this month's copy deadline.

Till next time Happy Christmas (May you get loads of Slot It cars instead of socks!) and a Prosperous New Year! ■

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As I look back and review this past year and to my ramblings a year ago it would seem little has changed on eBay. Listing numbers may be slightly more at some 14,500 in the U.K. but that could be down to the effects of the free listing Sunday recently. However it certainly has changed for sellers behind the scenes particularly with fees increasing and the lack of cheap listing days this past month or so. Selling seems increasingly geared up to the big sellers particularly with the introduction of the Top Seller Programme. Most of the big slot dealers have been awarded this status though not all, but personally I don't think it makes a lot of difference as regular buyers soon get to know who the good sellers are and how the dealers keep track of the formula to remain a Top Seller seems a bit complicated to me. There are a number of benefits to being a Top Seller including:- Highest fee discounts, increased visibility in Best Match, exclusive access to Feature First and a prominent Top-rated seller badge on your view item pages. The resolution process has also changed this past month where you now have 10 days to sort out problems before it is escalated to an eBay representative who seemingly sorts the problem out. From my experience most sellers resolve things without problems though I seem to get "automated answers" from most eBay representatives I deal with. Anyone else recognise that, when asking a question to eBay support when you can't find an answer on the site? Also do you start to get annoyed (putting it politely) when you get a feedback survey to ask how well they have done, or am I just turning into a grumpy old man? No you don't have to email me on that one! However I must admit that I have received a 10% off voucher for my next purchase this month from eBay as a result of eBay listings not displaying correctly on the 21<sup>st</sup> November due to a software problem, so I am guessing that there would have

been some happy buyers but unhappy sellers that day with the prices realised.

Following on from last month the Gold Leaf Lotus 49 continues to attract interest though prices have weakened slightly from their initial frenzied heights. Indeed one seller with 5 listings on at £99.99 BIN has failed to attract any takers and £75 seems to be nearer the averaging selling price looking at the completed listings of auctions and BIN. (Incidentally if you want some Gold Leaf decals for your model to finish it off check out Slotforum where someone can supply them) I have been keeping a list of all U.K. completed listings these past few months and it is interesting to note that over a 100 of these Gold Leaf LE models have been listed already and mostly sold in the four weeks the model has been out. Perhaps this is a sign that we need to go back to pre ordering with our favourite dealers if we don't want to be paying over the odds for the latest hot release?

### Goofbay update

I have received notification from Goofbay to say their problems on bidding have been resolved though it does not seem to be working exactly as before, so in the meantime I am sticking with the Gixen free service that seems to be functioning OK for me. You do not have exact control of the timing when the snipe bid is launched and the details of snipes disappear after a couple of days but it works which is the most important thing.

### Spares

There continue to be a range of spares like tyres and spoilers offered regularly at the moment though one particular type of spare I had not seen before was that for the Scalextric K703 control centre. One Dutch seller had a repro sliding door that had been milled out of polystyrene and also the double doors and ➡➡



very good they looked too but at £7.99 they did not attract any bids (330377950945 fietsmart) Whilst we are on the subject of spares but not exactly eBay I know the Bishops Stortford recent swapmeet was the place to be if you were after spares and at eBay beating prices, particularly on the job lots offered at the end of the swapmeet, you don't know what you missed and certainly well worth the trip if you are looking for spares.

### **Pink Kar**

Well the seemingly popularity of the Perris Bugattis is perhaps starting to rub off in the prices of the Pink Kar models. A selection caught my eye this month with following prices:- White £50 and £51, Red £87 and £51, Green £55 and Blue £82. Auto Unions are not attracting quite the same attention yet with Yellow at £38 and Silver £42. The chrome presentation set made a heady £81.

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

2004 RANGE PRESENTATION FORD GT40 SCALEXTRIC LTD TO 250 £240 (Sunday night)

MINIC MOTORWAY PRIVATE COLLECTION VERY RARE UNIQUE LOT. £1,440 (Including 45 vehicles mainly MB on Sunday afternoon 220512069358)

CHAMPION MOTOR RACING SET - PLAYCRAFT (CORGI) – 1965 £249 (Including a yellow Mercedes on Friday night)

SCX 64330 Ford Escort MKII Daily Express dirt effect £102 (Scale Models LE model on Sunday night. Contrast that with a 1st livery “clean Cossack” at £20 that went unsold)

SCX Dirt race finish effect Ford Escort MKII's x 4 £132.25 (All 4 models on Sunday night)

scalextric ferrari 1/24 boxed mint superb condition £355 (New old shop stock but missing carbs and driver on Sunday night 220507393671 another example but all complete made £846 220503880284)

Scalextric Datsun £24.95 (Resprayed white with NSCC decals not sold on Sunday afternoon 180435893906)

Rare Scalextric NSCC Weekend TVR C2468 1 of 50 MB cars. £461 (Red 2002 weekend model

on Sunday night)

RARE NINCO 50550 LOTUS EXIGE GT3 NSCC 2009 NEW £99.99 (1 bid on Wednesday night)

Scalextric BMW Mini rare model bnib not ninco scx nscc £89 (BIN pair of BMW mini dealer cars on Saturday night. Seller has had several pairs for sale 250535161431)

C306 SCALEXTRIC CAR £15 (Alfa new boxed listing lasted half an hour before BIN £15 was snapped up on Weds night. Missed it by 2 mins!)

slot car book £23.88 (Greenslade and described as a nice book on Monday night. 2 days late another went for £49.99 180432983047)

NEW NINCO CAR 50474 DIGITAL PORSCHE 997 BLUE £15.14 (new unboxed car on Sunday afternoon)

£25 off SCALEXTRIC.COM -Genuine Digital Code £1.20 (buying code info for £25 discount on Scalextric website on Sunday night)

Triang Scalextric Auto Union (1936) Ref C70 Exc Bxd £1,110.89 (Wednesday night 120493683964)

Scalextric Alfa Romeo 8C ORIGINAL MINT RED NSCC CLUBCAR £290.67 (Unboxed with wrong wheels on Saturday morning)

Scalextric Cooper-Austin aus den 60er Jahren 69.70€ (Apple green car on German eBay on Sunday night)

RAR Ferrari GT 250 SWB in 1:32 Sammler OVP kein Carrera 30.50€ (Looked like a Scalextric French blue Berlinetta in a box on German eBay on Sunday afternoon 110461827997)

Lastly I would like to extend a personal thanks to the Editor for all his hard work this year taking on the Journal and like his predecessor for his patience waiting for me to deliver this column! Also particular thanks to those who have sent in interesting auctions this year for me to review, you know who you are and it is appreciated! Finally, I will add if anyone feels they would like to take on this column then please get in touch as I feel I am edging towards the end of my tenure here, but in the meantime I wish you happy buying and selling this festive Season! ■