



Contents

Events.....2
 Diary Dates.....6
 Chairmans Chat.....8
 Messages From Margate.....11
 Shipment From Spain.....14
 The Hornby Janguar JX220...17
 Kits 'N' Bobs.....19
 Forza Slot.it.....24
 Carrera Corner.....27
 Racer.....29
 Ninco News.....33
 Ebay Watch.....35
 Members Adverts.....37

The Dawn of a New Era?

To all the members who read the Journal, firstly my apologies for the late arrival of last month's edition. Some know, some guessed, others may have read the Editor's introduction or noticed the changes on the Club Contacts but last month to coin a phrase - "Houston we have a problem".

Now that I have taken on the role of editor from Paul, who volunteered when no one else stepped forward, I hope last month's problems were merely "glitches" and that normal service has been resumed. We had several problems in the production of last month's Journal, due largely to the fact that we were both unfamiliar with the software used to produce the Journal and thus, it was very much learning as you go. I have now had the official handover and introduction to the position from Brian and he has passed on his considerable knowledge and skill in the production of this month's issue. I must say that now having taken on the role of editor I have realised what an involved job it is, but that you do get a great deal of satisfaction and pleasure from producing the final product and actually seeing it arrive through your letter box.

I would also take this opportunity to thank all the regular contributors to the Journal for their patience last month and I greatly appreciate their assistance in producing their articles in a timely manner this month to assist me in achieving the deadlines for the printers.

Finally, I hope that I will be able to continue with the production of the Journal to the previous high standards and I would again take this opportunity to remind all members that it is your magazine and that to ensure it continues, your contributions are needed on a regular basis. If you think you have something of interest that may appeal to other members on anything to do with slot cars then please do send them in to me, preferably via email.

Anyway, I believe I have used my space, so until next month, fairwell.

Jeremy

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Sir,
The article by Gert Joergensen in last months Journal regarding the Pit and Event Boards signs was very interesting, there are some signs illustrated that I admit not to have seen before. Out of interest the signs were certainly on sale pre 1960, page 23 of my latest 7th edition book shows a c.1958/9 price list and MM/A206 Car Name Boards are shown in a pack of 12 for 1 shilling, about 5p in decimal currency. Also available were MM/A207 Pit Number Boards. If Gert could contact me it would be nice to show them in the future 8th edition.

I am, yours etc,
Roger Gillham

An appeal - Can you help the Club?

Storage

At the moment, the Club is seriously limited in the scope of activities it can undertake by a complete lack of storage space. We currently have two display cabinets stored for us by a member's employer but that is the limit. It would be nice to have a decent track to take to events but we need to be able to store it somewhere dry and transport it as well - probably in an enclosed trailer.

If you have (or know of) any suitable interior space with somewhere to park a trailer nearby that the NSCC could use, please let me know.

Company Law

The Committee are looking into incorporating the Club but we don't have the necessary skills in company law to do it unassisted. We could pay for advice but would prefer not to have to. If you have expertise in this area (or know someone else who has) and are prepared to help, again please let me know.

Peter Zivanovic
Chairman





Musical Chairs

As you will know, there have been substantial changes on the Committee recently with perhaps the two members most critical to the Club's operation deciding to call it a day. Between them Bob Bott and Brian Rogers had over 25 years service on the Committee and replacing such talent, experience and commitment was never going to be easy. At times like this I often take comfort in Wilkins Micawber's maxim that something will turn up. Unlike Mr Micawber though, we could not afford to rely solely on luck or fate and (with no little effort) quite a lot has turned up.

Shaun Bennett has a great deal of experience of accounts, forecasts and working with figures. These skills are of great value and will be very helpful to both the Club as a whole and the Committee in particular. We then had four candidates for the position of Membership Secretary. Andy Smith emerged as the members' choice and both he and Shaun have made great strides in taking over the reins from Bob.

We also had a volunteer, Paul Yates, for the editor's job - and another, Jeremy Naylor, to assist him. As Paul explained in last month's issue of the Journal, he and Jeremy have decided (with the agreement of the Committee) that their interests and those of the Club are best served if they exchange roles. It has taken a

while and there have been some "exciting" moments on the way but I believe that, with this new infusion of talent, everything is now set fair for the NSCC to continue and develop.

Once again I would like to thank everyone who stands up to help run the Club - including those candidates who were not elected. The Club cannot run itself and willing volunteers are always welcome to help keep everything running smoothly.

NSCC Ltd?

At its last meeting the Committee agreed to take active steps towards incorporating the Club with limited liability. This was felt to be the most cost effective way to protect the personal interests of all members. As presently constituted, the NSCC has no legal status of itself; it is simply a collection of individuals (the members). As such, the members are legally responsible (and liable) for any actions taken by the Club. We believe that incorporating with limited liability is the best way to protect all our interests.

It is a weird concept that a bunch of slot car enthusiasts have to become a limited company. It will cost money to achieve this status and, if all goes to plan, the members will see absolutely no difference to what the Club does for them. The only alternative would be insurance and indeed the Club does have insurance for third-party risks at its events. Sadly that is not the only conceivable risk and securing cover for anything that might happen at any time for any reason would be both expensive and difficult to make watertight. Hence our judgment that incorporation is the most secure and cost-effective way forward.

As I said, this will cost money. There would be some small, unavoidable charges for registering and maintaining the registration at Companies House. More significantly though, this is a legal process and we will need legal advice to do this properly. We have identified a firm that can help us but, as requested elsewhere, if you have expertise in company law (or know someone else who does) please let me know. We may be able to save the Club some money.

Club Skodas

As you will read elsewhere, we have reached the point where we have some cars left for sale to members who would like a second car. Some members indicated that they would like another car on their initial order but whether you did or not, if you want another, send your details to Gareth and, so long as stocks last, you may have one.

The Committee decided that we would sell some cars on eBay for a fixed price to include a year's membership of the NSCC. As I write, we have sold 15 in a very short time. First call on Club cars always has and always will go to members but this seems like a good way to promote membership of the NSCC and, if possible, we are likely to do it again with future issues.

Peter Živanovic
Chairman



BY **ROB SMITH**

MESSAGES

FROM MARGATE



email: factory@nsc.co.uk

The 2009 schedule hasn't got underway yet, but we have had a couple of releases held over from 2008 and two very nice limited editions.

C2938 Ferrari F430 GT #5 RSV Motorsports

An exclusive for the Scalextric concession outlets this year is a superb Ferrari F430. This is the RSV Motorsports car beautifully finished in red, white and black. The concessions include

Modelzone, The Entertainer and various department stores including Harrods. This is a limited edition of 2,000 pieces.

C2961DW Porsche 997

C1223 Triple Cup Set contains an exclusive car. This is a super resistant Porsche 997. It has a proper racing livery in yellow and black with racing number 46. It is a DPR car and comes with the digital chip already fitted. ➡➡





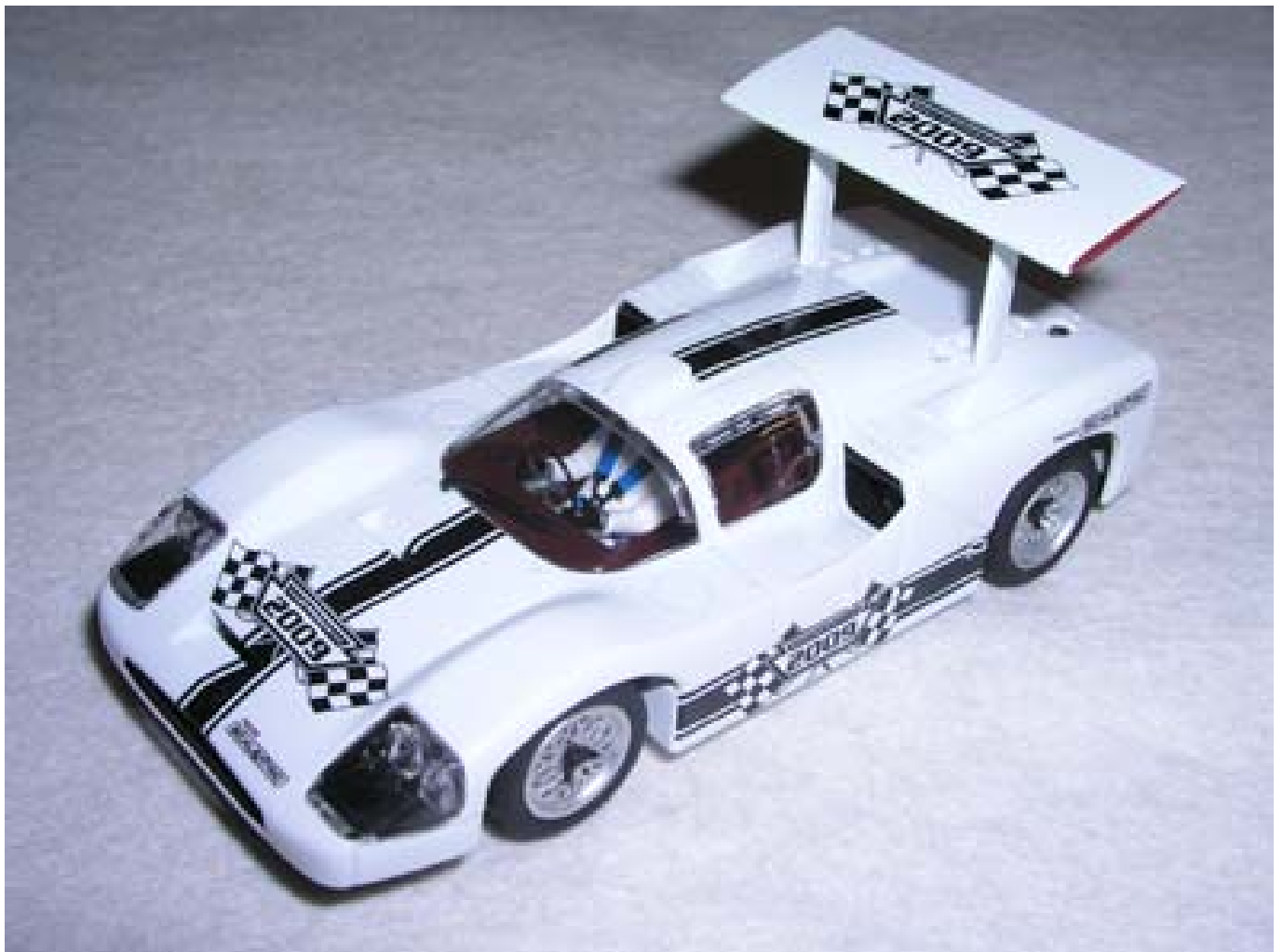
C2876 Lamborghini Gallardo "Polizia"

Sure to be popular with young racers and drive everyone else mad is the super resistant Gallardo in Italian Police colours. Nicely painted in blue with white markings, it comes complete with roof lights and a siren.



C2968 Chaparral 2F Range Presentation 2009

The car given to dealers for attending the 2009 range presentation is a Chaparral 2F. As with the other Chaparrals it is also white but decorated in black with crossed chequered flags and an interesting Team Scalextric logo. This is a limited edition of just 250 pieces.



C2911 Mini Cooper Nixon Associates #3

The latest BMW Mini release is another Cooper S model. This time it is finished in a dazzling black and white chequered pattern, which even runs over the rear side windows.



H2948 and H2948B Edición Especial DHL Day (or Time) Definite Monoplaza F1

This is the final car in the Spanish DHL collection and has proved very hard to get hold of. It is based on the Renault R24 F1 model and the yellow livery with red DHL logos works quite well.

Coming Sometime

A USA exclusive C2975 Chevrolet Camaro Big Red will be released at some stage during 2009 but I don't have a date yet. It can be seen on some USA reseller web sites.

2009 Range

Brand new models for 2009 should start arriving in March and will include both the Ferrari 308GTB and the legendary 250GTO. The prototypes look great so let's hope that the finished items are up to scratch. Also out in March should be a Collector's Centre Ford Cortina. ■





**SHIPMENT
FROM SPAIN**
By Gareth Jex

email: shipmentfromspain@nsccl.co.uk

I am sure that all the other manufacturer reports this month will be equally full of information following the Germany Toy Fair in February. As I reported last month we were privy to the first quarter release information ahead of official release, but due to delays in the Journal hitting your doormats most of the information had been released elsewhere.

So rather than simply list it all again, here is all the new information I have managed to obtain in addition to last month, along with some pictures of the best bits.

Special Editions

At this year's Toyfair a special edition car was given to dealers and VIP visitors. Reference 64250 Peugeot 908 HDi in silver with red Toyfair logo and 2009 on the rear wing. I am not sure of the total numbers made but I believe it is in the region of 300.



Also seen at the Toyfair was a Spanish only release of a Morgan in Magenta and Silver. No information on the reference number or total numbers being made is available as yet.



Photograph courtesy of MRE

Announced around the same time was the SCX Worldwide Club car for 2009. Another Peugeot 908 HDi, again in silver with red centre strip and SCXWorldwide.com on the flanks. Cars are available to order online for the cost of \$40 (including international shipping to UK). The photograph is a mock up and may change. It is due for delivery late in 2009.



Photograph courtesy of SCX Worldwide.com.



Spain only Vintage series

Just as in 2008, this year's Vintage release being the Honda F1 C36 will only be available in Spain.

The Senna Honda F1 "Tribute to a Legend" special edition will be coming to the UK. It is unclear at this time if the model will be a reissue of the Exin car from the 80s or a brand new model. The prototype on display was an old car poorly re-painted. There was also a Mini Cooper in green, and again, no one can tell me if this car will be a new model or again a reissue.



In addition to the cars I listed last month here are the new releases for 2009 with some photographs.

63080 Hummer

63680 Corvette C6R

63710 Porsche 911 GT3

63740 Ferrari 550 Maranello

63760 Ford Escort Cosworth

63770 Fiat 124 Spyder

63780 Lancia Delta S4



Photograph courtesy of Slotforum.com

63790 Renault 8 ts

63840 Renault 5 Maxi Turbo

63850 Fiat Abarth 1000

63860 Talbot Sunbeam



Photograph courtesy of Slotforum.com

63870 Aston Martin (Gulf Livery)



⇒



63880 Seat Leon BTCC (Holiday Inn Plato)

63890 Fiat 131 Abarth (Alitalia)

63920 Citroen C4

63930 Seat Toledo GT (Spanish Model Shape)

63940 Chevrolet Impala SS



64270 Ayrton Senna McLaren F1

64290 Toyota Camry (Home Depot)

64320 Ford Escort MK2 (Daily Express)



63950 Ford Fusion

63960 Mini (old rally car)

63970 Seat 850 (rally car)

64000 Morgan Aero8 (Dewalt)

64010 Ferrari FXX (yellow)

64020 Aston Martin Vantage N24

64060 Ferrari 360 GTC

64080 Skoda Fabia WRC

64090 Audi R10

64100 Peugeot 908 HDI FAP

64110 Toyota Camry (Fed Ex)

64130 Toyota Camry (M&M's)

64210 Chevrolet SS

64220 Chevrolet Impala SS

64260 Hummer



83830 BMW 320i WTCC

83800 Renault 8 ts

Also news this month is of an **SCX Classic Rally Proxy race series**. Full details are available online at www.scx.proxyracing.com. For those not familiar with Proxy racing, this is a series of race events held in the USA, Europe and Scandinavia on a number of club tracks. Entrants send (by post) their entries for others to race at each event. There are three classes, which are Small Classics, Modern Classics and 4WD Classics. Entry fee is 20 Euros per car and there are prizes for the first three places in each class. ■



The Hornby Jaguar XJ220

By Paul Atkins

The Jaguar XJ220 was the 90 version of the Bugatti Veron of today, with a max speed of 350 km/h or 217mph (its name coming from the targeted top speed) and a 0 – 60 time of under 4 seconds, it was a mid-engined sports car produced in collaboration with Tom Walkinshaw Racing between 1992 and 1994, it was easily the fastest production car of its time, with it's 3.5 litre V6 twin turbo engine, producing 549 bhp. It also made the obvious choice as a Le Mans entry. In 1993 three works XJ220C's entered the race, in the newly created "Grand Touring" class. Two of the cars retired but one, driven by John Nielson, David Brabham and David Coulthard took a class win, only for it to be revoked two weeks later for a technical infringement.

with all 1,018 members entitled to a car. There was an almost identical car for the Jaguar enthusiasts' club car in 2001 with a very limited number of only 220 made, whilst another rather rare "Jag" is the "Cummins" metallic blue car, produced as a promotional item for the company of that name, this car was not issued with a "C" number. My personal favorite is the C591 "PC Automotive" being in the distinctive British racing green and yellow flash, not a limited number, but a very nice looking car. Some of these cars are very plain but never boring, with different versions of the same colour car, keeping everyone on their toes at there local swapmeet, such as the C2083, C230, and C257 with different coloured roofs or engine vents. However the C483 "Unipart" (the 1993 Le Mans car) has the most versions, with



The Scalextric version was first seen in 1993 (Catalogue 34) With the C290 version available in the Jaguar Challenge set (C707) and the C257 as a solo car. Since then we have seen the XJ220 as the first "Scalextric racer" members car, arriving through the post in just a padded jiffy bag through to the NSCC free 200th edition car

four different liveries, all tampo variants, whether deliberately or not, I'm not sure. Some other XJ220s of note would have to be the NSCC weekend car C2083N, with only 48 produced, most probably the most difficult to find. The C2228 1999 "Range Presentation", C2323 and C2324 "Gamleys" in blue (#2) =>



orange (# 1), with only 500 produced of each car. The two types of “Hisinsa” Jags H2024, one with the logo in blue on the bonnet (1,000 made), the other with a gold logo (only 500 made) for this Spanish model shop to celebrate it’s 30th anniversary, and lastly but not least the “Crystal Classic” car especially produced for the



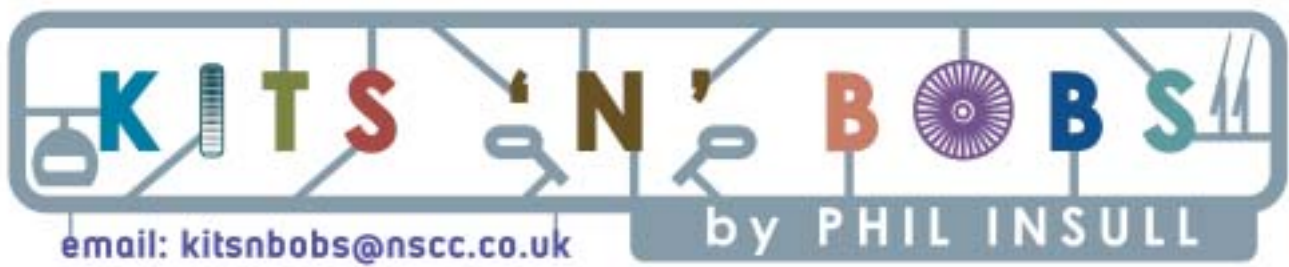
Sandown Park Fair of 2001 with a production run of only 100 this car is the strangest car of them all with its clear body work.

The complete list of Scalextric Jaguar XJ220s is below, unless of course you now different.

- ◆C2013 XJ220C Italian GT Cup - White/Blue.
- ◆C2064 XJ220C Scalextric Racer Club Car – Red.
- ◆C2803 XJ220 Type 1 – Gold.
- ◆C2803 XJ220 Unpainted Plain Grey Engine Vents – Gold.
- ◆C2803N XJ220 NSCC Weekend Car 2001 – Black.
- ◆C2137 XJ220 NSCC “200th Anniversary Edition” – Green.

- ◆C2137J XJ220 Jaguar Enthusiasts Club 2001 – Green.
- ◆C2228 XJ220C Range Presentation 1999 – Red.
- ◆C230 XJ220 Type 1 – Burgundy.
- ◆C230 XJ220 Unpainted Plain Grey Engine Vents – Burgundy.
- ◆C257 XJ220 Type 1 Black Roof – Silver.
- ◆C257 XJ220 Type 2 Grey Roof – Silver.
- ◆C257 XJ220 Type 3 Silver Roof & Untampoed.
- ◆C290 XJ220C Type 1 Jaguar Challenge Set – Blue.
- ◆C290 XJ220C Type 2 Unpainted Plain Grey Engine Vents.
- ◆C483 XJ220C Type 1 Green flags Front Left & Both Rear Wheel Arches.
- ◆C483 XJ220C Type 2 Green flags Front Left & Rear Right Wheel Arches.
- ◆C483 XJ220C Type 3 As Type 1 But No White Tampo On Door Seal, Rear Wing Or Rear Arches.
- ◆C483 XJ220C Type 4 As Type 1 But No White Tampo Behind Rear Arches.
- ◆C591 XJ220C PC Automotive – Green/Yellow.
- ◆C2323 XJ220C Gamleys Number 2 – Blue.
- ◆C2324 XJ220C Gamleys Number 1 – Orange.
- ◆H2024 XJ220C Type 1 Gold Tampo on Bonnet – White/Red/Blue.
- ◆H2024 XJ220C Type 2 Blue Tampo on Bonnet – White/Red/Blue.
- ◆C2330 XJ220C Hamleys – Red.
- ◆CC3 XJ220 Crystal Classics For Sandown Park Fair 2001 – Clear.
- ◆N/A XJ220 Cummings Promotion 2001 – Metallic Blue. ■





First of all apologies for February's article layout as it seems the new editor was having some technical problems but it's a thankless job and we need to give him our support while he gets to grips with it. Remember no editor, no Journal, and then probably no point having an NSCC, so be patient.

As ever last month saw the Nuremberg Toy fair and slot car companies showing us their hopefully upcoming releases for the year. First off I'll go with Auto Art, who had their new Jaguars C & D Types and BMW WTC cars all of which look like being production models and should be out very soon. Avant Slot has a new 1/24th Dakar Quad bike and 1/32nd Porsche LMP Spyder, Subaru Impreza WRC hatchback, Mitsubishi Evo X WRC, and Renault Alpine A310 planned for 2009. Bymoco a new company has Moto GP bikes complete with special hand controllers to make them lean into the corners. Word is that once the technique is mastered they are great to race but also that they may be very expensive. B.R.M. had the new 1/24th Toyota 88C's as reported last month in black, white Team Toyota, Minolta, S.T.P., and Taka Q liveries, the Mazda 787B Renown, and a prototype Porsche 917K. HPI Racing were showing the Nissan Skyline R32 they were showing a year ago joined by an R35 and a Datsun 240Z, but whether they'll ever go on sale remains to be seen. A Czech Republic manufacturer called Faro were advertising on the Motrax stand with Skoda Fabia's, Skoda 130RS, MTX Spider, Tatra T607-2, Tatra Ecorra V8, and Krenek M2000. Apart from the Skoda rally cars most of them don't mean much to me either but they would be interesting addition to most collections.

MRRRC have just released the Porsche 910, Ford GT40 MKIV presentation and Chaparral 2F Brands Hatch version with plans for a practical SR9 later in the year. Team Slot has a planned Alpine A310, along with new liveries for the Stratos and Delta out now. Spirit has planned new liveries of the existing cars including very nice looking Gitanes and Bastos versions of the BMW 635 csi. Powerslot have released the Opel GT in Rally Costa and Targa colours with a new Lola T298 to follow in Repsol and Banco Occidental colours. MB Slot have new liveries of the F430 and Pagani Zonda along with an interesting looking triangular shaped angle winder chassis and lots of new tune up goodies.



Powerslot Opel GT Rally Costa Brava

NSR have now released their Gulf Porsche Daytona set and plan a number of sets and individual liveries for the 917K throughout the year. They also plan a Ford P68 in Alan Mann colours, Fiat Punto's and Fiat Cinquecento's. Revell Monogram have some new cars out in the States and were on show at Nuremberg⇒⇒

with a 1965 Ford Galaxie 500 in #121 Dan Gurney's Augusta Motors colours, the limited edition 1963 Ford Galaxie in #28 Fred Lorenzen Lafayette Ford scheme, Ferrari 275P2 and 250 GTO/LM, all available via Pendle Slot Racing. They also have a Lola T70 and Opel Ascona 400's planned for release later in the year, although I gather the proposed Capri RS3100 has been shelved.



NSR Porsche 917K Gulf Daytona Set

Le Mans Miniatures have just released their version of the stunning Mazda 787B in the 1991 Le Mans winning Renown colours, and with at least two other manufacturers planning this car, they have done well to get theirs out first. They also have some interesting plans with the infamous Dauer 962's Rondeau MS79B, and Porsche 917 LH all due out over the next months. Staying in France, while MMK were not present they have an interesting line up coming with an Aston Martin DB3S Coupe LM54, Citroen traction Avant, Hispano Suiza, and what looks like a Cord Aero. Proto Slot are promising a Ferrari 375MM and Aston Martin DB3S Coupe both from Le Mans 1954 and have now released their Ligier JS5 F1 kit under the Monoplace label, aswell as the 1961 and 1962 Porsche Abarths under the Ghost models brand. Ghost Models also have a figure of the late Enzo Ferrari, with plans for a Cunningham C4R LM52, and a Rene Bonnet Aerodjet LM64. As said before the Ghost kits can be purchased direct from Chris's E-Bay France shop and delivery normally only takes 4-5 days. I already have the Ligier and Abarth kits to add to my growing to do list.



Revell Monogram limited edition 63 Ford Galaxie Fred Lorenzen





**Le Mans Miniatures Mazda 787B Renown
LM1991 winner**

Another kit winging its way to me is the new Beardog Lotus 34, which was Jim Clarke's mount at Indianapolis. As ever these can be obtained in the UK from AB Slot Sport but be warned they will go fast and numbers are very limited. The last bit of advance news for 2009 comes from Slot Classic who will be releasing a Tour de France 1960 race version of their stunning MKII Jaguar and this will be followed later in the year by a 1934 Hispano Suiza Type 68 V12. As ever all 500 units are pre-ordered although you can E-mail them and ask to go on the standby list.

I have managed to do a bit more on the three Penelope Pitlane cars with Chassis now built up and the bodies having all had a second coat of paint, they are getting nearer completion.

I have included a picture of the 56 Lancia Ferrari, 60 Aston Martin DBR5, and 68 Healey SR showing them as work in progress on my bench. Three different types of PP chassis were used with a Side Winder Sport for the Healey, using Slot.It motor and gearing, a SM1s for the Lancia Ferrari with Scalextric Moto GP motor and an F1Rs for the Aston with a Scalextric Sport Mabuchi motor. Wheels are PP for the Healey and Lancia Ferrari but I have gone with PRS's for the Aston, race tyres will be Ortmann rears with Cartrix fronts and the guides are Slot.It screw in for the Healey and Lancia with a Ninco spring loaded for the Aston. I will bring you individual build pictures of the finished cars as soon as they are completed.

Well that's all folks as a famous rabbit once said, I'm off to catch some sleep before the Wolves Grand opening tomorrow hopefully I'll bring you some pictures of the day in next month's Journal. ■



Penelope Pitlane Healey, Aston and Lancia-Ferrari in progress

Starting off this edition of Forza Slot.It is the news from the Nuremberg toy fair about upcoming cars for 2009. Possibly most exciting for me was the forthcoming CA16A Chaparral 2E from the 1966 Can-Am series. Sadly it looks like we may have to wait until the end of the year before we see it as the display one was a prototype. Also on display were the CA13A Jaguar XJ12 in #2 Bud light colours driven to 2nd at Daytona 1992 by Davey Jones, Scott Pruett, and David Brabham, and the CA13C #35 Silk Cut colours that finished 2nd in the hands of Davey Jones, Raul Boesel, and Michel Ferte at Le Mans 1991.

Another all new car for 2009 are the CW06 #55 Renown sponsored Mazda 787B Le Mans winner of Johnny Herbert, Volker Weidler, and Bertrand Gachot from 1991 and the CA15A #18 Efini sponsored 787B that finished 9th at Autopolis in 1991 driven by Sandro, Sala, and Terada. Hopefully these should be out some

time towards the autumn and should make fine running mates to the rest of the Slot.It Group C cars.



CW06 Mazda 787B Renown

Slot.It has not forgotten the existing cars with a number of new liveries for the existing range. First up is the new release of KF02C #41 Brummel sponsored Ferrari F40 from Le Mans 1995, this car is in striking green and red colours and is modelled on the Ennea Srl entered car that finished 18th at Le Sarthe in the hands of



CA13A XJR12 Bud Light



CA10D McLaren F1GTR Gulf Team Davidoff

Gary Ayles, Massimo Monti, and Fabio Mancini. There is a new CA10D McLaren F1GTR BMW in Gulf Team Davidoff livery that finished 4th at Le Mans piloted by Steve O'Rourke, Tim Sugden and Bill Auberlen, which should be out towards the end of April and KF01D Ferrari 312PB #1 of Ickx and Regazzoni that won the Monza 1,000Km in 1972. To match this there is a new CA11C Alfa 33/3 #54 that won the Brands Hatch 1,000Km in 1971 driven by De Adamich and Pescarolo.

There are a hatful of new Nissan RS390 GT1s with CA14A the #32 Le Mans test car from 1998, CA14B the #32 Blue and Red Calsonic version that Aguri Suzuki, Kazuyoshi Hoshino and Masahiko Kageyama drove to a fine 3rd place at Le Mans that year and finally the similar CA14C #30 that finished 5th that year piloted by John Nielsen, Michael Krumm, and Franck Lagorce. Joining these is a trio of Porsche's CW07 #7 Joest entered 956b in Newman colours that won in the hands of Klaus Ludwig, Paulo Barilla and Louis Krages a.k.a. "John Winter". This should not be confused with the earlier Slot.It⇒



CA14A Nissan 390 GT1 Le Mans Qualifying



CA17A Porsche 962C KH Tic-tac

release of the same car as that was in its 1994 winning guise, being one of the rare occasions when the same car has won on two consecutive years albeit with different driver line ups. The other two are CA03F #17 Brun Motorsport 962C in Fortuna livery that raced to 2nd at Le Mans in 1986 driven by Oscar Larruari, Jesus Pareja Mayo, and Joel Gouhier, and the attractive CA17A Jochen Dauer entered Tic-tac sponsored 962C KH, which in spite of the attractive livery was not a terribly successful car in real life with a lowly 15th at Suzuka its best placing in 1989.

Rounding out this year's new cars are the CA12B #9 Audi UK R8C from Le Mans 1999, this being the Stefan Johansson, Stephane Ortelli, Christian Abt machine that retired after 55 laps with differential failure and the much awaited CA12R1 bright Orange Audi Reloaded racer with racing angle winder set up and light weight interior, which I'm sure the Wolves Slot.It challenge lads will be itching to get their paws on, and hopefully I can bring you a detailed report in May, till then keep on Slotting.It. ■



CA12R1 Audi Reloaded





Hello to you all, my name is Peter Emery and I am your new Carrera Corner scribe. I have to say that this is not how I wanted things to begin in my new role for the Journal. As we went to press I had not received the March release schedule from the UK importer so you will have to make do with the February releases and some pictures of the January releases that are now to hand for reviews. These being 27244 Evolution Ferrari F2007 #5, 27247 Evolution BMW Sauber F1.07 (2008) #4 R. Kubica, 27237 Evolution Audi A4 DTM 2008 "Audi Sport Team Abt Sportline" driven by M. Ekstrom and 27234 Evolution AMG-Mercedes C-Klasse 2007 SALZGITTER 2008 driven by Jamie Green.



Lovers of the "Malvern Moggy" will welcome the Morgan Plus 8 and Aeromax models in what is the centenary year for this famous marque. Whilst I personally love the new Volkswagen Scirocco in the 2008 Nurburgring 24 hour livery and the Capri RS3100 which is an iconic 'must have' car. If these don't appeal to you, how about a 1970 Chevelle or a 1977 Firebird? And worthy of mention is the great new Nissan GT-R in JGTC racing livery. ➔➔



There was plenty of new stuff at Nurnberg this year but I won't put all the details in this month article. As yet I don't have release dates for all the new items, but some of the highlights for me are as follows.





There are lots of new sets, movie tie-ins and special cars plus other sets to get the kids involved. There are also new track pieces for digital, which would suggest the brand is in rude health despite the present world troubles. I will bring you more information on all of the above as soon as we get the details sorted out with the UK distributor, The Hobby Co'.

Finally, I have a '57 Chevrolet Bel Air on my desk for review and I must say that it looks great in a fantasy racing livery; a more detailed review on this car will follow soon.

So until next month when I will be able to bring you a more detailed article on the new Carrera range I hope that your appetite is well and truly wetted. ■





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There's plenty to report on this month, most of it from the Nuremberg Toy Fair held recently. Although there's none of the hand built trademark resin masterpieces to drool over, we do have the first of the plastic range cars to look at. This marks the start of an exciting new venture for Racer and will hopefully see their products reach into most people's collection/racing stable. Photos again this month courtesy of Slot Car Amazing Shot.

Sideways

Racer have now released the first of their long awaited brand new plastic production series, titled "Sideways". Despite what the brand name may suggest, this is not a "sideways step", but a move forward into a competitive slot car market. Like their top end resin masterpieces and Silverline series, they are fitted with Slot.It running gear, which includes guide, axles, wheels, tyres, gears, 21,500 rpm V12 motor and motor mount.

As you would expect performance is blistering and to be perfectly honest you could easily mistake it for a Slot.It car. Detailing is to the normal Racer high standard and will appeal to the collector, but probably more so the club/home racer. The cars are mounted in a Slot.It style plastic display box, but rather than have an outer card sleeve they have an inner backing card instead, just like your average Fly Car for example. Being constructed of plastic, the cost of these cars is very reasonable and is in direct comparison to any Slot.It/Fly car etc price. One of the reasons for this is that the cars are manufactured in China, which means anyone can now afford their own Racer slot car!

At the moment the "Sideways" franchise is concentrating on the "Daytona Prototype" series. With the announcement of a second car in the series at the recent Nuremberg toy fair, it won't be long before the entire grid can be formed in your own front room.

The definition of a "Daytona Prototype" is a type of sports car developed specifically for the Grand American Road Racing Association (GARRA) Rolex Sports Prototype Series. To help keep the costs down it was decided to only permit closed cockpit cars, manufactured from tubular frames instead of expensive carbon fibre composites like an open cockpit car would be. Engines are also standardised and must come from a major production car manufacturer. Despite this their displacements can be modified to equalize the field. GARRA have also standardized the amount of technology that goes into a car over the course of the season and have strict laws to keep each car the same throughout. ⇒

SW01 - Riley Mk.XX "Riley-Matthews Motorsports" #91 - Daytona 24hrs 2008



This Pontiac powered car was driven by Jim Matthews, Marc Goossens, Ryan Hunter-Reay and Johnny O'Connell to 8th place overall after completing 676 laps. The car is decorated in silver with thin blue stripes flanked by white and red pinstripes running down the centre and along both door cills.

SW02 – Riley Mk.XX “AIM Autosport” #61 – Daytona 24hrs 2008

Unlike the above this car uses a Ford engine. It was driven by Mark Wilkins, Burt Frisselle and Colin Braun, but failed to finish in the top ten. Sorry to be a bit vague on this, but I was unable to find any results outside the top ten finishers. Out of the two models released to date, this is the slightly more attractive, being decorated in black and gold.

Alfa T33/3 #4 and #6 Buenos Aires 1970.

At the time of writing both cars are undergoing final assembly and will be available by the time you read this. They have been given catalogue reference numbers RCR47A and RCR47B respectively.

Chaparral 2E #66 Riverside 1966.

Assembly of this car will start immediately after completion of the above Alfas and could be available around the time you read this. It has been allocated catalogue reference number RCR48.

Ferrari 312P #57 Le Mans 1970 NART livery. Due in March and has been allocated catalogue reference number RCR49.



Nuremberg 2009

Racer, once again were present at this year's show, displaying some of their exquisite range planned for release this year. First off, there are fully decorated re-liveries of existing cars as follows:

Ferrari 330 P3 #14 Monza 1966. Should be available during the first half of the year and although it is not yet decided this could well be issued as a numbered limited edition. Whilst on the subject of the P3, I mentioned last year that a spyder version of this car is planned, this is still the case but it is more likely to be released next year now.



Sideways Riley Mk. XX. Apart from the two liveries already available as previously mentioned there were five other very attractive versions on show. The first of these, which is due in April, is the “MSR” sponsored car. It will be available in two different versions, #6 blue/black and #60 orange/black. This will be followed in May/June by a “Telmex” sponsored car. Later in the year a “Gainsco” and “Target” sponsored cars will be added to the range.

Staying on the Sideways theme, Racer also announced their next new car to be produced in this series. It will be the fully licensed Dallara, with an anticipated release date of around November/December. Despite both the Riley and Dallara looking very similar cars, they will have their own chassis.

Moving on to brand new fully decorated prototypes, the following were presented:

Porsche 935J #6 and #7 “Liqui Moly”. Two versions were shown which are currently planned for an April release date. Both cars will carry the same catalogue reference number appended by either an A or B.

Ford P68 #7 Nurburgring 1968 and #31 Oulton Park 1968. Both cars looked resplendent in their red with gold stripe liveries and are sure to attract many admirers wanting to add this beauty to their collection/race box. They are currently scheduled for release in June and like the 935J will carry identical catalogue reference numbers appended with either an A or B.

Alfa T33/3 #35 #36 #37 #38 Le Mans 1970. This is the long tail variant of the Alfa listed at the top of my Nuremberg report. All four versions of the 1970 Le Mans team were shown and looked absolutely gorgeous. Each car has a different nose colour for easy identification purposes and is sure to be high on many peoples “wants” list. The only disappointment is that we will have to wait until the second half of the year, before we can get hold of them. Never mind all good things come to those that wait. When available, will be released in two parts rather than all four together.

As far as unpainted early prototypes are concerned there were two models on show:

Ferrari 312P Spyder. Currently scheduled towards the end of the year, with the first livery being the #60 car that competed in the BOAC 1969.

Silverline Abarth Assetto. Basically, this is the racing version of the recently released 500 Abarth road car. It is fitted with additional spoilers, wings and side skirts giving this car a much more aggressive appearance. It will share the same chassis as the current Abarth, but carry more detail due to its roll cage etc. The first of these is currently scheduled for May and will be the presentation car. Further liveries will be announced during the year once the one-make European series gets underway.

Finally, I have news of another resin project car to come this year. At this point Racer are keeping the details under wraps and will officially announce it nearer the time. Other projects are also in the pipeline, but do not have a schedule. Watch this space in a future report for further developments. Till next time “Keep the Passion”! ■



So the Nuremburg Toy Fair is over and as promised, Ninco have come up with an astounding line up for 2009.

At the end of last year, Ninco introduced their "Ninco 1" series of cars specifically designed for beginners to the hobby of slot-car racing. The first car in this class (the Chevrolet Ultra) is now to be joined by three new body styles. American muscle is flexed with the Ford Mustang set to appear in three liveries named after famous race circuits situated in the USA; Sebring, Daytona and Long Beach. Another popular American race car - the Corvette GT3 Z06 - is also set to grace our circuits, again in three very different liveries.

We return to Europe for the third new body style to take its place in this beginner's class: the sleek, Italian designed, Lamborghini Diablo GTR is also scheduled for release in three striking liveries. Ninco 1 aims to help introduce people into the sport and at the heart of each car is simplicity itself with a suitably rated NC-11 motor, plain chassis and light weight & durable body without interior detail. Each of these cars acts as a platform for development that can grow as the confidence and skills of the racer improve.

The well-known range of Ninco cars will now fall into the category of "Ninco S" or Sport. This underlines Ninco's position as a pioneer in high performance slot cars, ready to race, straight from the box. New vehicles planned for this year include a number of liveries based on the race versions of the Lamborghini Murcielago, Ford GT and, in my opinion the most exciting of all - the Lotus Exige! Alongside these cars, we can expect new liveries of some

of our favourite race-cars such as the Lamborghini Gallardo, Porsche 997, and Acura as well as the Bowler Nemesis, Porsche 911 and classic Corvette.

However, the most interesting news from Ninco is their introduction of a whole new scale of slot cars. The XLOT brand is based on 1/28th scale vehicles which are aimed at bringing a whole new sensation to the expert racer. For those who race or have raced larger scale slot cars, you will know that it does have a very different feel to it. Over the past two years, a dedicated team within Ninco have developed this new brand, bringing a new dimension to the sport. XLOT is launched with a variety of liveries based on two popular GT racers; the Ferrari 430 and Porsche 997. A common steel chassis will provide the base for these cars and has been designed for numerous adjustments to affect handling. The front drop-arm guide can be adjusted in height, length and spring tension. Front and rear axle assemblies also have similar adjustments but the most noticeable innovation is the belt-driven transmission from motor pinion to drive wheel. Aluminium hubs will ensure weight is kept to a minimum and all components can be accurately fixed into place using screws.

Although this scale will compliment existing Ninco track, it will also be compatible with many club and home circuits around the world. The new XLOT brand fits perfectly with Ninco's philosophy of innovation and opens the door to an even more professional and serious class of racing. As well as the chassis design offering endless possibilities for preparing and



tuning the car, the larger scale allows more detail to be included. XLOT will be made available towards the middle of this year.

Ninco is not just about slot cars. They produce the most versatile track system available on the market today with three different but interchangeable track surfaces (asphalt, snow and off-road). This year will see some new track sections to accommodate more lanes and digital configurations. An "R5" radius curve (10115) spanning 11.25 degrees, will allow 10-lane circuits to be assembled from Ninco track sections and will fit around the outside of an "R4" or "grand" curve. The addition of a very short straight section (10116) will assist closing those small gaps when trying to complete custom circuits. At just 5cm in length, it is the shortest track section within the Ninco range. Finally, a single lane 40cm straight section (10117) will be invaluable for N-Digital layouts or maybe to extend the use of the Rally-Loop (10513) sections which see a welcomed return to the catalogue.

A range of new sets are released this year, all packed in the new darker colours of the Ninco brand. From the basic 5.8m figure-of-eight "American Speedway" circuit to the 15.7m

"Master Track" set designed to fit within the space of a standard table-tennis table, there are seven styles to choose from. A "Four Lane" circuit (20151) comes complete with the new N-Lifter system to create a cross-over or raised section. In addition to the American Speedway set which includes two Corvette GT3 Z06 cars, the "Grand Am" circuit includes two Chevrolet Ultras and the "Master Sport Lotus Edition" includes two new Lotus Exige cars.

Due for imminent release is the long awaited variable voltage transformer which will allow adjustment from 6 to 18 volts to be applied to the circuit. A couple of new motors are also due out: the NC-9 "Sparker" motor is rated at 20k rpm, 145g/cm and is of the 'short-can' design and the standard 'long-can' motor gains an addition with the NC-10 "Exceeder". This will be the high-end performance "must-have" motor rated at 26k rpm, 300 g/cm.

The catalogue outlines all of Ninco's products currently available or planned for 2009 and is available to download from their website - www.ninco.com - well worth doing as it contains useful information relating to their extensive range of ProRace spares, particularly wheels and tyres. ■

With last month's Journal only landing on my doormat a couple of days ago this month's column deadline seems to have come round quickly, but hopefully I will be hitting the keyboard enough to produce a column that will be a little longer and more interesting than last month. Thanks to those members who took some time to speak to me and offered some words of encouragement at the recent Milton Keynes swapmeet, as it is always good to get some feedback on my ramblings and know that the column is still being keenly read.

Range Presentation

Following on from last month where I noted the Scalextric Range 2009 Chaparral prices seemed to be waning, it seems the trend continues and they are heading to the £100 mark already - a sign of these harsher economic times or a less than appealing car perhaps? Mind you this is not just on eBay, as I did notice one go unsold at £130 as well at the MK swapmeet, so don't go paying over the odds if you want one for your collection still. Lowest selling price incidentally I spotted was £96.44.

Whilst on the subject of range presentation there was as Jaguar XJ220 that caught my eye this month. Now this is not the most sought after model it seems these days but this one was blue! Don't get too excited though as closer inspection however revealed that the picture was of the Cummins promotional model. This new seller had even "borrowed" a picture from the website of our NSCC Hornby factory representative and still got the description wrong and also called it "Horby Scalextric" - well at least it was not "Horny Scalextric" though I know some of you do get rather passionate about our hobby

at times. £75 secured this little beauty plus a hefty £10 p&p though, but this was still cheaper than the £104 fetched for the same model earlier in the month.

The only other range presentation surprise was seeing a 1998 gold Diablo go for £95.

Buildings and Scenery

Firstly to follow up on the pit board article in the February Journal and to get some idea of prices there was a pair of Lister-Jaguar and Cooper pit boards that fetched £7.50 plus £3 p&p and a set of 6 Ferrari boards still in the packet that fetched £22 plus £1 p&p with another of the same pack having made £35 a couple of weeks earlier. A set of 6 Vanwall pit boards still in the pack made £26.01 whilst a set of 12 pit number boards A/207 still in the packet found a new owner for £10.50.

As well as those who advertise in our Journal there are a number of sellers out there selling accessories of all sorts to finish off your layout. This particularly caught my attention after looking at the buying feedback of one eBay buyer who paid what I considered was a rather considerable £72 for a MB C702 control tower (with a red roof admittedly). Closer inspection of this buyer revealed over a hundred purchases of various scenery items in the past month from around the globe so perhaps may have explained the higher prices you perhaps saw for buildings this past month, and, why you may have got outbid as it seems this buyer was pretty keen to get what they wanted and not worry too much about the price. Items won in 1/32 scale included various people, a portalo, compressor and air tools, flashing "neon" signs, as well as buildings and track of different makes. Indeed a check using Goofbay tools indicated this ⇒

Prices

buyer had almost a 95% success rate on bidding and had spent several thousand Pounds on accessories and cars in the past month alone, and it was probably more if you included private listings where you can't confirm they won! This kind of buying power must surely have boosted the market and help explain some of the buoyant prices seen this past month or so. Another good example of this buying power was the Starsky and Hutch limited edition twin pack went for \$195 BIN. However there were still more reasonably priced items to be snapped up as seen in prices below but my buying tip for this month is don't get too carried away with your bidding currently as there is some hot competition about for certain items it seems!

On the track front and for those collectors who like something different, one seller has been doing personalised name curves similar to those in the Top Gear set. At £4 a piece they seem pretty reasonable to me. Use search "name your" to find these if interested.

There have also been some very nice early Scalextric cars from one collector listed this past month or so that have attracted good prices. This month a Bond Aston topped the £700 level closely followed by a white Auto Union at £642 and a Bond Mercedes at £511 showing there is still demand and money around at the top end of the market.

3.D.S

In the new Gillham book on page 17 is a piece about a track system with space vehicles made by Hornby in the mid 80's in a set called Mission 1. I had not seen this system myself until reading the book, but good old eBay turned a set up this month all be it in used condition. However even at a fiver it failed to attract any bids as did all of the accessories that were MB being sold by another seller later in the month. The lots were all priced between £4 and £10, and included track packs, hyper gates, planetoid set A600 and a hypercruiser, so don't go mad bidding on one of these sets I would say if that these sets takes your fancy.

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. Scalextric - Mint / Unused "Control Tower" - C702 + Box £72 (Saturday night. Another excellent boxed one went for £41 to same bidder from different seller).

SCALEXTRIC C234 CONTROL TOWER & CROSSWALK KIT. £132 (Part started. Sunday night 150325864460, another completed unboxed example with modern Grey Goodyear bridge went to same buyer for £123.61).

Scalextric Track Buildings Accessories Vintage 1969-72, £345 (Included refreshment kiosk, camera stand, entrance hut and a Sunbeam and Triumph TR4 plus many others bits on Saturday night 110351645205)

Triang Scalextric Goodwood Chicane Set Ref PT/77 Boxed. £136 (Wednesday night).

COLLECTORS ONLY SCALEXTRIC A269 FLYING LEAP, \$79.99 (BIN for unboxed complete track on Thursday on US eBay 120374141571).

Scalextric Mini Metro 6R4 TERNCO C360 MB. £177 (Sunday night).

Scalextric Sulky C420, £25.51 (As new boxed condition on Saturday night 290294812941).

Scalextric Triang Minimodels SPARES KIT BOX WITH SPARES, £119.78 (Light blue square box with 18 packets of spares on Monday night).

1959 SCALEXTRIC BULLETIN £11.05 (Monday night).

Scalextric Ford Sierra prototype one off handmade £250 (Seller described as hand made body on production base in white. Did not sell at starting price).

SCALETRIX 1960's Alfa ROMEO 21 HP CAR £311.01 (looked excellent but needed pick up early on Saturday morning 270339776353).

SCALEXTRIC CATALOGUE, PRINTED IN 1973. AU\$9.38 (Excellent example on Australian eBay).

Rare Scalextric Littleton C95 Bugatti 59, Black, Mint. £211 (Sunday night 270338671430).

News of the Blue Auto Union next month! ■