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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

JOURNAL OR SWAPMEET ?

Today, despite having the task of completing this month's Journal to a self imposed "tight" deadline I decided to take time off and visit the swapmeet in Eastleigh organised by our own Paul Atkins.

The visit wasn't only to see what bargains could be there but was also to meet Peter, our Chairman, to show him the sometimes black art as part of the role as editor and how the Journal is produced and printed every month. He also pointed out that my going would be another person through the door and thus contribute to the attendance figures and further justify the organisation of the event in the future.

I had never attended this swapmeet, which replaced the Liphook venue, I believe, but have attended both Orpington and Milton Keynes regularly in the past. Whilst the Eastleigh event is smaller and more personal than both of the other two events, there was still plenty to see and possibly spend ones few pennies on, plus I did get to chat with a few people who I really should talk more to, since they are on the Committee!

Now I know many members do attend swapmeets and you will have no doubt heard it all before about supporting these events, but again I would like to take the opportunity to ask those of you that haven't visited one of these events do so, as an alternative to the impersonal shopping of ePay, which to be honest these days doesn't seem to be all it once was with fewer bargains to be had.

By attending one of regular swapmeets you can often obtain some bargains (I did in the form of a Scalextric Formula 1 two car pack for subsequent digitising and racing to destruction), plus you can take your time to browse and chat to both the stallholders themselves and indeed other collectors etc. and ask if you can't find what you may be looking for, since often they may have it "hidden" under the table or may be able to get hold of it later for you.

So again go to a swapmeet and support it, remembering that there is considerable time and effort spent organising one of these events and if no one attends they could become a thing of the past and we will all end up sitting at home shopping on-line!

So until next month

Jeremy





"History is more or less bunk." Henry Ford, 1916.

Well, it's an opinion I suppose; mine is that *Ford* was talking bunk. Not only can we learn a lot from history but there is also much to admire. Sean Fothergill has written a piece about the Brooklands slot car festival and I'm really looking forward to it. I hope you are too.

As Sean has written, the great oval is no more but significant parts (around two thirds) remain including large sections of banking. I've been to Brooklands once and the remains of the track evoke a real sense of what motor racing was like in its early days despite the almost ghostly quiet. It takes no great imagination to picture those great old cars (which still run at events like Goodwood and Silverstone) hammering around with drivers fighting the steering wheel protected by no more than goggles, leather helmets and a scarf flapping in the wind. My earlier visit was with a real car club and I didn't get to go to the museum. The slot car festival next month gives me the perfect opportunity to fix that omission. I expect to be busy on Sunday so I'm very pleased that Brooklands are offering the two-day ticket. I will take this up and go to the museum on Saturday so that Sunday is free to attend to slot matters and there will be much to attend to. I always enjoy swapmeets but I'm particularly looking forward to some of the action. It will be

interesting to try a car or two out on the scale quarter mile as well as what looks like it will be an awesome hill climb. I won't be taking part in the feature race – my modelling skills are sub-zero but I will enjoy looking at the fruits of others' labour and seeing them in action. But I might be too busy even for any of *that*.

YOUR CLUB NEEDS YOU

"There is a thin line between genius and insanity." Oscar Levant.

There is likely to be another major attraction at the festival. As I write, this isn't confirmed but it should have been by the time this Journal lands on your door mat. I can't therefore be specific but the attraction is very likely to happen and we will need a lot of volunteers to make it work, so please do come and join in. A TV production company is planning a series of 60-minute programs with a respected presenter for a major channel. The basis of the series is to celebrate childhood pleasures but also to bring wild, childhood dreams based on those pleasures into reality. One of the programs is to be based on Scalextric. So what wild, childhood dreams might a Scalextric enthusiast have had? I guess that many will have imagined a full racing 1/32 scale circuit based on a real racetrack. So a three-mile circuit would scale down to around 500 feet requiring over 500 track sections for two lanes. Is that wild enough? Apparently not. The plan is to run Scalextric track around the entire 2.75 miles of the original oval circuit - I don't think it is planned to include the half-mile finishing straight. Of course this would be a record so Guinness will be there as well to validate it. (Note to self: this had better happen - otherwise I will look the most gullible idiot in the world.) Yes, you read right. It is planned to build a full-size racing circuit in Scalextric on the original track on Sunday the 16th of August and "race" two cars around it - no problem. Well, no problem apart from the third of the original circuit which has been demolished and/or built on, no problem apart from laying, using and dismantling around 15,000 track sections, no problem apart from getting power and control⇒⇒

to all sections of the track. It should be a walk in the park. I just hope that the track does not come in the normal packaging otherwise we will need a dedicated land-fill site to get rid of 7,500 plastic bags and 7,500 cardboard liners. I'm also glad that Sean didn't arrange this festival at the 14-mile Nordschleife or on the Isle of Man TT circuit, nearly 38 miles.

The first of those problems has been addressed but we will need help at the beginning and end of the day to assemble, test and dismantle the track. We will need most help for the driving. The circuit will be broken down into about 100 sections with their own power and

control so we will need 100 drivers. (The aim is that the 100 drivers for the second lane will be drawn from the local community.)

Please let me know if you can help, e-mails and text messages will be best but phone me on either number if you prefer or if you have any questions. If you are in a racing club, come as a group and bring a banner. You can also bring a 1/32 scale track-side banner or hoarding in case the lipstick cameras in the cars pick them up as they drive past. Whether as a group or as individuals, please come and make a success of this milestone in our hobby's history.

See you there. ■

BY **ROB SMITH**

MESSAGES

FROM MARGATE



email: factory@nsccl.co.uk

The 2009 release schedule continues at a snail's pace with only two cars released in the U.K. this month. Fortunately there are also two very interesting new releases from elsewhere in the world.

C3028 Ferrari 330 P4 #23

This is C3028, the red and blue Ferrari 330 P4. Strictly speaking this car is actually a 412P. This particular car was entered by Maranello Concessionaries, the #23 car raced at the 1967

Le Mans 24 hour and was driven by Richard Attwood and Piers Courage, however it failed to finish the race and was officially recorded as a "did not finish". This car represents the car with chassis number 0854 and was one of only two cars that were originally built as 412P's being chassis numbers 0850 and 0854.

C2992 Mini Cooper Road Car Blue

This is released as part of the super-resistant range and is another Mini Cooper, which is





finished in a very fetching shade of blue with a Union Jack on the roof and chequered stripes on the bonnet.

C2975 Chevrolet Camaro Big Red No. 1

The first market specific release to reach me back in the U.K. is the Big Red Camaro released exclusively for the American Market. The livery is quite simple being red with bold white stripes on the bonnet and boot (or hood and trunk for those who speak American) but the story of the car is very interesting.

The car was built in 1987 on the bones of a 1969 Camaro to beat the then current machinery and to sustain speeds of over 200 m.p.h. for over an hour. Big Red One was written off at its debut in the 1988 La Carerra Road Race in Ensenada, Mexico whilst leading. Big Red Two was built as a race car from the offset with a 1969 bodyshell dropped on top to keep the look. More information can be found at www.bigredcamaro.com, but look out for the mute button to deal with the very annoying musical soundtrack.

The car as modelled by Hornby and is a mixture of Big Red One and Two. It looks more like the stock 1969 car but they have added some details from the number Two car such as painted louvres over the lights.

It is still a very interesting car and a welcome addition to the muscle car range.

C2951 Ford Cortina 1964 Bathurst Winner

The second special is an Australian market exclusive Ford Cortina. This time it is a GT not a Lotus and carries GT badges on the rear





wings. The livery is cream with a single red and orange stripe down the middle from front to rear. The red painted headlamp rims give it a very distinctive look.

The real car won the Armstrong 500 at the Mount Panorama circuit near Bathurst on 4th October 1964 driven by Bob Jane and George Reynolds with a total of 130 laps. This was the 5th running of the race and was open to touring cars in four classes based upon their purchase price. It must have been a very odd looking grid as it contained Vauxhall Vivas, Triumph 2000s,

Hillman Imps, Renault 8s and a Humber Vogue as well as the Cortinas. The Cortina was in Class C with a price range of \$1,001 to \$1,200 AUD. Lots more information can be found on Wikipedia, just type in a search for 1964 Armstrong 500.

Brain or Brawn?

Hornby have used their brains and signed an exclusive, worldwide deal with Brawn GP to produce the F1 championship leading cars. Cars and sets will be produced in both 1/64th and 1/32nd and we should see the cars released in early 2010 just after Christmas (no comment).

A BBC news clip shows Jenson Button racing a Brawn liveried Grand Prix car around a large Scalextric track and subsequently being beaten by a journalist. I couldn't decide what car had been reliveried by Hornby for this event but it looked the part for TV at least.

Mind you, following the British Grand Prix last weekend I wonder what the Red Bull licence is now worth? And of course, there might not even be an F1 championship next year! ■





Another busy month to report with lots of new releases and some news of a few special cars, with so many releases already this year I wonder what will be left to release for the rest of the year!

McLaren F1 'Ayrton Senna' Ref. 64270 Limited Edition

This is a special release based on the Exin model from the 80s (the one that was never supposed to be released!). Ordered originally for the Brazil market this model has been made in a Limited Edition, 3,000 will go to Brazil, 2,200 for other countries (including the U.K.) and 800 as the MiniAuto magazine subscription. Officially this model will not be available in Spain. Most slot pushers are taking advance orders and the good news is the price has been reduced! Originally this was going to cost in the region of £68, now you should be able to find

it available to pre-order for around £52. The car has #1 in red on the nose cone and there is much debate about the car never having run with this race number. Take a look at Slot Passion for pictures and information on when it did have #1 on it. It is released in a presentation box.

50 Years of the Mini' Ref. 64350 Limited Edition.



Another Limited Edition with only 300 coming to the UK in SCX format. This is a commemorative Special Edition with an Exin Mini in Yellow in the very collectable 'Movi-Cooper' livery, which the originals go for very expensive money. With the Limited Edition car you also receive a 96 full colour book in English and Spanish featuring; The History of the Mini, Mini Authi – who manufactured the 'Spanish Mini', Mini in competition and SCX reproduction of the Mini. Very nicely packaged





Morgan Aero 8 Ref. 64000 'DeWalt'



this box/book/car set is due for delivery in September and available to pre-order at an approx price of £90.

Standard Releases Ferrari FXX Ref. 64010 'Yellow'

Following hot on the heels of the BBC Top Gear article featuring Michael Schumacher as the 'Stig' is the Ferrari FXX Ref. 64010 'Yellow'. One of the most rare and expensive cars in recent times, only 30 of these 800 horsepower V12 cars were produced and sold to select Ferrari customers. The SCX model is in bright yellow (I assume someone did order in this colour!) and features the #22. Not my cup of tea, but the previous release of this car in red proved very popular. It has an RX42 motor.

Another bright yellow car, is this Morgan Aero 8. The third livery of this car (including the Spanish only version) this is modelled on the 2002 Le Mans DeWalt entry as raced by Richard Stanton, Steve Hyde and Richard Hay. The car also competed in the British GT series.

Seat Toledo GT Ref. 63930 ' #9'

This new (to the U.K.) model is based on the Saturn Motorsport car driven by Spanish drivers Lluís Llobet and Victor Fernandez at the International GT Open, Circuit de Catalunya 2006. It features an RX42 motor in tilting chassis.

⇒⇒





Seat Leon BTCC Ref. 63880 'Holiday Inn', 'Jason Plato'

Another Seat, but a little closer to home, is the one driven by Jason *'out of my way I'm coming through'* Plato during the 2008 British Touring Car Championship to an overall 3rd place in the drivers championship after 8 race wins. The motor is to be confirmed but it is in a tilting chassis.

Ferrari 360 GTC Ref. 64060

This metallic silver car features a simple livery from the RSV Motorsport team. Running in the Spanish GT Championship, driven by



Domingo Romero and Peter Sundberg, 430 hp, 3.6 Litre V8 represented by SCX and it is powered with an RX42 motor.

Vintage Mitsubishi Pajero TT 'Transparente' Ref. 6430

News this month of a Spanish only Limited Edition, being the vintage Mitsubishi Pajero TT 'Transparente' in the Spanish brand. This is a very special Limited Edition of just 200 numbered and certificated cars. Made for (I understand) special Club members and invited collectors and signed by D.Luis M. Arnau





Director Exin 1993. The price is a cool 300 euros. Photographs are courtesy of Joan-er-Cunyao blog site, as I didn't get asked!



**Ford Escort Mk2 RS 1800 ref. 64330
'Daily Express RAC 1977' "Muddy"
Roger Clark/Stuart Pegg Limited
Edition of 500**



And just as we go to press a rather special SCX car arrives at the office, being the Ford Escort Mk2 RS 1800 ref. 64330 'Daily Express RAC 1977' "Muddy" Roger Clark/Stuart Pegg Limited Edition of 500. Julie Scale rather kindly sent me mine a little earlier than Goodwood Festival of Speed and was also kind enough to send me 500/500. It's a great looking car and has some nice additional packaging. Cars collected in person from Goodwood feature the signed card by Julie, a gold numbered sticker and a kiss – well you can only ask? These cars are only available from Scale Models and mail orders have now finished. I suspect if any are left from the Goodwood Festival of Speed meeting the remaining ones will be available from the Goodwood Revival meeting later in the year.



That's it for this month, and finally I would like to wish good luck to the SCX sponsored race team in the WTCC racing at Brands Hatch this July. ■

The Hornby Subaru Impreza

By Paul Atkins

The Subaru Impreza was introduced into the World Rally Championship in 1993, and achieved immediate success with a podium on its debut in 1994 at the 1000 Lakes Rally, this was shortly followed with their inaugural victory with Carlos Sainz at the wheel in the 1994 Acropolis Rally. To jumpstart its early rally efforts Subaru teamed up with the British Motor Sports Company Prodrive to develop the Impreza into a competitive rally car.

The Impreza brought Subaru three consecutive WRC constructors' titles (1995–1997) and a driver's championship for the late and great Colin McRae in 1995, the late Richard Burns in 2001, and the Norwegian, Petter Solberg in 2003.

In December 2008 Subaru announced that it would be withdrawing from the World Rally Championship due to economic problems, but you can still see the Subaru in this years WRC, under privately entered teams.

Hornby released their first Subaru in 1999 (catalogue number 40) with the blacked out window car (C2240W) for the Toys-R-Us set (C1033) and two stand alone cars, the first being in the works livery (C2118), and the second in the colours of "Stomil" (C2177). Although we haven't had the Subaru as a Range Presentation or NSCC Weekend Car, we have seen a varied selection of suppliers cars, such as Argos (C2235W & C2236W), Woolworths (C2379WA), Gamleys (C2387) and of course the already mentioned Toys-R-Us car.

The Subaru has also been very popular with the Scalextric "Racer" magazine with two cars exclusive to members, firstly the all black car (C2203) limited to 1,500 car and then the "Barretts" liveried car (C2243) a production of only 1,000, but in two versions albeit minor decal changes in each version (500 of each). Another regular is the Collectors Centre car of Burns and Reid (C2246), Race number 5 with a limited production of 1,000. Then in 2004 "The Sun" sponsored a Subaru in the WRC British Rally driven by there sub-editor, Rob Gill and Hornby reproduced this car (C2550). Original reports suggested you could only get this car through the competition that "The Sun" was holding but soon after the car was on general release. Two years later, Hornby and "The Sun" teamed up again to produce a newer version (C2666) and then again in 2007 to produce one of the 50th anniversary cars (C2789) which was the only weathered Subaru to be made to date.

Other Subarus of note are the Police car (C2237), the Senna cars (C2221 & C2222), the plain silver (C2129) and the plain maroon (C2140) cars, both in a limited run of 1,000 each. Lastly but by no means least, worthy of mention are the plain white cars (C2619) reportedly only made in a batch of 500 in two versions, with the second one being the Dutch



Club car with their logo printed on the front doors, although this was not done at the Hornby factory.

Recently we have seen a number of Subaru plain body shells in various colours but the only colours I know for certain were produced are light blue, yellow, black and white. I would love to know if anyone has any other colours and if so what they are.

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

C2118 – Race Number 3 – Works Livery

C2132W – Race Number 3 – Superslot Set Car (H1031 Costa Brava) No Tampo On Windows – Works Livery

C2235W – Race Number 3 – Argos Set Car (C1040K) – Subaru Tampo On Windows – Works Livery

C2246 – Race Number 5 – Collectors Center 1999, limited to 1,000 – Works Livery

C2257 – Race Number 3 – Burns/Reid – Works Livery

C2255 – Race Number 6 – Kankkunen/Repo – Works Livery

C2236W – Race Number 4 – Argos Set Car (C1040K) – Two Versions, One Made in England, the Other In China – Silver

C2240W – Race Number 3 – Toys-R-Us Set Car (C1033) – Type 1 (Plain Door Number Panel)

C2240W – Type 2, As Above But Network Q on Door Number Panel

C2140 – Limited Edition of 1,000 – Plain Maroon

C2129 – Limited Edition of 1,000 – Plain Silver

C2203 – Limited Edition of 1,500 – Exclusive To “Racer” Members – Plain Black

C2177 – Race Number 9 “Stomil” – White/Yellow/Blue/Red

C2243 – Race Number 18 “Barretts” – Type 1 – Blue/White

C2243 – Race Number 18 “Barretts” – Type 2, Minor Livery Changes – Blue/White

F2221 – Race Number 6 “Senna” – Yellow/Green

F2222 – Race Number 7 “Senna” – White/Blue

C2256 – Race Number 16 “Belgacom” – Light

Blue/White

C2273 – Police Car – White

C2313 – Race Number 30 “Norisbank” – Orange

C2379WA – Race Number 5 – Woolworths Set Car (C1075 Subaru Challenge) – Red

C2387 – Gamleys Store Exclusive 2001 – Red

C2607W – Street Car – Also Available in Hot Pursuit Set (C1147) – Orange/Blue

C2341 – Race Number 5 – New 2001 Body Shape – Burns/Reid – Also Available in Prodrive Packaging (C2341A) – 2001 Works Livery

C2362 – Race Number 6 – New 2001 Body Shape – Solberg/Mills – 2001 Works Livery

C2412 – Race Number 10 – 2001 Body Shape – Makenen/Lindstrom – 2002 Works Livery

No Number Given – Race Number 10 – 2001 Body Shape – Colour Reversed

C2414 – Race Number 29 “Pirelli” – Blue

C2491 – Race Number 8 – Makenen/Lindstrom – Works Livery

C2492 – Race Number 28 “Battery+” – Yellow

C2531W – Race Number 7 – Set Car (C1120 & C1162K Both Argos Exclusives) Petter Solberg/Mills – Works Livery

C2550 – Race Number 131 “The Sun” – Blue

C2587 – Same as C2531W But With New Chassis

C2619 – Limited to 500 – Plain White

C2666 – Race Number 25 “The Sun” – Blue

C2749 – Race Number 5 Solberg – Works Livery

C2789 – Race Number 50 – 50th Anniversary Car – White/Weathered

C2884 – Race Number 8 – Chris Atkinson – Works Livery ■





Lotus Exige GT3

By Peter Solari

Earlier this year, Ninco launched one of their most beautiful cars produced to date; it is the totally new Lotus Exige GT3 and has already been released in three very different race liveries and is of course the model of choice for the 2009 NSCC Club Car.

Lotus is renowned for their racing pedigree as well as their range of production sports cars. The success of their little roadster - the Lotus Elise, gave birth to this coupe version at the turn of the new millennium. Over the past nine years, a number of developments have seen the cars power and handling grow significantly with the current models offering almost 100bhp more than the original version. In its GT3 guise, the Exige is capable of speeds up to 160mph and has a power to weight ratio of 276bhp/tonne; a phenomenal figure considering it weighs in at less than a tonne!

So how about the 1/32nd scale version? Well they say first impressions count and by that standard the Exige is already a winner. It is a very petite looking car and is perhaps one of the



smallest slot cars currently produced. The body is fairly narrow measuring up at 54mm across the front wheels and 59mm across the rear. To put that in perspective, the Ascari is a full 10mm wider at the front but retains this width over the full length of the body. The wheel base is just 72mm, again around 10mm shorter than the Ascari. The overall length from (spoiler to spoiler) is a shade over 125mm and, believe it or not, the Ascari measures up at 135mm!





Just looking at the two cars side by side, the Exige must be a more nimble racer. We'll see how the car handles later on but first let us enjoy the detail.

As with every Ninco car, the surface finish of the paintwork is superb with a rich gloss shine covering the body. Print detail is as crisp as ever with some very fine print logos and trim detail; even the door locks and sidepod bolts are printed. The bodywork has a number of photo-etched parts securely bonded from the inside and very unlikely to shake loose under racing conditions. The largest grilles are at the front and rear of the car with smaller grilles just behind the front wheel arches. The first two versions of the car had closed engine covers but the latest "PB Racing" version has seven rear engine grille sections printed silver on black. (The Club Car has a similar print pattern on the rear cover but in gold). Other fine detail on the body worth a mention is the fuel filler caps and rear lights. Tyres are also printed on the side-walls with either Michelin or Yokohama.

Almost too pretty to race, these cars are also prepared to do battle on the track. The door mirrors are of a flexible plastic and will not snap off at the first big roll or impact. The eyelash-like aerial mounted on the roof also bends very easily and is likely to stay intact following many a roll.

The detail does not stop on the outside; turning attention to the inside reveals a full interior with either a single driver figure or a driver and navigator. The dashboard is printed showing speed and revs with a nice "Lotus" badge in the centre of the steering wheel. Race helmets also boast print detail.

Before we look under the body, one more



important specification; weight. It's not unusual for GTs to weigh in around 85-90g. Well the lotus Exige tips the scales at just 72g (+2g *if a navigator is in situ*). That's a massive 15-20% lighter than either a Mégane or Ascari!

So onto the chassis. It is a relatively plain flat chassis with a central undertray section offering good rigidity. Cables from guide to motor are neatly secured on the chassis just behind the front axle but most noticeable is the totally new NC-9 Sparker motor. Fitted in the angle winder position, this 'short can' motor is around three-quarters of the old NC-5 but with the same 20,000rpm rating. Finally, a small bar style magnet sits just behind the motor, also in an angled position.

To test the Exige on track, I set up a relatively simple circuit with a combination of standard and inner curves to get a feel how this would cope with tight bends compared to what I considered to be its closest rivals - the Mégane and Ascari. Everything was raced under "straight from the box" conditions to give the fairest test. Bodies stayed tightly fixed to their chassis, magnets remained in place and no extra oiling was given.

Ascari: Fastest lap time = 2.23s, Average lap time = 2.50s

Mégane: Fastest lap time = 2.41s, Average lap time = 2.67s

Exige: Fastest lap time = 2.08s, Average lap time = 2.27s

The Exige passed the test with flying colours absolutely rocketing away with awards for fastest lap, handling and noise. It was comfortable to run from the very first lap and did not show any signs of being twitchy through tight bends. Although an "S"-level car, I believe the Exige



would make a suitable vehicle for an intermediate racer as it was surprisingly easy to control. I've mentioned noise because this car is noticeably quieter than most with none of the rattle normally associated with running cars straight from the box. I feel the Exige will make a real impact on the GT scene. For me, I'm more than happy to race these cars and I will definitely be collecting them. ■



Slot Racing Club de Bordeaux 2009

By Peter Emery
What was racing?

This was the 9th year running of the Slot Racing Club de Bordeaux, held on the 6th and 7th of June. Co-Race Directors Don Seigel and Samy Berhara were rewarded for their efforts on organising this event by having a massive entry of almost 60 drivers from around the world this time. The drivers mostly came from France, Italy, Spain and the U.K. but it is also worth noting that, such is the appeal of this meeting, both Canada (Bruce Adamson) and the U.S.A. (Brad Blohm) were also represented. The fame of this meeting meant that even Essex was represented! (By the irrepressible Joel Thura who I swear speaks his mother tongue, French, with an Essex accent!).

This year the classes' chosen for the 1/32nd scale and for the 1/24th scale classes were the same, being F1 cars from 1950 to 1968 inclusive.

Perhaps not surprisingly this resulted in a varied field of cars ranging from 1950's Mercedes, Ferraris and Alfa Romeos to the V12 Hondas and the late model Eagle and Ferrari F1 cars with a fair few French blue Talbot Lago and Matra models. It must also be remembered that all the original models date from pre 1972 or they use pre 1972 technology as part of the rule of entry.

The rules for the event are straightforward and they should be considered by anyone contemplating running a meeting where⇒⇒



The excellent 6-lane Carrera track



Bordeaux is also a busy swapmeet

Concours d'Elegance is as important as the racing. I have chosen to paraphrase them only for brevity and to give you a flavour of the meeting these being in summary:

All slot cars should be accurate replicas of cars, which have participated in Grand Prix Formula 1 races from 1950 to 1968 inclusive. Each driver will enter a single car per category.

Final results of the race will be equally based on the Concours d'Elegance and the track performance in the races with each accounting for half of the total score. The Concours d'Elegance ranking is decided by the vote of the competitors who will score all cars from 0 to 20 points.



Very nice bodies in Parce Ferme



Nice Honda 1.5 Litre

The races will be straight heats of six (1/32) or eight (1/24) in three-minute segments.

The final results for the meeting will take equal account of the standings in the Concours and the Race. In case of ties, the better ranking in Concours will determine the winner. So a score of three, from 1st in Concours and 2nd on track beats a score of three, from 2nd in Concours and 1st on track.

Technical Regulations

Be a gentleman; respect the spirit of the meeting.

All parts are to be pre 1972, scratch built chassis where entered are to use pre 1972 technology.

No Sponge tyres, no angle winder chassis. Modern Repro parts will be acceptable in most cases. No Steamroller rear or 'O' ring front tyres please.

And ultimately the organiser's decision on eligibility of entry is final.

Friday

As ever the event got underway properly during Friday afternoon and evening as racers arrived by car or from the airport and set up their workspace and swap meet tables in the huge Pit area.

A little light shake down for the cars, re-learning the tracks etc. is usually followed by agreeing a time for meeting up at the Irish Bar to start the proceedings properly!



Concours judging gets underway

Saturday

Time for more serious lap trials and fettling as final choices are made as to which car to enter in which class. Some of the entries are clearly running 'mulletto' bodies to protect the good ones for the main event. In the late afternoon the cars were given to the race-directors and are now in Parc Ferme for the remainder of the event. Later still in the afternoon the Concours



Spoiled for me by the rear tyres

d'Elegance is held, competitors are allocated either the 1/32nd or the 1/24th class and mark all cars in the class on a scale of 0 to 20 points.

I think that I was not the only one being pretty ruthless with the entries that had distinctly non-scale rear tyres!

On Saturday evening the first few groups of cars get to run their heats on the 1/32nd scale Carrera track with the balance finishing up on Sunday morning from 8:00 am.

On Saturday night most racers join together

for the dinner where the local Bordeaux wine lake is drained and an auction of cars is held before a final nightcap or two at the Irish Bar.

Sunday

Some headaches around but mostly smiles as the track competition runs on throughout the day. After the 1/32nd cars have had their session all eyes turn to the magnificent eight-lane 1/24th track.

With racing for eight three-minute heats followed by then marshalling of eight three-minute heats, this is a high adrenaline hour for each competitor. The final group put on a cracking display of controlled aggression with the number of laps increasing with each three-minute race. The British contingent halted ➡➡



Hondas were popular in both scales



Some of Phil Smith's cars

proceedings for about a quarter of an hour whilst a pinion is located on the floor and then refitted. Such is the spirit of this meeting that no one complains at the interruption and everyone helps to find the missing part and see the car reassembled for battle to recommence.

After a brief pause the results are in, some smiles, some frowns, and many 'better next year!' moments as scores are analysed. Lots of 'are but if only' moments too but as Bruce Adamson so rightly pointed out "if ifs were beer and butts were nuts we would have ourselves a party"!

The impressive silverware is spread pretty equally but Italy was once more to the fore.

To finish the event, some of the attendees of the 60 plus people there head for L'Entrecote, probably the most relaxed eating place in

Bordeaux with a set menu of salad, frite and steak and a choice of Red or Rose wine (Bordeaux – natch').

As ever a queue of people who also wish to sample the restaurants delights, I guess this time it took us half hour or so to get a table but everyone is buzzing about the day and the competition so no one cares or even noticed how long we had to wait.

So finally, I hope to see you all next year if Don and Samy can fit you in, I will meet you in the Irish Bar around 7:30pm on Friday! ■

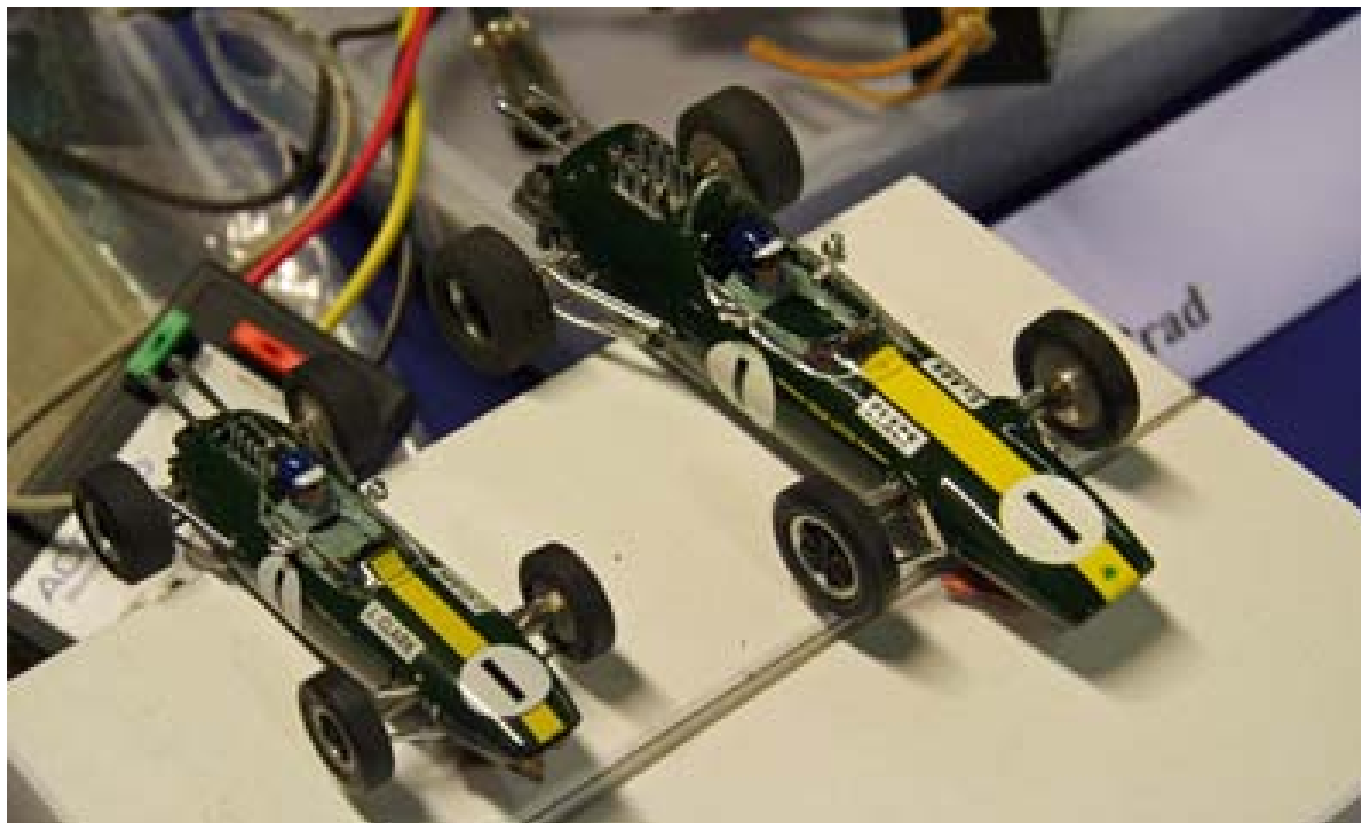
Results

1/32nd 59 Entries

Overall		Elegance	Racing
1	Anthony Behara (FR)	3	3
2	Gonzales G Martinez (SP)	2	6
3	Ezio Scisco (IT)	5	5



Bordeaux silverware



Brad Blohm's Loti

UK Entries

Overall		Elegance	Racing
5	Ralph Parker	6	10
6	Phil Smith	8	9
8	James Cooper	1	18
12	Derek Cooper	4	21
17	Peter Emery	19	19
18	Pete Shepherd	21	14
20	Eddie Grice	28	16
22	Joel Thura	22	32
30	Andy Searle Brown	30	31
40	John Roche	33	45

1/24th 53 Entries

Overall		Elegance	Racing
1	Ezio Scisco (IT)	2	2
2	Derek Cooper (UK)	4	6
3	Franco Uliana (IT)	15	1

Other UK entries

Overall		Elegance	Racing
8	Pete Shepherd	3	24
10	Ralph Parker	22	8
11	Phil Smith	6	29
18	Andy Brown Searle	40	3

Overall		Elegance	Racing
19	James Cooper	10	34
24	Eddie Grice	41	7
27	Peter Emery	35	14
37	John Roche	50	17



Top heat 1/24th Brit missing



First up this month is a kit I mentioned a couple of months ago the Proto Slot Kit Healey Nash. I've plumped for the #14 car driven by Tony Rolt and Duncan Hamilton to a fine fourth place at Le Mans in 1950. Resplendent in green the kit is designed to fit onto a PCS32 chassis and just requires some painting of the cockpit details, grille and filler caps. Very easy to assemble I did mine in just one evening, although in my haste I did make a small mistake over the position of the front indicator lights. More remarkable as I looked at the pictures of this car and the silver 1952 version I realised that Chris has actually produced two completely different mouldings with the 1950 car having the driver and fairing on the left and the 1952 car having it on the right with a number of other differences. I feel this shows a real commitment to perfection as I'm sure other manufacturers would have simply painted the two cars differently and left it at that.

Staying in France for a moment, MMK have announced they will be releasing the #12

Gulf-Cosworth GR7 from Le Mans 1974, a strange choice if true as this was the Schuppan & Wisell car that retired after 5 hours. A more obvious choice would be the #11 Bell and Haywood car that came in fourth or better yet the #11 Gulf-Mirage GR8 of Bell and Ickx that won in 1975. Over to the UK and first apologies to AA Bodies as I still haven't got around to building the BRM & March Can-Am cars, but they are getting higher up the to do list. I am also expecting the new OCAR 1951 Hamilton and Rolt Le Mans winning and 1952 Long Nose Jaguar C Types along with their Audi Quattro S1 which will join my must build pile. Hopefully I can also get my paws on the Penelope Pitlane Devin Super Sports that Steve was displaying at the recent MRE Can-Am Classic at Wolverhampton. Staying in the U.K. Marlon at TRRC is now taking orders for the RTR and Kit versions of his forthcoming Gordini Simca Type 8 this being the 1.1 litre #39 car of Amede Gordini and Jose Scaron, which finished tenth overall and won both the Index of Performance and the Biennial Rudge-Whitworth Cup. Pictures are available on the TRRC website and it looks cracking. For those of you who want the kit version this is designed to fit straight on to the Penelope Pitlane SM1M chassis and should be a delight to build.

One small specialised make that I mention from time to time is that of MTR32 in Bratislava. Patron Milan Tomasek builds extraordinarily beautiful slot cars, mainly with Lexan bodies, but highly detailed with photo-etched parts and superb laser cut chassis. Milan mainly builds to order although he occasionally has some of his latest creations in stock. I have been fortunate enough to receive three cars I ordered a few month ago these being the 1973⇒



PSK Healey Nash LM 1950



MTR32 Hesketh 308 & Surtees TS20

Harvey Postlethwaite designed Hesketh Cosworth 308 as the #24 car driven to 3rd Place in the U.S. G.P. at Watkins Glen by James Hunt, the 1977 Surtees Cosworth TS20 #19 of Vittorio Brambilla as driven to 4th place at the Belgian G.P. at Zolder and finally the #68 Mazda powered Lola T616 that finished tenth at Le Mans in 1984. Milan has also just released the Ferrari F212E #181 as driven by Peter

Schetty at Montseny in the 1969 European Hill Climb Championships on his way to the first of seven straight wins and Ferrari's last ever Hill Climb Title.

On to plastic and Revell-Monogram have released the 1967 Daytona 500 winning #11 Ford Fairlane of Mario Andretti, remarkably this was the versatile American-Italian's only top level win in NASCAR. Revell have announced three more Fairlanes for this year these being the #34 Wendell Scott machine which finished 10th in the 1967 NASCAR Grand national points standings, Parnelli-Jones #115 car that won the 1967 Motor Trend 500 at Riverside, and finally David Pearson's #17 Holman-Moody car which David took over mid-season 1967 from the retiring Fred Lorenzen. Having won the Championship in 1966, Pearson would finish 7th in this car but went on to win the title again in 1968 and 1969 in the later Ford Torino.

Also out now is the 1967 #16 Lola T70 Spyder of George Follmer, which he raced in both the USRRC and Can-Am series, while this will be followed by a Limited Edition Dan Gurney #30 Bardahl Lola T70 that won the



MTR32 Lola T616 - Mazda



Revell Monogram Ford Fairlane "Mario Andretti"

Can-Am race at Bridgehampton in 1966, beating Chris Amon's McLaren by less than a cars length.

Team Slot have two reliveries out these being a plain white Renault 5 Turbo in kit form and the Esso sponsored Toyota Celica GT4 ST185, which I assume is the Longhi & Planezzola car from the 1995 Rally del Ciocco. Cartrix have the new Bugatti 251 out from their Classic G.P. series, this being the Maurice Trintignant #28 car from the 1956 French G.P.

While Avant Slot are more up to date with a race tuned version of the Pescarolo LM06 #16 and Chris Meeke's Peugeot U.K. 207 S2000 IRC car from this year, with which he's currently leading the championship.

Finally for this month's cars NSR have a Limited Edition #18 Yellow Sandeman sponsored Porsche 917K as driven by British sports car privateer David Piper, and again a very modern offering in the form of the Fiat Grande Punto S2000. Slot Track Scenics are ➡➡



Avant Slot Pescarolo LM06 Racing Edition & Chris Meeke Peugeot 207 S2000.



NSR Porsche 917K Sandeman Limited Edition & Fiat Grande Punto S2000.

now stocking various figures with which to populate your circuits and dioramas these include vintage drivers, three ladies, and general spectators, and they have also released a camping tent of the styles popular in the fifties/sixties/seventies so you can have your own camping ground as well – ah memories of happy days of youth soaked to the skin in a damp tent in a muddy field eating soggy digestives because the camping stove won't light!

Very lastly MRE have stocks of the “Boys Book of Airfix” which has 200 pages packed with pictures and details all the Airfix model kits you built or wanted to build as a youngster only to find virtually none of the parts seemed to fit together properly and your efforts at painting produced an end result that looked nothing like the masterpiece pictured on the front of the box!

Anyway enough of my senile ramblings for this month, until next time keep it in the groove.





RAID HUMMER H3

By Jamie Coles

Normally if I'm asked to review a car it's one of the normal saloons that are just like any other saloons and it takes a bit of effort to try and find out what makes that car stick out from any of the other cars and why for any reason should one part with what is nowadays a significant amount of beer-money? That was until I was asked to review the new SCX Raid Hummer H3.

This particular car is based on the 2006 Baja Mini Stock Class car driven by Rod Hall and Emu, sorry I mean Mike Winkel who achieved 3rd place in the 39th annual SCORE Tecate Baja 1,000 and this placing meant that Rod won the 2006 Mini Stock Championship that year in his 13th year after founding Team Hummer in 1993.

Rod drove the 1,048 miles in just over 26 hours, which was some achievement and if you want to find out more about this team, you can visit their site at rodhallracing.com, where there are some great photographs of big cars without any wheels on the ground and because there's a lot of sand, there are also plenty of girls wearing bikinis! This car also drove in the Baja 500 in California in 2006 and won it. The Baja race starts and finishes in Ensenada and is about 500 miles through the surrounding desert.

Ok, so now on to the slot car, which is available in the livery you can see here in the photographs, as well as a sandy, race finished version.

The first thing that strikes you is how did they manage to get that car into the same box that fits the Escorts and Fiats? In fact the fit is so close that there is a piece of protective plastic on the top right hand corner of the car to stop it rubbing against the plastic roof of its "garage". Once the car is taken out of the see-through plastic box, which now doesn't have a rear card, perhaps because of cost cuts, this beast can be seen in all its glory. It makes



another off road truck, the Pajero Evo look well, just small so in other words not an ideal car for the school run!

The wheels base of the Hummer is slightly longer than the Pajero and has the now familiar Drop arm assembly for negotiating those off road bumps in the track. This also means that the Hummer lifts on to two or three wheels when cornering and can also do wheelies off the start line!

Four wheel shaft driven with the power provided by an RX10.3, which is a new one to me and I don't know how that varies from the normal RX4 series but it may be significant by the fact that this has a shaft out of each end. The gears on each end of the shaft actually then drive another gear which then powers the





crown wheels. There is also a modicum of suspension provide by small springs on each suspension arm.

Moving onto the body there is a now customary double copper strip running from the motor to either ends of the car to power the front and rear lights. Well, when I say lights the rear end is pretty boring with just standard brake lights, but come round the front and don't forget the Oakleys! The 12 front lights including four giant roof spots and one interior light just make this baby light up the desert (sorry, I mean track). Sadly there is a fair amount of "bleed", which would be hard to completely get rid of due to the large wheel arches, but fantastic brightness all the same. In order to get the running gear in the detail in the cab is minimum and the driver and co-driver are little more than heads, arms and elbows.

Onto the track and on the 110 foot Farnham track I can get a lap time of just around the 13 second mark which is about a second slower than the Pajero. I took the magnet out and the performance difference was instantly noticeable but due to the size of the Hummer it rolled too easily and threatened to damage the roof lighting cluster. I tried this car on my SCX desert track at home, which is a much smaller track and one where top speed isn't everything; the performance was comparable with the other SCX off road cars. This SCX off road track has a mix of hills and turns and obstacles, which is where the Hummer feels much more at home, and the lap times were just as good. The only car that was able to constantly beat it was an old Exin buggy but these are about half the weight.

So summing up, a great looking xar and not one that everyone would race but perhaps by adding some additional weights, you could lower the centre of gravity of the Hummer for racing on "road" type circuits.

In terms of looks, lights and the off road performance, it's a great match for any SCX Dakar-style car either young or old, so get yourself an SCX off road set and then have some great racing.

Finally I would like to thank Gareth Jex for allowing me to test this car. ■



MRE Can-Am & SCCA Classic 2009 Meeting

By Phil Insull

This is now the fifth MRE sponsored classic car meeting held at Wolves albeit the first MRE classic to be staged at Wolverhampton's new home and on the six-lane Aldersley track. With 54 drivers attending on race day doors opened early at 8:30 and many who hadn't had chance to practice on Saturday took advantage of the hour and a half session before the event started.

Split into two classes dependant mainly on wheelbase the meeting allowed for 1/32nd scale cars based on those which ran in either Can-Am or Sports Car Club of America promoted events up to December 31st 1967. As ever many entrants opted for the bigger and wider Can-Am cars over the generally smaller SCCA machines with the Lola T70 Spyder being a popular

choice, although also represented were Chaparral, McLaren, Honker, Corvette, Cooper, Healey Sprite, MG, Cheetah, McKees, Lotus, Scarab, Ferrari, TVR, Datsun, Sunbeam and even a little Renault Alpine. The difficult job of scrutinizing was down to my good mates Bill Charters and Robbie Davies, while Chairman Malcolm Scotto, along with Wolves regulars Ian, Roy, Andy, Lewis, Steve and Mark were on hand to help me run the racing. Behind the scenes the Ladies did a fine job supplying snacks and refreshments all day and running our Acorns Raffle.



Bill and Robbie undertake the thankless task of checking 54 entrant's cars



The Concours Cars Line up

On to the racing and with each driver running three minutes on each of the six lanes the total distances determined where every driver ended up in the ladder style finals. With a number of super quick cars with either Pit lane Side-winder chassis or Slot-It HRS2 chassis some of the home guys, particularly youngsters Andy Tyrer and Lewis Gough were putting up some impressive qualifying race distances beating some of the more experienced mature hands (I didn't say old did I?) who have regularly featured at the top of previous MRE classic events. After the qualifiers it was indeed Andy on 154.02 laps from Lewis on 150.13 laps, Mick Kerr on 147.16 laps, Roy Pritchards on 144.63 laps and Robbie Davies on 142.10 laps who ➡



Six cars of my own and so badly prepared that I have to borrow two to race

qualified automatically for the Grand Final. For the rest of us running long wheelbase cars it was the challenge of the ladders with Alan Tadd winning the J Final, Rob Hill the I, then James Noake made very good progress winning the H, G and F final before just losing out to Steve Francis in the E final. Steve "Slotbox" Harbourne won the D final, Dick Smith the C and finally David Farrow the B final joining Mick and the four Wolves lads in the Grand Final.

In Short wheel base class only four drivers ended up using a short wheel base car for all six qualifiers and the final was won by Graham Windle's speedy little Healey Sprite SCCA Modified car, from Pete Shepherd's second placed Renault Alpine, David Wisdom's third placed Sunbeam and John Hayward's fourth placed TVR Vixen. Graham covering 21.02 laps with a fastest lap time of 8.499 seconds.

The MRE Grand final saw no real surprise as regard the winner with Andy Tyrer driving a near faultless race to win with his Pit lane Sidewinder chassis Lola, but an excellent drive by David Farrow with his McKee (who had qualified via the ladders and was on an unfancied outside lane) saw him fend off a hard charging Lewis Gough's Corvette after 3 minutes of no holds barred racing. Roy Pritchards just beat Mick Kerr for fourth with Robbie Davies rounding out the top six. Andy recorded 26.04 laps on his way to the win but fastest lap went to Lewis Gough with a 6.797 second lap, which shows how hard David was driving to stay in front of him!

The MRE Concours Trophy went to Joel Thura for his magnificent Cooper-Oldsmobile,



The Concours winner Joel Thura's Cooper-Oldsmobile



Concours runner up Pete Shepherd's Healey Sprite

with Pete Shepherd's beautiful Healey Sprite second and John Hayward's lovely TVR Vixen third. Spare a thought however for David Wisdom who would have taken a Concours prize if he'd just written the car details and his name on the back of his entry slip for his gorgeous Sunbeam.

The annual MRE trophy for the top driver with a completely scratch built body and chassis went to our good friend Dick Smith, while Gary awarded the MRE spirit of the meeting award to Alexis Gaitanis, who had not only travelled

over from Greece for the event but also proved to be an ace camera man as well as a pretty rapid driver and a decent marshal. Expect a change for next year as the MRE Classic moves back to Le Mans cars, but as to what type and period you'll have to wait and see. Finally thanks to both David Wisdom and Alex Gaitanis whose photos appear in this article. ■



Concours third place John Haywood's TVR Vixen



Meeting sponsor Gary presents the Grand Final winner's trophy to Wolves Andy Tyrer. (But what's the handsome race controller laughing at behind them?)

A slightly different Forza Slot-It this time with a quick guide to setting up the Slot-It CA12R1 Audi R8C Reloaded angle-winder by Wolverhampton's top junior racer Lewis Gough. Young Lewis currently leads the junior section of the UK Slot-It Challenge and puts many of the seniors to shame with his incredible speed. First though quick news on releases in June/July with reference number CA14a the #32 Nissan 390 GT1 in Le Mans 1998 pre-qualifying livery, along with a new SP20 professional extractor press tool and C47 spring suspension kit all being available in the UK.



Nissan 390 Le Mans Qualifying car 1998

Right on to the review then, this car was purchased with a view to adding it to Lewis's stable of Slot-it cars as he attempts to become this year's UK Slot-It Challenge Junior Champion. Up until now Lewis has successfully run a self prepared Slot-It Jaguar, but a decent spare car can always come in handy and what better than the all new angle-winder Audi.

Out of the box the car comes with a choice of three gearings, full interior or lightweight interior latest angle-winder chassis layout and the new Flat 6 motor. Body work is mainly bright orange with a plain black rear wing. Not everyone's choice but as kind of sponsor I

wanted to deck the car out with some "Ins the Wolf" decals provided for me by my good mate Chris from Crewe alias Slot Car Unique, so the colours being close to those of the Wolves were excellent.



Applying a bead of glue to the tyre rims

Before we come to personalising the livery however we needed to establish what the car was like straight from the box using a True-Speed controller at constant settings Lewis took first to the Green lane of the Wolves Aldersley routed track. Using the Blue 26 tooth crown gear Lewis managed a fastest lap of 8.2 seconds but found the car lacked grip with the back end breaking away suddenly. The car bounced under acceleration and full throttle could only just be touched on the main straight, and the rear tyres spun off the rims. Switching to the Gold 25 tooth crown Lewis found the car more stable but had slightly less top end grunt. There was less

bounce under acceleration, which felt much smoother and full power could be held slightly longer on the straight. While the tyres did not come off the rims so often they did still lack grip. Fastest lap time was slower at 8.3 seconds but the car was more consistent. Finally switching to the Green 24 tooth gear Lewis found the acceleration better but the rear end bounce had returned and the tyres started leaving the rims more frequently, fastest lap time was back down to 8.2 seconds.



Truing the tyres on the Hudy

Switching over to red lane on the longer Wolves International track, with a more textured track surface, Lewis returned to the Blue 26 tooth crown recording a best lap of 9.0 seconds. The top end speed was good but acceleration felt sluggish, grip was nonexistent with tyres spinning off the rims. Switching to the Gold Gear Lewis found better punch out of the corners but struggling for top end speed on the straights. The car was not bouncing so badly but grip levels were still poor, best lap was 8.5 seconds. Finally trying the Green gear Lewis found the tyres simply spun clean off the rims under and heavy acceleration and he didn't manage one full timed lap.

Clearly the car needed some work to get down to what Lewis would consider decent lap times. To commence Lewis glued a set of soft compound P6 Slot-It tyres to the rear rims. To do this he squeezes a tiny amount of super glue



Rounding off the tyre corners

onto a piece of duct tape and then using a tiny flat bladed screw driver he runs a thin bead of glue around the edge of the rim on both sides of the hub. He pointed out that it was important not to glue the whole tyre as by leaving the middle of the tyre "glue free" means that the centre patch will soften up once it has been trued and some oil is worked into the mid part of the tyre. Allow the glued tyres to cure for around 5 minutes and then the whole wheel can be mounted onto the Hudy tyre truer, making sure the grub screw on the rim is tightened down. On the Hudy rub a little 3-in-1 oil across the tyre and then move the tyre gently up to the grinding drum. The oil cools the tyre while being trued and stops any blistering of the tyre, gently grind the tyre and pull back, reapply a spot more oil and grind a tiny amount again. Do this in 2-3 gentle stages until the tyre face is nice and smooth. By this time the shoulders of the tyre should be slightly shinier than the contact patch as the oil has dispersed to the sides of the tyre. Next use a fine emery board and gently round off the edges of the tyre shoulders so that there are no sharp angles. Finally rub a spot of 3-in-1 oil on to the tyre each morning and night for about a week until they are soft and slightly sticky to the touch. Now they are ready to mount back onto the rear axle. For the front rims make sure that zero grip tyres are fitted and again that the tyres are smooth and the shoulders rounded down as this helps stop the car from digging in on the corners. Remember however that you need to keep applying a drop of oil to the tyres⇒⇒

every couple of weeks to keep them soft, but before each race you need to clean off any dirt from the rear tyres by rolling them several times over a piece of duct tape. You'll know it is working as you see stripes of dirt coming off the tyres.



Change tyres for glued and trued P6's at rear and PO's at front

Lewis chose the lightweight cockpit/interior over the heavier normal one, settled on the gold gear after plenty of greasing the gears/pinion and running in laps, applied a spot of oil to the axle bearings and switched the guide for a deep flag version with softer copper braids better suited to the Wolves tracks. The body screws are replaced with NSR screws tightened up and then taken back half a turn to allow for body rock and care was taken to ensure that the motor/rear axle pod had a tiny bit of spring to it. The motor itself should be screwed tightly on to the holder bracket. Having spent a week or so running in the car Lewis ran the car against Slot-It opposition on one of the Wolves regular league nights. On the Aldersley track in practice he managed a stunning 6.3 second fastest lap, just 0.1 seconds off the track record. On the International in racing Lewis managed a 6.5 second lap, again just 0.1 seconds off the track record, rattling off straight wins, including the final which he won by nearly a lap having



The basic set up with lightweight interior

completed over 27 laps in the three minute race, where his nearest rival managed only 26 laps. Now a seriously quick car needs a seriously quick driver and Lewis's contribution to the Audi's astonishing lap times cannot be underestimated. I know I couldn't turn out such times as I no longer have the reflexes or confidence to throw the car in with such pace, however Lewis does now face a problem, does he continue to campaign the trusty and still quick Jaguar he is used to, or does he switch to the slightly quicker but less familiar Audi.



Audi now ready to rumble

Once the car had been set up to Lewis's liking I applied my "sponsors" decals and a single coat of Johnson's Clear to keep them in place. Let's hope Lewis's new "Wolfie" Audi can help keep him on course for the title. ■

Slot Racing Festival, Sunday 16th August 2009 -Brooklands Museum

By Sean Fothersgill of
Pendle Slot Racing

Pendle Slot Racing, in association with Hornby Hobbies and the Brooklands Museum will be staging the premier slot car event of the year on Sunday 16th August 2009. Set in the iconic surroundings of the birthplace of British motor sport & aviation there will be attractions for all the family to enjoy.

For those of you that have never visited Brooklands before this is an ideal excuse. Brooklands is unique, it was the world's first purpose-built motor racing circuit, constructed in Weybridge, Surrey in 1907 and played host to many famous races and speed record attempts for over 30 years until the onset of the 2nd World War in 1939. The circuit was requisitioned by the Government and given over to production of Vickers and Hawker aircraft including the Hurricane fighter and Wellington Bomber.

When peace returned everyone lived in high hopes of the racing track's eventual recovery but the changes turned out to have been too severe. To begin with, the oval was a perfect shape for a target so it had to be camouflaged with new trees planted nearby as well as canvas houses. Hangars had also been erected on the track. The government could not see their way to releasing Brooklands until 1949 so consequently the shareholders of Brooklands (Weybridge) Ltd voted in favour of selling the track to Vickers Ltd and motor racing at Brooklands became no more than a memory.

Today parts of the original circuit including the banking are still visible and many of the original buildings, garages and hangars have been restored to house an amazing collection of Brooklands-related motoring and aviation exhibits ranging from giant pre-war racing cars,



motorcycles and bicycles to an unparalleled collection of Hawker and Vickers/ BAC-built aircraft, including the only Concorde with public access in south-east England.

The slot car event is being supported by a host of manufacturers, distributors and retailers. Not least, Hornby Hobbies will be in attendance with Roadshow vehicles of their 3 main brands, Scalextric, Airfix and Corgi presenting the latest range of products as well as the opportunity to race on the Scalextric track layout. Airfix will also be organising a kit building competition to keep kids (of all ages) occupied.

Scalextric also invite you to try your hand at driving a Slot car up the historic test hill track, over 350 feet of track (scale 2 miles) will be laid on the hill with an average gradient of 1 in 5.027 and a gradient for the top third of 1 in 4. If that isn't difficult enough, you will also have to stop half way up and execute a hill start!

A big attraction will be the swapmeet organised by the NSCC where a gathering of Europe's top traders will have a stunning array of Scalextric and slot car equipment from past and present available to buy, sell or swap.

The Brooklands feature race will take place in the chequered flag room, where the world's top slot car builders and racers will gather for a prestigious race meeting for 1920s and 1930s replica Brooklands race cars, each built to exacting standards and raced on a circuit ➡

specially built for the day. The event is being sponsored by MRRC who will be producing a special edition car to mark the event. If you don't want to compete in the race but would like to build a Brooklands Slot car we will have a display table for your exhibits.

The Getslotted Dragstrip is sure to be a fantastic attraction for both spectators and competitors. Set under the iconic Concorde exhibit the track will run directly under the fuselage to a finish line between the front wheels. The event will be split into 2 sessions, the morning session is a demonstration/spectator event organised in conjunction with members of the ESDU - UK (European Slot Drags Union) who will be racing a selection of 1/32 and 1/24 scale cars capable of completing the distance in as little as 1 second.

In the afternoon session you are invited to bring along your fastest cars and drive them down the 41-foot scale 1/4 mile track. Prizes will be awarded for the fastest runs from our sponsors The Hobby Company who distribute Carrera in the UK. A charge of £1 will be made for 3 attempts at the drag strip. Proceeds will be split between the Brooklands Museum Trust and Getslotted's nominated charity.

There will be many other attractions on the day including display tracks from Slotforum & MHSC and book signing sessions by Roger Gillham, Tony Condon & Dave Chang. There are also a few extra surprises planned that will make this one event not be missed.

Admission on the day will be via the Brooklands Museum entrance, we have negotiated special discounts with Brooklands which enables NSCC, Racer and Airfix club members a discount on production of their membership card. For those of you that would like to spend a day wandering around the museum Brooklands have made a fantastic 2 days for the price of 1 offer. Tickets bought in advance from the museum will be valid for the weekend allowing visitors a full days admission to the museum on both Saturday and Sunday.

There will be something for all the family to enjoy! Have a wonderful day out and don't forget to bring your slot cars with you! ■





A double-whammy this month as official details are released by Ninco for their 2009 World Cup event. Now in its fifth year, the Ninco World Cup has quickly established itself as the best international slot-car competition on a truly global scale. This year's event will be just as 'hot' off the track as it will be on the track with the chosen host city being Las Palmas de Gran Canaria in the heart of the Spanish Canary Islands. We'll have to wait for November 20th and 21st to see what the average lap times will be but I can tell you that the average temperature for the same month is 24°C!

NWC 2009

As with every Ninco World Cup a totally new track layout will be designed and built specifically for this event. As yet, the number of entries has not been announced but based on previous competitions there should be at least sixteen. Between now and then, a variety of countries will be hosting their own national championships to determine the top drivers who are to represent their country. The UK heats will be held at a number of participating clubs throughout the summer culminating in a final competition to be held in October to decide the three racers to form Team U.K.

With the launch of the new XLOT range, the 2009 NWC provides a platform for the first XLOT World Champion too. Not only will each country compete with 1/32nd Ninco Sport cars but they will also challenge each other with the new 1/28th scale Porsche 997. (Regular updates of this year's greatest competition can

be read on the Ninco World Cup Blog accessible through www.ninco.com). If you have the desire to represent your country in this prestigious event, dust off your flip-flops, pull on your shorts and get practicing!

XLOT Gears Up For Launch

With the first of the new XLOT range cars set for release on September 1st, the spares range has also been announced. Excluding body-shells the spares range consists of 23 sets of components from guides, cables and belts through to hubs bearings and screws. The entire spares range carry five digit part numbers all starting with 61—. As outlined in previous articles, the XLOT range is a whole new dimension for slot-racing introducing some great new developments to the hobby. With an infinitely adjustable chassis, interchangeable components such as gears, fully adjustable drop-guide and perhaps, most innovative of all, the belt-drive system, finding the perfect balance through testing and fine tuning will be key to getting the best performance from the car.

Body styles planned for the XLOT series are the Porsche 997 and Ferrari 430; two popular GT class racers with a variety of livery opportunities. Three of each appear in the 2009 catalogue with the Porsche due for release in the black/white/green combination of team Nupel (60001), the iconic orange Jagermeister (60002) and the 'Martini' style livery of MCP (60003). The Nupel and MCP cars are shown on the latest XLOT advert from Ninco/ABGee and will be the first cars available. The Ferrari is also scheduled for release in three contrasting ➡

liveries; the orange & black of team Seven (60004), the instantly recognisable Red Bull livery (60005) and the red/white/black of the Dominator (60006) car.

Race Finish

Ninco Sport (1/32nd scale) cars that have found their way onto the shelves this summer include a first for the Porsche 997 – a road race effect to the normally pristine finish of these race cars. Previously, Ninco have offered snow and mud effects to their cars but this is the first time the glossy surface has been matted with black bits. The appearance of this Porsche 997 “Entrecañales” (50538) road race effect car simulates how the full-size car finished the road stages of the Catalunya Rally.

Lotus Stable Increases

Staying with a road-rally theme, a striking new bright yellow livery adorns the latest Lotus from Ninco. With a number of finely detailed sponsor logos across the car, this Lotus Exige (50534) “PB Racing” is a real eye-catcher.

Sporty Ninco-1

The final car on general release this month is offered in both analogue (55005) and N-Digital (550018) versions. This is the first race-livery of the Chevrolet Ultra WTCC car with twin sporty red stripes running the full length of the car. Although only offered in the introductory Ninco-1 series, fit and finish has not been compromised and this car has some very fine detail printed on it. Ninco-1 is specifically designed for novice racers and whilst this range does not include interior detail such as cockpit or diver, it focuses on simplistic design with a lower powered motor.

Dedicated Control

This summer also sees the arrival of a new Ninco controller. With an integral 35ohm resistor, this throttle fits comfortably in hand, ready to deal with the higher revving motors such as the NC-5, NC-7 and NC-9. This new Controller 35 Sport (10313) is recommended for use with the Ninco-S range of cars.

Keeping Track of Track

The Ninco track system already offers a number of advantages over alternative brands on the market and new track pieces announced at this year's Toy Fair are now ready for launch. Starting with a very short straight, just 5cm in length, this piece will enable many complex layouts to be completed without having to stretch or compress the track. (10116) is supplied in packs of 2 pieces.

2, 4, 6, 8 and now 10 lane circuits can be constructed using the new Super-Super Exterior Curve (10115). Spanning 11.25° and also packed in pairs this new addition to the curve range is complimented with an Outer Border (10223) supplied 6 per packet.

A single lane straight section (10117) has been introduced to allow for multi-lanes or longer pit-lanes within N-Digital layouts but can also be used in combination with the Rally Loop or Roundabout (10513) set to create more complex single lane rally circuits.

NSCC Club Car 2009



A huge number of pre-orders for the Ninco Exige “NSCC Club Car” (50550) have already been received so if you haven't filled out and sent off your order form, do it now! To have the best chance of securing a car, please send your order in before the end of July otherwise you may miss out on this year's stunning Club Car, the details for ordering were published in last month's Journal or you can visit the NSCC website for more information. ■



email: ebaywatch@nscc.co.uk

I start to write this month's column with a free listing day just completed the previous day and yet this has not brought many new listings to the eBay table as has been seen in the past, and there are just over 11,500 listings this month in the U.K.

Over on the U.S it remains much the same pattern as last month with 10,000 listings but 17,000 when you hit the BIN button, and I still don't understand why, as I did not get any messages to explain. (I am sure Jeremy will correct the header this month so there are no excuses and thanks to John L for pointing that out.) Back to statistics then, Germany is showing some 16,000 listings but only a quarter of these are pure auction style listings and well over half are "Carrera" listings with less than 1,000 being "Scalextric" of which 10% seem to be LE GT40's showing the dominance of the German brand in the homeland.

Motors and Tyres

One particular "polished" listing that caught my eye this month was from a Polish seller listed on U.K. eBay. Now I don't recall Poland as being mentioned as a hot bed for Scalextric but the seller had one beautiful RX motor for sale amongst some several other nice period pieces. This motor according to the sales pitch had been carefully taken apart, remagnetised, new carbon brushes fitted, commutator cleaned and centred, bench tested run in for half an hour and then polished up to a brilliant lustre that would have graced any 1/32 custom car show. Unfortunately I did not win the motor that went for a modest £11.50 to a buyer up in Blackburn who I am sure was well pleased with his purchase. Having won a couple of 60s flags and number sheets from the seller I was intrigued to find out more about the motor

restoration process and so asked the question if it was a one off exercise. Well it turns out that the seller has built up several years of experience having being taught by their father how to repair cars and is now showing what they can do on eBay. The commutator is put on a lathe if deemed necessary and then trued, the armature is then "re-shellac" (hope I got that spelling right) and the motor is tested to ensure it draws the correct current which results in a motor that has a bit of "oomph" in the words of the seller. With the permission of the seller, if you search for seller "sweetnovember68" you should be able to contact them, or contact me if you want more details. Well I saved the best bit until last I guess as I was somewhat surprised and I am sure many of you macho male racers out there will be too, (the ladies won't be as I know a few read my column!) that the seller is a lady and actually carries out all the work herself. She is selling some of her brothers' collection to fund her passion for old Scalextric and has undertaken a couple of restoration commissions as a result of her handywork. Also look out for some very nice track restorations from the same seller. On to tyres then and there have been a couple of auctions of large quantities of tyres again. Only of value to the serious collector or dealer perhaps but not a bad deal if you get 200 new tyres (all will be it all the same size) for around the £20 including postage if you are lucky. It is really hit and miss on the prices that are being realised but the seller must have some stock of tyres to shift! There have also been several auctions for 12 new old tyres for Mercedes 250SL, Tyrell P34, small super slix for Escorts and Minis, as well as Dunlop's for Astons, Porsches and Ferrari all at £9.95 with £3.95 p&p from the UAE which come from one of the dealers who used to travel regularly to the ➡

U.K. swapmeets a few years back I believe. Search on “12 new” in Scalextric listings if you want to look these up easily.

Bargains

The British Grand Prix perhaps proved a distraction this month as one seller had several listings of the same car all ending at the same time around the start of the race which may explain why the fairly recent Scalextric releases of the digital Mini twin pack, Lambo Police car, Jaguar XKRS, Heikke McLaren and Coastguard Range Rover could be picked up for around the £20 mark MB including postage, and the digital Ferrari F1 and A1 GP cars likewise MB for less than £15. A similar result happened with some 30 SCX analogue sets ending on a Tuesday morning from a newer business seller. Most of the smaller oval sets went for between £13 and £20 and the larger Monza sets all around £26 and Le Mans sets with wireless controllers £25. Well you may say the P&P must have been steep for those prices but no, it was only £4 a set, whatever set you bought so a bargain there too. I can confirm they were sent well packed in a box – well my couple of bargain sets did. Talking of packing though I was not so lucky with one car posted to me this month which was sent loose in the case with one layer of bubble wrap only and brown paper. The buyer thought I was being harsh leaving negative feedback after I had paid £3.50 for him to post and had specifically said pack carefully in a box. Don't you just hate that as the seller tries to skimp on postage because the item sold cheap! I didn't know you could get a boxed car posted for only £1.41! At least it got posted which was better than the seller who said the mini set I won for 99p must have gone “missing” in the parcel force 48 hour trackable system and he could not find the receipt for posting. (£15 p&p was charged to cover that service)

Also spotted briefly as it was taken off by eBay and then relisted with a BIN of £550 was a black Scalextric Bugatti. It had a Scalextric marked base and was not painted but as to its pedigree I don't know more than that but check out 120435680521 if you want to have a look.

Staying on the “Bug” theme a second series yellow one made a modest £470 on Sunday night.

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

SCALEXTRIC SUPER 124 SERIES. NEW MINT UNUSED JAGUAR E £651.61 (Boxed as well on Friday night 2504383341400)

SCALEXTRIC SUPER 124 SERIES. NEW MINT ALFA ROMEO GTZ £233.88 (Same seller as above 250438408994)

scalextric super 124 rare 210 box set £600 (Only one bidder. Minor bits missing off cars on Sunday lunch time just before the British GP) Scalextric / Triang Vintage JAMES BOND 007 Boxed Set £1951 (Couple of bits of track missing and minor faults with cars on Sunday night 250439675939)

Spanish Scalextric TT Buggy ESSO #55 7307 SCX MB. £165 (Sunday night)

PLAYCRAFT CHAMPION MOTOR RACING JAGUAR HARDTOP BOXED £311 (White model on Wednesday night 250441944548)

AURORA 1:32 VERRY RARE TRYCICLE IN NEAR MINT CONDITION £255 (Wednesday night from Dutch seller on UK eBay 250444480530)

Scalextric C2345 Caterham 7 “Team Taran” Boxed £76 (Friday morning new seller!)

SCALEXTRIC V RARE COMPLETE 3 TIER CONTROL CENTRE COMP!! £175 (It had a lovely paint job on Tuesday night 300319609624)

SCALEXTRIC MEGA RARE GREEN SUBARU ONLY 50 EVER MADE. NEW £150 (Sunday night Dutch seller)

SCALEXTRIC DIGITAL 6 CAR POWERBASE v1.5 + POWER SUPPLY £125 (BIN price at 5.15am on Thursday morning)

Scalextric SPORT Mini NSCC Anniversary C2599A MB £94.02 (Other one went for £92.02 on Sunday night)

Scalextric Meccano Tri-ang Motor Brushes £12.80 (Still bagged on Sunday night)

TRIANG SCALECTRIC CAR £6.49 (Blue screw base with some paint on that will come off so my bargain of the month and well packed!)■

