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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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GOOD NEWS, GOOD NEWS AND MORE GOOD NEWS

The F1 season starts soon, what sort of debacle will it be this year, teams gone, drivers retired, new faces? The opener in Australia is good, if only to get you up at a silly time of the day if you want to watch it live! Who is going to drive into who on the opening laps. All that way, practice etc. and wiped out in the first few moments. But it might not happen, it's very unpredictable, one thing is for sure Lewis Hamilton will have work hard to retain his World Champion crown. Pit stop cock ups, wrong tyres, wheels on back to front, mechanics run down and pit action is almost as entertaining as the racing could be. It could be an added feature on a slot car track. Personally, I would rather watch sports and G.T. racing with the Astons, Chevrolets, Dodges, Porsches etc. Much more gentlemanly racing and behaviour, not quite as spectacular as F1 but cars that you can see everyday, somewhere on a motorway near you.

Of course the other good news is that F1 is back on BBC now, no more p and t breaks during the ads. Sandwiches and a vacuum flask if you don't want to miss any of the action. Perhaps we might get an occasional from Murray Walker?

The rest of the good news is that back in June I raised my hand for the editor's job, well despite strong competition I ended up with the role of editor, at the time I had very little idea what I was in for.

Being slightly long in the tooth, my learning powers had become dormant. I had a couple of weekends at Brian's trying to get to grips with the job. Well some of it sunk in, but not enough to do the job quickly and properly. So I struggled and called for help. Well a gentleman by the name of Jeremy Naylor came to my rescue, from the outset it was obvious that he had much more of the qualities to do the job than I had so after a weekend it was obvious to me that he would be far more suited to the role than I am at present and as stated to my interviewer, that if a better man came along I would quite happily step down from the job. Which is what I have done. I will still continue working for the club, but in a supportive role to Jeremy, doing some of the less skilful chores of editing a magazine (no not making the tea and posting the mail). I thank all those who have offered me help but as Confucius say "It is a wise man who knows his limitations". So hopefully from now on you will give Jeremy all the support you can. Thank you all.

Paul Y.

P.S Christine, This journal was made at home but not mine.

Editor

Jeremy Naylor
8 Lindsay Close
Epsom
Surrey
KT19 8JJ
Tel: 01372 210026
e-mail:- editor@nsc.co.uk

Trade Advertising

Adrian Leggett
Roseville
Westwood Lane
Normandy
Guildford
Surrey
GU3 2JG
Tel:- 07773 967333
between 09:00 - 18:00
01483 810102 evenings
e-mail:- sales@nsc.co.uk



BY **ROB SMITH**

MESSAGES

FROM MARGATE



email: factory@nsc.co.uk

Having been absolutely swamped with new models just before Christmas it has gone very quiet. There are just two new releases to mention and some of you would have seen these before Christmas. However the next big shipment to Hornby is at the end of January and we should see another nice batch of new stuff.

C2897 Peugeot 908 HDi FAP 2008 No. 7



The Peugeot looks even better with a racing livery than it did as the test car. An interesting detail is the doors and windscreen top, which are obscured making it hard to see the detailed interior. As we expect the paintwork is flawless in black with red and white detailing and Total logos.

C2934 Fiat Cinquecento Red

The second Fiat Cinquecento is red with white stripes on the roof and down either side. It is, of course, super-resistant so it has a one piece body with no interior or lights. Strangely it has mirrors to break off. The lights are painted quite well, especially to the rear.



Releases for 2009

These are much clearer now that the Catalogue has been released and there are some great things to look forward to.

The Scalextric Club has an Aston Martin DBR9 in Gulf colours with the number 9 and a weathered finish. Surely it is a no-brainer to join for just £24 (in the U.K.). Exclusively available to members is a yellow Ford Escort MK1 Mexico, which will be very popular. Of course, there will also be SuperClub SuperSlot cars to be announced soon in Spain.

The Collectors Centres get a Cortina MK1 in March but I don't know the livery details yet. Available in the Concession Stores such as (Modelzone, The Entertainer, Harrods, Hamleys and some department stores) will be a Ferrari F430 fully detailed which is due to arrive at the beginning of February. The Range Presentation car for 2009 is a white Chaparral C2968 with black decoration. There are 250 of these this year.

The new release scheduled are all as detailed on the following list:



New Releases

C2964	Collector's Centre Ford Cortina	2009 Q1
C2965	Aston Martin DBR9 #009 Gulf Scalextric Club	2009 Q1
C2966	Ford Escort Mexico Scalextric Club	2009 Q1
C2967	NSCC 2009	2009 Q1
C2968	Chaparral Range Presentation	2009 Q1
C2970	Ferrari 250 GTO 1962 Le Mans	2009 Q1
C2971A	Monaco 1992	2009 Q2
C2972AW	Nigel Mansell Williams from C2971A Monaco 1992	2009 Q2
C2973AW	Ayrton Senna McLaren from C2971A Monaco 1992	2009 Q2
C2974	Ferrari 308 GTB Group B Rally Car	2009 Q2
C2978	Jaguar XKR GT3 2009	2009 Q3
C2980A	1959 Morris Mini Minor	2009 Q3
C2981A	Alan Mann Racing	2009 Q3
C2982	TopGear Aston Martin DBS	2009 Q4
C2983	TopGear Mercedes-Benz SLR McLaren	2009 Q2
C2984	TopGear Ford GT Blue	2209 Q3
C2985	Vodafone McLaren Mercedes L. Hamilton	2009 Q4
C2986	Vodafone McLaren Mercedes H. Kovalainen	2009 Q4
C2987	Renault 2009 F. Alonso	2009 Q3
C2988	Renault 2009 N. Piquet Jr	2009 Q3
C2989	Ferrari 2008 K. Raikkonen	2209 Q2
C2990	Nissan GT-R Red	2009 Q3
C2991	Nissan GT-R Silver	2009 Q3
C2992	Mini Cooper blue	2009 Q2
C2993	Alfa Romeo 159 Military Police Car	2009 Q4
C2994	Aston Martin DBS Red	2009 Q1
C2995	Ford GT	2009 Q3
C2996	Lamborghini Gallardo from C1243 Speed Stars	2009 Q2
C2998AW	Alan Mann Escort Mk 1 from C2981A Alan Mann Racing	2009 Q3
C2999AW	Alan Mann Cortina Mk 1 from C2981A Alan Mann Racing	2009 Q3
C3000	Ford Mustang FR 500C 2007 European Cup Winner	2009 Q4
C3001	Chevrolet Camaro W. Ager	2009 Q4
C3002	Ford Mustang Boss 302 Trans-Am Allan Moffat	2009 Q4
C3003	Chevrolet Impala	2009 Q3
C3004	Chevrolet Impala	2009 Q3
C3005	Chevrolet Camaro P. Jones	2009 Q4
C3006	Lamborghini Gallardo GT	2009 Q3
C3007	Ferrari F430 GT Tafel Racing	2009 Q2
C3010	Mercedes-Benz SLR McLaren 722 GT	2009 Q4
C3011	Peugeot 908 HDI FAP Le Mans 2009	2009 Q4
C3012	Ferrari F430 GT2 Ecurie Ecosse Team	2009 Q2
C3013	Jaguar XKRS Rocketsports	2009 Q3
C3014	Aston Martin DBR9 Jet Alliance	2009 Q3
C3015	Porsche RS Spyder Team Essex	2009 Q3
C3016	Porsche 997 from C1243 Speed Stars set	2009 Q2
C3017	Maserati MC12 Vitaphone Racing Team	2009 Q2

C3018	Dodge Viper Competition Coupe GS Motorsport No21	2009 Q2
C3019	Mini John Cooper Works Challenge	2009 Q2
C3020	BMW 320si WTCC Jorg Muller	2009 Q2
C3021	Porsche 997 from C1238 Street Cars set	2009 Q2
C3022	Porsche 997 from C1238 Street Cars set	2009 Q2
C3023	Ford Lotus Cortina 1964 Coupes des Alpes Winner	2009 Q3
C3024	Mercedes-Benz 300 SLR 1955 Le Mans 24 Hours	2009 Q3
C3025A	Lewis Hamilton World Champion	2009 ??
C3026	Ford GT 1966 Le Mans	2009 Q2
C3028	Ferrari 330 P4 1967 Le Mans	2009 Q2
C3029	Ford Escort Mk1 RS 1600	2009 Q4
C3030	Holden L34 Torana 1976 bathurst Winner	2009 Q4
C3031	Lotus Type 49 No7 Graham Hill	2009 Q3
C3032	Eagle Gurney-Westlake 1967 Race of Champions Winner	2009 Q4
C3033	Ferrari 156 1961 Belgium Grand Prix 4th Place	2009 Q3
?????	Nissan GT-R ? From C1239	2009 Q1

The NSCC Weekend car is C2967 but what it is remains a closely guarded secret until the event itself! ■





February sees the true start of the slot-car calendar when Ninco take their place at the World Toy Fair to showcase their existing range of slot-car products as well as display what is to come in the year ahead. 2009 will be no exception with new models and liveries to compliment their already extensive catalogue. Next month will give a more detailed indication of what we can expect but for now I'm sworn to secrecy!

Citroen C4 "Red Bull"

What you will see this month is some new liveries on existing models and we start with the highly popular Citroen C4. One of the best-loved rally cars to date, this latest release sees it in the instantly recognisable Red Bull livery

from the 2008 season. First seen at the Argentinian round of the World Rally Championship, this striking colour scheme combines the metallic blue of the energy-drink with the red of the Citroen Works team as the background bodywork colour of the car. A plain white roof frames the Citroen logo and the customary "Red Bulls" adorn the doors and bonnet. This model is based on the 2008 Rally Catalunya car piloted by Sebastien Loeb. The car number confirms Loeb's status as the best driver in the field and rally fans will know that both Citroen and Loeb went on to secure victory in the Manufacturers and Drivers championship.

Staying on a Rally theme, the Bowler Nemesis is due for a new livery, so watch this space. Will it be based on one of the entries in →



this year's Dakar Rally, which took place across the terrain of Argentina and Chile last month or will it be inspired by the recent announcement by Bowler that they are to produce around 50 road-going versions per year of this off-roader?

Following on from the unconventional Rally versions of the Porsche 997 and Ferrari 360, Ninco are to add to their rally stable a Lamborghini Gallardo! Reiter Engineering, the major name behind the circuit-going GT3 Lamborghinis, experimented last year with a rally prepared Gallardo by equipping the car with greater-travel dampers, shorter front splitter, smaller spoiler and a handbrake! The outcome was truly encouraging as the car completed the 3-City Rally (part of the ADAC Masters) with no technical problems in spite of the higher suspension forces encountered on such an event.

Perhaps the fastest car to watch out for this month is a Lightning version of the Acura. This new release is fitted with a transparent ProRace chassis, lightened cockpit and ProRace gears and wheels. Powered by an NC-6, this little rocket is bound to set new speed records in its class.

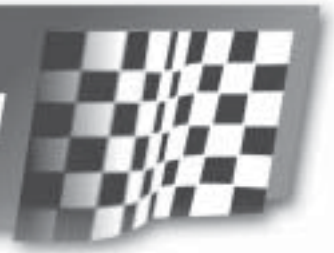
Finally, ABGee (Ninco's U.K. distributor) are making preparations for the U.K. qualifying rounds of the Ninco World Cup 2009. Thank you to those who have sent in your comments; Further information about this event will appear soon. ■





SHIPMENT FROM SPAIN

By Gareth Jex



Firstly, I apologies for no report last month, in truth there was not a lot to report on and what with Christmas and work commitments, well things slipped. Belated happy New Year!

It's normally around this time of year that I am asking SCX for information about the next twelve months releases only to be told to wait for the German Toy Fair in February.

This year, at last, I have been given information and pictures for the first quarter releases earlier than ever before.

Club Car Skoda 2008 Red Bull

Before we start on the new stuff, NSCC Club Car Skoda 2008. We still have some left and you are welcome to order them. If you have lost your application form just drop me an email or a letter and I will send you one. The Committee are still deciding exactly what to do with any unsold cars so please stop asking me! I'm as eager to see them go, but it is the Committee's decision not mine.

Just in case you have seen some Skoda's on Ebay and have been tempted – be warned some are not all they seem to be. A small batch of cars (likely to be have been made by the factory as spares in case of damaged deliveries) have leaked out of the Tecnitoys warehouse and found their way into Spanish shops and subsequently Ebay.

I doubt any of you are stupid enough to pay the over inflated prices being asked (when you can still buy one for £30), but if you are unsure that the credit card with number is included in the sale – if it's not – chances are it's one of the

spares! Exact numbers have been difficult to ascertain, but I estimate 16 cars are out there with no cards.

On a similar note the 2009 Spanish Club car has been announced. Available to Spanish members only, this year's car is a Renault 8 Gordini. It is white with red stripes over the roof and bonnet and a red lower side panel, with a driver figure only (more on this later). It remains to be seen if the SCX Worldwide club issues a similar car this year.

Spain Only

Sticking with Spanish only releases now available there are three cars released in Spain in a signature strip Limited Edition. The cars (as far as I can tell) are identical to the standard editions. The only variation is on the packaging, which includes a signature of the driver and a number.

The three cars in question are the new Ferrari 360 Modena Josep Basols Ref. S-6351 1500 LE, the Mitsubishi Evo, Dani Sola Ref. S-6360 1000 LE and a Mitsubishi Evo, Josep Basols Ref. S-6361 LE 1000. These cars are⇒



available from Pendle if you want them. Standard editions are also available in the UK. from your normal plastic pusher.

There is lots of talk in Spain of a crisis at Tecnitoys in terms of pricing. SCX is, like other major manufacturers, reviewing their prices. This happens every year, but this year's Spanish price increases seem to be very high. It remains to be seen just how much SCX U.K. prices will increase. The weak pound does us no favours, but the reduced VAT helps a little. I can't get any firm price information as yet, so expect fluctuations.

SCX 2009 1st Quarter Releases

Eyes down for a full house.

Hummer H3

Two versions, a clean effect, SCX Ref. 63080 and a mud effect SCX Ref. 64260.

Both due for release now. Blue with dark blue graphics and more spotlights than you can shake a stick at.



Porsche 911 GT3 Cup

This is SCX Ref. 63710 (analogue) and 13760 (digital).



Red and Orange on brown UPS livery. Release date – now.

Mercedes C-Klasse DTM

This is SCX Ref. 63730 (analogue) and Ref. 13770 (digital).

Silver with graphic depicting engine inside. The photo below is a prototype. This will (subject to final approvals) be one of the first SCX cars to be produced as a one-piece body. The body plastic is clear and all solid areas are tampon printed removing join lines between body and windows. Release date March.



Ferrari 550

This is SCX Ref. 63740 (analogue).

This livery is red with green and white stripes. Release date February/March.

Chevrolet Corvette C6R

SCX Ref. 63680 (analogue).

White body with 'Compuware' livery – this is the same as the previously (2008) Toys R Us Spain only car that came in a track pack. I had no prior warning that this would be a general release. I wonder if the Audi Quattro in brown will follow in due course? Release date February.



Ford Escort RS Cosworth

SCX Ref. 63760 (analogue).

Blue body with yellow front end – works 'Pilot' livery from the Manx International Rally (U.K.) 1994 winner. I'm glad to see SCX saw sense and issued another livery on this great model, just the Sierra to convince them of now! Release date February/March.



Fiat 124 Spyder

This is SCX Ref. 63770 (analogue).

Gulf livery. This is a modern classic rally car livery from a few years ago. White body with duck blue skirts and arches, Gulf orange top.



Lancia Delta S4

SCX Ref. 63780 (analogue).

Icon alert! We all knew the Delta S4 was on its way (due to the Altaya collection) but have now confirmation that this version will be with us in March. The livery is black with gold stripes.

This is a tricky car to pick a livery for as Altaya have gone for the Martini works livery and finding others with no cigarette or alcohol adverts on them is difficult – Totip Jolly Club would be my choice – Chuck are you reading this?

Back to the livery in hand – I guess this is a

prototype picture because the front splitter should be in gold assuming this is the Costa Brava car. I could be wrong, nice regardless, when I say nice I mean superb. Running out of Group B cars to make as slots soon?

Renault 8 TS

SCX Ref. 63790 (analogue).

Another modern classic rally car, looks like it's from the classic Costa Brava rally. It has a blue body with lots of logos on the flanks. It is MISSING a navigator figure – pointed out to SCX, and are awaiting news of navigator spare part ref. number! Release date March. =>



Renault 8 TS

SCX Ref. 63800 (analogue).



Once more, but in bright yellow with what looks like yellow (French style) headlamps. Again a modern classic rally car this time from the Lloret rally also missing it's navigator. Release date March.

Ferrari 599 GTB Fiorano



SCX Ref. 63820 (analogue).

A brand new car and not one I'm familiar with. It is Red with the Statue of Liberty on the bonnet. Peter (Tifosi) Emery will no doubt review this for us in due course. Release date March.

BMW 320i WTCC

SCX Ref. 63830 (analogue).

A bright blue and white livery for the Italian driver. Release date March.



Fiat Abarth 1000



SCX Ref. 63850 (analogue).

These great little cars are so popular it makes sense to release a few more liveries. Red with white/red chequered roof – lovely. Release date March.

Renault 5 Maxi Turbo



SCX Ref. 63840 (analogue)

Another re-livery on a classic rally car (notice any theme here?). A car I'm not familiar with. Burgundy red 'Philips Car Stereo' livery with Camel rally panel – interesting to see what this comes out on the actual model. Release date March.

Chevrolet Impala SS Nascar



Three new liveries for this car:

SCX Ref. 63940 (analogue), SCX Ref. 13930 (digital) #88 "National Guard" 2008 and SCX Ref. 64220 (analogue) #31 "Caterpillar" 2008.

SCX Ref.. 64210 (analogue), SCX Ref.13940 (digital) #29 "Reese's" 2008.

All due for release – now.





And to go with the above there is a new livery for the Ford Fusion Nascar, which is SCX Ref. 63950 (analogue) #99 “Aflac”

Three of the above Nascar cars are also available in a new Digital set SCX Ref. 10140 due for release in March.

Compact

A new blister twin pack including two Mercedes C-Klasse DTM cars is due for release in March.

And after much talk the **Compact Moto GP Bike** set is due with us in February with leaning bikes. SCX Ref. 31190.

Last but not least a product announced at last years German Toy fair “**My First Driving School**” by SCX. Release date – now. Looking forward to reviewing this with my daughter.

Four new cars are being released in the first quarter alone with some good (in my opinion) reliveries. You will notice no F1 cars for the time being. I understand a little prudent waiting is

required to see who turns up on the grid and in what shape/colour – wise move! With modern motorsport falling on tough times I think looking back to more classic times is a good move.

I would ask SCX to do a little more research into liveries and not rely solely on 1/18th Scale die casts for reference. If in doubt just ask! There is a wealth of knowledge in the NSCC and I’m sure members will be happy to ask.

That’s enough to digest this month, and hopefully next month I will bring you news of further SCX releases. ■





Lots of stuff to cram in this month's "Kits' N' Bobs" as I needed to finish building and writing a week early, since by the time you read this I shall be coming back from what's becoming my annual pilgrimage to the land down under.

So first up apologies to Steve at Penelope Pitlane as the new Aston DBR5 1960, Healey SR 1968 and Lancia Ferrari 1956 are only sprayed to main coat so far, but I shall bring you more details next month of the build for all three with some step by step photographs to show you just how easy PP kits and chassis are to assemble into beautiful slot cars.

I gather as well that PP also intend to release the longer nosed version of the Lancia-Ferrari and are just awaiting modifications to the production moulds.

Another one to be "almost" done is the new Ferrari 290MM from www.resinslotcar.com, this has the advantage of a pre-painted body shell to help slow builders like me and the photograph shows the car almost complete but without its decals.

I have been talking to my friend David Sykes whose HWM and Cisitalia I still have not got round to finishing, I am ashamed to say, although David is a nice guy and was pleased to tell me that he has plans for an extensive range of resin shell (Planned mostly around PP running gear and chassis).

The future plans include a 1914 GP Peugeot, 1930 Riley 9 Brooklands, 1927 Amilcar G6, 1922 Fiat GP, 1923 and 24 GP Sunbeams, 1925 V12 and 1927 straight 8 GP Delage, 1926 GP Talbot, reworked Austin 7 Twin Cam and the 1922 Tear Drop Benz Tropfenwagon. These should soon be followed

by a GP Keift, re Worked Connaught A and B types, Morgan 3 wheeler, a reworked 1958 GP Ferrari Dino, and a 1921GP Ballot.

If that little lot was not enough David also does all of these existing shells: C-type Jaguar, 1952 V-16 BRM, 1952 2lt. Gordini, 1949 4.5lt. Lago-Talbot, 1955 2.5lt. Mercedes-Benz W196, 1955 Bugatti Typo 251, 1955 Gordini GP, 1956 Lancia Ferrari, 1956 Connaught B type, 1952 Connaught A type, 1958 Ferrari Dino, 1959 Ferrari Dino, 1955 Ferrari Super Squalo, 1952 H.W.M. 2lt., 1927 Delage 1.5lt., 1930 Austin 7 TT Ulster, 1930 MG double twelve Midget, 1912 Sunbeam 3Lt., 1955 8 cylinder Gordini, 1952 Cooper-Bristol (4th at Spa), 1950 158 Alfa Romeo, 1938 Twin Cam Austin 7, 1959 Aston Martin F1, 1960 Scarab front-engine F1, 1951 Alta 1.5 lt., Cisitalia GP 360, ERA A type, ERA B type, ERA C type, ERA Gp1, Bugatti 57 Tank Connaught L sports Car, Cisitalia sports car, Lancia D50 and an Alfa Romeo 512.

Phew, I'd be working from now to my grave to build all that lot and probably would not have time to race any of them! David has promised me photographs of his new cars as he releases them and hopefully I'll get to squeeze a few more into my own build plans.



Resin slot car's Ferrari 290MM in part built form & RMS Datsun 510.



I have however finished off a few cars from the backlog with the AA bodies including a Lotus 19 done in the colours of the Aiciero Brothers Dan Gurney car, using a PP Chassis.

I have also managed to complete the MMK long tail Porsche 917 Gulf car, and my version of the Reinecke Motorsport Datsun 510 of the number 46 John Morton car complete with Slot Cars 4 U decals, PCS32 chassis and BWA wheels.

Talking of this RMS now have stocks of their 1/32nd Cheetah and the Datsun 520 Pick-up available and Slot Cars 4 U have added the number 26 Jamaica 1971 and number 68 Bob Sharp Lime Rock 1972 decals to the Datsun range along with number 00 AJ Foyt decals for the 1964 Galaxie with both Zecol Lubaid and Bunnell Motors sponsored versions.

The famous slot custom builder “Chris from Crewe” of www.slotcarunique.co.uk has sent the Wolves a magnificent customised Audi for our raffle in aid of Acorns at our grand opening



MMK Porsche 917, and Sloter Lola T70 Surtees.

with Nicky Grist on Saturday 21st February 2009 (all comers welcome) I was so stunned by Chris’s superb work of art that I asked him to do one for me using the old 1974 Wolves speedway wolf’s head logo and my Slot maniacs handle “In the Wolf”. I think you must agree that the result is superb and can only reiterate that all of Chris’s work is this good and makes already excellent Slot.It cars even better.

Sticking briefly to resin the Proto-Slot Kit



Slot Car Unique “In the Wolf” customised Slot.It Audi.

Ligier Maserati JS2 1975LM and Matra MS650 1970 are now both available in the U.K. via Pendle Slot Racing. Another out now release is AA Bodies latest motorcycle and sidecar combination. This is available in two versions. I have been sent the one with the passenger tucking into the sidecar and have done mine in a simple Castrol fantasy livery of my own design.

The kit is available now along with a unique style Penelope Pitlane designed chassis that allows three proper wheels and guide but with just the rear bike wheel being driven. This really is a most novel and eye-catching model and I can’t wait to give mine a run at Wolves.

Finishing on resin, the OCAR Audi Quattro Sport 1 and two versions of the 1972 Mercedes 300 SEL are now in shown as being in stock both from World Classics and Pendle Slot Racing.

On to plastic and the Carrera cars I mentioned last month seem to have taken some time to reach the U.K. but should be joined by the 1/24th scale Corvette Grand Sport and Ferrari 250 GTO. Carrera have also given a brief glimpse at the year ahead with the announcement of a 1/32nd Ford Capri 2600RS. MMK have also shown a new RTR car for 2009 in the form of a 1957 Costin bodied Maserati LM and Dakar versions of the SEAT Cordoba and Pegaso truck for Desert Slot. Power Slot have released new versions of their Nissan 350Z Rallye and Hummer H1, while Sloter have released the John Surtees Lola T70 Spyder with which he won the inaugural Can-Am trophy in 1966.



AA Bodies new Motor Cycle & Sidecar racer.

I can also bring you this months last photograph with pictures of the Spirit BMW 635 Jagermeister and Porsche 936 long-tail "Jules" as driven to Le Mans victory by Ickx and Bell in 1981. Truth to be told while both cars look good I'm afraid to say neither ran well or proved very reliable on either of the Wolves routed tracks.

Another big disappointment for me was the new Racer Fiat Abarth; I thought that with much of the running gear being Slot. It the performance would be great.

Somehow Racer seemed to have messed up by fitting zero grip tyres front and back and the

front tyres were too big for the body shell making the performance terrible straight out the box. In replacing the rear tyres for better P4's and lower profile front tyres the delicate wheel inserts got damaged. Embarrassingly this expensive Abarth struggled to outpace a stock budget priced Scalextric no frills Abarth which just shows no matter how good the bits are, if they're not put together right they won't perform.

Pendle Slot Racing bring news of the forthcoming B.R.M. 1/24th scale Toyota 88C in number 36 Minolta livery from Le Mans 1988, bringing us a new stable mate for the B.R.M. Porsches.

Finally Slot Track Scenic's have stocks of their new gantries and trackside-advertising boards available direct whilst Tarn Model Foundry have their latest TMF715 photographer, and TMF900 kneeling fire fighter operating an extinguisher.

Right now just time for me to bid you all G'day and catch you next time cobbers! ■

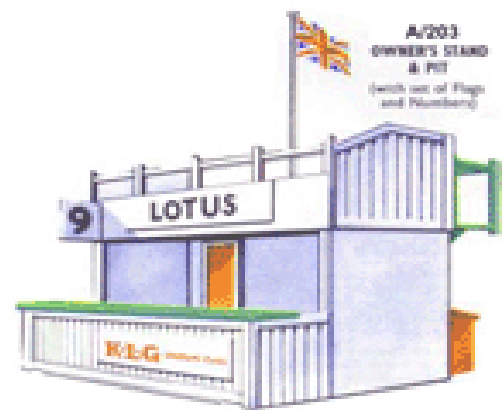
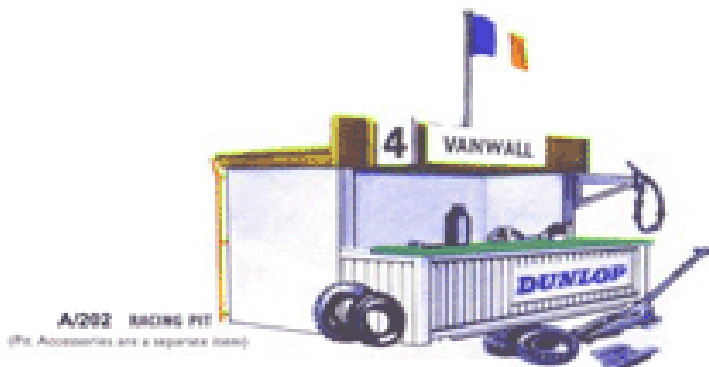


Spirit BMW635 & Porsche 936 long tail 1981 & AA Bodies Lotus 19.



A/206 Pit Signs & A/201 Event Board & Hut Signs

By Gert Joergensen



Our Australian NSCC member Ian Towle requested in the October issue some information regarding A/206 pit name signs. I have been very interested in finding “the truth” about these name signs. How many do actually exist? I do not know the truth, but I think I am close in stating that 17 different A/206 name signs do exist! I have seen 17, and I have 16 of these myself. Some are more difficult to get than others, but I think it is more a question of searching to find them all.

The name signs did appear over several years from 1960 in the first catalogue as MM/A206, and we could imagine the first name signs would be Vanwall, Lotus, Lister-Jaguar and Aston Martin as these cars also appeared in the first catalogue.

In 1959 a Scalextric advertisement and a “Scalextric Bulletin” from 1958 show very early Scalextric sets with the first tin plate cars; Ferrari, Maserati, Austin-Healey, Jaguar and Aston-Martin cars. Furthermore some very early accessories are shown here including the racing pit with the Ferrari name sign. The tin plate car names could therefore very well be the first MM/A206 name signs.

On one of the early instruction manuals a picture, which is rather a drawing, even shows a pit sign with the name “HEALEY” only.

I do not think this has been manufactured?

More names were added over the years, but I would risk to saying that the last came in 1966 (7th edition of the catalogue) with the introduction of the RACE TUNED C/77 Ford GT and the C/84 Triumph TR4. The Ford’s and the Triumph name sign are missing in most collections to day, which could confirm they had the shortest period before they all were deleted in the 13th edition catalogue. They were actually shown last time in the price list in the 11th edition of the catalogue as far as I can see.

The A/206 signs were typically packed in the well-known small bags with a Scalextric paper label on top. They came with 3-5 in the same bag, but always the same name in one bag! It was then up to the toyshop to open the bags and hand over the requested name board to the customer. The question is however were there more than these 17? Logic would say that there must be a “Hurricane sign” and perhaps a “Sunbeam sign”, as most of the others are “matched pairs”, but I have never seen these 2 signs. The 17 known pit signs are: - Maserati, Lotus, Vanwall, Ferrari, Cooper, BRM, Lister-Jaguar, Aston Martin, Jaguar, Porsche, Austin Healey, Mercedes, Bentley, Ford, Typhoon, Alfa Romeo and Triumph. ⇒⇒



MMA/201 Event board and hut

Another interesting question is; how many name signs do exist for the MMA/201 Event board and hut?

Here I am a bit more in doubt, but so far I have listed all I have seen until now. I would expect these signs to have followed the same development as the pit sign names. Also here there are some mysterious drawings in an early instruction manual showing an event board "HEALEY" name. This has never turned into reality for me either!

The MMA/201 Event board and hut comes in the well known cardboard Scalextric boxes which also includes some paper work with a list of names and numbers.



SCALEXTRIC A/201
EVENT BOARD AND HUT
CUT OUT THE CAR NAMES AND NUMBERS REQUIRED
AND GLUE TO THE SLIDES PROVIDED

LOTUS	1	2	3	4	5	6					
VANWALL											
COOPER											
B.R.M.	7	8	9	10	11	12					
FERRARI											
JAGUAR	13	14	15	16	17						
ASTON MARTIN											
PORSCHE	18	19	20	1	2	3					
BENTLEY											
ALFA ROMEO	4	5	6	7	8	9	10				
BUGATTI											
AUTO UNION	11	12	13	14	15						
TYPHOON											
HURRICANE	16	17	18	19	20						
AUSTIN HEALEY											
MERCEDES	1	2	3	4	5	6					
FORD											
SUNBEAM	7	8	9	1	2	3					
TRIUMPH											
A.C.	4	5	6	7	8	9					
OFFENHAUSER											

Made in England by
MINIMODELS LTD., FULFORD ROAD, LEIGH PARK, HAVANT, HANTS., ENGLAND

INS1022 Printed in England.

I am quite convinced that the names listed here were never all manufactured as plastic name signs for the event board. But it is an interesting thought if they were.

The names are:- Lotus, Vanwall, Cooper, BRM, Porsche, Lister-Jaguar, Ferrari, Aston Martin, Jaguar, Maserati and Austin Healey. If you find any further information regarding these names signs you are most welcome to email me and I will update my lists accordingly. Thank you in advance, Gert Joergensen. ■







SCX - Pro Porsche 911

By Jamie Coles

They say that first impressions count and when I was given the new SCX-Pro Porsche 911 I was wondering what was in the stylish deep red, black and gold box, which was three times the size of a normal slot car box.

Once the two lids (lid-envy anyone!) were opened, there sitting comfortably within a black foam nest, on one side is the black and gold Porsche 911 body with the underpan on the other with some other little bits in the middle – including a strange soft plastic thing which looks like one of the bones from a model of the inner ear!



The body of the car is a single unit made of lighter than normal plastic, with the windows and driver compartment all sealed together. This plastic is not as flexible as the older SRS 1 cars but is more solid than lexan so I would imagine quite sturdy to absorb any racing accidents. The wing mirrors are solid lumps of plastic and the only concern would be the wing at the rear.

Being of a curious nature I then took the foam out of the box and underneath was a driving and maintenance guide, describing how to race and tune your cars in many languages. Whilst this book covers the SCX Pro Porsche, the principles can also be applied to “ordinary” slot cars to optimize performance (well it

actually describes the SCX-Pro Audi, but the concepts are the same and this may have been an early release of the model and later booklets will either be more generic or specific to the car it relates to).

Still the instructions are pretty clear and also explained what the “inner ear bone” does – but more of that later...

A number of tips, such as changing the gear ratios, or engines are probably common knowledge to most people who tune cars although a number of such modifications are not permitted by clubs and maybe more than the average home racer may wish to do. In order to fix the Porsche body to the chassis there are two plastic supports, one under the bonnet and the other at the rear. There are a number of screws provided in the middle compartment of the foam, along with a really small Allen key. Fixing is a bit of a fiddle to get the screws to “bite” but then I screwed them in all the way, so the body was fixed firmly to the chassis. Looking at the car side on, the front wheels are a lot smaller than the rear ones and whilst this may upset the “shelf queen” collector, this car is not aimed at this genre, this is a “racing” car and in fact the box has “for competition only” on the lid!

What does a racer do to make their car “competitive”? Perhaps they change the engine, fit Slot-it running gear, grind the front tyres, loosen the body, attempt to make the car as light as possible and the centre of gravity as low as possible?

Well the SCX-Pro car does it all for you – with a 25,000 rpm motor and adjustable wheels and chassis – hence the allen key. And the spare motor pod will accept other motors. Also there is no extra weight such as lighting assembly and in order to make changing motors easier there is the return to wires between the guide and motor.

Unfortunately in order to check out what would be the differences with different gearing is not possible as no alternatives are included in the set – maybe something for SCX to think about, although I am sure your local SCX supplier has heaps to sell you!

Underneath the axles are, what looks like to my ancient eyes little pinholes, but this is yet another area for adjustment using the allen key. The front axle has a lot of vertical play to go over the most uneven of circuits, but you can also raise the wheels higher off the track if you wish.

Finally, before we get the car to the track the engine bracket will wobble side to side like most other SCX cars – but there is also some forward and backward movement.

Onto the track and the 25,000 rpm motor shows what it is made of as it goes off the start line and cautiously I take it through the S’s and on to a short straight before the hairpin.

Slowly around this at first and then into the tight twisting inner field and through the acceleration/braking sequence this Porsche is good and responsive, if a little tail happy if I increase the power too early.

I was able to get some good slides going round corners and whilst impressive these affected the lap times. I was able to get a time of just under 13 seconds on the Ninco 110 foot track. I then loosened the chassis a little and the car kept slowing down on corners, the reason the rear wheels rubbed on the body.



So I then took the car apart to test out the purpose of the “inner ear grommet”. The theory behind this is that as the car slows down the body will slide forward in relation to the motor mount and the grommet will rub against the contrate gear and slow the motor down more.

Well a mixed result to report, when driving fast and releasing the throttle then the braking does work, but when just at half throttle there is little noticeable effect. It may take a little more getting used to or on a longer circuit when top speed is reached before a bend, so the jury is still out as to whether this is a gimmick or a serious innovation. It was also a fiddly task to adjust the grommet, then put the car back together and try again. After I had given up with the braking grommet I went back to standard car, no braking or body rock and got the lap times down to 12 seconds.

Overall the SCX-Pro Porsche is a fun car to race and on a twisty track like Farnham, it is fast and responsive but I didn’t get a chance to test the top speed. For proper tuning comparisons I would need to check out other gearing combinations but it is so good to see the words “competition” and “magnet” are not in the same sentence!

Two changes I would suggest would be the ability to change the braking without needing to take the car apart and also a sprung guide.

Many thanks to Gareth Jex and AB Gee for the opportunity to test this car and I will be using it the relevant classes when I can in the future. ■

BY DEANE WALPOLE

H:O
WORLD
email: howorld@nsc.co.uk



Late last year Scalextric released a Micro set, G1050 "Cinquecento", which quickly retailed at £30 or less. As the name of the set implies two Fiat Nuova Cinquecentos (simply Italian for new 500), one in yellow the other in red. The choice of colours is no accident, as the emphasis here is on fun(ky). Both cars are rather large for their scale, just as the BMW Minis were a few years ago.



Perhaps rather surprisingly, the overscale factor is sufficient for the 500's to be less stable through corners than some other Micro cars, for example the recent Ferrari F430. This does not happen on the small set the cars come as part of, but once you extend it and add some meaningful acceleration zones it become noticeable. Of course, Scalextric well know that the end-user is unlikely to do that, and it is probable that in a lot of cases, the only car



one 500 will pair off against is another 500. Viewed from that perspective, and the intention to get young racers slightly too old for the "My first" sets into slot racing, this set makes a lot of sense.

For 2009 Scalextric have announced the following sets:

G1058 Need for Speed

G1055 Pro Rally

G1059 Disney Pixar "The World of Cars" Race-O-Rama

Set G1059 will feature two cars from the popular Pixar movie, set G1055 is slated to feature two Ford Focuses, hopefully with the blue non-works Stobart car as one, and G1058 looks set to use the previously used Nissan 350Z, but with graphics appropriate to the computer game. The set will also include a cheat code for use within the N4S games 'world'. ■



Lotus Cortina C2913 By David Yerbury

I had been having a bad week, I was in a deep depression there was no sign of it going. What a Christmas this was going to be. All this would change finally as the Postman came calling on Christmas Eve morning and a well wrapped parcel was gratefully accepted.

Opening it carefully the first glimpse was better than expected. The Olive green stripes were a dead give away and here in the crystal box was my favourite car of all time. [Sad but true] the Lotus Cortina MK1.

In an instant, I was transported to a bright sunny Whit Monday in May 1964 and I am entering Crystal Palace Race Circuit for the day's events. The London Trophy meeting will always be remembered for the emergence of that great talent that would bring a World Championship in 1970. The great Jochen Rindt little known outside his native Austria trounced the mighty F2 players of the day including the likes of Hill, Clark and Hulme. I hardly remember it, as it was the saloon car race that really got my interests going. On the front row of the over 1,500cc race was Sears Galaxie with

the Lotus Cortina's of Clark and Arundell. Predictably, the Galaxie thundered off in the lead harried all the way by Clark. It was only the two long straights that allowed the Galaxie any breathing space as at every corner due to the galaxies inferior brakes the Cortina would be climbing all over the back of it. This lasted for about six laps when I think the Galaxies brakes cried enough and Clark followed ably by Arundell were away for a deserved one two. My lasting memory is watching Jim Clark three wheeling the Cortina through Ramp Bend.

I think that Scalextric have captured the car very well and this will stand up there with the best. The Olive green side stripes are spot on and the pressed steel wheels are just as I remembered them. It is just a pity the tyres are a bit squared off at the edges. Tyres on the T53 F1 cooper theme would look a lot better. The Lotus badges are nicely printed down to the tiny one on the boot lid. So once again, Scalextric are on the money with this faithful recreation of this iconic saloon racer. I hope that the helmet colour is more acceptable to the purists.





On to the track, well my basic figure of eight on the living room floor, which will have to suffice for now! On it is narrow wheels it performs very well with plenty of attitudes, which can be seen when giving it a push. The only time I managed to get it on three wheels was just before a big off, but then if slot car racing were your driving test I would definitely fail. A great deal of fun to be had on the home track with or without the dreaded M word fitted. It will soon have a friend to race on equal terms with the forthcoming release of the Alan Mann version in that lovely Red and Gold. It is never going to be a lap record holder but looking this good it does not need to.

I looked at the Scalextric, Airfix and Revell versions together and there are a few noticeable differences. They are certainly not all from the same mould.

Firstly, the Airfix and Scalextric bodies have slightly deeper sides and on all three cars the 2 front and rear windows differ quite a lot and the Scalextric version has two windscreen wipers whereas the Revell version only has the one.

In addition the Airfix and Revell models are based on the Airflow model where the Scalextric version is of the earlier non-Airflow type.

Finally, the Revell version has Cortina on the bonnet whereas the Scalextric states Consul.

I think all three are good representations of this car but I have my favourite and no prizes for guessing which one.

Now if Mr Revell can grace us with the Willment Galaxie I will set up a permanent track to play on. ■



Email: carreracorner@nsc.co.uk



Hopefully, we now have a new Carrera corner contributor, Peter Emery who has volunteered for the role and he will commence his contribution for the next issue, however in the meantime here is a sample of some of the planned new releases from Carrera. ■



January 2009 releases

CA27244



CA27245



CA27246

CA27247





January 2009 releases

CA27253



27253 - 0 - 0
Plymouth Fury '60 Street
NEW - NOUVEAU - NUEVO - NUOVO

CA27258



27258 - 0 - 0
Chevrolet Bel Air Coupe '57 Race
NEW - NOUVEAU - NUEVO - NUOVO

CA27263



27263 - 0
De Tomaso Pantera Gz. S
NEW - NOUVEAU - NUEVO - NUOVO



January 2009 releases



CA27234



27234 - 0 - 0
AMG-Mercedes C-DMT 2507 Livry 2008
NEW - NOUVEAU - NUEVO - NUOVO

CA27237 Audi A4 DTM Red Bull



CA27277 Hamilton McLaren no.22 **AVAILABLE NOW**
WORLD CHAMPION



Well there was not going to be an eBay column this month but thanks to Jeremy stepping in as editor at the last minute and thus giving me an extended deadline due to this editorial change, I did find a few minutes (well hours actually) to pen a few words again this month. Thanks also to those who have sent in a couple of items (you know who you are) but more items are warmly welcomed so don't forget to hit that email a friend button when you see something of interest.

Although things seem quiet still we have seen a slight pickup on the auction side of things in the U.K. to take listings up to 11,000 with similar results in the US and Germany. There has been the usual post Christmas track purchases but prices in general have remained subdued unlike previous years when I have seen silly money paid for straights. However there has been some cash floating about as seen in prices below.

There have been a couple of items of interest to note. The appearance of the Scalextric 2009 range presentation car the Chaparral attracted one initial bigger bid of £235 but subsequently has only just topped the £150 mark during the rest of the month and others sit on eBay at around £200 BIN untouched. Maybe it is a sign of the current economic times and/or an unappealing model as prices have been well north of £200 in recent years when just released.

Talking of range presentation one seller has 12 (yes twelve!) of last years 2008 Aston Martin to sell on eBay currently, at BIN of £200 or best offer, but having been on there for over a month now and with only 1 taker it looks as though values have dropped here too. A 2007 GT40 still attracted interest though making £218. Mind you there has still been some big money splashed out with a near mint and boxed yellow

Auto Union making £1,330 and another red Perris Bugatti topping the £900 mark. On the Scalextric prototype front a blue "mould flush" Mondeo and a "base plastic" Metro both topped the £200 mark. It seems to me there have been more than usual of multi lane ready made layouts appearing lately where people seem to be selling up but generally these have not tempted buyers.

Prices

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

5 X VINTAGE CARS BENTLEY ALFA JAGURA TYHOON ASTON £358 (Black Bentley, green typhoon, blue Alfa, green Aston good condition but couple of bits missing on Friday night 260349055322)

Startex Scalextric tinplate clockwork sunbeam alpine £410 (not strictly Scalextric I know but worth mentioning. Red model in mint condition with box on Sunday night)

1950s Scalextric Tri-ang Austin Healey mm/c53 tinplate \$1,445 (over £1,000 at current exchange rates but it was near mint blue and white model, with a box and 2 drivers! On Saturday night 180321670620)

Scalextric Exin Fiat 850 coupe mint condition superb £320 (Green, no brown marks but worn decals on Sunday night 220347060585)

SCALEXTRIC PORSCHE GT3R VERY RARE HAMLEYS No44 C2469 £192.77 (An astounding Sunday night amount considering the seller had loads of other GT3R's for sale including LE at the same time and none reached half that price!)

SLOT IT NEWMAN PORSCHE 956 LIMITED EDITION LEMANS 1984 £122 (MB Sunday night)

ROGER W GREENSLADE SCALEXTRIC & SLOT CAR BIBLE 1st EDTN £150 (BIN price)

Exin Scalextric STS Buggy Ref 7301 Body,
Made in Spain £132 (Yellow and blue Esso
bodyshell only on Wednesday night
120363688566)

c1950's, EXCELLENT, SCALEXTRIC
TINPLATE CAR + DRIVER £127 (Blue
Ferrari but no steering wheel and with original
Scalextric owners club card on Wednesday
night 190280286170)

SCALEXTRIC NSCC DATSUN BOXED
GREY V NICE £77.75 (Tuesday night
300288292875)

SCALEXTRIC TYRES X 40 £26 (White half
tyre markers on Tuesday night). ■