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Contents

Events.....	2
Messages From Margate....	17
Shipments From Spain.....	10
Hornby TVR Speed 12.....	15
Kits 'N' Bobs.....	18
Can-Am Challenge Cup....	22
Wellingboro' D.T. 2009.....	25
Pioneer Pitstop.....	29
World Classic/OCAR.....	34
SCX Review.....	36
H.O. World.....	41
Pioneer Review.....	42
Ninco News.....	45
Ebay Watch.....	47
Members Adverts.....	49

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

All Hail the New King

Well another Formula 1 season is over and we have a new World Champion who is British, congratulations to Jenson Button you have finally done it.

It's a pity that the last race of the season on a brand new and somewhat spectacular track was in the end a bit of a disappointment in terms of the race itself and I do feel sorry for Lewis Hamilton who appeared in the last few races to be looking like the World Champion he was up until a couple of weeks ago anyway.

It will be interesting to see in the next few weeks whether Brawn will now meet Jenson's expected pay rise, which I believe he is expecting somewhere in the region of £8 million from his current £3 million or whether as some are saying moves on to McLaren and partners up with Lewis, which could indeed be interesting for next year.

Although whether during the next years season we will see a British Grand Prix remains to be seen, given now Donington has failed in their attempt and Silverstone has been asked to find considerable sums of money to continue holding it remains to be seen, although it is initially indicated as being held on the 11th July 2010 on the provisional F1 calendar so perhaps all parties are confident of reaching an agreement.

I hope now we have new World Champion and indeed a new Constructors Champion the slot car manufacturers will be "racing" to get the new cars out to celebrate, hopefully before the next season is virtually over and the previous winners fade into the distance on the grid?

At least some of the winning cars this year and I'm thinking Red Bull in particular will make particularly fine models and a change from their somewhat plainer counterparts, luckily Brawn has now got a few more sponsors - eh?

Anyway enjoy this months bumper Journal and don't forget to get your subscription renewals in as soon as you can, hopefully next month there will be a little Christmas competition for everyone to enter.

So until next month

Jeremy



BY **ROB SMITH**

MESSAGES

FROM MARGATE



email: factory@nscg.co.uk

This has been a bumper month, especially for those of you who collect or race the Limited Editions. Hornby released their four cars in fancy display packaging all at once, however before I review these, a correction from last month.

Erratum

The gremlins crept in last month and the V12 Supercars set is actually reference C1241 and the red Aston Martin DBS therein is reference C3035W. This doesn't stop it being identical to C2994 though but without an interior.

**C2971A Monaco 1992 containing
C2972AW Monaco 1992 Williams
FW14B - Driven by Nigel Mansell
C2973AW Monaco 1992 McLaren
MP4/7 - Driven by Ayrton Senna**

Well, what can I say, except this is absolutely gorgeous. It is a Limited Edition production, of just 4,500 units worldwide and comes in a glossy black display box with a few notes about the Monaco 1992 race. This is where Senna and

Mansell diced throughout the race with Senna just winning at the post, although Mansell went on to win the championship that year.

It contains the Red and white McLaren MP4/7 of Ayrton Senna and the blue, white and yellow Williams FW14B of Nigel Mansell.

As you might expect, the Camel logos are missing from Mansell's Williams but these would be easy to add with appropriate waterslide transfers. I think this is much better than using a look-a-like logo. One disappointment is the lack of detail to the drivers' helmets and in particular Senna's is plain yellow.

**C2981A Alan Mann Racing
containing
C2998AW Alan Mann Racing Ford
Escort
C2999AW Alan Mann Racing Ford
Lotus Cortina**

The Alan Mann Racing team raced a variety of Ford products in the early 1960s and by 1964 was one of the leading Ford Factory Teams. His racing colours of red and gold were usually at



the front of the grid and on the podium. This twinpack is a Limited Edition of 3,000 units worldwide and contains a Lotus Cortina and Escort in the famous red and gold colours.

The colours have come in for some criticism, as they seem more bronze than gold. However, you may be interested to learn that the current licence holders for Alan Mann Racing specified this colour, I wonder why!

The Cortina features the later full width front grill incorporating the front indicators, which the previous releases did not. The Escort has the oblong front headlights that featured on the track cars rather than the round ones of the rally cars. It is good that Hornby are able to make changes to the parts to keep them more accurate and make them more interesting as other versions get released.

C2980A 1959 Morris Mini Minor

The packaging for this release to celebrate 50 years of the Mini really captures the style of the brochures from that era and sets the car off beautifully. It is a new style box, square in shape that displays the car much better than the old Sport box and gives plenty of room for decoration.

The Mini is a tiny white version of 621 AOK. 621 AOK was actually the first official production Mini, rolling from the factory on 8th May 1959. It was also the first Morris Mini Minor although several pre-production Austin Sevens had been made before this date. It can be viewed today at the Motor Heritage Centre at Gaydon, which is well worth a visit.

This Scalextric version is the first Scalextric car not to have a driver, not counting black windowed cars of course and I wonder how many of the 4,000 Limited Editions will ultimately be run?

C3025A Vodafone McLaren Mercedes

The celebration car for Lewis Hamilton winning the 2008 F1 Championship is also in the new box and is a Limited Edition of 2,008. Rumours have abounded that this release would be really different and be in solid silver or

something else to make it really special. However, the reality is that is just the same #22 car we have already seen as a general release with the detailed Hamilton helmet from the Scalextric Club car. Hang on that specification seems familiar? Yes it's the Airfix kit with a motor!

C2976 1970 Ford Mustang Boss 302 Street Car Grabber Blue C3002 Ford Mustang Allan Moffat #33

Another welcome addition to the USA muscle car range are a couple of Ford Mustangs. C2976 a Limited Edition of just 1,500 models and it is available exclusively as a Chrome Tag Collectable from www.inaslot.com. The livery is blue with black stripes to the bonnet and sills and is in fact identical to the yellow version C2574 released back in the summer of 2004. It also carries the black louvred blind across the rear window.



C3002 is very nice and finished in silver and dark green of the Brut 33 team. Allan Moffat raced this Ford Mustang from 1970 through until 1975. In late 1973 the renewed Mustang sporting fibreglass boot, bonnet and flares was unveiled under Brut 33 sponsorship. The Mustang, previously liveried in Coke sponsorship, ended its career with an incredible record of 101 wins from 157 starts.

The Mustang has not been upgraded by Hornby to be DPR or to have the current guide system. Which surely this is an oversight which should be put right soon.

C3014 Aston Martin DBR9 Jet Alliance #36

This predominantly blue livery of the DBR9 is one of the best yet. Hornby have executed the complicated livery beautifully and it really suits the car. This livery of the car was entered and raced in the 2008 FIA GT Championship GT1 by Jet Alliance Racing. The Aston Martin DBR9 was owned and driven by team owner, Austrian Lukas Lichtner-Hoyer with team driver German Alex Mueller.



C3015 Porsche RS Spyder VM Motorsports #34

I like the LMP cars that run in the various Le Mans Series and they are fast and stable on the Scalextric track. This third Porsche Spyder release is very bold in purple and white and looks really good.

At the 2008 Le Mans 24 hour, the Merksteijn Porsche Team raced it. Twenty years after Jan Lammers's victory, thirty seven and thirty two years after Gijs van Lennep's achievements in 1971 and 1976 respectively the team Van Merksteijn Motorsport have written a new chapter in Dutch motor racing history by becoming the first-ever Dutch team to score a class victory with a prototype in the Le Mans 24 Hours. In the 76th running of the endurance classic at the 13.629 kilometres long circuit, Jeroen Bleekemolen, Peter van Merksteijn and Jos Verstappen took their Porsche RS Spyder to victory in the LMP2 category in front of 258,500 spectators. For Porsche, this success was

historic, too, ten years after the brand's last overall Le Mans win with the 911 GT1, so the Le Mans debut of the Porsche RS Spyder now ended with a commanding class win thanks to the Dutch team.



C3017 Maserati MC12 Vitaphone

I had forgotten just how big these Maserati MC12s really are, it only just fits in the box! They still do extremely well in the FIA GT series and this car has the livery of the 2008 championship-winning car in black and turquoise of Vitaphone. ■



Awards and rewards (oh and some slot cars!) this month, firstly, congratulations to SCX for winning the Mas Slot 'Most interesting release of 2009', Seat 850. Not bad for a car that had at the time not been released. Mr Sergi Pastor, General Manager of Tecnitoys is pictured receiving the award.



For those that are interested the result were: 2nd Moto ISS (Bycmo), 3rd Alpine A310 (Avant), 4th Hummer H3 (SCX) and other SCX products featured in the top 25 including the Lancia Delta S4 (8th) and Talbot Sunbeam Lotus (19th).

Also announced last month was the '2009 SCX Slot Car person of the year', not an award



I was familiar with to be honest. Fair play to SCX was that the award went to Mr. Maurizio Ferrari of Slot.it. A more deserving person I can't think of. The award was based on Maurizio's considerable contributions to the slot car hobby during the past 6 years. They went on to explain "*Maurizio and his team at Galileo Engineering have raised the bar on car performance and aesthetics, which has forced most other slot manufacturers to improve their quality and resulting value for the hobby enthusiast*". Praise indeed to a competing manufacture!

To honour the award SCX have produced a Limited Edition car of the Audi R8 PRO, **Ref. 50700**. 200 are being released in Spain and another 200 available to the rest of the world and they are only available to purchase via SCXWorldwide.com. Collectors note this (to my knowledge) is only the 2nd SCX car to feature another slot car manufacturers logo – no prize for guessing the first – I'll remind you next month!



Latest products to hit the shops in the last month include:

Ref. 64350 - Mini Car

Limited Edition celebrating 50 years of the mini, comes with a book in Spanish and English and a replica of the Exin Mini Cooper 'Movi Cooper' in yellow #35. The car is looking a bit long in tooth, but it is a pull from the original mould. The book is very well written and superbly produced with colour through out. Limited Edition of 500 in SCX format and 500 for Spain in the local brand.

Last on the well-done list is to SCX for opening their own store in Shanghai, China. This is SCX branded store is the first of three planned in the Asia region with plans for future stores in Beijing and Hong Kong, so they should have no trouble with stock deliveries! A prize awaits the first NSCC member to send me a picture of them in the store (sorry Chuck, but your excluded!).



Ref. 64320 – Ford Escort Mk2 Daily Express (clean) – Lombard RAC rally '77 – Roger Clark

This is the clean version of the special Limited Edition made exclusively for Scale Models.

Ref. 63970 – Seat 850 # 42, Zanini Racing Team – Rally del Ripolles '81

This is long awaited and will be tested in anger at the Wye Valley Slot rally event, with a further report to follow.

⇒⇒

Ref. 50660, 50670, 50680 and 50690 – NASCAR Pro range.

Initially these cars were destined for U.S.A. release only, but some have made their way to U.K. shores, check Pendle's web site. Representing Chevrolet Impala SS, are those driven by Dale Earnhardt Jr. (National Guard), Kevin Harvick (Reese's) and Jeff Burton (Caterpillar). There is also a Ford Fusion driven Carl Edwards (Aflec) in the range. These Pro spec cars are Limited Editions of only 300 each (worldwide) and feature the 26,000 rpm motor, lightweight interior and racing chassis etc. I'm not qualified to say if the decoration is the same as the standard release cars as there are so many minor differences in Nascar liveries that I dare not comment.

Also released this month are four standard edition SCX Nascars being:

Ref. 64220 – Chevrolet Impala SS – Jeff Burton #31

Ref. 63950 – Ford Fusion – Carl Edwards #99

Ref. 64110 – Toyota Camry – Denny Hamlin #11

Ref. 64120 – Ford Fusion – Greg Biffle #16

Back to the other side of the pond for the next batch of releases;

Ref. 64020 – Aston Martin Vantage N24 V8 #3 – David Lai 'Cargraphic'.

Ref. 64060 – Ferrari 360 GTC #32 –

Domingo Romero and Peter Sunberg – Spanish GT Championship.

Ref. 63880 – Seat Leon #11 – Jason Plato (nerfer) Holiday Inn – BTCC.

That's it for the new releases, but news this month of a new car for next year. On display at the iHobby exhibition in Illinois, USA., was the prototype for an SCX AAR Cuda. Aimed squarely at the expanding USA SCX market this iconic States racer will be produced in two liveries #42 and #48 both in analogue and digital flavours. SCX have been working behind the scenes for about a year on this model with Gary Savage (son of Swede Savage) to ensure the colour, body and decoration is spot on, and is due for release in January 2010. Expect more Trans Am car over the next few months.

Rounding off this month is another SCX car to be on the look out for. The Raid collection is releasing an SCX VW Toureg as driven by Carlos Sainz – nothing to new here, we have already had Carlos Sainz editions of this car, but unless my memory is that poor this car is ever so slightly different from previous releases with the inclusion of a top exhaust running from the bonnet to the roof. This minor change and livery alteration was not however enough to tempt even me with a price of 100 Euros!

Last but by no means least congratulations to Mr. Seb Loeb for winning his 6th consecutive





WRC driver championship at Wales rally GB (or rally GB or whatever they officially call it these days- RAC!). Loeb was seen getting some totally unnecessary practice in, prior to the rally on the SCX Digital Rally track supplied by Lee Warner from forumlafunracing and I have no idea how he got on in his heat, but one would hope he smashed a substantial win! ■



The Hornby TVR Speed 12

By Paul Atkins

The TVR Cerbera Speed 12, originally known as the Project 7/12 was a high performance concept car designed by TVR in 1997. The vehicle was intended to be both the world's highest performance road car and the basis for a GT1 class endurance racer. However, problems during its development, changing GT1 class regulations and the eventual decision that it was simply incapable of being used as a road car ended the idea, forcing TVR executives to abandon its development. The number "7" referred to the seven litre engine (though it was actually 7.7 litres) and "12" for the number of cylinders in the engine. TVR said it would have over 800 bhp (600 kW) and be faster than the McLaren F1. The first concepts shown were based on in-development FIA GT1 class race car that was current at that time, however it would be restricted to a more modest 660 bhp (490 kW) but the weight would be kept at roughly 1,000 kilograms. The road car would weigh the same, but without the restrictors and the power was greatly increased, TVR officially said it had 800 bhp (600 kW), but the real figure was never properly recorded. It had a specially built 6-speed manual transmission and clutch. The engine was basically two TVR AJP6 straight-6 engines mated on a single crankshaft. Unusually for a car of its type, the Speed Twelve's engine block was not constructed of cast iron or aluminium, but of steel.

By 1998 the car had been renamed the TVR Speed 12 and their GT1 racer was almost ready to go. TVR wanted to race at the 24 Hours of Le Mans, but that never happened. However, the Speed 12 GTS did manage to compete in a few races in the FIA GT Championship in the GT1 class, though sudden rule changes caused by advanced high-cost purpose built racers such as Porsche 911 GT1, Nissan R390 and Toyota GT-One and the subsequent demise of the class in other championships suddenly rendered the Speed 12 obsolete. So that all their work was not in vain, TVR immediately set about creating the road-going Speed 12, although the project would not be completed for another year.

Design-complete in 2000, the TVR Cerbera Speed 12, like its predecessor never had a true measurement of engine power output officially taken and TVR reminded people that they were making a car that they thought would beat the McLaren F1 with the words "over 240 miles per hour". The new car would also be built in parallel with a new race car, although TVR were forced to opt for GT2 class as the GT1 class had been dropped some years previous. The new race car managed to run for a few seasons in the British GT Championship and had some success winning several races. It did⇒⇒



C2278 Scania Livery



C2194 Purple Solid Exhaust



C2194 NSCC Weekend Champion Car 1999

however have problems with reliability, often leading to the car retiring from races. Meanwhile, the road car was almost ready and TVR had taken a good number of orders and deposits for it. With a price of £188,000 it would be the most expensive TVR in history. However before the car was completed Peter Wheeler who owned TVR at the time, took the prototype for a drive home. Wheeler, no newcomer to high performance cars and an experienced racer in the TVR Tuscan Challenge, concluded that the car was unusable on the road and in his opinion simply too powerful. The production plans were cancelled and the deposits were returned. The remaining prototypes were carted around to various car shows and one by one they were dismantled and used as spares for the Speed 12 race cars still competing in the British GT championship.

In August 2003 TVR placed an advert in Auto Trader for a TVR Cerbera Speed 12 registered *W112 BHG*. What TVR planned to do was to rebuild one of the prototypes and sell it on to an enthusiast. Buying the car was not a simple process however, and involved being personally met and vetted by Peter Wheeler himself to make sure the buyer was a suitable candidate for purchasing the car. Eventually, the deal was completed and the Speed 12 was rebuilt and handed over to its new owner. It has since seen a healthy schedule of publicity, appearing in many U.K. magazines, prominent motor shows and even Gran Turismo 4.

The Hornby TVR Seed 12 was first seen in 1999 (catalogue No.40) with both the road



C2194 City Ching Midnight Blue

livery (C2194) and the works liveried (C2195) cars appearing first, however the purple road liveried car was the first to hit the shops later that year. Now I'm not sure what it was about this car, was it it's looks, was it it's reputation of power, or was it that Adrian Norman has more sway than he lets on (as he has let slip, the Speed 12 is one of his favourite cars), but this car has been the most popular "specials" car I know of, with no less than 16 standard specials, with Hamley's, Argos, Index, Modelzone, Racer, NSCC, SLN, BSC, and the ASRCC all having a car made exclusively for them and a host of one offs. The standard car only ran in the catalogue until 2002 (catalogue 43), with the complete range existing of just five liveries, the other three cars being the, Esso Ultron (C2189), Demon Tweaks (C2209) and the Scania (C2278).

Some of the more notable special "specials" has to be the "NSCC weekend Champion 1999" car (C2194), a one off livery,



C2194 Hornby Employees Millennium Car

which was presented to Sean Fothergill as winner of this event. Then we have the “City of London Challenge” cars (C2194), a PR event connected to the city’s financial institutions, with a very small run of ten cars made, these cars have the crest of London on the roof, but even harder to find are a selection of trial paint cars, of which four types are known to exist. These cars have a Big Ben image instead of the crest, and of different colours. We also have the 1999 car that was given to each of the 250 employees at the Margate factory to celebrate the Millennium, this car was never given a “C” number. Finally we have a selection of plain colour cars known to exist in the following colours:

Yellow, Metallic mustard yellow, Blue, Green, Red, Cerise, Metallic lime green, Lemon yellow, Metallic dark green, Purple, White, Pink, and Black.

The complete list of the Scalextric TVR Speed 12s is below, unless of course you know better (A small prize to the first person that sends information on a Speed 12 not listed, with a photo please).

C2189 – Race Number 42 – Esso Livery – White/Yellow

C2194 – Purple – Solid exhaust pipe

C2194 – Factory Sprayed Cars for 1999 Hornby/NSCC Weekend Event – Green, Red, Yellow, & Blue

C2194 – Blue – 1999 Hornby/NSCC Weekend Winner Car

C2194 – Black – 1999 Scalextric Championship Runner Up Car ➡➡

C2194 – Purple – City Of London Challenge 1999

C2194 – Black – City Of London Challenge 1999



C2452 – Race Number 1 Australian Scalextric Racing & Collectors Club

C2195 – Race Number 12 – Black

C2206 – Race Number 11 – Silver – Only Available to Scalextric Racer Members

C2209 – Race Number 18 – Demon Tweaks Livery - Red

C2245 – Red – 40th Anniversary Car – Only 500 Produced

C2247 – Race Number 3 – Light Green With Dark Green Checks – Collectors Centre

C2247 – Race Number 12 – Light Green – Collectors Centre

C2248 – Race Number 4 – Blue – Available To Mainland Europe (Not UK)

C2278 – Race Number 27 – Scania Livery – Blue

C2302 – Green – 5th Anniversary of the Dutch Scalextric Club (SLN) – Only 168 Produced

C2302 – Red – 5th Anniversary of the Dutch Scalextric Club (SLN) – Only 1 Produced

C2316 – Yellow – Made for the Brussels Scalextric Club’s 10th 24 Hour Race – Approximately 250 Made

C2325 – Purple – 2000 Hornby/NSCC Weekend Car – Only 50 Produced

C2356WA – Race Number 5 – Purple/Silver – Only Available in Argos Set (C1068)

C2356WA – Race Number 5 – Light Purple/Silver – Only Available in Argos Set (C1068)

C2357WA – Race Number 6 – Silver/Purple – Only Available in Argos Set (C1068)

C2363 – Blue – Scalextric Racer Car 2001

C2386 – Race Number 5 – Red/Silver – Only Available from Hamleys

C2390 – Silver – Only Available from Modelzone

C2395 – Race Number 4 – Mobil Livery – Red/White/Blue – Only Available from Index Stores

C2396 – Race Number 3 – Valvoline Livery – White/Red/Blue - Only Available from Index Stores

C2452 – Race Number 1 – Only Available from Australian Scalextric Racing & Collectors Club – Only 250 Made

C2468N – Red – 2002 Hornby/NSCC Weekend Car – Only 50 Produced

Cxxxx – Midnight Blue – Hornby Employees Millennium Car ■

A couple of items built this month but sadly for me I've been ill with Pneumonia so not nearly as much as I would have liked and apologies to David Reinecke, AA Bodies and Penelope Pitlane for not having completed cars of theirs that I promised I'd try and do. As promised last month I do have the new BSR / Proto Slot Kit 1982 Aston Martin Nimrods as raced at Le Mans mine being the RTR white, blue and red Pace petroleum sponsored #32 is that of Mallock / Salmon / Phillips, which finished 7th some 42 laps behind the winning Ickx/Bell Porsche 956. Also promised last time is the new Le Mans Miniatures Matra MS670 #15 1972 Le Mans winning car of Graham Hill and Henri Pescarolo.



BSR / Proto Slot Aston Martin Nimrod

Both LMM and Proto Slot have new items announced with LMM bringing us a Limited Edition of the Dauer Porsche 962C in carbon fibre type finish as seen at the Le Mans test days in 1994. Proto Slot meanwhile has a new brand image called "Prestige Slot" offering super detailed models with the first release being the Citroen SM street version. Under the standard



LMM Matra 670 Le Mans 1972 winner Limited Edition

Proto Slot brand the Citroen SM should appear in both #33 Tour de France 1972 and #9 Rally Morocco versions and be joined next month by the forthcoming Abarth 2000 #178 as driven to 8th place (1st in S5000class) in the 1969 Targa Florio by Bitter / Kelleners.

Next up its MTR32 where Milan has a new car out in the form of the #33 Alfa Romeo 33TT3 from the 1972 WSC, which as ever looks stunning and I'm sure will be super rapid as all his cars are. Spain brings us the pending release of the next Slot Classics car this being the beautiful Hispano Suiza type 68, which →



OCAR DTV & Gulf Vauxhall Magnums



Penelope Pitlane Stutz Blackhawk and Bentley

hopefully I can bring you pictures of mine in the none too distant future. Back to Blighty next and two cars I have finished are the pair of OCAR Magnums I had been working on in both DTV Castrol and Gulf versions; these are completely different mouldings from each other corresponding to the cars as they appeared in 1976 and 1977 at Spa. OCAR also have another new moulding in the form of the Jaguar XJ12C this time as the Nurburgring 1977 version driven by Rouse / Bell. Also available now from OCAR are the Aston Martin DB4 Series 5 and the 1962 John Coombs Jaguar MkII.

OCAR bodied Capris finished 1-2-3 at the OCAR pre-76 saloons and all three had Penelope Pitlane sidewinder sport chassis under them and at the meeting both the 4.5 Litre Blower Bentley and Stutz Black Hawk kits were available along with a picture of the prototype Chenard et Walker. The Bentley and Stutz are

amazing kits with the cycle type wings and supports moulded on to the bodies, and white metal parts for the radiators, etc. The pictured cars are two built by Penelope Pitlane and on display at the Wolves meeting. Finally on kits Pendle Slot Racing is now stocking two new 1/32nd body kits of the Triumph Stag and the Hindustani Ambassador.

Next we come to plastic RTR cars with Auto Art releasing their 1/32nd Lamborghini police car and two 1/24th scale Porsche GT3 racers. HPI's Nissan Skyline GTR – R34's have hit the shelves along with Pioneers' Steve McQueen Mustang as mentioned last month. Avant slot have the Porsche LMP Spyder in #6 yellow and red DHL race livery and the two new Saulinier Team Pescarolo #4 LMP1 and #35 LMP2 machines mentioned last time both now on sale. NSR have a new version of their Mosler MT900R this time in angle winder form as the yellow #18 Malibu boats sponsored car from the



HPI Nissan Skyline GTR-R34 & Pioneer Bullitt Mustang

2003 Daytona 24 hours. Monogram have now released two new liveries of their Ford Fairlanes these being the #34 Wendell Scott in standard form and a Limited Edition #115 version of one of my racing heroes Parnelli Jones.

Cartrix have announced the next of their classic GP cars this being the #24 Vanwall as driven by Mike Hawthorn in the 1956 French GP this should be out hopefully by Christmas.

Finally this month the 2009 Mini Auto Slot

Yearbook is now available however you will need to brush up on your Spanish, albeit it's always worth it for the pictures.

Adios mon amigos until next month. ■



**Monogram Limited Edition Ford Fairlane #115
Parnelli Jones**

THE CANADIAN AMERICAN CHALLENGE CUP ("CAN-AM")

By Tony Secchi/David Yerbury

It ran for only eight years [1966-1974] but the cars that took part were the most powerful of their era, if not of all time, for the series was originally organised with no upper limit on engine size and for that matter, no specified minimum weight.

This approach gave rise to some weird and wonderful devices, as with no rulebook, Designers experimented with new ways of making their cars "Faster". Until this time, the term was no more than a synonym for streamlining. However, it was this Can-Am series that introduced wings or aerofoil, static and powered ground effect and upper body down force to international car racing which changed the face of Formula 1 and every other category to this day.

Throughout the eight-year history of the series, just about every successful car used American V8 power, in most cases from Chevrolet. Where the competition element came from and made the series truly international was the cars. Chaparral, Autocoast Ti 22 and Shadow from America matched McLaren, Lola, BRM, and March from Britain. With Ferrari and Porsche playing major roles from time to time.

It was a drivers championship, but like F1 today, the best drivers have never won much in the in the worst cars, so they were always as important.

Lola won the inaugural championship with John Surtees in an open T70 Spyder in 1966, but then McLaren [under the late Bruce McLaren who founded the mark not with the multi-backed conglomerate who race F1 today without a credit to his memory] launched into a five-year domination by dint of pro-

preparation and hard work. The opposition tried hard but it was not until the advent of successful Turbo- Charged Technology [another Can-Am first] and massive budgets that Porsche knocked McLaren from their perch.

Also contributing to the international appeal of Can-Am were the drivers. F1 stars of those days were not contractually restricted to Grand Prix. World champions such as Stewart, Hulme and Surtees were all seen in action, as were other F1 regulars such as McLaren, Amon, Rodriguez, Siffert, Cevert, Oliver and Elford.

Further interest was added on the driving side by Dan Gurney, Phil Hill, Peter Revson and others who were well known in Europe, also Jim Hall [the inventor and innovator of Chaparral] Mark Donahue, George Follmer, A.J Foyt, Parnelli Jones and Mario Andretti. However, the main initial appeal internationally was the amount of starting and prize money available to the teams, much more than in any other form of racing. This meant that semi successful teams could innovate and enter without too much financial outlay. Gradually however the big names found it increasingly difficult to compete in other than their principal employment. One by one the manufactures that supported Can-Am pulled out and by the end of it's life this once glorious and unique championship was reduced to a domestic North American road race series.

It was finally killed off by the imposition of more and more rules, the very absence of which had ensured it is original success.

The subjects of this article are the two of the 1970 British Can-Am cars which participated – the BRM P154 and the March 707 – models of which have just been made by David Yerbury ➡➡



of AA Bodies. David and I go back a long way and although we have never actually met, I have made, raced and reviewed many of his models in the past. In my humble opinion, 1970 was one of the most interesting years in Can-Am. For variety, innovation and competition it took some beating.

Along with the previously mentioned BRM P154 and March 707 which were brand new there were entries from McLaren [works M8D and private M8B], Autocoast Ti22 [the Titanium car conceive and designed by brit Peter Bryant], Lola [Works T220 and Private T163], AVS Shadow and Mceagle [Dan Gurneys revised McLaren]. All that was missing was a works entered Ferrari. A 612P had been raced in 1969 [see my Journal review of September 2004] and a 712P was due to compete in 1970 but delayed its entry until 1971. Incidentally, David also does a mean 612P which I currently race in our own Can-Am championship.

BRM and March both appeared with new Chevrolet powered cars in the 1970 series, shone briefly, and then disappeared.

BRM until then were involved exclusively in F1 and were sponsored by Castrol oils of Canada. The car used an aluminium monocoque body designed by Tony Southgate. Although departing little from standard layout, the cars body shape was the result of extensive wind tunnel testing. The companies own development of the Chevvy engine was used, first at 7 litres then later 7.6, coupled to a Hewland gearbox.



Driven by Canadian George Eaton, the BRM P154 retired in two of the first three rounds it contested but was third in the other. Later in the year at Road Atlanta, it led the entire field for 19 laps before going out with low oil pressure. Eaton retired in his two other races, while Pedro Rodriguez, who drove a second P154 in three races took a Third, Fifth and Ninth.

The car reappeared in revised [P167] form in 1971, but did not join the series until the last two races of the year. Brian Redman managed a fourth place and Howden Ganley going one better with a third place.

The March 707 is one of my personal favourite Can-Am cars. It was designated the 707 to distinguish it from the other March models which were involved in an ambitious racing programme including F1, F2 and F3. The 70 indicates the year of manufacture and the 7 the category, in this case Group7. The Formula 1 car was the 701, and next years Can-Am was the 717 and so on.

Its Driver was the New Zealander Chris Amon [who had driven the Ferrari 612P with much verve the year before].

Part of his contract with March required them to build him a Can-Am car. This task was undertaken by Robin Herd and featured an Aluminium Monocoque body using the engine as a stressed member bolted to Magnesium bulkheads. Once again, the power was from an 8 litre 720 bhp Chevrolet Aluminium V8 driving a Hewland LG600 gearbox.

The March was designed around a set of



Firestone tyres, which at 23" [600mm] wide at the rear made it the widest car ever in Can-Am. Front and rear tracks of the 707 were 60" and 64".

The body is slab-decked and slab-sided with a low rear mounted wing, but the most distinguishing feature is a pair of fins, Integral to the body, one each side of the narrow F1 style nose, as in the present idiom. A liberal application of "STP" decals leaves one in no doubt as to who was bankrolling the operation.

With so many other things going on at March it was not surprising that the car did not join the series until the 8th round at Donnybrooke in Canada. The 707 was on the pace from the start, Amon qualifying third and getting between the McLarens for a short while in the race, until slowed with a broken fuel line to finish fifth. This was followed by two fourth places in the next two races.

In 1971 now designated the "717", the car entered five out of the 10 events and failed to finish in each of them. With the March factory

deciding not to continue it is Can-Am programme the 717 had displayed no radical changes from the 707. The car was modified; the nose shortened and became a European based Group 7 car.

As for the BRM P154, by 1971 the parent company had tired of sports car racing and saddened by the loss of their two star drivers, Jo Siffert and Pedro Rodriguez turned all their attention back to F1. So ended a great Can-Am season with Denny Hulme in a McLaren M8D winning the championship.

With a bit more commitment, practice and pre-preparation before the season started who knows what impact these two British entries could have achieved.

As for AA Bodies, both of their latest Can-Am bodies are worth purchasing with a view to creating your own Can-Am series. I think they will give an insight and presence to any racing programme and stimulate the curiosity and education that are part of our wonderful pastime. ■

Wellingborough Double Trouble 2009

By Pete Shepherd

The end of September saw the first and hopefully not the last running of the Wellingborough Double Trouble meeting. The meeting was for “vintage” slot cars in both 1/24 and 1/32 scales, the style Sports and GT. Rules stipulated that cars had to use pre 1972 parts which reflected the rules followed at the famous (in the world of slot cars!) Bordeaux meeting annually held in France. As a result we were graced with a field of cars made by famous 1960s manufacturers such as Cox, Monogram and Revell with a few Scratchbuilt examples thrown in for good measure. The meeting was a two day event, Saturday a practice day with a meal in the evening while Sunday saw the racing and Concours.

Unfortunately despite my best efforts I didn't get my 1/24 car finished in time to attend the practice and meal on Saturday. Possibly something to do with a hangover after a very late night on Friday! So an early start on Sunday saw me arrive at the club just after 8am. A few others were already there and this was an ideal time to get plenty of practice on the two tracks. There were 18 entrants for both classes, some of the same old faces and some new ones to the vintage scene.

The two tracks at Wellingborough are very different, the 1/32 is a very tight and twisty affair and the 1/24 is a super fast wide open 6 lane thriller. Some people including me, were having a nightmare on the 1/32 track and at this stage I was wishing I hadn't gone out on the Friday night! The 1/24 track was a doddle compared to the 1/32, it had big sweeping corners which went into some long straights, the only troublesome point was a cheeky little kink after a quick right hander.

By the end of practice it was onto the concourse and the standard was good. There were some very unusual cars which had been modelled including a Ferrari Lusso built by Joel Thura, a Felday Ford by Phil Smith and a highly modified Porsche 906 by Ralph Parker but raced by Bill Charters all in 1/32. We were even more blessed in 1/24 with some really exotic cars on show. Phil Smith had a selection of cars on display which he had lent out, these included a replica of a Chuck Parsons Lotus 23. Phil was using a very nice Cox Ferrari Dino Coupe, Don Siegel, an American living in Paris, had made the trip from France and was using a period built Ferrari based on a 1-1, one off show car (which if truth be told I don't think anyone new what



1/24th Cars ready for the first heat



Joel thura's Alfa "Periscopia"





My Own "Goldbug" Lotus Elan 26R

it was!). Other cars of note were an Alfa Romeo 33 "Periscopia" again built by Joel Thura, the usual mix of Chaparral and Ferraris and finally my own "Goldbug" Lotus Elan 26R which had taken me until the day before to finish. The cars were lined up on the tracks and marked out of ten. At this event the Concours and racing are combined and your position worked out from the two, so if you can build a really good looking car that is also very fast you should do well, trust me that is much easier to put into words than into practice.

On to the qualifying and John Roche a keen



Phil Smith "losing it!"

vintage racer and organiser of this event had decided to have a qualifying in both classes, a result of some good experiences at the Dunkerque vintage meeting. The benefit of this is that it ensures close racing as you will be competing against cars of a similar pace. It also adds an extra bit of excitement and is a bit of a spectacle. The cars had to run for one minute on a lane of your choice and the best lap was recorded. Locals were very fast as well as Derek Cooper and notably Gary Skipp who was using a "humble" Revell Lang Cooper. The 1/24 was run in the same way and it was the usual⇒



Ferrari 250LM at speed



Derek Cooper's Ferrari 350 Can Am

suspects at the top of the list including locals Mick Kerr, John Secchi, Ralph Parker, Derek Cooper and Eddie Grice all vowing for the top spot.

With the qualifying complete we started with the 1/32 racing. It was well organised and the heats went like clockwork. The pace was fast and furious, most people were having more offs than usual, due to the twisty nature of the track but again the fast guys and locals that were having the most success. As usual with these older cars there was the occasional mechanical failure such as slipping pinion or a cooked motor. For me one of the best things about the 60s cars is the handling which to me makes them much more fun and challenging. With this in mind you can expect to see lots of powerslides and rear end sliding and that we did! Surprise of the day for me was the pace of Gary Skipp with his Lang Cooper which Joel Thura had lent him, the chassis style on this Revell car with its



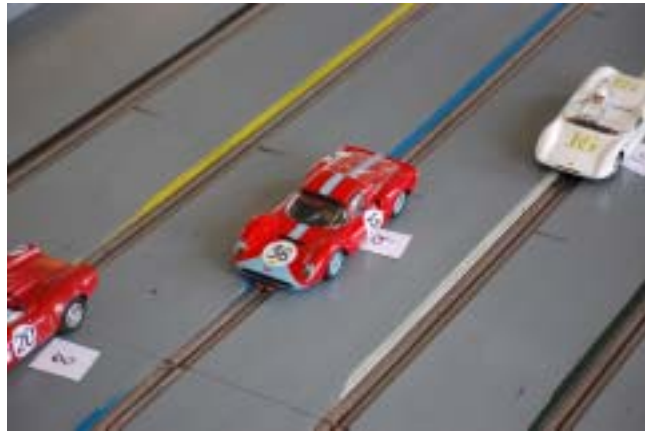
Gary Skipp and John Roche

“Fireball” motor had been written off by some of the “older” racers who said these were no good in their day. I’ve known for a while that Gary is a very good driver but the way he made his car go around the track was really impressive. At the end of it there was a tie for first place, it was decided that a race was the best way to decide this and it was my old mate Gary Skipp that came through and won.

This now left the 1/24 racing on the quick 6 lane track. As with the 1/32 the slowest qualifiers went first, including me along with a few other guys who were using some of the smaller 1/24 cars which were all Lotus’s. For me being a big Lotus fan this turned into a Lotus battle which I came second in with my 26R followed by Dave Capelan in a 23 and in first was Bill Charters with another 23. There were some very quick pieces of machinery and some very good driving being displayed, the fast drivers had a lot more bottle than me as they



Joel's Ferrari Lusso



Phil Smith's Ferrari Dino Coupe



Ralph Parker and John Roche

used full throttle to power through the big open corners exhibiting great speed. There weren't too many dramas to report and most people made it through their heats in one piece. Local club member Mick Kerr won the racing using a Cox Chaparral 2 loaned to him by John Secchi.

Well done to all the winners and losers, all in all it was a very good weekend had by all and I really enjoyed myself. As I said at the start of this report I hope this is not the last Double Trouble meeting and I would highly recommend it to anyone who fancies trying vintage racing. It had a relaxed atmosphere and everything was very laid back with someone always on hand to offer help and advice. I said in my last race report that vintage racing is becoming cheaper than modern racing with the price of a new Slot It car being around £40 compared to a vast array of vintage slot cars available from £25 upwards. I find plenty of bargains at swapmeets and especially Ebay US, so keep an eye out, buy some Ortmann tyres from RS slotracing and come racing! ■



1/24th Concours line up



Bill Charters' Porsche 908

Results:

1/32 racing

- 1st Gary Skipp Revell Lang Cooper
- 2nd Derek Cooper Scratchbuilt Ferrari 350 Can Am
- 3rd Mick Kerr Monogram Ferrari 250LM

1/32 Concours

- 1st Bill Charters Scratchbuilt Porsche 908 using Airfix body
- 2nd Joel Thura Scratchbuilt Ferrari Lusso
- 3rd Phil Smith Scratchbuilt Felday Ford using MRRC body

1/24 racing

- 1st Mick Kerr Cox Chaparral
- 2nd Derek Cooper Scratchbuilt Ferrari 250GTO
- 3rd Ralph Parker Scratchbuilt McLaren M6

1/24 Concours

- 1st Pete Shepherd (author) Scratchbuilt "Gold Bug" Lotus Elan 26R
- 2nd Joel Thura Scratchbuilt Alfa Romeo 33 Periscopia
- 3rd Derek Cooper Scratchbuilt Ferrari 250GTO

Overall-Combined 1/32

- 1st Derek Cooper
- 2nd Gary Skipp
- 3rd Eddie Grice

1/24

- 1st Derek Cooper
- 2nd Joel Thura
- 3rd Ralph Parker

Combined 1/24 and 1/32

- 1st Derek Cooper
- 2nd Phil smith
- 3rd John Secchi



P97S70P

By David Lord

When I volunteered myself up for this I didn't quite realise what I was letting myself in for, I thought it largely consisted of posting a few pictures with release dates maybe and writing a few words each month, but having looked back through a few old copies of the Journal it seems most people put a bit more into it. So whilst researching for this article. I have actually found myself getting into a whole new era of racing as a result, being the Sports car club of America (SCCA) where most of the cars that run in this series were built before I was born (honest), however more on that later.

Earlier in the year there was a rumour that a Bullitt Mustang would soon be available. Interest was high and a certain buzz went around the slot world. 20th May 2009 saw the official launch of the Pioneer website and the availability to pre-order. I got in by lunch time and was amazed that my order number was in the 500s. The cars were supposed to be ready for July but in his strive for perfection, Jules had to put back the release date a couple of times.

This car certainly was going to be



popular; personally I think it was a stroke of pure genius. Not only did Jules pick one, if not the, most iconic cars in history but it was one of a pair. If you have one you just have to have the other even if you don't use them. How lonely would the Mustang look sat on a shelf on its own? No, no, that would never do it has to have the Charger sat next to it. If you use them, how cool is it going to be to recreate the classic chase in your own home?

The Mustang is already out there and lots of you already have your mitts on one, if you haven't then it's your loss I'm afraid as I believe they were well worth the wait!

I think you have to agree that for a first car from a slot car manufacturer it's a damn good one and I have done a review elsewhere in the Journal of this particular model.

Special Editions P002

Also available is a different colour of the of the Bullitt. The Silver Bullitt. I think it looks even better than the Highland green version, ➡➡





but you will have be very lucky to get one of these beauties as I am informed that there were only 36 made and some of them got damaged in transit, leaving only 26/27 to be had.

There are also 5/6 Black Bullitts, these were a non production run to test out different paint types. You would have to be very special to have one of these. Rumour has it that Jules gives them out as presents.



The Assassins' Charger will soon be amongst us, I can't wait to get the two of on track together.

Having met with Jules, and spoken to on a few occasions, I can assure you that Pioneer is one slot car manufacturer that is committed to producing a slot car that is not only stunning to look at, but goes well out of the box and will not have bits missing or look shabby after a good thrashing around your track. And so far mine is living up to all expectations.

After the first two cars Pioneer have decided to go down the route of; Historic Trans-Am or "Big Bore" as they are probably better known, as raced in the SCCA.

The first two "proper" racing cars or "cars with numbers on" as Jules likes to call them, are due out late November / early December this year.

P006:1967 FORD MUSTANG NOTCHBACK #31 in white



This car was originally driven by Bob Barker, "Deviation" Dick Carter and Jerry Oliver.

1 of 26 1967 Mustangs prepared by Shelby American, the car was invoiced to S-A in June of 1967 and kept as a backup (according to letter from owner Joe Kramas).

The car was never actually raced in '67 and was sold at the end of the season. During the 1968 season it was let loose and had a



respectable highest place finish of 9th at the Pacific Raceway, with Bob Barker at the wheel. The car was bought in 1987 by Paul Parslow for the sum of \$800. Sadly Paul ran out of funds to restore the car to race spec and sold it on to Walt Boeninger in 1996. Walt still owns and races the car in the HTA series.

**P010 1968 FORD MUSTANG
NOTCHBACK #22 in blue**



Originally driven by Bill Maier. Maier specially ordered this car from Hayward Ford in Hayward, CA, in December 1967. It was equipped with a close ratio 4-speed Toploader transmission, power steering, heavy-duty suspension and a 390 CID GT Special engine (The heater and radio were deleted).

Bill understood Ford were going to introduce the new Boss 302 engine in 1969. He wrote to the Racing and Engineering Divisions to inquire about the availability of this new engine. Early in 1969 he purchased a stock Boss



302 engine directly from Holman-Moody, Inc., who were Ford's racing parts supplier at the time. He raced in SF Regional and National events with this engine and gained several podium finishes at Cotati, Sears Point and Laguna Seca.

After several additional owners, Gary Goeringer purchased the car in May 2001 and returned it to Racing Restorations for additional modifications. The car currently meets 1968 Trans-Am specifications and is driven by Gary Goeringer also in the HTA series. ■



World Classics & OCAR Historic Euro Saloons 2009

By Phil Insull

Sunday October 11th saw the fourth annual World Classics and OCAR sponsored Historic saloon car meeting held at Wolves and the first ever running at our New Aldersley Stadium home and on the six-lane Aldersley circuit. Changing the format this year saw all cars based on Euro saloons manufactured prior to January 1st 1976, albeit with the short and long wheel base class as per the previous year's event.

Proceedings kicked off with a general practice session followed by drivers briefing. Next up came the entrants vote Concours competition organised by Bill Charters, where each entrant was invited to pick out their top three. The twenty entrants were as always of top quality standard and voting saw Marlon Foakes' stunning looking recreation of the late, great Gerry Marshall's Vauxhall Firenza "Old Nail" coming out as the worthy winner. Runner up was Robbie Davies' excellent Sunbeam Rapier with David Wisdom's beautiful Ford Capri RS a close third. Again there were some awesome diorama displays to be found around the pit areas with both David Wisdom and John



Concours second Robbie Davies' Sunbeam Rapier

Haywood having two of the best in which to display their fine looking cars in period backgrounds.



Concours third David Wisdom's Ford Capri



Concours Winner Marlon Foakes Vauxhall Firenza "Old Nail"

On to the racing and with each driver running three minutes on each lane the total distances determined the finals they went into, with two sections one for short wheel base cars (Wheel base under 70mm) and one for longer wheel base cars. Qualifying was run in groups of four and some excellent close racing was evident right through the field. After the forty qualifying heats drivers went into two sets of ladder finals depending on the class they ran in and their qualifying race distance.



David Wisdom's Silverstone Pitlane Diorama

In Short wheel base class Alexis Gaitanis' Fiat 695 won the semi final with James Noake's NSU TT second and Owen Cooper's stock Fiat Abarth third ahead of the three other semi finalists to make it to the Final. Top qualifiers this year were Dick Smith and Graham Windle, however there was a feeling of déjà vu as Dick had been using the rapid little Trabant belonging to Chris Adams, who unfortunately had other commitments, against Graham's rapid little Mini Cooper from last year's event. They were joined in the Final by third placed qualifier Ralph Parker who had been flying all day with his pretty little Austin A35. The five minute final saw battle rejoined with honours reversed this year as Graham's Mini, held off Dick's Trabant after another ding-dong race, while in a separate three way fight Ralph kept James and Alexis at bay to claim a well deserved third overall.



The short wheelbase Finalist's cars

There were five ladder stages before the long wheel base final and highlights included Don Stanley's flying pink Alfa Romeo only just being denied two wins on the bounce thanks largely to my failure to spot a dubious car loan to a quick driver whose own cars had been struggling. My

only defence to Don is I was in the same ladder and also suffered due to this oversight. The Semifinals saw Bill Charters win from Roy Pritchards and Mike Thompson all with Capris to qualify for the final along with top qualifiers Mark Cockerton, Mick Kerr and Steve "Slotbox" Harbourne again all running Capris.

The long wheel base final was an all "Dagenham dustbin" affair with three OCAR and three Carrera bodied Capris, the most unusual being Steve Harbourne's, which he had modelled on his brother-in-laws old Capri complete with mismatched panel colours, sun strip and rust patches. Again the Final was a five minute run with Mark and Steve blasting away after top visitor Mick had made a couple of very uncharacteristic mistakes early on. Roy Pritchard drove well and ensured that Mark and Steve could not let up and took a very good third place to provide a Wolves 1-2-3. While Mick Kerr banged in some very rapid laps including fastest lap of the day at 7.660 seconds to finish a whisker behind Bill at the flag.



The long wheelbase Finalist's cars

Thanks as ever go to our meeting sponsor John who must be proud to see three OCAR bodied cars finishing 1-2-3 all equipped with Penelope Pitlane sidewinder chassis. To Malcolm Scotto, all the Wolves team who ran another fabulous event and allow me to be the main "mouthpiece" and of course to all the drivers who came from near and far to both participate and help. ■



Pit Box Ref: 88750

By Mark Hatton

I have offered my services to Gareth Jex before and so I was delighted and quite excited to be offered the chance to review not a car but a new track accessory for a change.

I have had my eye on the pit box since I first saw it mentioned in the 2009 Tecnitoy's brochure and had sort of decided that I would probably purchase the new SCX set 81030 that included the pit box as well as the not yet released Ferrari F2008 and the Renault F1 Team R28, which has been released as Ref. 63320. I'm sure all of you know that purchasing a set is always better value if it contains several items of interest.

What's in the Box?

To the best of my knowledge the pit box race set has not been released yet but the separate SCX 88750 pit box accessory set is now available so when the pit box set and power supply unit (PSU) turned up direct from AEC Models (the U.K. SCX distributor) I quickly opened it up to check things out to be hit with my first disappointment.

Now there is nothing wrong with the pit box itself, except – that is all you get! There are

no hand throttles and PSU included. OK, no problem I have several SCX hand throttles lying around but then you have another problem. These do not fit as they have a chunky funny shaped plug for both the older SCX PSUs and the hand throttles, but the new connections are totally different! A quick read of the basic multi lingual instruction booklet yields the following line, and I quote: **“Only the new transformer can be used for this purpose, as any other transformer could alter operation, the same is true of the hand controllers, as only the new hand controllers are compatible with the new jack type connection.”** That's that then, but a quick email to Gareth to explain the situation and a few days later a suitable hand throttle turns up.

In the meantime I decided to assemble the pit box as it comes as quite a large piece of track which in length is equal to one standard SCX straight and some little plastic gantries and mock refuelling rigs for either side of the track.

The overall length of the straight is 350mm by 340mm wide, so the whole track piece is almost square. The fuel rig gantry assembly was a little fiddly and I found it easier to look at the lid box art than the instructions to assemble the pieces correctly. The pieces are quite sturdy in construction so I think that for those of use that only put up a temporary track then the plastic gantries will survive many assembly / disassembly operations with a little care.

Once assembled I decided to take a closer look at the 88750 pit box contents to see if the PSU and hand throttles should be included but no, they are not part of the set. Now seemed like a good time to check out what the price of all the individual pieces that would be required for anyone who wished to add this accessory to a





home layout and it came as quite a shock. All prices are R.R.P. as far as I am aware but I expect discounts will be available:

88750 Pit Box £67.99

88790 Hand Throttle 2008 £11.99

(and you need two remember!)

88800 electronic Transformer £34.99

This gives you a grand R.R.P. price of £126.99 ! And don't forget whatever the postage may be as well! Now I am sure the whole race set is probably going to be in the £110-120 price range when it is released and you will also get two cars and some track with that so probably worth the wait I suspect?

Now I had all the pieces I decided to build a suitable track to test out the pit box and set about constructing the track layout that you find in any current SCX C4 set as it is a good lap length even though it only consists of second radius curves. Now to power up the pit box and another minor but irritating problem! The new PSU only has two prongs, no earth pin, and so

does not want to go in a regular UK socket. Now this is not really a big problem if you have a travel adapter handy, which I did but frustrating none the less. The PSU socket is in the right hand side of the unit and the hand throttles plug in the front. There is an RJ11 input socket next to the power socket that is indicated for us as **“other accessories”** in the instruction manual.

How Does It Work?

Power on, unit on, lots of LEDs so I had better read the instructions to see what they mean! After reading the instructions a couple of times it would appear you have two basic race setups. One with fuel, one without. If you choose to race without fuel then the unit acts like a regular power base but if you choose to race with fuel then you can select the capacity of the tank (four possible levels) at the start by pressing and holding down the “Driver A” button. Depending on what fuel tank capacity you have selected ➡➡



the rate at which the unit “consumes” fuel will vary. The consumption of fuel depends on how you use your hand throttle, maximum throttle all the time will use up more fuel. You are not able to select individual fuel tank capacities for each driver so setting one sets both. In practice I detected no difference regardless of what starting fuel capacity setting I selected. The instructions are OK, but I certainly needed to read through them a few times and just play with the buttons to select the fuel level, reset the unit, whizz a car around a couple of laps, start again and so on before I got the hang of things. It’s not rocket science but just messing about with things for 10 minutes (reading the instructions again!) and I was happy that I knew what I was doing. I would suggest that a young child will need help to understand and be shown how to use the unit properly to start with until they get the hang of it.

Lots of LEDs

So now to try things out, SCX car, fuel level selected and off we go. Now it wasn’t too exciting zipping round by myself as I only had one hand throttle but I did find out a few interesting things. To begin with you can fool the unit and watch the fuel level lights drop if you just hold a car on the track, “floor” the hand controller throttle and watch the LEDs go off. If you drive a little and then just stop the LEDs just stay as they are and do not go off so it is not on a timer. I left it for well over 20 minutes at one point and it was the same when I came back. The unit does not just count laps as depending on WHAT car you use the LEDs do go out at a different rate as well as if you vary your speed. I also found that the motors seemed to emit a strange noise/pitch as well, which I have not heard from a car before when in use. It was the same for all makes of car that I tried. Most strange but everything worked OK. The new hand throttle and I guess PSU certainly worked better than previous SCX units I have used.

How does it work then? Well, you set your fuel level as I mentioned earlier and then you just race as normal. What I found myself doing for a long time was just watching the LEDs on

the pit box base unit all the time instead of the car which resulted in erratic driving and lots of crawling round the floor to put the car back on! The LEDs are all green to start with and then extinguish one at a time till you get to the last two. The rate at which the LEDs go out is supposed to vary depending on how you drive. Drive faster and they go out quicker. Once I got over the LED watching, well I never did really then you just keep going till you wish to refuel or the last two LEDs turn an amber colour. At this point you need to refuel. If you do not then once you get to one amber LED the car starts to stop-start-stop-start-lurch (you get the idea) all the way around the track till you do refuel or if you do not the car will just stop. You are now out of fuel and you have lost the race.

Refuelling

How do you refuel? Well, at anytime you can press the button on the base unit that corresponds to your lane, either Driver A or Driver B. All the LEDs for that driver now start a sequential sweep and just keep doing this till you stop in the pit box. You **MUST** stop in the yellow hatched area, then the power is automatically removed from your track and you can then pull the hand throttle trigger again to fuel the car. You will now see the LEDs start to light green one at a time. You can choose to go for a full tank, half tank, splash and go etc. to get back to racing just press your driver button again and off you go. Now if you have your finger at full throttle when you press the button, depending on your track layout, then you may find your car shooting off down the carpet! It’s as simple as that.

However, once you have pressed the button to come into the pit and the LEDs are flashing sequentially if you stop **PAST** the pit box or whizz through, then the LEDs go back to displaying your fuel level and you have to press the button again to tell the unit that you are going to pit again. If you do not have the LEDs flashing sequentially when you stop in the pit box it will not refuel. If you push it too far and try to do one more stop-start-lurch lap you may well run out of fuel before you get back again



but that is all part of the game. I found it varied between two to three laps of surging before running out of fuel.

Now the stop-start-lurch bit can make stopping in the pit box a bit of a challenge as you can find that the car stops just before the pit box and then proceeds to lurch through the pit box so you HAVE to go around again. Thing is, depending on what manufacturer of car you have depends on how much this affects you. With SCX cars it is definitely stop-start-lurch-etc. but with Ninco cars you hardly notice this effect. I tried several different manufactures cars and they all displayed different surge levels.

One important thing to note here is that the instructions also tell you to use cars of the same “characteristics” and to use tracks of equal length. What I found out in practice is that a Ninco car will go several laps longer than an SCX car whilst driving both in the same fashion. I tried many manufactures cars and the distance travelled by all of them varied by several laps

between the best and the worst if you like as I drove them all in the same way for a comparison of distance / laps that I could achieve. So I would certainly recommend that you pick two cars that are the same when racing, unless of course, you want an unfair advantage?

Compatibility

Now why did I use so many different manufacturers’ cars? I did not plan to but after trying an SCX and then a Ninco car I now stuck on a Scalextric car. OK no problem, as I have mentioned the different manufacturers use fuel at slight different rates but when I came to pit for fuel I encountered a “special feature.” This feature is that the car will NOT refuel! You do the normal thing, press the driver button the LEDs flash sequentially, you stop in the box, the LEDs keep flashing, you pull the trigger and the car shoots off round the track! with the LEDs still flashing. I tried this several times, same thing. Put on an SCX car, all OK tried the ➡➡

Scalextric car again, another one and another one but still it would not refuel! At this point I wondered if the same thing would happen with other manufacturer's cars and so I started to dig out as many different manufacturers' cars as I had to try them out.

In a nutshell I found out that the following manufacturers cars worked fine with the system: Avant Slot, Carrera, MB Slot, Ninco, Revell, SCX, Slot-it, Spirit and Team Slot.

The following manufacturer's cars did not work with the system:

Auto-Art, Fly, NSR, Proslot, Slotter and Vanquish MG.

Obviously I have not tested every manufacturer because I do not have a model from all of them and where a particular model did not work I tried more than one car just to make sure it was not a particular single car that was the problem. This threw up another strange or interesting fact depending on your point of view. I tried two Cartrix cars, one was OK - well sort of, it did not refuel every time and the other one did not work at all.

At this point I decided to try several more Scalextric cars and found that some that did work perfectly well? Now the ones that did work were older 80s and 90s type cars. It seemed to me that any I tried that were a C with 3 digits – C461, C592 and so on, worked OK but a C and four digits and back to no refuelling! I tried at least eight different Scalextric cars and that is what it seemed to boil down to from a non scientific point of view. Being as I did try several manufacturers and some of the smaller less well known makes did not function correctly I do not necessarily see this as a big problem to my mind. However, to me the big four being SCX, Scalextric, Ninco and Fly and to find that one (Fly) does not work at all and that arguably the major brand to the majority of people in the U.K. being Scalextric is hit and miss could well turn out to be a bit of a problem?

Once I tried all this out I decided to see if a Ninco hand throttle would work with the unit as a check of the jack plug between the new SCX and Ninco throttles and they appeared to me to be identical. What can go wrong I thought? I

made sure I totally powered off the unit and then installed the Ninco throttle. Power back on and all appears to work OK as before. I am able to set fuel levels, pit stop and refuel with the Ninco throttle just as I can with the SCX throttle. I carried on using both over a couple of days and this is how I tested and compared distances with the different manufacturers cars and found that not only is there a little bit of a difference in the distance like for like cars will go, but if you happened to use the SCX throttle with an SCX car and the Ninco throttle with a Ninco car then the Ninco/Ninco combination still had three fuel LEDs left when the SCX/SCX combination was out of fuel running both cars at the same speeds. I repeated this several times and it was similar every time. I tried a few other combinations but this proved to highlight the largest difference between refuelling, distance travelled and so on. Using Ninco hand throttles could also save you several pounds in the long run. However, I suspect that this would invalidate any warranty if the unit failed!

In the final analysis, would I recommend anyone to buy this new accessory? Hmm, well I really wanted to before I tried it but now the answer is not so straight forward. There are pros and cons in equal measure. To buy the parts individually will require quite deep pockets so probably better to wait for the set to be released. Not all manufacturers cars appear to work with the system but even taking that into account you will still have several hundred to select from that will work. Make sure you pick two cars to race from the same manufacturer with the same motors or someone will have an advantage! I have enjoyed using the pit box set but will the novelty value last and does it make the racing more interesting? For me it does but again that will vary for everyone. My ten year old son has enjoyed racing against me and that is enough to sway it for me in the long run. Ultimately it will be your money so you will have to answer that question yourself but hopefully this review will have helped you out in your decision.

Finally, I'd like to say "Thank You" to Gareth, AEC Models and SCX Tecnitoys for letting me review this new track accessory. ■



A few days after receiving the Micro Scalextric 'Pro Rally' set that I reviewed last month, I got my hands on the 'Need for Speed' set from the same company. Given the front wheel arch clearance issue that blighted the otherwise superb cars from that set, I opened the 'N4S' box with some trepidation. I need not have worried though since Micro Scalextric have used the same moulding as with the 'Bash and Crash' set, again supplying two Nissan 350Zs.



In fact, on closer inspection it becomes clear that the finish this time around is superb. If one can overlook the by-now obligatory decalised headlights, some of the touches are exquisite. The number plate and side panel 'Z' logos are crisp and precise, whilst the detailing is well done and the colours really pop. The standout details are the superbly executed Matt black finish on the white car, which look far better in reality than in any pictures and the stripes on the red



cars' bonnet. These graduate toward a dark finish near the screen and really shimmer as the car motors around.

The £35 set itself is pretty standard fare with the normal track pieces and triggers etc. Yet again Micro Scalextric do miss the chance to advertise for free on the box art and thus sell extra track to extend both the straights and the play-life of the set as a whole at the same time. Lately, it would appear that the cars outstrip the rest of the contents by some margin and I suspect it will be the same with the Lewis Hamilton vs Jenson Button set which is due for release before Christmas. ■



Bullitt 1968 Ford Mustang 390 GT

By David Lord

Review

Not that long ago in a galaxy not too far away.....There is one man that can save us from the evil that is...badly produced slot cars. He is Jedi Jules and he has the force to make a slot car that can come out of the box and be raced on plastic or wooden tracks, and be great.

Episode 1. A New Hope

His first venture to boldly go where no man has gone before will forever be known to me as "The Guinness car", because good things come to those who wait, I think I may even buy a spare one and re-livery it black with a cream roof.

It was way back in the early part of the year that we first heard a rumour of the Bullitt car becoming a reality. Some of us were brave enough to pre-order and hand over our hard earned cash, others would sit and watch, waiting for the final release before parting with their money.

The car eventually turned up, well wrapped and complete with spares bag in late September and I don't think there was a single disappointed customer. Just to look at the car in its box makes you drool, the crisp clear lines, the proportion of



every panel and the detail in those wheels is simply breathtaking. The artwork on the box sleeve is a nice touch with Steve McQueen himself looking like he is giving the car a seal of approval.

The colour of the car in the Highland Green is perfect, with chrome around the windows, front grill and tailgate. The number plate is kept true to the original and there are chrome windscreen wipers that are separate parts not just moulded. The detailing on the wheels is incredible with the front ones having different coloured brake disc to the rear (silver





and rust coloured respectively). Tyres are 19mm with a slight tread to them and as far as I can tell need no truing! What! A slot car that has round wheels and tyres, the force *is* strong with this one. The rear tyres are kept from flat spotting by a clear piece of plastic underneath the chassis. It has a chrome front bumper and rust effect exhaust pipes. The interior has a full length miniature Steve with one hand on the gearstick, a highly detailed dashboard and even silver detail on the inside of the doors, picking out the window winders.

Steve has a rear view mirror and a drivers' side mirror to check where the baddies are. There is a spare wing mirror supplied, this is made of black rubber and not green plastic, for those that want to race hard. The spares bag also includes a spare set of tyres (4), front bumper, windscreen wipers, braids and a 7mm guide.

Inside the car is a sidewinder 18,000 rpm



Typhoon motor, similar in size to a standard Mabuchi, with 12 tooth pinion and 36 tooth spur gear. There are two bar magnet holders just to the front of the motor, with 1 magnet fitted in the rear most holder, and this car even comes Scalextric digital Plug Ready (DPR). The front axle is held in place with white nylon bearings while the rear axle has brass ones and has nylon washers to stop any axle slop. The guide has an extra long post to enable the user to change the braids, which are easy change, with the post in a relatively steady position. How many times have we wished we had a third hand to hold the guide whilst doing this? The guide itself can turn an incredible 80 degrees, which should make this car very forgiving on track.

Track Test

Out of the box the car is quite noisy, but seems to fly along quite well, a little hoppy on the corners, but there is no magnet to help on the AAWSCC MDF/ copper tape track. I can manage a respectable 9.5s lap compared to a ➡➡



Scaley Mustang time of 9.3s, that's when I could stop it de-slotting. The total time for the Bullitt must have been about half that of the Scaley I had to put it back on the track that many times.

The Bullitt has more low down grunt and is suffering from a lot of wheel spin out of the tight corners onto the short straights. But once weight is added, I've lubed her up a bit and loosened the chassis this car is a real flyer, but no matter how hard I try I just can't seem to shake that Beetle.

The movement of the guide really does make this a forgiving car, so many times I thought I'd overcooked it going into the corners, but the back end just slides round and back again then off you go. It's so much fun accelerating too early coming out of the corners; you can get some of the longest tank slappers I've ever seen from a slot car. On the odd occasion I did manage to turn the car over, I noticed that it didn't seem to show any scratches so there must be some kind of hardened top coat to try and keep this car looking as good as new for as long as possible. Good idea I think, now why can't the others do that?

So don't take my word for it. Get yourself one and go for it, it will be a purchase you won't regret. ■



This month comes news of two very special cars celebrating annual events; Details of analogue sets (stocked in time for Christmas!) and the latest information regarding the Ninco World Cup...

Club Ninco Exclusives

Members of Ninco's very own web-based "Club Ninco" receive regular newsletters by email reporting on the latest releases and events linked to the Barcelona-based brand. Accessed through the website (*www.ninco.com*) it is very easy to register, free to join and brings members the chance to order unique cars. Earlier this year the "missing Minardi" was released through stockists carrying #21 but #20 was only available to Club Ninco members ordering through the website. (*Did you get yours?*)

Every year Ninco celebrate the Catalunya Rally with a Limited Edition release rally car and for 2009, the Catalunya car is exclusively available via Club Ninco. These cars were released for sale on 26th October (*hopefully some are still available when you read this*) so don't delay! The Catalunya cars offer a series for collectors that has been running since 1994... so, if you wish to continue with collecting become a Club Ninco member and snap up the 2009 Ford Focus WRC Catalunya 2009.

Another annual celebration for Ninco is their World Cup event. In 2008 this saw a special livery and race tuned Lamborghini released alongside the race held at Silverstone. Ninco have just announced the release of a tuned version of their new Ford GT in a unique livery to mark the 2009 Ninco World Cup. Fully

equipped with ProRace components and moulded interior, the Limited Edition "Ford GT NWC'09 Lightning" (50544) brings appeal to both racer and collector alike.

Get SET... and go!

With the festive season almost upon us, look out for the ultimate slot-system race sets from Ninco. Supplied in their new darker packaging, complete sets from simple figure-of-eight to more complex four-lane circuits offer a variety of layout configurations. Ninco's range satisfies the needs of those who wish to race straight-from-the-box with sets that include everything to get started such as track, cars, throttles and power; American Speedway (20147) and Grand Am (20148) sets are supplied with Ninco-1 cars whereas the Master Sport - Lotus Edition (20150) comes with, of course, two Ninco-S Lotus Exiges. Alternatively, sets such as the Starter Pro (20146) or Master Track (20149) provide track and barriers to help grow existing circuits and offer great value when compared with the individual components.

From 1/32nd to Full Size.

With the 5th Ninco World Cup taking place in Gran Canaria this month (*20th and 21st November*), not only will team members be racing both 1/32nd and 1/28th scale cars but they will also have an opportunity to ride as co-pilot in full size sports cars around the Maspalomas racetrack! A specially organised session has been arranged on the morning of Sunday 22nd November where professional drivers will complete a series of laps before the Fun Cup Express race with Ninco ➡

World Cup '09 competitors sitting alongside them.

I wish all teams well for the 2009 World Cup event - *look out for a race report in a future issue of Ninco News...*

And finally...

I have received a few emails enquiring of the whereabouts of the 2009 NSCC Club Cars ordered for postal delivery. As detailed on the order form, these were due to be sent out now and I am pleased to confirm that the huge task of boxing up and shipping out the best part of 200 cars (yes, two-hundred cars!) has now been fulfilled. This was only achieved with full assistance from Gary and Ali (*especially Ali*) at MRE (www.mre.co.uk). Although the UK postal service is experiencing difficulties at present, all cars should reach you before the end of November. If you have ordered your Club Car for postal delivery, send a big thank you to MRE next time you order from them! ■

Well it seems listing numbers have crept up slightly this month though numbers seem to change depending on how searches are done on individual country sites and whether you hit the worldwide option so no numbers this month from the international sites but U.K. is just above the 12,000 level. Prices as usual have varied quite a bit, but remain generally weak apart from the odd auction that stands out, as well as a few hot items that are discussed below.

Following on from last month it seems that the Pioneer Bullitt cars that have attracted some great reviews on "Slotforum", and are attracting some increasing prices for the main distributor and higher daily sales. As always with a little patience you can save a £1 or so but it seems for the moment it will be £30 plus P&P if you want one of these iconic cars. From the same seller the "Chrome Tag" Mustang price has firmed up now it is finally available, and again like the "Bullitt" you are left with little change from £35 after P&P. Staying on the modern front if you only want one particular car from the latest Scalextric twin packs like say the Ayrton Senna McLaren then there are a few of them being broken up from sets, but the red and gold Alan Mann Escort seems the most popular and has been fetching more than half the price of the complete set.

Been Goofed?

You are probably aware of some of my previous ramblings about Goofbay and the sniper program you can use from them. Well it is not good news on the Goofbay front as I write. (Recap - a snipe bid is where the bid is placed in the very last seconds of an auction and a sniper service/program is one where the bidding is done for you by the service or program to save you being glued to your screen at some inconvenient time) I have seen the majority of my Goofbay snipe bids fail these past few weeks

and it seems the service is no longer working as reliably as it has done in the past. Judging from the feedback on the forums I am not the only one effected. You end up often getting a message saying the eBay page is not responding when in fact there is no problem and no bid is placed. I have not had a reply to several emails I have sent to the service providers expressing my concerns so my advice would be that you don't rely on that service for the moment until it is fixed, if there is something you really want. There are alternative services available but not many totally free ones. I have given the free "Gixen" a try and it seems to be working OK. for me, but as with all these sniper services none are 100% guaranteed so no complaints please if it does not work for you!

Hot Release

Rob has mentioned previously in "Messages from Margate" about a hot new release and probably the best of the year so far, namely the Lotus 49. In the lovely red, white and gold livery of the Gold Leaf tobacco sponsors of the time it attracted many pre-orders with most of the regular dealers putting up the sold out signs even before the car hit the docks in the U.K. Well eBay prices have reflected that demand as the BIN price of £45 the day after release from one seller seemed like a distant bargain after buyers continued to snap up the cars at £65, then £70 and £80. At time of writing within 4 days of release, prices are just under the £100 BIN mark with one auction actually just topping £100! Staying on the Lotus 49 theme the pre order prices of the regular release C3031 Graham Hill car have gone up a few pounds as well in the past week or so from one of the big sellers so it looks as though that could be another winner for those sellers who have the stock. The Legends twin pack that contains the Lotus and Weslake is seldom seem currently on eBay and hence is attracting bids of around £100 most times. ➡

Bugs!

Well the popularity of the Perris Bugatti has got to be commented on again this month, with a couple of unboxed examples for sale from one seller this month who had picked up them as a result of a “punt” at an auction. They were relisted due to all the interest to make it clear they were not originals. The red example featuring a headless driver made £311 on a Sunday night whilst a blue example with one broken front wheel fetched a more modest £187. Star turn though and sold on the same night was a MB example that finished at an outstanding £1,491 and it looked as though 2 or 3 buyers with lower feedback were chasing this prize!

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

Scalextric Digital Model Cars £11.99 (used James Bond set Aston and Alfa on Saturday afternoon 320425985350)

Scalextric Vanwall C55 Healey 3000 Triumph TR4 C84 ++ £319.09 (A bit pricey at first glance but then there was also a French Green Bentley in the lot on Sunday night 110448778415 from the seller who took a punt!)

SCALEXTRIC HI BREED - YELLOW AND RED ALFA ROMEO!! £40 (Was this car nicknamed Joseph I wonder with red mudguards on a yellow body and blue chassis on Sunday night 200396989377)

VERY RARE VINTAGE BOXED SCALEXTRIC SET U31 SUNBEAM TR4A £127.55 (Cracked screens and no rear bumpers on cars on Wednesday night)

SCALEXTRIC C79 Offenhauser original Australian GREEN £240 (fair condition with repro decals on Sunday night from U.K. seller 230387128774)

Rare Scalextric NSCC Alfa Romeo 8C C306 1 of 128 MB. £425.51 (Sunday night)

SCALEXTRIC HUGE LOT OF SPARE ALL NEW OLD STOCK LOT 2 £9.95 (Seller had and continues to list several auctions with a selection of approx 20 wings from '90s to 2,000s at BIN prices)

Scalextric Dunlop Footbridge C8332 BRAND NEW £1.30 (boxed with £3.95 p&p)

Scalextric Cooper MMC.66 + LOTUS MM/

C67 VINTAGE TRIANG £8.16 (Untested on Tuesday morning)

SCALEXTRIC TC 850 COUPÉ ABARTH REF. C-42 €351 (In green! Spanish seller & eBay on Thursday night 150376969012)

KART CIRCUIT JOUEF NEUF AVEC BOITE €121 (French seller Saturday afternoon on French eBay)

ORIGINAL TRIANG SCALEXTRIC CATALOGUE 1st EDITION. 1960. £205 (Amazing as it had been folded and some prices were written on it on Sunday night 180414544619)

VOITURE CIRCUIT SCALEXTRIC CC/64 BENTLEY EN BOITE €263 (French seller and eBay on Sunday night)

SCALEXTRIC C/92 PORSCHE 1/32 Slot Car w/Box \$393 (Unused Race Tuned white car from the sellers Grandad! On U.S. site on Sunday night from Canadian seller. 300352844295)
SCALEXTRIC PROTOTYPE PRIZE ULTRA RARE MINT SPECIAL ONE £100 (Green Beetle giveaway car. Started at £100 and one bid only on Sunday Lunchtime. Lucky seller!)

Vintage Scalextric Tri-ang Lotus c54 Lines Bros N.Z £77.60 (Green boxed example on Tuesday morning from U.K. seller 110448710719)

Kellogg's Cereal 500 Scalextric Sets Leaflet Feb 1964 £25.12 (Wholesalers order paper featuring on one side of the paper a 4" heading promoting 500 Scalextric model Racing Sets to be won in Kellogg's Frosties Puzzle Picture Competition. Sunday night 270473772399)

RARE 1960 VINTAGE SCALEXTRIC TRIANG FENCING MM/S117 x10 £84.50 (Tuesday lunchtime for one lucky U.K. seller! 130338597425)

Vintage Scalextric C/96 Auto Union (1936) £688.77 (Excellent boxed white car on Friday morning 130336587128)

Lastly for the racer who has everything and is protective of his cars but likes a joke, look at the offerings of stickers from seller “stickfigs” who does a neat line with warning messages like “the last person who touched my slotcars is in my backyard!” They come complete with simple diagram pictures and for example in this case it's a body being buried! ■