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Contents

Events.....	2
Slot City GT40 Crash.....	8
Messages From Margate....	10
Shipments From Spain.....	12
The Hornby Porsche 911..	15
SCX Review.....	22
WSCC Grand Opening.....	29
Carrera Review.....	32
MRRC Review.....	35
Ninco News.....	37
Kits 'N' Bobs.....	40
Ebay Watch.....	43
Members Adverts.....	45

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

The Joy of Modern Technology?

It's funny how we all rely on modern technology during our everyday life and always expect it to work all the time without fail or problems, unless we do something wrong whilst using it of course, which is often known as "user error" but who admits to that?

Of course we all know how annoying it can be when it does go wrong for no apparent reason other than the item in question has decided today, to throw a "wobbly" just to annoy the user which often occurs at the most inconvenient time, usually when it is vital to your well being and sanity.

Well this week it happened to me, when the old faithful club computer decided to turn itself off and then on again whilst I left the room to answer the phone. Ah.. you might say that doesn't sound so bad if it turned itself on again, at least you could ensure everything was ok and important information backed up etc. Well yes, but when it decided to turn on again there was a not so comforting message of "boot drive failure please insert disc".

After a call to our retired Editor (Brian you may never completely escape!) the worst was assumed in that it was likely one of the two hard drives had possibly failed - Not so good, particularly when I had started this month's Journal and had most of the contributors' articles on the email saved in the relevant file, which I hadn't backed up at that point.

Anyway, by the fact you are reading this, all was not as bad as first thought, and after a nice man who specialises in fixing computers came round, all was restored and operational again, but no problems were found and why it happened remains a mystery.

So I'll leave you all to read this month's Journal, and perhaps next month tell you the story about a Scalextric six car power base that did a similar thing on Boxing Day last year just as we were about to commence racing and is still currently in bits on my dining room table!

Till next month
Jeremy



Slot City GT40 Crash

By Paul Bizzell

Last year Slot City commissioned a Limited edition GT40 based on the actual car being raced by Alain Schlesinger in the Masters Racing club Modern Historic Racing Series. Having bought #2 of the Limited Edition, Anita and I were all set to go and watch the car perform at Brands Hatch when we heard that it had been 'stuffed' at Thruxton. Last year at the NSCC weekend I happened to share a table at breakfast with Carl Schilfer from Slot City and Adrian Norman from Hornby where they were discussing a small number of the commission which had got damaged in transit. Carl had shown me some pictures of the Thruxton crash scene so an idea occurred to me and I twisted Adrian's arm to let Carl give me one of the returns on the promise I'd use it to recreate the model version of the crashed car.

What you see here is a photograph of the actual crash, the model of the crashed GT40 and the photograph of a diorama recreating the scene which used all Scalextric accessories (ok so the car transporter is Corgi but even that's kosher now!). The minor difference is that we added to the diorama a Scalextric photographer taking the original photo!

What amazed me, and is testament to the engineering that Hornby put in to the models was how closely the bodyshell of the model cracked along the same lines as the original!

A further testament to how realistic the modern slot cars are today, was made when we finally got to see the original car at Silverstone last July and Anita (whose introduction to cars was via 1/32 scale models – she's seen far more Scalextric cars than real ones) came out with the immortal line – "Wow, it looks as real as the model"!

Photographs by Anita Zabilevska





BY **ROB SMITH**

MESSAGES

FROM MARGATE



email: factory@nsc.co.uk

At last, some brand new releases including two new moulds to report on. I can't remember such a slow start to the year's releases but at least that means there are plenty of good things to look forward to.

New Releases

C3012 Ferrari F430 GT2 Scuderia Ecosse #63 Niachos/Mansell



I like these highly detailed Ferrari F430's and I am still surprised that more of them are not being released, especially with their success on the tracks around the world.

This one is the all red car of Scuderia Ecosse, which was a consistent, if not front running, GT2 car from the 2008 FIA GT series. It will also be contesting the 2009 championship and you can see more details of the team at www.scuderiaecosse.com.

C2994 Aston Martin DBS Red

This is the first release of the Aston Martin DBS

previously only available in the James Bond Quantum of Solace twin pack. This is a road car finished in a beautiful metallic maroon – which is an Aston Martin colour called Toro Red. This release is a fully detailed model complete with an interior.



C3020 BMW 320si WTCC #2 Jorg Muller



The BMW of Muller is from the same WTCC team as the Andy Priaulx #1 car released last year. This time it is the #2 car with the German black/red/yellow flag on the roof on a white shell. Look out for the Italian car in due course too.

C2896 Chevrolet Camaro 1970

This is a brand new car and a welcome addition to the American muscle car class. This example was raced by the Chaparral team in 1970 and is finished in white with dark blue stripes and the racing #1. An interesting feature is the clear perspex front spoiler – an addition that won't survive long on the Scalextric version. C2896 was postponed from the 2008 range but I am sure we will see plenty more of them as the number of liveries available are endless!



C2970 Ferrari 250 GTO #42 Monza 1963

Finally we have a brand new model for 2009 and one that has been much anticipated – The legendary Ferrari 250 GTO. Although Scalextric are the 3rd manufacturer to release the GTO this will be a popular version.

This specific car is representative as driven by Mike Parkes at the Coppa Inter Europa, Monza on 8th September 1963 where it was 1st in class and 2nd overall. Just the week before Monza it had won the Goodwood TT driven by Graham Hill. During 1963, 1964 and 1965 the car had a hugely successful career with many wins for Hill, Parkes and Innes Ireland.



The shape of the car is very good although perhaps not quite curvaceous enough. The GTO's ran with a variety of front vent arrangements so we should see some different Scalextric versions in the future.

Coming Soon

Collector Centre Special

In Q3 we will see the release of a Collector Centre Special. Originally this was going to be a Ford Cortina but due to popular demand it will be the Gold Leaf Lotus 49 instead. This will be a run of just 1,500 models. Whether or not this will be exactly the same as H2852 the Formula SuperSlot Lotus I am not yet quite sure.

However, C2951 the Australian exclusive Cortina should be available at the end of April. There are two new Scandinavian sets announced for later in the year. C1246PF Super Series is a super-resistant Porsche 997 set for Norway and Sweden and C1247PF Formula Pro is an F1 set for Finland. Neither are likely to contain unique cars.

Not Coming Soon

Disappointingly deleted from the 2009 range are C2989 Ferrari Raikkonen and C3011 Peugeot 908 HDI FAP 2009. ■



**SHIPMENT
FROM SPAIN**

By Gareth Jex



email: shipmentfromspain@nsc.co.uk

A bumper crop of classic rally cars this month with a few modern cars thrown in for good measure.

After a long series of negotiations I'm pleased to announce that Scale Models have commissioned a Limited Edition SCX Ford Escort MK2. SCX Reference 64330 "Daily Express" Dirty livery. This is a Limited Edition of 500 No. It is Exclusively available from Scale Models (there is an advert elsewhere in this Journal). Each car will come in a numbered box and those purchased from their stand at The Goodwood Festival of Speed this July will also have a signed certificate (not sure by who – but probably Julie as she has the neater hand writing!). Demand is high already so don't delay in placing your orders.



Also available from SCX as a standard release and thus the other half of the "pair" will be the clean livery of the same car which has SCX Reference 64320.

The model is that of the legendary pairing





Roger Clark and Stuart Pegg as driven to 4th place in the RAC Lombard Rally of 1977. Both models feature the RX42 motor.

In a similar rally theme another long overdue rally Classic is released this month, being SCX Reference 63860 a Talbot Sunbeam Lotus. This model is none other than 1980 RAC Lombard winner Henri Toivonen and navigator Paul White. At the time Toivonen was the youngest driver to win a WRC event being just 24 when he won in 1980, this record was only beaten last year by fellow Finnish countryman Jari-Matti Latvala. This car is fitted with the RX41 motor, two-wheel drive and features front lights.

Separated by only 6 years we see the next model from SCX. SCX Reference 63780 Lancia Delta S4 “Costa Brava 1986”. This black and gold livery S4 represents the 500+ horsepower Group B monster that had such a brief competitive history. It was in such a car that Henri Toivonen lost his life. The model is fitted with the four-wheel drive RX91 motor and lights. Interestingly the front tyres are slightly smaller than the rears.

In another tissue reaching release SCX brings you another livery of the Fiat/Seat Abarth 1000. SCX Reference 63850 is modeled on the Sony Racing Team which won the 1969 ETTC Event in Zandvoort driven by Dutch driver Rob Dijkstra.

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Staying on the track for the next release is the Seat Toledo GT. SCX Reference 63930. This low fat boy is modeled on the Saturn Motorsport team car as driven by Spanish driver Lluís Llobet and Victor Fernandez. It's unusual for the Toledo to be released in the UK, previous releases have been Spain only. Also unusual is the RX42 motor (an RX42B would have been more appropriate IMHO).

There are a couple of unusual models to bring to your attention this month, with the first one being the Limited Edition for the Spanish club. This is reference 6435 (Spanish Brand) Citroen C4 WRC in plain red and white livery, which is Limited to 500 No. apparently and is

only available from the club web site, however there are already a number on sale in Alloy Shop in Spain.

The second unusual model is an SCX livery Spirit Peugeot 406 Silhouette. This car is SCX Digital and Limited to 1,000 No. The Spirit Reference being 501150.



That's it for this month. A few cars are out being reviewed at the moment and even though there is loads of bed wetting classic rally cars out this month, I can't review them all so get in touch if you wish to review the Lancia or even the Escort at shipmentfromspain@nsc.co.uk. ■

The Hornby Porsche 911

By Paul Atkins

It was in 1963 that saw the introduction of one of the longest produced cars ever, the longest of course being the VW Beetle (1938-2003) which unbelievably the Porsche 911 is based on. However the 911 is still in production to this day, albeit after several generations and revisions. The current model 911's share only the basic mechanical concept of a rear-engined, six-cylinder coupe and basic styling cues with the original car. The famous distinctive and durable design is notable for being rear engined and air cooled just like the Volkswagen Beetle until the introduction of the all-new Type 996.

Since the very beginning the 911 has been modified, both by private teams and the factory itself for racing and rallying. It is often cited as the most successful competition car ever especially when all its variants are included (935 Turbo, Carrera, 911 GT1, 911 GT3R and most recently the 997) winning major world championship sports car races such as Targa Florio, Daytona 24 hour, Sebring 24 hour and Nürburgring often competing against prototypes. The 935 turbo (935 being the type number of the 911 Turbo) also added the coveted 24 Hours of Le Mans in 1979. Today you can still see the 911 competing at Le Mans, in the form of the Porsche 911 GT3. This version was introduced in 1999 as a high performance version of the water-cooled version of the first Porsche 911 competing with the BMW M3 GTR and the Ferrari F430 GT2 very successfully. The Scalextric version has had



almost as long a production run as the real car with the first 911 being advertised and produced way back in 1977 (catalogue 18) as the Porsche 935 Turbo (C125) along with other classic cars including the Mini 1275GT (C122), Ford Escort Mexico (C52) and Datsun 260Z (C53). Although in the catalogue it shows the Martini livery the first type came in plain white without transfers but soon after came type 2 with chrome headlamps and the Martini transfers which was then followed by the factory tamped Martini livery. As with the real car the Hornby Porsche 911 is still in production today with the Porsche 997 GT3RS (C1223) new for 2009. In between we have seen the first of the modern lighted cars after an absence of about 10 years with the Porsche Turbo 935 (C119) which was green with gold pinstripes. We have also seen a few slips from the factory with the Porsche, such as the 935 turbo (C115) with the roof tampo printed across the roof instead of down the length of the roof, and the 911 Demon Tweaks (C394) which also caused some confusion with the roof tampo printed both ways round. ➡➡





As you can imagine in a car that has had such a long production run, there have been a lot of specials made with examples such as the Collectors Series car of the 911 RSR (C330), the Collectors Centre car of the 911 GT3R (C2388), Racer Club Car GT1 (C2449), Range Presentation car GT1 (C2317), Racer Exclusive GT3R (C2360, C2361) and the model shops exclusive of Hamleys (C2469), Modelzone (C2470) and The Entertainer (C2524).

The complete list of the Scalextric Porsche 911 is below, unless of course you know better.

C125 – 935 Turbo – Type 1 Plain White no chrome on headlights or decals

C125 – 935 Turbo – Type 2 Plain White Chrome headlights and factory supplied transfers

C125 – 935 Turbo – Type 3 White with factory applied Tampo “Martini”

C115 – 935 Turbo – Type 1 Roof Stripes Across the Roof only 3,000 made

C115 – 935 Turbo – Type 2 Roof Stripes Down Length of Car

C119 – 935 Turbo – Working Front Lights – Green with Gold Pinstripe

C363 – 935 Turbo – Type 1 Race Number 2 with Working Front Lights – Red

C363 – 935 Turbo – Type 2 Same As Type 1 But Race Number 5 – Red

C363 – 935 Turbo – Type 3 Same As Type 1 But Dark Red

C364 – 935 Turbo – Type 1 Race Number 2 with Working Front Lights – Black

C364 – 935 Turbo – Type 2 Same As Type 1 But Race Number 5

C289 – 935 Turbo – Working Front Lights – Gold With Black Roof

C288 – 935 Turbo – Working Front Lights – Silver With Black Roof

C427 – 935 Turbo – Working Front & Rear Lights Plus Square Exhaust Moulding & Magnatractor – Red

C428 – 935 Turbo – Working Front & Rear Lights Plus Square Exhaust Moulding & Magnatractor – Black

C431 – 911 – Working Front & Rear Lights Plus Square Exhaust Moulding & Magnatractor – Blue (Dunlop)

C124 – 911 – Lights Blanked Out, Square Exhaust Moulding & Magnatractor – Black (Havoline)

C413 – 911 – Working Front & Rear Lights Plus Square Exhaust Moulding & Magnatractor – Red (Pirelli)

C466 – 935 – Working Front & Rear Lights Plus Square Exhaust Moulding & Magnatractor – Pink (Joker’s)

C407 – 911 – Working Front & Rear Lights Plus Square Exhaust Moulding & Magnatractor – White (Porsche)

C435 – 911 – Working Front & Rear Lights Plus Square Exhaust Moulding & Magnatractor – White (Shell)

C394 – 911 – Lights Blanked Out, Square Exhaust Moulding, Magnatractor & Mirrors on the Doors – Red (Demon Tweaks) – Type 1 (Roof Logo Has Helmet To The Rear Screen)



C394 – 911 – Type 2, Same As Type 1 But Roof Logo Has Helmet To The Front Screen

C366 – 911 Carrera – Working Front & Rear Lights Plus Square Exhaust Moulding, Magnatractor & Mirrors On The Doors – Red (Hot Pursuit)

C2041 – 911 – Lights Blanked Out, Square Exhaust Moulding, Magnatractor & Mirrors on the Doors – Blue (Gulf)

C2042 – 911 – Lights Blanked Out, Square Exhaust Moulding, Magnatractor & Mirrors on the Doors – White (Fina)

C330 – 911 RSR – Working Front & Rear Lights Plus Square Exhaust Moulding, Magnatractor & Mirrors On The Doors – Collectors Series Only 3,000 Produced – Silver

C2045 – 911 GT1 – Works Livery 1997 – Race Number 6 – White

C2089 – 911 GT1 – Giese – Race Number 28 – White

C2089 – 911 GT1 – Same as Above but With Tang Tools On Rear Wing – Promotional Car From Tang Tools, With a Certificate - Less Than 100 made

C2190 – 911 GT1 – IBM – Race Number 26 – White

C2202 – 911 GT1 – 100+ - Race Number 11 – Red

C2191 – 911 GT1 – Playstation – Race Number 48 - Black

C2229 – 911 GT1 – Paragon – Race Number 2 – Blue

C2092 – 911 GT1 – Fontana – Race Number 22 – Red

C2138 – 911 GT1 – Race Number 45 – Blue

C2139 – 911 GT1 – Race Number 46 – Available In Two Shades Of Yellow



C2188 – 911 GT1 – Team Champion – Race Number 38 – White

C2317 – 911 GT1 – Range Presentation 2000 – Midnight Blue – Limited To Only 300

C2449 – 911 GT1 – Collectors Club 2002 – Yellow

C2421 – 911 GT1 – Race Number 2 – Argos Store Set Exclusive 2002 – Red

C2422 – 911 GT1 – Race Number 3 – Argos Store Set Exclusive 2002 – Yellow

C2535W – 911 GT1 – Race Number 32 – Toys R Us Store Set Exclusive 2003 – White/Blue Checks

C2536W – 911 GT1 – Race Number 22 – Toys R Us Store Set Exclusive 2003 – Blue/White Checks

C2338 – 911 GT3R – Race Number 83 – Seikel Motorsport – Black/Yellow

C2338W – 911 GT3R – Same As C2338 But A Low Spec Version Set Car

C2354WA – 911 GT3R – Race Number 11 – Hewlett Packard – Only Available As A Set Car – White

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C2354 – 911 GT3R – Race Number 11 –
Hewlett Packard – Same As Above But Low
Spec Version

C2355WA – 911 GT3R – Race Number 1 –
UPS – Only Available As A Set Car – Brown

C2355N – 911 GT3R – Race Number 1 –
UPS – Same As Above But Low Spec Version

C2274 – 911 GT3R – Race Number 77 –
Paragon – Blue

C2274W – 911 GT3R – Race Number 77 –
Paragon – Same As Above But Low Spec
Version & Only Available As An Argos

Exclusive Set Car Along With C2268W

C2275 – 911 GT3R – Race Number 77 –
Red Bull – Blue

C2360 – 911 GT3R – Only Available
Through Scalextric Racer Club 2002 – Black





C2361 – 911 GT3R – Only Available Through Scalextric Racer Club 2002 – Yellow
 C2388 – 911 GT3R – Collectors Center Special 2001 – Gold
 C2339 – 911 GT3R – Race Number 31 – White Lightning Motorsport- White
 C2339W – 911GT3R – Same As C2338 But A Low Spec Version Set Car
 C2268W – 911 GT3R – Race Number 3 – Teng Tools– White – Low Spec Version & Only Available As An Argos Exclusive Set Car Along With C2274W
 C2461 – 911 GT3R – Race Number 74 – France – Blue/Silver
 C2537W – 911 GT3R – Same As C2461 But Race Number 72 – Only Available As French Toys R Us Set Car
 C2462 – 911 GT3R – Race Number 26 – Switzerland – White
 C2469 – 911 GT3R – Race Number 44 – Hamleys Exclusive 2002 – Red/White Cheques
 C2470 – 911 GT3R – Modelzone Exclusive 2002 – Blue
 C2480 – 911 GT3R – Race Number 75 – N.Y. Yankees – Midnight Blue/Silver
 C2481 – 911GT3R – Race Number 99 – DeWalt – Yellow/Black
 C2524 – 911 GT3R – The Entertainer Exclusive – Dark Purple – Limited Edition Of 1000
 C2579 – 911 GT3R – Race Number 50 – Freisinger Motorsport – White/Black
 C2580 – 911 GT3R – Race Number 83 – Seikel Motorsport – White/Black
 C2629 – 911 GT3R – Plain White Available in UK & USA Packaging

C2664 – 911GT3R – Race Number 88 – GruppeM – Red/White/Blue
 C2665 – 911GT3R – Race Number 66 – New Century – Light Green/Dark Green/White
 C2730 – 911GT3R – Race Number 89 – Sebah – White
 C2730W – 911GT3R – Same As Above But Set Car Along With C2731W
 C2731 – 911GT3R – Race Number 44 – Flying Lizard – Red/Silver
 C2731W – 911GT3R – Same As Above But Set Car Along With C2730W
 C2786 – 911 GT3R – Race Number 99 – Jet Alliance – White/Blue
 H2849 – 911 GT3R – Race Number 51 – Only Available Though SuperSlot Club 2008
 C2857 – 911 GT3R – Only Available In Top Gear Set – White/Blue
 C2871 – 997 GT3 RS – Super Resistant – Orange/Black
 C2872 – 997 GT3 RS – Super Resistant – Black/Orange
 C2899 – 997 GT3 RS – Race Number 2 – Huisman – Super Resistant – Red/White/Black
 C2900 – 997 GT3 RS – Race number 17 – Morellato – Super Resistant – Blue/White
 C2961 – 997 GT3 RS – Race Number 46 – DHL – Super Resistant – Only Available As Set Car – Yellow/Black

Also of interest are the Hornby kits, the numbers are:

K2004 – 911GT3R – Starter Kit (Includes Paint & Glue)
 K2004A – 911 GT3R – (Without Paint & Glue)



Porsche 911 GT3 Cup UPS

By Mark Hatton

I was a little surprised but certainly most pleased when Gareth Jex contacted me and offered me the chance to review one of the latest models from SCX Technitoys, but I knew it wouldn't be a rally car! After an exchange of emails and my postal address supplied, the review car duly arrived a few days later.

I believe that this is the fourth Porsche 911 that SCX have made, the other three being: - 62810 Porsche 911 GT3 Cup, 50590 Porsche 911 GT3 Pro tuned with adjustable chassis etc. and for those who have joined SCX Worldwide the club car for 2008 reference 62820.

To start with, what an unusual colour scheme SCX have chosen. I decided to check out the web to see where it came from, and after much searching I managed to find out that this particular car was prepared by a German outfit called Konrad Motorsport and driven by a young German called Jan Seyffarth in the Porsche Super Cup of 2006. Finding a picture of it was a lot harder but I managed to find one as well as a video from inside the cockpit as Jan drove round the Hockenheim racetrack (www.carvideosonline.com/porsche-videos/678087-jan-seyffarth-porsche-911-996-gt3.html). This particular weekend the Porsche Super Cup was a support race for the 30th July

2006 FORMULA 1™ Grosser Mobil 1 Preis von Deutschland and on this occasion the car finished in 12th place.

On to the SCX model itself. Lets start with the standard SCX Perspex display box (which I personally prefer) with the angled plinth displays the car very well and the ease with which to stack and access the cars is probably the best of all the current manufacturers' offerings. Not too big and the bottom doesn't drop off the first time you pick up the box without the sticky tape on! First impressions of the car? Well if I said to you imagine a car in dark brown, gold, yellow and bright orange I think you would probably agree that it would be an unusual livery? The pictures available on the web don't show the model in its best light but it certainly looks a lot better in the plastic flesh.

The overall fit and finish on the car is excellent but on closer inspection I found that there are a few yellow paint spots on the brown bonnet line along with slightly missed line registration on the front either side of the Michelin logo. The yellow lines under the lower rear wing are also short leaving a gap and this yellow line paint appears a bit thin in places too. I personally would like a bit more detail in the cockpit and by that I mean some paint. Yes the



roll cage is grey and the body (no legs) is a gold colour to match the UPS logos and wheel hubs, all topped off with a purple helmeted driver with a black visor. Other detailing is there such as the steering wheel gear stick, air cylinder, dashboard etc. but none of it is finished off. Now to me these things do not detract too much if you contrast that with the detail that has gone into the work that SCX has done in the tampo printing area. I am impressed and so should you be. The overall tampo printing is excellent; the sponsor's logos are crisp and clear right down to



the www.porsche.com that stretches up the "A" pillars on either side of the car. The drivers name and national flag are on either side of the roof above the doors as well as the drivers name and number on the windscreen and rear screen. The car number is on the back quarter light windows, which are also louvred. This is good attention to detail. The Porsche logo is also there on the bonnet along with the emergency cut off location point and two silver clips that hold the



bonnet in place on the real car – fantastic. The same clip detail can be found at the rear but for me the clips look a bit big, but great detail nonetheless. The wheel hubs may be gold but if you peel the tyres back you find that this has been painted on. The hubs as well as the excellent Michelin logos on the tyre walls will probably be the first things to suffer once you start using the car on the track in anger.

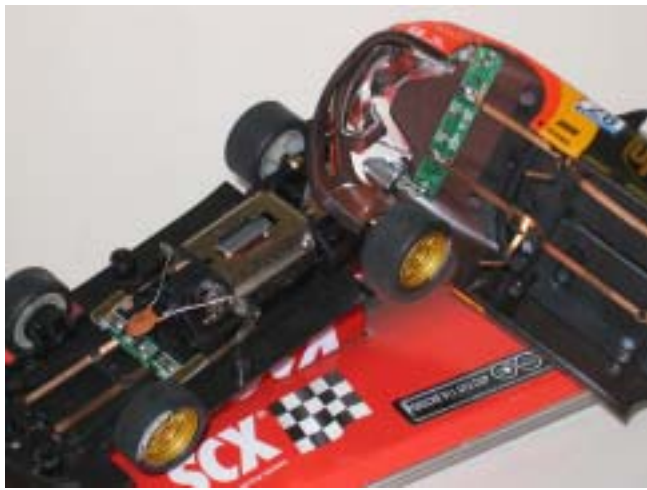
The wing mirrors especially and the rear wing seemed pretty sturdy and should stand up to a few knocks and they also have a silver paint



finish, which makes it look like glass, a nice touch but what racing drivers (real and slot) do you know that use them? I like the exhaust detail under the car which is a separate moulding along with a bit of rear suspension and gearbox moulded into the chassis but there is no painting to highlight this. This has been done on other SCX models but not here which is a shame as when I am driving with no magnet the cars often spend a bit of time on their roof!

The only picture of this livery of the car I found on the web was of Jan Seyffarth standing next to the car, unfortunately the view of the car is not that complete and Jan is also standing in the way! Anyway, comparing what I can to the model and it is spot on, complete with accurate colours and the placement of the sponsor logos. The only little thing I could see that was missing was a small sponsor logo in the middle of the chin spoiler but that was it. If SCX has got this correct I see no reason to doubt the logos I could not check.

Opening up the car (five screws) to check ➡➡

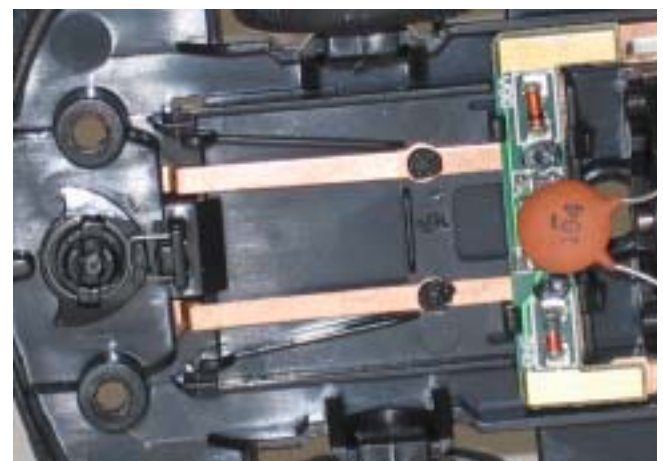


out the inside and we find the RX42B motor and the now usual SCX tilting motor mount (not F1 or 4x4 cars) and brass strips. However, there is a little PCB going across the strips and at either end of this are the brass strips that the top body shell contacts make contact with. These contact strips are fine in this model but occasionally I have had the odd bent one from new or it is easy to damage them when servicing your car. Easy enough to bend back if there is a problem but be careful as they can also eventually snap off if you keep fiddling with them! There are little PCB's either end of the body top that attach to the LED's directly, which are secured in the body. Now the little features list on the box plinth cover indicates that the model only has Xenon headlights but the tail lights also light up when power is introduced. On inspection of the headlights they are bright even in daylight and the rear taillights do not disappoint either. Neither the front or rear lights illuminate the body which is good as seeing the whole of the front or rear of a car with a single bright glow is a bit silly and spoils the overall effect of the lighting.

In the whole top chassis picture we can see the brass bearings on the rear axles, removable magnet, tilting motor mount, SCX A.R.S guide that has limited suspension and how the front wheels, which do not have an axle between them, are mounted. So why no front axle? Well the reason for this is that certain none digital SCX cars can now be upgraded to SCX digital by removing part of the chassis and installing a



complete V2 digital module in the same place that you removed a plastic plate from. Look closely between the front guide and the long PCB and you can see the little plastic clips that hold the panel in place. If you look back to a previous picture of the bottom of the chassis you will be able to pick out the outline of this area of chassis where the module sits. Didn't fancy popping out this piece of plastic myself, as I do not have a digital setup, and in my experience these types of little plastic clips are very easy to break. Maybe someone who has done the V2 digital conversion or V1 for that matter, would like to submit an article on how this is done and any problems they may have encountered?



An interesting point about the SCX website when I checked it was that it did not show this car at all or mention that it is compatible for the V2 digital upgrade, I looked all over and nothing on this new model. Maybe SCX need to update their website more often? Details on



V2 digital compatible cars can be found on the SCX website: www.scx.es, as well as a picture of the V2 digital module.

Just for comparison I thought I might compare this SCX Porsche 911 version with a couple of other manufacturer's versions of a similar car. Having dug around my collection I came up with the Ninco 50486 Porsche 997 in Gulf colours and a Scalextric C2580 Porsche 911 GT3R Seikel Motorsport. Now obviously these are not exactly like for like cars and the 911 in the real world has undergone many changes over the last 45 years but I thought I would give it a try anyway. Now to my eye all the cars are the same length but the Ninco looks a bit too wide and low, the Scalextric looks a bit too narrow and high which leaves the SCX looking the best proportioned of the trio considering they are all supposed to be 1/32 scale. For the record the manufacturer's specifications for the SCX Porsche are as follows: length 95mm, wheel base 74mm, wheel track 57mm with a tyre diameter of 18.3 x 9.8mm, weight 81.5g, motor RX-42b, front high intensity Xenon (and rear) lights, A.R.S centre guide with suspension, tilting motor cradle, removable and adjustable magnet.

On to the track test, for which today I am going to use a Ninco Master Track that I purchased some time ago. For reference it is the 20125 Master Track Professional which has a good selection of tight and twisty corners, a

couple of more open corners, a decent straight along with track elevation changes which I thought would be a good test for this car.

OK, on to the track test and I have a slight confession, sorry but I took the magnet out before I even ran it on the track. I just do not run cars with magnets (unless I have no choice) and I expect it would have run just fine with it in. To start with the car was a little noisy as I ran it straight out of the box with no adjustments or lubrication. A few more gentle laps and then in with a bit of oil and a check of the drive train. The wheel hubs, tyres and back axle seemed true enough as there was no bouncing around on my first few gentle laps so no other adjustments were required. All OK and back to the track for a few more energetic laps this time! This car does not disappoint and the more laps I ran the faster the car seemed to get. I suspect that like most SCX motors I have used, which have been commented on by other people as well in the past, they get better and smoother with age and use. As I worked up the speed and confidence I was able to get the back end to slide around at will and power slide my way round most corners with ease. Too much of a power slide or a bit too much speed into a corner the car just ran out of travel with the guide blade and either popped out or rolled gently onto its side or roof. Too much speed and the usual highspeed slot car roll! I Managed a few of those as I powered round the track but the car ➡➡



remained intact and by the time I decided to stop everything was still attached. No timing I'm afraid, as I don't see the point on a home circuit.

How does it compare to other SCX cars of this type? I would say that the RX42B does make a difference over the earlier RX41/42 and when checking against a couple of other SCX GT/touring cars the performance was comparable but I still prefer my SCX 61870 Alfa Romeo 156 for chassis handling just over the Porsche. Want more power? Then opt for the SCX Pro speed motor and maybe invest in some calibrated axles, crown gears, pro rims and slick tyres to improve the handling. Obviously this will require more time and investment of money. Race like for like and you'll have many hours of fun if not the ultimate in speed. I suspect that a little weight in the nose and middle/rear of the car would help along with some stickier tyres but I will leave that to the racers to figure out on club racetracks.

In the final analysis I'm still undecided about the livery but the performance of the car is certainly up with the rest of this class or type of SCX car and with the magnet removed I can get the car to slide round corners when I feel like it, which is how I like to play with my toys! Therefore, the Porsche gets my thumbs up but perhaps in another livery. What might finally sway it for you is the recent rather large price rises from all the manufacturers. A quick whip round some internet sites and you will find that the RRP for the big three is not cheap shall we say, but SCX just sneak it with an RRP of £38.99. Obviously there are discounts to be had out there and "Hate Bay" if you must but I suspect that the slot car economy is going to be tight this year and I will certainly be very selective on what I purchase over the next few months. Finally, I'd like to say "Thank You" to Gareth and SCX Technitoys Spain for letting me review this car. ■

Wolves SCC Grand Opening with Nicky Grist

By Phil Insull

About a year or so ago Malcolm our Chairman at Wolves SCC dropped the bombshell that Stryker's our home for over ten years was closing and we either found a new home or closed for good. After a long search Malcolm found the Claregate Centre at Aldersley Leisure Complex, which by good fortune was only a mile from our previous home and offered a room big enough for two permanent routed tracks, workroom, kitchen, lounge, toilet and a big extra room when we needed it. We decided that what we needed was a motor sport celebrity to officially open the new club. From September to this February, Malcolm and all the guys at the club have worked so hard to get us up and running to our previously high standards and thus on Saturday February 21st 2009 we had our Grand Opening.



The plaque unveiled.

When it came to choice of celebrity my wife and I knew just the person, having met Nicky Grist on a number of occasions, he always remembered us and was simply the most charming man in motor sport as well as being Britain's most successful WRC Co-Driver having chalked up 21 WRC wins and partnering two different World Champions in both Juha Kankkunen and Colin McRae. After Judith had made a couple of phone calls the date was set and Nicky agreed to do the honours for both Wolves and the Acorns Children's Hospice we support. Saturday morning started early with Dan from Wye Valley SCC bringing up two special stage tracks with him, Malcolm had set up another rally stages in the outer room, while two lanes each from both the International and Aldersley routed tracks would give us ten stages in all for the competitors to complete. Steve and Mark from Slot Box set up a stall so visitors could buy and race on the day, they also kindly donated raffle prizes, as did a number of our kind suppliers and friends including Joel and David who'd come up all the way from Southend SCC, Slotcar unique.co.uk, Pendle Slot Racing / Get Slotted, A B Gee Limited, ➡



One of Dan's fiendish Rally tracks in the outer room.

Pete, Bill, and Mac. Malcolm had also set up an SCX digital oval for visitors to try with help from Slot Box, and had the Slotfire track available.



Presenting the Earlybirds cheque to Bronwyn from Acorns.

Nicky arrived at 11:45 in time for me to give him a quick tour, and a chance to try the track before he was called upon to run in front of the cameras of the Local press. Nicky genuinely seemed amazed at the permanent tracks, computer timing systems and scoreboards. He also found the cars interesting and was surprised at the different technical aspects including 4WD systems, motor layouts, tyre compounds, etc., commenting that the WRC wasn't this complicated. Nicky then officially opened the club for us unveiling the commemorative plaque and turning some laps with the Limited Edition Scalextric Skoda's kindly donated by Pendle Slot Racing / Get Slotted and A B Gee Limited. He then ran one of the Spirit rally cars prepared by club racer Mike Bickley getting down to a quite respectable time, before inviting senior event runner-up Mike to show him how it's done. Nicky commented on how Colin had hated having to have a go on slot cars in front of the press, as he'd always get blown away.

Next Nicky and I presented a cheque from the Earlybirds event to Bronwyn from Acorns, who told something about the care they provide for the children and their families, with every penny being needed. Finally my good lady got in on the act, presenting Nicky with a pair of



This would be easier with some pace notes.

crystal glasses as a memento of the day. Next Nicky was asked to pose for what seemed to me to be a vast number of photographs for the press, doing so with the ease and grace of a true professional and then had an autograph session, signing the donated Skoda's so that they could be auctioned for Acorns on E-Bay, a photo montage for Acorns to raffle and then signing all the visitors pictures, books, cars, scorecards and even a track for Dan. Nicky stayed on for a cuppa, a chat with folks and another go or two with some different cars before heading off back down to Wales.



Runner-up on the day, Mike shows Nicky how it's done.

During the day entrants were using their own WRC or JWRC rally cars to set times on the ten rally stages with Dan, Mike, Bill, Robbie, and Mac all acting as timing officials. We saw a





He won't let me have the controller back just because I've beaten him!

wide variety of cars throughout the day with those from Subaru, Citroen, VW, Nissan, Peugeot, Toyota, SEAT, Skoda, Renault, FIAT and Ford. If only the real WRC could get such a varied line up. The eventual winner of the Seniors Section was Robbie Davies, who collected the top prize of the customised Wolves Slot. It Audi kindly donated by Chris from Slotcar Unique.co.uk. The Juniors was won by Sam Cookerton who received one of the signed Scalextric Skoda's courtesy of Pendle Slot Racing / Get Slotted and A B Gee Limited. Finally it was pack up time and thanks here to Lee, his wife, Alison and her Mum for doing a sterling job all day with refreshments, raffle ticket sales, etc. and stopping on to help us clean up.



Right now the cameras are off let's give this a proper go.

In all a successful event with over £200 raised for Acorns on the day plus we hope to raise as much again from the auction of the Skoda's, keep an eye on eBay and remember every penny goes to the Acorns. ■



1957 Chevrolet Bel Air & 1960 Plymouth Fury

By Peter Emery

I have two Carrera classic cars for review this month. The 1957 Chevrolet Bel Air in 'Race Version' trim #27258 and the 1960 Plymouth Fury in 'street' trim #27253.

Things in common, but not common things

Both models are presented in the familiar oversize Carrera display box complete with a mirrored rear quarter to the box. Although these boxes take up more space than some other companies crystal cases they do present the models exceptionally well and they do stack which is a godsend where space is tight.

The display cases have an opening section at the rear that contains important servicing and warranty information, spare pick up braids and spacers for the two magnets fitted to these large cars. An additional small piece of paper tells you not to eat the magnets - in a number of different languages (!)

The Plymouth also had a spare pair of wing mirrors which I thought was a nice touch.

As both cars are inline motors they have a $\frac{3}{4}$ pan interior on the Bel Air or a $\frac{1}{4}$ pan interior, on the lower and sleeker Plymouth - rather than a full interior. This is OK on the Chevy but the interior of the Plymouth is poor as a result. Presumably the use of gloss paint on the hair of the Plymouth driver is to replicate the hair oil he is using!

Iconic American

We will take a closer look now at the '57 Bel Air, one of my all time favourite American cars. The model is presented in a smart two tone, black & white fantasy livery and is dressed to look very much like a NASCAR racer from that period. I would suggest that the roll cage is a little more comprehensive than is correct for period, looking more like a touring car of the late 1970's/early 1980s than a 'stock' racer from the late 1950's. Despite this the car does have the right 'look' and





Chevrolet were very successful in 1956 and 1957 in NASCAR, sadly with the very similar Chevrolet 150 and NOT the Bel Air.

One surprise is that given that the Plymouth has lots of chrome Carrera chose to paint the trademark Bel Air bumpers silver front and back rather than the correct chrome. Is this to enhance the race prepared look I wonder?

The wheel detail is excellent as is the quality of paintwork and tampon printing of the correct period decals on my sample.

Hell hath no fury....

The Plymouth is a real looker in vivid red with white roof and front quarter panels all topped off with some 60s chrome.

It is tempting to refer to the Fury as the 'Christine' Plymouth from the movie version of the Stephen King horror story. Unfortunately the car in the film is a 1958 Fury where Carrera's is a 1960. The producer used a fleet of 24 Plymouths – Fury, Savoy and Belvedere models – 16 for filming and the rest for parts. If



you want some fascinating information on the movie and the cars used in it go to: <http://www.allpar.com/history/christine.html>.

Once the mirrors have been fitted the appearance is complete, a long low street cruiser. Paint is excellent as are the few tampon decorations. The whitewall tyres and chrome hubcaps complete the effect. As befits a street car the Fury has working lights at both the front and rear.

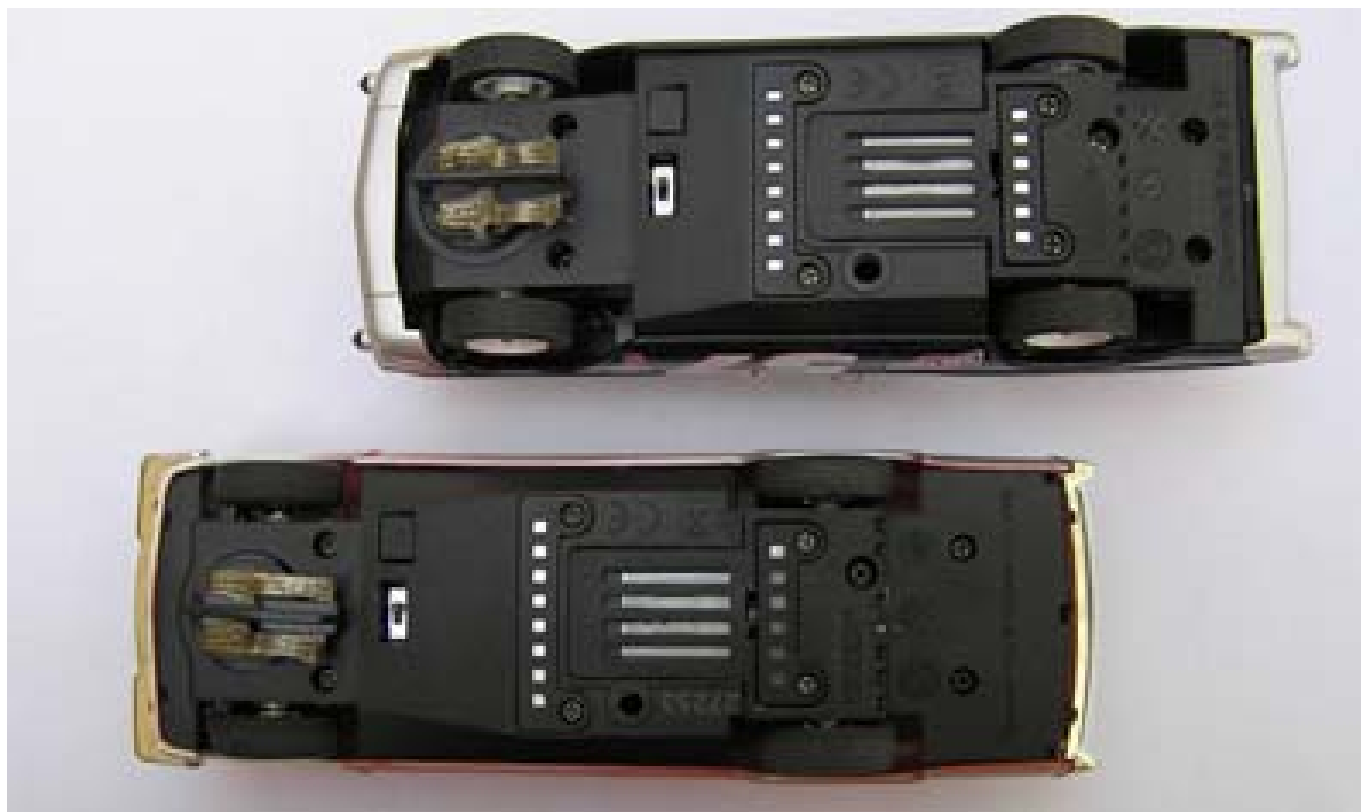
As an aside the NASCAR version produced by Carrera is a very correct replica of 'the King' Richard Petty's NASCAR racer. Richard's first major win was in a blue '60 Fury at the Virginia 500 at Martinsville.

Time to put these yank tanks to the test

Both models have very similar chassis with the familiar and useful polarity switch and an inline setup for the standard Carrera Mabuchi 'S' type can.

The Plymouth is noticeably longer overall although the wheelbase is almost identical to the Chevy. Tyres are narrow, fairly hard and with a road tread pattern. The magnets, one bar in front of and another bar behind the motor can be adjusted with the supplied spacers. After a few running in laps I adjusted both cars by removing the magnets – sorry – I am one of the 'magnet free' racers. I can tell you that with the magnets fitted the cars gripped my test track very well and as a result were seriously boring to drive.

Once I had changed the guides from the Steamship rudder standard item to the ➡➡



optional shallower version (supplied in the crystal display case) the cars worked fine on my plastic 'Sport' test track. Both cars worked well with the narrow tyres benefiting from a little work with the sand paper to true them up. I found that a little bit of weight either side of the motor improved the handling and they could be driven in an entertainingly tail out style, great fun!

It has to be said that neither car is going to set the track alight but overall my Plymouth was a bit faster than my Chevrolet sample. The Plymouth is considerably lower which probably

accounts for the difference. I should point out that if you race on Carrera or a routed wood track then the standard guide is the correct choice.

Why?

I wonder why Carrera cars are shunned by some racers/collectors? I have found them well made and they have the benefit of making some cars that are unique to the range, Pantera Group 5 and 'mad Opel Monza are good examples. If you have ignored this range in the past take a look, you will be pleasantly surprised. ■





MRRC Ford GT40 Mk IV P-Car

By David Lord

Well, I find myself sat again at my P.C. writing a second review. I must have done something right with the initial one, as firstly I have been asked to do this one and secondly, which is even more amazing, my other review actually got my wife to take an interest in my hobby, pick up the Journal and read my article.

This time I have been asked to review a white MRRC Ford GT40, which turned up in its clear plastic box with black base and outer card sleeve, much like the early Ninco cars.



Once the plastic lid had been removed I noticed that the car sat above the base rather than on it as is typical of most other slot car manufacturers, and on further inspection I realised that MRRC have placed two spacers onto the base to prevent “flat spotting” the tyres. Having not owned a MRRC car before I’m not sure if this is usual practise or an addition for this



particular model, I would say it was the latter as the fore mentioned spacer seemed to just clip into holes in the base.

The car is quite well detailed with the rivets on the door windows; headlights and engine cover not only visible but raised. The wheels, which are shod with Goodyear blue pinstripe treaded tyres, are also to a high standard. Fifteen spokes on each which should be angled to create airflow away from the car as it moves forward, sadly on the version I have been sent, this only applies to one of them as on the other three the vents go the wrong way. The three pronged wheel nuts are different colours, red on the nearside and blue on the driver’s side, as has the real thing. Just to clarify this is a right hand drive car. The driver is $\frac{3}{4}$ length with open face helmet and goggles and some other minor detailing in the cockpit.

Underneath, and for those that have not seen a MRRC chassis before they seem to have a setup which could fit to almost any car, with ➡➡





a two part sliding configuration that can be adjusted to fit wheelbases between 70mm and 90mm. The chassis is fixed to the body with three screws, one at the front and two at the back and has two magnets, one near the front and one in between the Mabuchi FF motor and the contrate gear. Unfortunately this is yet another car with magnets strong enough to hold it onto a piece of plexy track upside down, but I can't tell you how this affects the handling as the test was done on a copper/MDF track.

On to the track and the first thing I spotted was that the guide didn't seem to go very far into the slot. With the car upside down and the front wheels pushrd up into their housing as far as they will go, the guide is still at least 2mm further into the car, not a good start!

Anyway lets have bash and see what she handles like, not bad, the motor's noisy and very fast, too fast for my track with it's short straights and tight corners. Lots of wheel spin as the power is applied, but after a few laps being very careful not to overdrive it and I'm having fun. The car's quite predictable and the lap times, although not being the fastest round this track, are consistent. Once I've applied some oil and grease to the relevant areas the car gains a bit more speed bit is still whining.

I trued the tyres but not too much, as with these treaded tyres it spoils the look if you turn them into slicks. This brings about half a second of the lap time and I'm quite happy with that, it should be fast enough to compete on the Goodwood evening we hold once a month at AAWSCC. With a bit more tuning and maybe some weight in the right place this could be a very fast car.



So overall, a nice looking, true to the original and fun car to drive, if you have this class coming up at your club I would think you would be wise to invest in one of the MRRC Classic Edition GT40's.

Review car generously supplied by MRRC International Hobbies Limited (www.mrrc.com). ■





We kick off this month with terrific news that this year's NSCC Club Car will be produced by Ninco and will be a uniquely liveried Lotus Exige GT3. An official order form is being drawn up and will be included with the June edition of the Journal. Members wishing to purchase this car are advised to fill out the form and return it as soon as possible for the best chance of securing one of these exclusive cars. The NSCC is known throughout the world as *THE* club for collectors

and the Club Cars are always very well sought after. The 2009 NSCC Club Car will be no exception.

In almost thirty years of the club's existence, around a dozen types of annual Club Cars have been produced and this will be Ninco's third contribution following in the tyre tracks of the 2006 Mégane and the 1994 Clio. Numbers are strictly Limited and the opportunity to purchase this car is only offered to NSCC members (restricted to just one per member). Based on ➡





current membership, there will be enough cars to satisfy just half of the members and if pre-orders exceed availability, names will be drawn from a hat and cars allocated accordingly. The 2009 NSCC Ninco Lotus Exige GT3 is due to be available immediately after the summer and it is planned that the first cars can be collected at subsequent NSCC events although members will have the option to have their car posted.

The Ninco Lotus Exige GT3 has only just been released in race liveries and I'm sure there are already a few proud owners reading this article now! On first sighting of these cars, you may notice that they both carry the race number

"98" and on closer inspection you will notice they have the same driver name. Well, this is due to the fact that they are based on liveries of cars driven by Australian dentist (yes, that is his day job!) and aspiring race driver, Angelo Lazaris during the 2007 (Zagame 50517) and 2008 (Quintessence 50518) Australian GT Championship. The unusual type-face used on the number of the '07 car looks like the figure '8' is written upside-down and has prompted the question by many of you, "Should the race number be 86?". Well, let me put your inquisitive minds at rest: In both seasons, Dr.Lazaris (really, he *is* a dentist) raced using the number "98". I have seen pictures of the actual race car and the number is written exactly as reproduced on the bodywork of the Ninco model.

These Ninco cars, along with the new Porsche 997 "Veltins" (50526) and Porsche 911 "Martini" (50527) form part of the "Ninco-S" range which is the *Racing Drivers* brand of 1:32nd scale slot cars. The superb performance we have come to expect from Ninco can be further enhanced in this series with the addition of ProRace components. This new branding



extends to the base too with subtle changes to it's design and all information now tamper-printed rather than being contained on stickers. In addition, new red-on-black warranty seals replace the previous white-on-red ones.

The new Porsche 997 livery is as smooth as the German 'pilsener' (or *pale lager*) made by its main sponsor and includes a gold coloured front splitter and door-mirror housings, faithfully reproducing the #14 car driven by Rene Rast during last season's Porsche Mobil 1 SuperCup when he achieved pole position in the two opening and two closing rounds of the series. The Porsche Mobil 1 SuperCup will again support many of the Formula 1 Grand Prix this year.

The #5 rally-style Porsche 911 carries the distinctive red & blue-stripe markings of the Martini brand. A covered four-lamp cluster adorns the bonnet of this striking Porsche adding to the rally feel. This vehicle is at home on asphalt-type track but will easily adapt to a Raid surface by using the all-round ProShock suspension.

Issued on the Classic style cobbled base is the Corvette C "Panamericana" (50529). Based on the 1954 entry of Chicago Speed Shop owner Bill von Esser, this model celebrates the Carrera Panamericana which was the Mexican equivalent of the Italian Mille-Miglia. The Mexican government commissioned this event to draw attention to the new network of highways spanning the length of the country. It attracted many famous racing drivers of the era (such as Juan Manuel Fangio & Phil Hill) who participated to test their race cars as well as their own skill and stamina. At the time, it was widely believed to be the most dangerous race of any type and even today has one of the highest mortality rates per race in the history of motorsport! Although the series ran for just five years from 1950 to 1954 inclusive, it claimed the lives of no less than twenty-seven people. The spirit of the race was resurrected in 1988 and continues to run to this day on closed sections of the same public roads and special stages over a seven day period.

Gentlemen (and ladies),... Start Your Engines!

ABGee, Ninco's UK distributor, are progressing with the search for a team of drivers to represent the UK in the Ninco World Cup 2009. A number of clubs have already signed up to hold local qualifying rounds and any budding UK team drivers should contact the following clubs for a chance to compete:-

GT Raceway (Essex), Pendle Slot-Car Club (Lancashire), Wye Valley (South Wales), MHSC (Middlesex), NSSRC (Staffordshire) and Wolverhampton (West Midlands). Contact details are available through the NSCC website under the "Directory" tab. There is still time for other clubs to get involved so if you or your club are interested in taking part, please contact Adrian Holmes at ABGee (ninco@abgee.co.uk).

As mentioned in last month's Journal, winners of local heats will go forward to compete in a race where the top three drivers will be decided in a final qualifying round. The Ninco World Cup 2009 Final will be held outside the UK at the end of this year (*November*) so competitors must be prepared to travel. ■

First of all an apology to all of you expecting a “Forza Slot.It” this month but I am afraid I’m struggling to get hold of pictures and new releases and even the coffers at Chez Insull are running low during these times of credit crunch so you’ll have to make do with the news that the CA12R1 Audi R8 Reloaded Racing Angle-winder is now available in the U.K. from Pendle Slot Racing, Slot Box, Slot City and MRE. In my favourite Wolves colours as standard this is supposed to be the hottest RTR car yet from my favourite Italian slot car manufacturer.

Chris at Proto-Slot / Ghost Models / Monoplace has been very busy recently with his latest Ferrari 375+ kit now available depicting the two team cars from LM 1954 although I

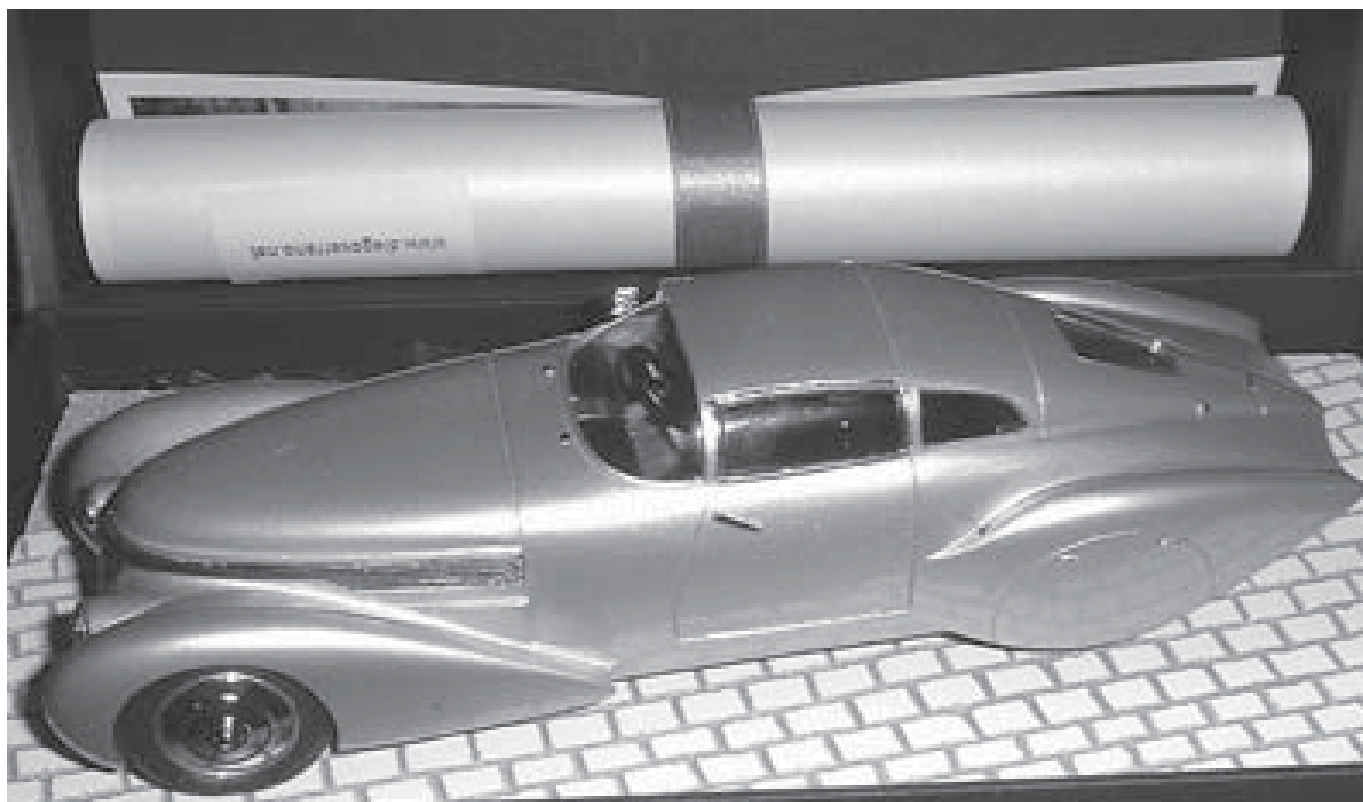


Proto Slot Kits Ferrari 375+ Le Mans 1954 Winner.

suspect many like me will finish theirs off as the victorious #4 car of Gonzalez and Trintignant that passed the chequered flag after 302 laps rather than the #5 of Manzon and Rosier that retired following an accident after 177 laps.



Proto Slot Kits Scarabs.



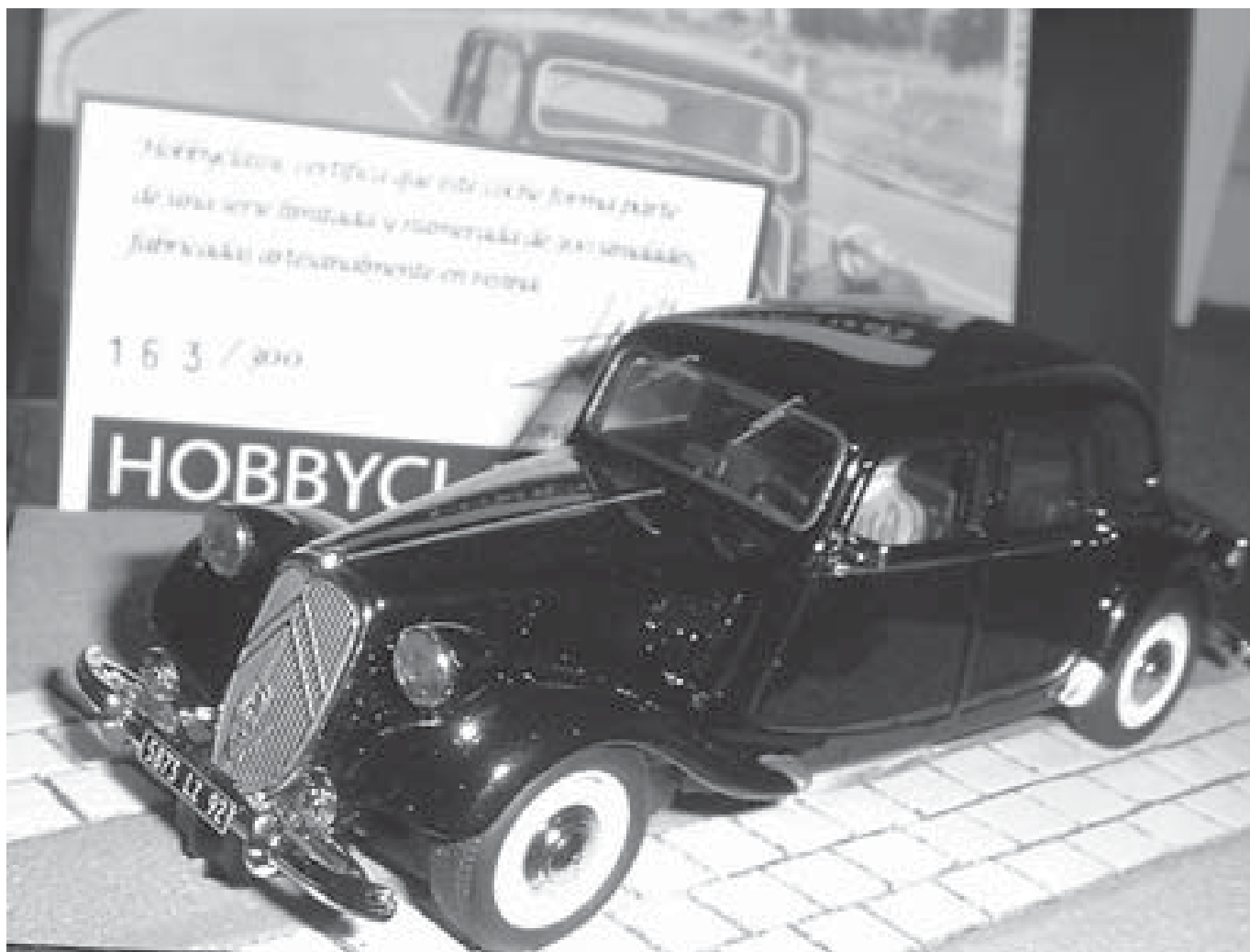
Hobby Slot by MMK 1938 Hispano Suiza.

Chris has also released the Aston Martin DB3S Coupe LM 1954 as mentioned last month. These being the #20 car of Birabongse Bhanuband more commonly known as Prince B.Bira of Siam and Peter Collins which suffered accident damage after 138 laps or the #21 of Ian Stewart and Graham Whitehead that suffered a similar fate to its sister car after a mere 64 laps. More details on the Vaillante VS61, these two cars are based on the fictional marquee driven by French comic book hero Michel Vaillant, the two cars modelled by Chris are the ones in which our hero supposedly wins Le Mans on four occasions. More conventional but no less beautiful are the up coming Porsche 917 1969 Kyalami nine hours winner of Piper and Attwood, and the 1969 London Motor Show Porsche 917 LH Gulf-Wyer car. Also due soon is the 1950 #14 Healey Nash of Rolt and Hamilton which finished fourth that year or the 1952 #12 of Johnson and Wisdom, which finished 3rd behind the all conquering Mercedes 300 SL's or the #11 sister car of Veyron and Giraud-Cabantous that retired. Sticking with Proto-Slot two cars I have completed are the

beautiful Scarabs the #10 car of Jim Jeffords at Meadow Dale in 1959 and the #15 car of Augie Pabst at Riverside in 1961.

More background on the new 1957 Devin SS from Penelope Pitlane in real life this was the brain child of Bill Devin and Malcolm McGregor who built 15 of these Chevy engine cars for the SCCA modified championships. They made a fine job too with drivers Andy Porterfield and Peter Woods having many race successes in the modified classes. Good timing here by PP as this car is available in time for the up coming MRE sponsored Can-Am/SCCA classic at Wolves on May 17th. No doubt PP will be showcasing the finished item presumably in race trim for the event. I haven't got round to building the new PP Ferrari Dino 246 yet but it is getting closer to the top of the pile and I'll bring you pictures of the finished article.

I understand that MMK's Aston Martin DB3S Coupe should be arriving in the UK any day now but in the mean time I can bring you pictures of the MMK built Hobby Slot 1938 Hispano Suiza H6C "Xenia" Streamliner and the Hobby Classics Citroen Traction 15 Six⇒⇒



Hobby Classic Citroen Traction 15 Six.

both of which are in very limited numbers and my thanks to Pascal Felix at VPC in France for his prompt service with these two beauties. Cartrix have a couple of new liveried RTR classic F1 cars these being the 1956 French G.P. #32 Gordini T32 of Da Silva Ramos and the Ferrari 555 "Supersqualo" of Magioli both in the nice presentation tin. MRE have restocks of the superb HSRR McLaren M8D Can-Am car available if you didn't get one of these first time around they really are worth getting hold of while you can. Powerslot have some new liveries out too with two versions apiece of the VW Polo and Nissan 350Z in race and rally versions.

AA Bodies have kindly sent me their two latest Can-Am body kits these being the March 707 and the BRM P154, again I will be trying hard to get these two up and finished for you to see very soon. The 1/24th scale BRM Toyota's are now here in the UK but due to a slight mix

up and holidays mine is not here yet so I'll get you pictures next time. LMM have released the #1, 2 & 3 Audi R10 Diesels from Le Mans 2008 and have also announced a 1/24th scale version of the 1970 Le Mans winning Porsche 917K #23 of Hermann and Attwood. NSR have just released a 1/32nd Porsche 917K in the guise of the #11 Piper and Adamowicz entry from the Monza 1,000Kms. Finally Slot Track Scenics are looking for suggestions from their customers as to what they would like them to make next. Log onto their website and let them know what scenic items you'd like to see adorning your race circuit and if demand is sufficient you may get your wishes come true. ■

No listing stats for you this month as they seem much the same as last, though one I saw was that eBay revenues have fallen 16% in the last 3 months of last year. No big surprise and you don't need to be a rocket scientist to work that one out it seems to as the BIN format that is increasingly being seen does not appeal to regular eBay buyers who are hunting out the bargains. Onto the big news then this month, as far as I am concerned anyway.

This news could have a tremendous impact on distribution channels in our hobby and has been caused by the emergence of a new commercial seller on eBay with the potential to shake up the whole market or even dare I suggest, get it seriously wrong? Who is that I hear you say. Well, it came as a bit of shock to me (as well as our factory liaison officer who was not aware until I told him – bit of a clue there!) and probably to many others who spotted that Hornby Hobbies Ltd. has started selling direct to the public on eBay now using both auctions and BIN listings of not only railway items but our beloved Scalextric as well. With Hornby selling more stock on their own website (where I have myself secured the odd item so it must have been a pretty good bargain!) as well as on eBay, it may be great for the savvy net buyer, but is possibly another nail in the coffin of the smaller model shops and retailers trying to sell slot cars. It must be said however before you think you can rush to your screens and get the latest car on eBay on the cheap direct from Hornby, that the stock sold so far has been that which was released a few years ago, as well as some older sets. With a fixed price P&P charge of £6 whether it is one car or a giant Porsche GT set, I am not sure the detailed seller ratings will hold up well in the long run unless this is reviewed. Already their feedback is only just hovering above the 4 out of 5 level for postage

charges which is sure to get eBay asking questions pretty soon. Having now perhaps dashed the hopes of the bargain hunters, perhaps I can renew it again with one of their hot new listings as we go press which is of a very rare chrome Transformers Bumblebee car that was used as a promotional launch item for the Micro Scalextric Transformers set. With a BIN of £50 (180348917150) this may be an area to watch if you are into the weird and wonderful rare stuff, especially if some nice 1/32 goodies get listed.

Buying tips

Generally most deals go through pretty smoothly on eBay, as a buyer I have found as long as you check the feedback of the seller carefully and weigh up the risks on the item you are buying. Just a word of caution though, and speaking from personal experience if you do have a deal that goes wrong, then as a buyer you have to do the dispute through the eBay site of that country that the item was bought from, which potentially means you have the language problem when buying overseas. You must also request any refund or action well within 90 days or else eBay does not want to know about helping you, so think carefully before you hit that BIN button that is increasingly appearing in listings as even seemingly good private sellers can try a pull a fast one. Also on the buying front but on the auction format, try and leave your bids until the last moment to get the best deal so you don't show your buying hand too early. Most people are aware of this anyway but maybe not about the "snipe" programs that can do this for you. A recent conversation at the Bishops Stortford swapmeet with a new NSCC member reminded me of this, so I thought it would be a good reminder this month. There are a number of snipe programs available including Goofbay for example that I use (this ⇒⇒

is a free service whereas others available you may have to pay for) Basically the snipe program bids for you in the very last seconds that you have specified. Great if you are at work during the day or do not want to be up in the small hours of the night bidding. If you want any help on this just email me for more details.

Another issue that some of you may have been concerned by within the last month or so, is to find your eBay account blocked or put on hold for no apparent reason other than eBay telling you that your account had been compromised/hijacked! I have since learnt that this was a generic email triggered by an advanced security system in eBay and apologies were supposed to be sent out to all effected accounts since none were in fact compromised. Not surprisingly no apology has made it to my inbox.

Rarity

One car to catch my eye this month was a Scalextric Texaco Sierra. Usually this car hardly merits a second glance but this example was in yellow not black. Reportedly it was a factory prototype model. However I can not tell you the selling price and you will not be able to find the auction as it was removed before it ended but I know the seller was looking for £200 for the car. Something a bit different again were a selection of mint Playcraft body shells with bags that one seller had. A green Lotus Formula 1 body made top money at £143 (380116608953) closely followed by a yellow Mercedes sports car body at £133 (380116607736) on Thursday morning. Surprisingly perhaps, in comparison a Ferrari F1 shell made £45 and a 250 GTO £78.

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day.
 BNIB Scalextric MG Lola" Dyson Racing" #16 Rare £50 (MB on Wednesday morning)
 Scalextric MM/A206 - "B.R.M." Pit Boards – MINT £10.50 (in packet on Saturday morning French header card)
 Scalextric MM/A206 - "LISTER JAGUAR" Pit Boards – MINT £12.61 (French header card)
 Scalextric MM/A206 - "ASTON MARTIN"

Pit Boards – MINT £12.62 (French header card)

Scalextric MM/A241 "Building Lamp" MINT in Box £13 (Friday morning)

SCALEXTRIC SPANISH TT BUGGY PRE PRODUCTION WHITE SHELL £325 (BIN Best offer on Sunday night. Plain white bodyshell only 250400988295)

Scalextric Horse & Sulky C420 Julies Choice Red MB New. £18.35 (Bargain Sunday night but then same buyer paid £54.30 for yellow Terrys Challenge minutes later so £38 each seen at the Orpington Swapmeet for these was pretty much on the price mark then!)

Rare Scalextric 4 Lane Horse Racing Set £75 (Sunday night)

scalextric tvr speed12 bodyshells black mint no tampo £55 (2 plain body shells on Sunday night. 220394653708 There have been a few of these surface in the past)

Vintage Scalextric 1960s James Bond Box Set £1555 (Looked all complete and in reasonably good condition on Thursday afternoon 270370202330)

Scalextric SPARES LIST CATALOGUE 1965. Rare, Vintage, Old. £9.99 (6 sides/pages detailing the trade spares available went to single bidder on Monday night 350187473394)

Scalextric Porsche 911 GT3R WHITE C2629 MB GT £133.89 (Sunday night)

C2965 Scalextric Club Weathered Aston Martin DBR9 #9 MB £46.50 (Sunday night. It is £20 less to join Racer club and get car free!)

SCALEXTRIC Vintage - JAMES BOND 007 Aston Martin 1960's £375 (Missing roof and passenger and one gun broken on Thursday night)

SCALEXTRIC Vintage - JAMES BOND 007 Mercedes S190 SL £255 (parts broken and missing same seller as above)

SCALEXTRIC 1960's CLASSIC BLOW-OUT! SET 40. VGC. £50 (Sunday night)

SCALEX PRE SCALEXTRIX 1950S TINPLATE AUSTIN HEALEY £155.50 (Thursday night 400039039934)

RARE LARGE ALL BLACK DUNLOP ROAD BRIDGE MADE by JOUEF £21.01 (Saturday night 310134857762) ■

