



**No. 345 DECEMBER 2010**

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**THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS**

## **Merry Christmas and a Happy New Year to you all!**

That's it then folks, 2010 is almost over as is the NSCC's 30th Anniversary, however we won't be stopping there and are already planning next years events, which of course we hope to be bigger and better than this year, although of course as a Committee member I think we have given ourselves a big challenge to improve on this year?

Of course we have just had the 30th Anniversary NSCC/Hornby weekend at Ramsgate and for many of this year's attendees it was a first, a full report will be published next month for those who did not attend, but I for one thought it was a superb event and the feedback we have had from many of the attendees supported this, so perhaps next year when a similar event is planned to coincide with the Gaydon Slot Festival, those that haven't applied to attend one of these events before or were unsuccessful this time may well consider applying, we do hope to make next year's event even bigger, with more tracks and activities whilst coinciding it with the main event organised by many of the traders, but we still haven't ruled out a seperate NSCC Hornby weekend either!

I have in this month's Journal done the annual Christmas competition, this time prepared in all honesty by Peter Simpson, so don't complain to me about the questions and I do have some rather nice prizes in the old competition cupboard all generously donated by some of our biggest supporters.

Finally, of course it is that time for membership renewals and again your form should be enclosed with this Journal, if it isn't please contact the Membership Secretary, you can renew via post or the website. We have had to increase all the membership fees this year nominal by £1 making annual membership £25 (UK) but I'm sure you will agree it's still great value for all that you get as part of your membership.

So to conclude then, all that remains for me to do, is wish you all a Merry Christmas and a Happy New Year, I hope Santa gives you everything you want and that you all enjoy the festive break. So until next month

Jeremy



# MESSAGES FROM MARGATE

email: [factory@nsccl.co.uk](mailto:factory@nsccl.co.uk)

By Pete Simpson

Welcome to the final instalment of “Messages” for 2010, and what a year it has been! I’ve certainly enjoyed being in a position to be able to focus on the products coming from Margate, even if loft space and the bank account have diminished as a result. It seems that as soon as I introduce one car, then some other point requires clarifying. Having detailed the introduction of the Start system I subsequently discovered that Scalextric have previously used this title for set C1203 which contained a simple oval layout and a pair of High Resistant Audi TTs. Whilst aimed as a first set, it was a basic Sport track set rather than the Start concept. Be aware as these sets are still being listed on-line, correctly, but confusingly as Start.



## Scalextric World Championship

This series of events culminated with the final 100 lap round at the MPH Top Gear show in November. Throughout the series it has been run with Mercedes 722 GT cars and the

Advanced 6-Car Powerbase. Congratulations are due to Chris Whitehouse, the new Champion, Steve Carter, who came home second and to Dean Owen for coming third. Sixth place went to another NSCC member, John Watts.



## New Releases

After a couple of quiet months, the final cars to be available this side of the New Year have been announced and it looks pretty impressive! Hopefully everyone allocated sufficient funds through the lean period to fully appreciate the climax to the 2010 Catalogue. As I write this, somewhere out on the oceans blue sails the ship to bring the year to a retail conclusion. It is anticipated that there will be four deliveries into the shops in the near future: split between November and December. I’ll be brave and confidently predict that the first two deliveries are already available by the time you read this, with two more before the year expires. The next delivery of 6-Car Powerbases, however, will be in the UK only days before Christmas so some may be receiving this as a New Year gift instead. First to arrive will be the Jaguar XKR GT3, ➡➡



C3081, the James Bond Set, C1254 and the latest Start set, Champions, C1267. These will be followed closely by the two Pro Performance cars: Chevy Impala Nascar, C3082 and Aston Martin DB9R, C3082, both of which appear to be good value and ideal Christmas presents.

In early December, will be two collector grade releases for the Aston fan: the much anticipated High Detail James Bond DB5, complete with working ejector seat and rear bullet proof shield and the set containing two



Gulf sponsored Le Mans cars. This comprises the LMP1 entry 007 from 2009 and the DBR9, 009 of 2008. This DBR9 would appear to be a clean version of the 2009 Scalextric Club car, representing the GT1 class winner as the race got under way. Actually, the livery for the Gulf DBR9s is closer to the pre-race poster as they don't have all the details of the cars as they ran during the 24 hours.

Due to land during Christmas week are the following:

C1253 Vodafone McLaren Mercedes

C3043 McLarenMP4/24

C3046 McLaren 2010

C3047A Brawn GP

C3066 Ford GT40 Gurney

C3092 Lotus 49, Jo Siffert

C3096 Ford Lotus Cortina

C3102 Eagle Weslake

C3108 Chevrolet Camaro Z28







In addition, there is one new car not previously seen or mentioned. C3087 Dodge Viper GTS-R “USAF” is a Limited Edition, restricted to just 1,500 worldwide, with 300 going straight to the USA. Watch out at Modelzone and on-line for this one.

Unfortunately, through no fault of Scalextric, the following cars have had to be deferred until early 2011:

- C3068 Subaru Police Car
- C3086 Porsche RS Spyder - Team Essex
- C3088 Ford GT - Silver
- C3094 Williams FW15C Prost 1993
- C3095 McLaren MP4-6 F1 No.1 - Ayrton Senna 1991
- C3099 Ford Ford Escort Mk1 RS1600 - 1972 Safari Rally
- C3100 Mini No.34 - Red/White
- C3106 Camaro 1970-73 No.86
- C3107 Ford Mustang No.38 - Red

C3131 Jaguar XKR GT3 Concept

C3132 Porsche 997 Triple X

C3133 Caterham R500 blue

C3134 Audi R8 LMS GT3 Team Rosberg

C3135 Lamborghini Gallardo GT-R MRP Motorsports

C3136 Ford GT-R Black Swan Racing

⇒





### Swapmeets

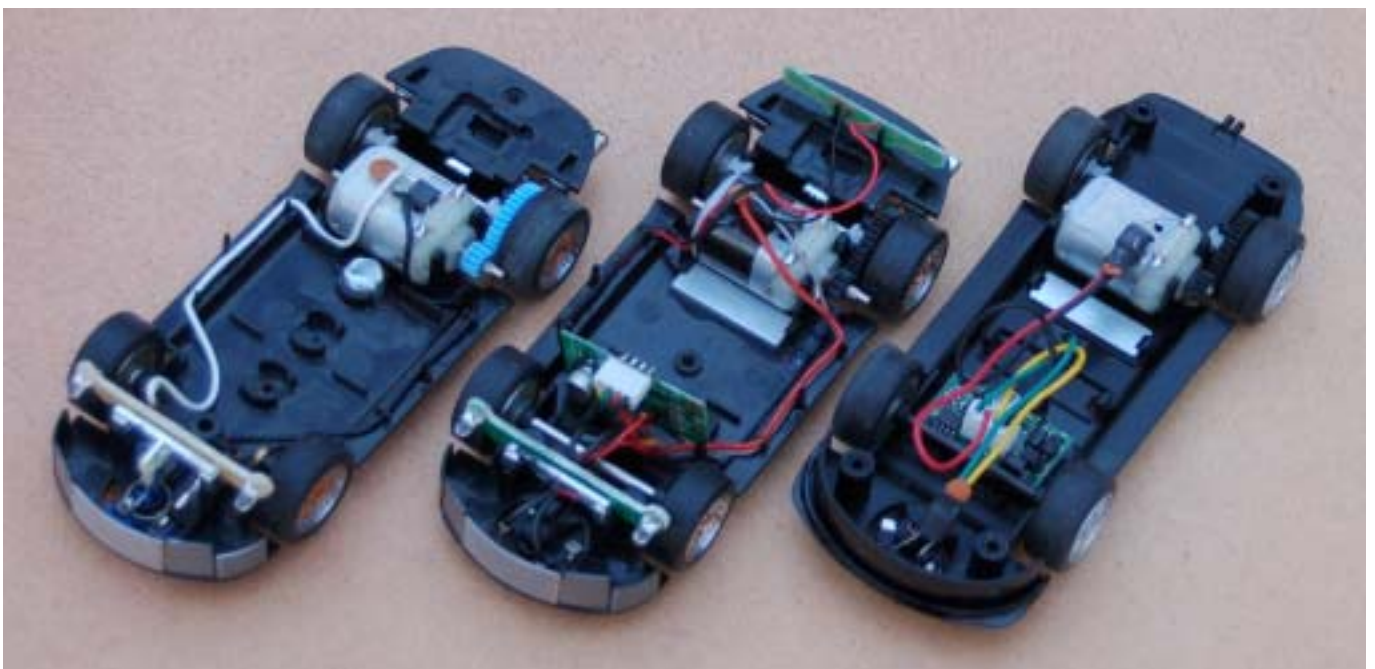
I've previously shown an old Scaley that I'd found at an NSCC swapmeet: just to prove it wasn't a one-off, I repeated the feat twice over at the recent Orpington event. In the ongoing attempt to complete my late 60s collection, I'd been pursuing one of the more uninspiring examples of that era on eBay, only to be comprehensively out bid. Luckily too, as the example shown here was £5 below my limit and a full £65 cheaper than the final price. Auctions are OK, but plenty obviously get carried away. The other find was a very nice Ferrari 330, C41, one of the Spanish manufactured cars to appear in a UK catalogue: perfect, boxed, no postage and a good £10 cheaper than a lot of scruffy examples. As a perfect antidote to the Christmas period, the Swindon swapmeet in January is

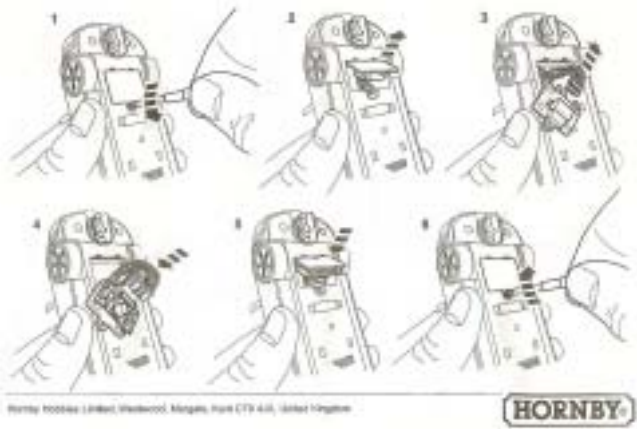


always a friendly day out with plenty of goodies on offer.

### Going Digital

Once I had decided to embark on digital and had acquired sufficient track, the subject of cars was next on the list. Despite having read recent issues of the brochure from cover to cover many times already, I still discovered a few details of which I was unaware. In going digital I realised that it would become necessary to either buy a few new cars or to convert some of the existing collection. Very little research was envisaged: just buy a couple of Easyfit digital plugs to convert some DPR cars and some Retro-Fit chips, of both A and B types, to upgrade some older pre-DPR cars. For a quick fix I also purchased a couple of digital cars. Here's the surprise. One of the cars I fancied was a Porsche 911GTR, one that hadn't raced at La Sarthe so wasn't deemed "collectable". Returning to the catalogue I struggled to find a DPR version of the high detail car, only digital super resistant





versions. Out came last year's copy – the same! Odd, so how come I'd purchased the "Galp" Porsche as a digital car with clear glass and interior? The cars supplied in the digital sets are fitted with a chip rather than being converted to digital, but they are not the same as the high detail analogue cars. The 911 releases are nearly as varied as the real thing: high detail analogue, high detail digital version from sets or super resistant DPR. It should be noted that as each chassis has different body mounting positions, the bodies cannot be swapped. The differences between the current sidewinder chassis are listed below:

- High detail, non-digital chassis – sold as 911 GT3R: Single button magnet, front lights, chrome exhaust moulding, self-centring guide and separate front stub-axles. Chassis moulding L8689: body top L8688
- High detail, digital cars from sets – sold as 911 GT3R: Bar magnet, front and rear lights, chrome exhaust moulding, disc-type guide and one piece axle. Chassis moulding L8689: body top L8688. Has legless driver to prevent the PCB being damaged.
- Super resistant cars, DPR – sold as 997 GT3 RS: Bar magnet, no lights, exhaust moulded into chassis, disc-type guide and one piece axle. Chassis moulding ML-03338: body top ML-03290.

It will take an accomplished Porsche expert to determine which car is actually represented by each body shape. However, I'm pretty certain that the cars described as 911 GT3s are a reasonably good match for the 996 GT3 RS models as raced in GT2 at Le Mans in 2004 and

2005, before the headlight shape changed with the RSR model and the 997 GT3 RS certainly has the correct lights.

Trust me to choose the car with the greatest number of versions available as my first venture into 21<sup>st</sup> century Scalextric slotcars. Anyone who has collected the entire range of 911 derivatives would be more than welcome to correct my inaccuracies in a comprehensive review of the range.

So, if the variety of GT40 versions causes concern, then don't even start analysing the many subtle 911, 996 and 997 variants. However, if you're really keen then take a look here for photos of each car by chassis number! <http://www.webimages.co.uk/chassisindexpage.htm>

For upgrading DPR cars, fitting the digital plug into a saloon car really couldn't be much easier. The instructions are clear and the estimated conversion time of 60 seconds is certainly achievable. The only point to note is that the engagement of the wiring connector into the blanking plate is quite firm so take care not to stress the car loom when removing.

In order to continue to enjoy my oldies alongside current digital cars, it is necessary to convert a least a token quantity to this format. I'd already equipped one of my favourites with an ally chassis and FF motor so all that was required was to mount the sensor and the PCB taken from an A1GP car. Now it seems that there are a few things they don't tell you about digital. Firstly, cars can run in either direction on the track: they always go forwards. Obviously, they will only actuate the lane changes when running in the correct direction. When scratch building an analogue car, if it runs backwards then all that is required is to swap the wires to the braids. Not so for digital, this won't help as they're such clever little blighters: the motor connections must be swapped.

So for now it just leaves me to thank everyone that has helped in compiling this year's "Messages" and to wish you all a pleasant festive season. Meanwhile, I'm off to get the track down before we have to clear the conservatory for Christmas dinner. ■







Yes, another year has passed by quicker than a Ninco-S Lightning car around a GT circuit! Where does the time go? But, before 2010 draws to a close, there's still time to get hold of new Ninco releases as those announced a couple of months ago, finally pop out from the Ninco production line. These include the long-awaited Ninco-1 Lamborghini Diablo – a totally new model making its debut appearance in “Corona” (55013) livery, soon to be followed by “Actua” (55014) paintwork. Artist impressions of both models appeared in the 2010 catalogue released at the start of this year alongside the major Nuremburg Toy Fair. Another livery seen on the Mégane Trophy which also appeared in the very same catalogue is also set to be unveiled – the Renault Mégane Trophy “HiFi” (55022). Look out too for the “Samsic” (55029) version which will come complete with pre-installed digital chip.

Stepping up a gear to Ninco-S, the beautiful Audi R8 is now available in three official liveries, either “Road”, “ACM” or “Bilstein”, although it was recently spied in as many as sixteen different and unique liveries during this year's Ninco World Cup.

### Ninco World Cup 2010

For the second consecutive year, the town of Teror in Gran Canaria played host to teams from near and far to compete in one of the most important championship finals on the slotcar calendar. Teams of three travelled from their home countries representing Spain, Germany, South Africa, Portugal, United Kingdom, Sweden, Belgium and Austria. A similar format



to last year when the event was staged at exactly the same location saw two finals across 1/32<sup>nd</sup> and 1/28<sup>th</sup> scale. An enormous and totally new 2 x 8-lane circuit was assembled for this year's event having a lane length of 66.39 meters (218 feet!) with a footprint of almost 384 square meters.

Famous for their innovation, this year Ninco brought the same to their World Cup by introducing a web-cam to the event which beamed pictures around the world via one of the events sponsor's web site. Pictures could be seen of how the race unfolded alongside a live “leader board” showing the number of laps completed by each team and their standing throughout the race.





One of the main reasons behind staging the event at this location for the second consecutive year was because of the fantastic hospitality extended to the teams last year. Relatively easy to get to for most of Europe, the team travelling the furthest – South Africa – deserve a special mention for their participation in the event. Finishing within the top ten on both events, they also managed to win the prize for best customised livery with superbly painted car bodies for both races.

Following qualifying, the 1/32<sup>nd</sup> scale Ninco-S race was the first of the two finals and saw a closely fought tussle between Spain and Portugal who shared the lead from the outset. After 3-hours of racing, the Spanish “Palau Team” emerged victorious with a total of 505 laps, just two ahead of Team Portugal. “Ponce Motorsport” took third place just one more lap behind them! A fastest lap of 14.436 seconds was recorded by Team Belgium. The rules stated that all teams race the Audi R8 GT3 for this event, only allowing substitution of standard parts with those from the ProRace range. All tyres and motors used for racing were supplied by Ninco at the event.

Ninco’s XLOT series received good exposure during the second World Cup Final with all teams having to run the 1/28<sup>th</sup> scale Ferrari F430. Once again, scrutineering of every car and component ensured that any competitive edge could only be gained through car setup and driver ability. Another closely fought

competition saw Spain become the first international team to achieve “the double”. It was a tough race for them but their late challenge for the lead came within the last five minutes of the 3-hour endurance race when they overtook the Toni Ponce Sport team and remained there for the tense closing seconds to win by just one lap! Spain also achieved the fastest lap of the race – 14.683 seconds during heat 10. The top three in the XLOT competition were as follows: 1<sup>st</sup> “Team Spain” (491 laps), 2<sup>nd</sup> “Toni Ponce Sport” (490 laps) and 3<sup>rd</sup> “Team Gran Canaria” (487 laps).

To commemorate the event, Ninco have released a Limited Edition Acura in a unique “World Cup” livery. These will be made available through usual hobby shop outlets and are based on the ProRace version with ready-to-race components fitted as standard.



## **Hello 2011...**

New release information will be hard to come by for the next two months as Ninco’s real slotcar calendar begins in February with the Nuremburg Toy Fair. However, I am sure the New Year will bring some more totally new vehicles with existing ranges being enhanced by new liveries. So it’s a case of “Watch this Space” for now but in the meantime, on behalf of Ninco and their UK distributor, ABGee, I wish you all a very Merry Christmas and a Happy New Year! ■







Firstly, I'd like to wish Merry Christmas to all NSCC members. I hope Santa brings you all the slotcars you have asked for. Unfortunately I am advised by Gaugemaster that this seems to be a period of relatively little activity for Fly and accordingly there is no update from last month to report. However, Gaugemaster do have a new website for you to examine over the Christmas holidays. The same cannot be said about Fly however still no fully functioning website I can find at present, unless you know better or the situation changes.

Thanks to Simon Moss for the words of encouragement in his email and congratulations too as he is the first person to use my 'Fly on the Wall' email.

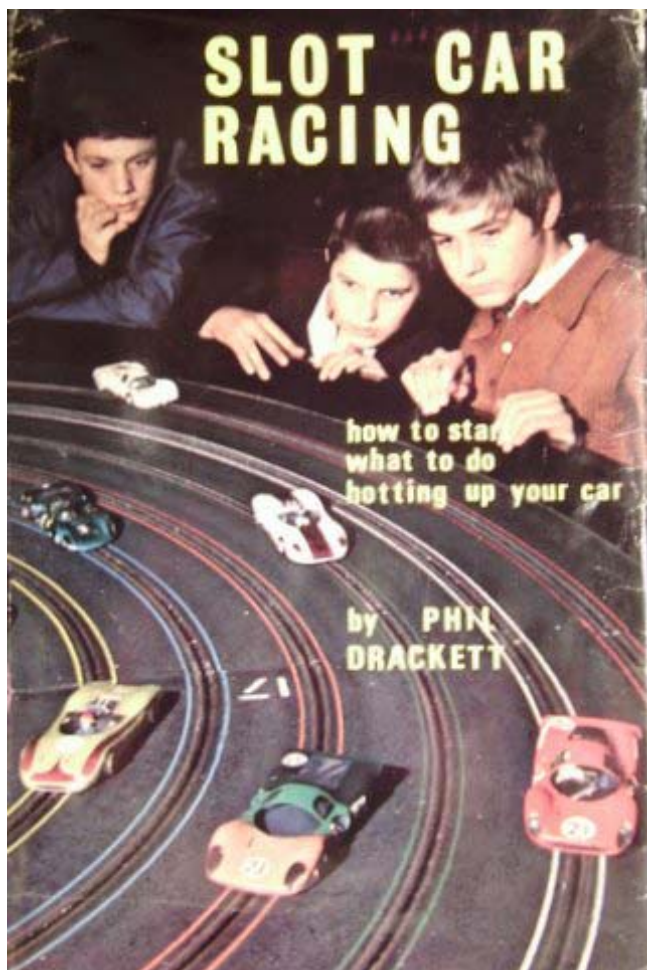
There have been two new additions to my collection this month. My NSCC anniversary Jaguar arrived in the post and the team responsible for the car should be congratulated on the quality of the car and the packaging. I attended the Classic Car Show at the NEC and purchased from Mark Scale a Jaguar C-Type, race #18 depicting the 1953 Le Mans winner by AUTOart. The winning car was driven by Duncan Hamilton and Tony Rolt with Stirling Moss (also at The NEC) and Peter walker finishing second in a similar car. The AUTOart model has rear wheel drive, front and rear lights and a magnet. It is nicely finished with a full length driver and good detail for bonnet locks, petrol filler etc. The simple Perspex box is good for display purposes.

I have just dusted off a copy of Slot Car Racing by Phil Drackett which was published in

1968 by Souvenir Press and runs to 102 pages with some interesting black and white photographs. I do not remember how I came by my second hand copy but, when new it cost 21shillings. The idea was that you bought the book before you bought the slot car set as it contains a good overview of what cars and layouts were available at the time from VIP, Scalextric, Revell, Aurora, Airfix and other names such as Champion (I had one of their sets, but maybe not if I had read this book first!). The book describes how to get the best out of the cars and how to handle them. It also looks at organising race meetings and getting more enjoyment from the sport by visiting organised clubs.

With hindsight the book now makes interesting reading at a different level due to the passage of time. For example: concerning the impact of the hobby in the home, slot car racing





is described as “the only serious rival to television.....youngsters at least want to *do* something rather than sit slumped in a chair staring at a small screen all night”. That small screen has now become a very big screen and of course there is the impact of the computer and computer games on the hobby. At that time the author suggested that as a few households still lacked electricity, battery sets were still an option. Mains operated sets were dearer than battery sets and in the range from four to ten pounds. Thus the book at 21shillings was really quite expensive at a time when a Goodwood chicane only cost £2, which was the better long term investment? The author refers to the Scalextric James Bond set and cautions against testing the “working bullet proof screen” on the Aston Martin with real bullets rather than suggesting that buying this set and keeping it safe would be a good investment! Interestingly the latest Racer magazine describes the new version of the James Bond Aston as having a bullet proof screen. Once again, they do not really mean that, do they?

The author describes painting you own cars and gives a guide to the internationally recognised colours (did you know for example that Hungary was a white and green body with a red bonnet?) but then went on to say “Do not add decals until paint is dry.” Goodness would anyone be that stupid? The caption accompanying a black and white picture of two ladies racing says “No cracks about lady drivers please. A delicate touch on the hand controls means that the girls often show more aptitude for slot-car racing than some of their ham-fisted male contemporaries”. No comment!

In those simpler times before the internet, the book would have provided a useful source of information for those setting out to enjoy this hobby. It gave for example a number of addresses to write to for further information. Nowadays we seem to require more immediate answers to our quest for information.

If the advertising executive for Yellow Pages had been a slotcar fan perhaps we would have seen on our TV screens a Mr. Drackett seeking out his book rather than J.R. Hartley looking for “Fly Fishing”. ■





Another jam packed month for news this festive season first the new TRRC 1938 Maserati 6CM 1500cc voiturette has arrived, I treated myself to an RTR built by Marlon and it is superbly finished as you can see. The Maserati is also available in kit form with body mountings designed around a Penelope Pitlane chassis and wheels making it a fairly simple build for any budding first timers.



**TRRC Maserati 6CM 1500 c.c. Voiturette**

While talking about Penelope Pitlane they have a very interesting new release in the form of a Lotus 24 which can be built with two different rear ends (both included in the kit) to produce either the BRM or Coventry Climax powered versions from the 1962 F1 season. I have only just started mine but hope to show you it in both forms next month. One car I did finish is their superb Lotus 16 Climax, known as the "Mini Vanwall" this innovative machine was Colin Chapman's only front engine F1 car coming out in 1958 with its Frank Costin bodywork. I have chosen to complete the car as Graham Hill's 6<sup>th</sup> placed Monza car although the kit also contains decals for Clifford Allison's machine, the lower chassis sections are covered with bright bare metal foil, although aluminium paint would be as effective.



**Penelope Pitlane Lotus 16 Climax**

Sticking with the Lotus theme I have also just completed two new kits from Chris at Proto Slot these being the Pratt and Whitney gas turbine powered Lotus 56 Indianapolis and 56b F1 cars. The first in 'Day-Glo' STP colours is the #60 Indy Pole position winning of Joe Leonard, while the gold and black car is the World Wide Racing entry driven by Emerson Fittipaldi to 8<sup>th</sup> place in the 1971 Italian GP. at Monza. Very simple kits to build although rather than cut the back off a PCS chassis for the 56 I built a hybrid using a Pitlane brass chassis rear section with the PCS plastic front section, which seems to work very well.

Last month I told you about new releases from OCAR, well we have three more this month with the pretty little Alfa Romeo Guilietta Sprint saloon, MGA coupe and Porsche 914 LM 1970 all based on the PCS chassis set up, but easy to use with hotter options such as the PP Competition In-line chassis. Again hopefully I can get the Alfa and MGA built to show you next time. Also now the model boat season is over George Turner is working on slot cars and his GT Models kits will be more readily available. Complete with chassis, decals and detailing parts these are excellent value, easy





### Proto Slot Kit Lotus Pratt & Whitney Turbine 56 and 56b

to build needing only motor, axles, gears, guide, wheels/tyres, paint and a little time to finish them off. I have now built the Ford Falcon GT, Cheetah and Maserati 300S using Scaleauto motors, Slot.It gears, axles and guides, with PP wheels and Ortmann tyres for racing purposes, although standard Scalextric parts all fit and can be used if you want to build them on a budget. The Falcon uses gold bare metal foil for the roof and body stripes on my Alan Mann livery. With most of my kits I use mainly Acrylic Revell, Tamiya or Games Workshop paint by hand, with Johnsons Klear as a satin top coat after a wash with very mild detergent/water and a light rub over with 1200 wet 'n' dry. George is in the

final stages of sorting out decals and detail parts for a few of his range, but available now are the Falcon GT, Maserati 300s, Maserati 300s (open bonnet/engine detail) Hillman Imp (standard and wide), A35 (Standard and wide), Morgan Plus 4, Lancia D24, Austin Sprite, Cheetah and MGB GT. In advanced progress and due in the new year are the King Cobra, McLaren M1b and McLaren M8B. I will bring you more pictures as I build them and hopefully a build review article.

Le Mans Miniatures have now released the Mazda MXR01 Judd as the #5 car of Herbert/Weidler/Gachot that finished 4<sup>th</sup> and the #6 car of Sala/Yorino/Terada which retired after an accident at the 1992 Le Mans race, both being in RTR form with presentation boxes. GMC surprise us with yet another release this time the Ecurie France Fiat Abarth 1000 SP #51 from Le Mans 1969 which retired in the hands of Zanetti and Locatelli, as ever available as RTR or pre-painted and unpainted kits.

On to RTR and NSR have a new Porsche 997 "Rallye" this is a high spec piece of slot racing kit with angle winder and drop arm, it seems to be selling like hot cakes. As a bit of a rally purist I really don't think that disguised GT cars running in Tarmac championships are proper rally cars but they are popular and I⇒



GT Models Ford Falcon, Cheetah and Maserati 300s





**NSR Porsche 997 Rallye**

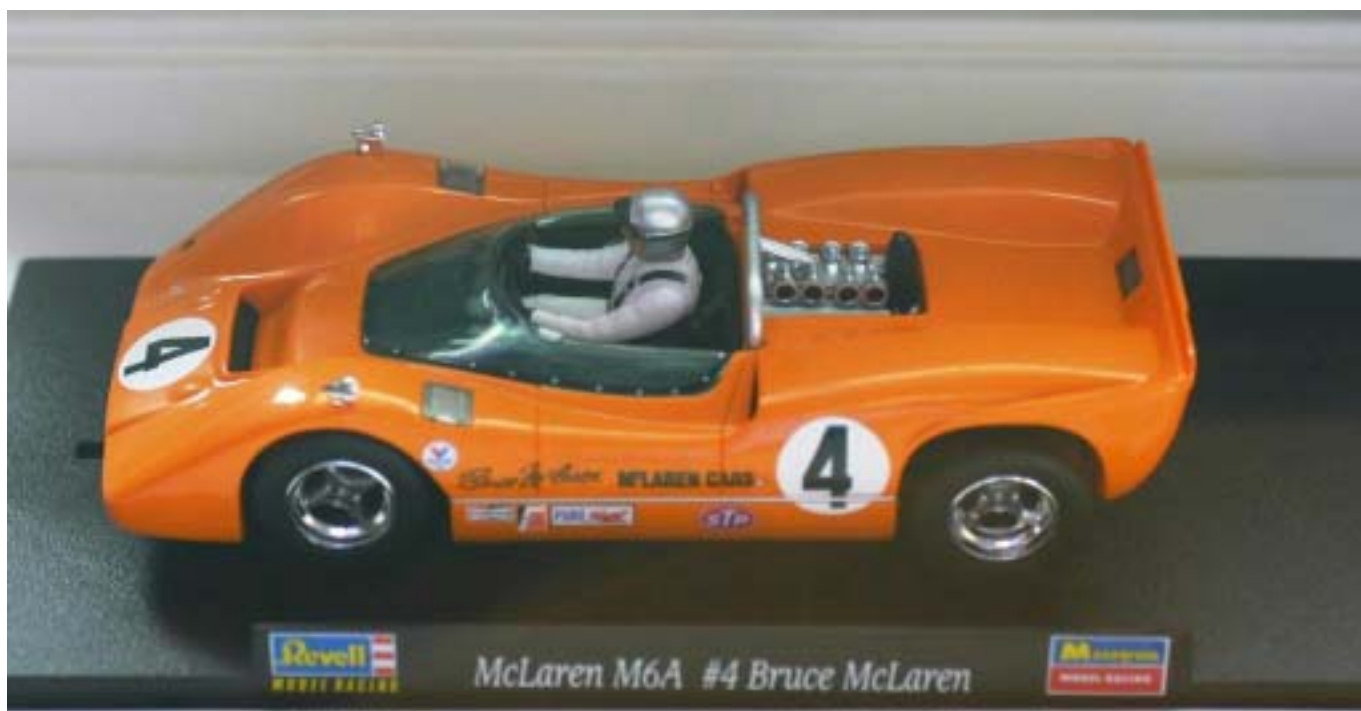
expect to see lots in the unlimited categories in rally slot competitions in the coming year as they really do fly. Team Slot offer a couple of more traditional rally cars in their latest liveries of the Renault 5 in Newman colours of Saby/Sappey that finished 5<sup>th</sup> on the 1982 Monte, and the Limited Edition Marc Duez R6 sponsored #12 Audi Quattro. Revell have also stuck with more traditional rally cars with two Opel 400s the first being the #6 Kleindt/Eagner Dealer Team Opel car that finished 3<sup>rd</sup> on the 1981 Monte and the second being the 1982 Monte winner of Rhorl/Geistdorfer albeit in “Racing” livery rather than the proper Rothmans guise (Spare us please from political correctness). Revell also have a green #162 Simca Rallye 1000 of Christophe Wild and #163 red/yellow NSU TT of Joachim Thomas and the presentation



**Revell-Monogram Opel 400s**

edition of the McLaren Chevrolet M6A this being Bruce McLaren’s #4 1967 Championship winning car.

Avant Slot bring us the #300 Nani Rosa Mitsubishi Lancer from the 2009 Dakar and the #3 Dani Sola Evo X from the 2008 Rally Shalymar along with the #1, 2, 3 works and #4 Matmut Peugeot 908HDIs and the Team Kelleners #14 and 15 Audi R10 TDIs from Le Mans 2010 somewhat alarmingly all these cars failed to finish in the real event this summer. Last but by no means least Slot Track Scenics have now released their Hospitality Tent, which along with their existing range of trackside fittings and figures will enhance both club and home layouts alike. ■



**Revell Monogram Presentation edition McLaren M6A**



P97570P

By David Lord

Well it's been a just over a year since my first Pioneer Pitstop feature, so here's a bit of information to just catch up with what's happened in the year and perhaps more importantly what is on its way.

**P001 Ford Mustang 390 Bullitt in highland green, P002 Silver Bullitt 2009 Range presentation car, P004 Black and Gold Fastback Mustang #23, P006 White Notchback Mustang 'Bob Barker' #31, P008 Gold and Black Fastback # 38, P009 Yellow Notchback 'Jerry Titus' #17, P010 Blue Notchback 'Bill Maier' #22 and P012 Red Notchback #21.**

Just for the record, all race cars come with a random picked driver helmet colour and traffic cone. Red, blue or green for the helmet. And red, yellow or white for the cone. There are three different driver's head positions and four



different drivers arm positions. If you have one that is different from your pals then this will explain it, it's not rare. There are, however some rare "slipped through the net" cars out there.

There are rarities on the fastbacks, in particular some have red fuel filler caps and some have silver. The silver ones are the ones to look out for.

Another question I have been asked is about the Red #21 Notchback. This car comes in a "Club sport" box, but has TA on the side of the car. This seems to have confused some people. The car is a club racer, but back in the day they were allowed to race along the 'big boys' of the Trans AM world.

P004 and P008 have been released as a racing twin pack as have the P010 and P012. ➡➡







This is a good way to get a pair of the Pioneer cars at a very reasonable price. Both twin packs come with a spares bag for each car containing rear tyres, 7mm deep guide (standard is 6mm), set of braids and a set of rubber wing mirrors to be put in place of the plastic chrome ones if you intend to race the car. £52 for two cars, that's what I call a bargain.

While lots of us have been happily using our purchases, Jules and the Pioneer guys have been busy trying to get us lots more to play with or perhaps just look at, whatever takes your fancy be you a collector or a racer.

Back at the beginning of November we saw the long awaited P003 Assassins' Charger and the Notchback white kits arrive in stores.



Plus there have been a couple of unexpected specials produced.

### **2010 Range Presentation Special, Stealth Bullitt and Golden Bullitt.**

The 2010 range presentation car is a White Charger / Shotgun wedding, and two more Bullitt cars; P024 Stealth Bullitt, with a



black satin finish and a Golden Bullitt. All cars come in special presentation boxes.

The Stealth Bullitt is a Limited Edition run of 390 to go with the theme of being a Mustang 390 and the Golden Bullitt is a special 'top dealer' award car. The special range presentation cars are being produced, as far as I can tell, in quantities that match the amount of world wide dealers at the time of production. I am led to believe there are ninety white Chargers. The amount of silver Bullitts from last year is somewhat less clear though, all I can do is estimate that there are around 60 of them.

I know it must seem that Brooklands Slot Racing Festival was a long way back now and a distant memory, but I hope those of you that were able to make it, enjoyed having a go with the cars either on the plastic track with magnetic effect or on the routed track running no magnets. Having run tracks at events like this for many years and gone through countless cars that have taken a real beating from Joe Public, I was amazed at how well the cars were at the end of the day. The track will be making its second appearance at the Swindon swapmeet, so if you missed out at Brooklands now's your chance to have a go.

Pioneer did have a decent show at the Brooklands event. I am not trying to blow my



own trumpet here. I mean a good display for the size of the company. Other manufacturers had bigger displays, but that represented their size and how long they had been going. Remember it's only just over a year ago that the first Pioneer car started to arrive on the doorsteps of those that had pre-ordered. Not a bad effort for a company that is still very much in its infancy, so now for the juicy bits, what's on its way!

### **P005 1968 Bengal Charger, R/T 440 Magnum**

First up the Special Edition P005 1968 Bengal Charger, R/T 440 Magnum.

Early in 1968, Cincinnati Dodge dealer Tom Kneer commissioned fifty uniquely styled



Dodge Chargers to commemorate the formation of the 'Cincinnati Bengals' American Football League franchise. The cars were painted 'Tiger Orange' with R/T black stripes on the rear, black vinyl tops, black interiors and chrome fender badges that declared them to be 'BENGAL Chargers' and all fifty were sold before the team ever played it's first game! Only two of these original 'BENGAL Chargers' survive today.

The Pioneer model is based on one of the ➡➡



surviving examples in full R/T trim with factory option Mag 500 wheels, white wall tyres and Scat Pack rear deck stripes.

Something that has to be said about these models is the amount of thought that goes into each individual boxes artwork. It just shows that there is a lot of care and attention to the product and it's not just a "oh, let's get another model out with the same old packaging".

**P029 Mustang Fastback SFD Team Car #25 White and P030 Mustang Fastback SFD Team Car #35 Blue**

Whilst fantasy liveries can be an acquired taste and not suit everyone, I think most of you will



agree these are very nice looking cars and will find a place into a few of our collections, the overall design/colours are based on the American flag.

These latest three cars are available to pre-order now and if all goes well, should be with us by Christmas.

Well that's about all I have for now, hopefully next year will see Pioneer go from strength to strength and there will be a lot more for me to write about and keep you up to date with, in the meantime, Merry Christmas and a Happy New Year to you all and I hope to see some of you at the Swindon swapmeet on the 2nd January 2011. ■





# The 2010 NSCC Christmas Competition

By The Editor

So it is here again, something to fill in that spare time you may have over Christmas when the kids, wife, inlaws and other visitors not to mention the festive TV schedule are all getting too much for you and you long to return to work, you've over eaten and got nothing but socks from Santa, so you are longing to do something slotcar related but all your slot racing/ collector friends are in the same boat and have to stay in and entertain one of the above. Well here is something to keep you occupied.

This year the quiz has been prepared by Pete Simpson, as it is our 30th Anniversary and we have strong ties with a certain manufacturer, all the questions are largely Hornby/ Scalextric based in its various guises over the years, so my apologies to collectors/ racers of other makes in advance.

We have a fairly substantial prize cupboard this year and I would like to thank Hornby, Adrian Norman, Carrera, The Hobby Co. and Slot Track Scenics in particular for their generous donations to the prize collection.

Again as per last year the Editor's decision is final and points will be awarded for each correct answer. Bonus points will be awarded where there are multiple answers, with one point per correct answer, other points may be awarded at my discretion in the event of a dubious question with possible alternative answers (yes, we know it will probably happen)!

So good luck and if I can have all the entries back by 15th January 2011 I can get the winners announced in the February Journal and your prizes out before the end of January 2011, please either email or post your entries, my contact details are on page 1 of this Journal.

## Questions

- 1) What are the three USA-only releases for 2010?
- 2) When cars were manufactured in Hong Kong, in the 1960s, how many designs were produced?
- 3) How many track systems have there been? Digital is included as part of Sport
- 4) How many of the Ford GT40s entered for Le Mans 1966 have been modelled by Scalextric?
- 5) What are Hornby cars sold as in Spain?
- 6) How many UK releases have had more than 4 wheels?
- 7) What was the last version of the Electra sold as?
- 8) How many HO chassis have there been?
- 9) How many HO track pieces have been manufactured – not counting colour variations?
- 10) Which year did catalogue 9 represent?
- 11) What was the name of the first system to control cars to deviate from the groove?
- 12) What is the name of the Australian race series for which special cars are produced?
- 13) Who is the current chairman of Hornby?
- 14) What was the lap record set at Brooklands and by which car?
- 15) What car was C1?
- 16) Which cars were sold as Formula Junior, before being relabelled as F2?
- 17) How many non-current release SCALEXTRIC cars from his collection has Peter managed to picture in the "Messages from Margate" articles?
- 18) For how much did C95, Bugatti sell in 1968 in Canada and in the UK?
- 19) For how much did C79, Front-Engined Offenhauser, sell one year later, in 1969, also in Canada and in the UK.
- 20) What is significant about C54 Lotus produced in 1960?

⇒



- 21) In which year did Fred Francis sell Minimodels to the Lines Brothers (Tri-Ang)?
- 22) In which year did DMB (Dunbee – Combex - Marx) acquire Lines Brothers?
- 23) How many new models were released during the 1970s?
- 24) In which year was Hornby Hobbies Limited formed?
- 25) What is the lap record speed for the Brooklands Outer Circuit and when was it set?
- 26) Which was the first model of a turbocharged Formula 1 car?
- 27) When the first MotoGP sets were released in the early 2000s, which rider featured in all three sets produced the first year?
- 28) Which were the first two Spanish cars to appear in a UK catalogue?
- 29) When Super 124 came out in 1968, Scalextric had already been producing vehicles to 1/24 scale for five years. What were they?
- 30) What colour was the track used in the Spiderman set?



Sir,

We want to thank the Committee members of the NSCC for this perfect NSCC/ Hornby weekend, held at Ramsgate on the 27th/ 28th November 2010. We really enjoyed meeting with the other NSCC attendees both old and new alike. The visit to the Hornby factory was wonderful, it being well organised and very informative. The racing on both digital and analogue tracks was very nice and competitive without any harsh words being said all weekend.

All in all the weekend was filled with laughter, humour, relaxation and seriousness when needed and interest for everybody and anything who have a click with Scalextric. We would also like to take the opportunity for a special thankyou to Adrian Norman for his information on the products, his race control and of course for giving up his time again in ensuring everyone enjoyed the weekend.

We are, yours etc,  
Michel and Thera Brok

Sir,

A weekend at the Pegwell bay hotel and a visit to the Hornby complex at Margate. What could I expect from this weekend ?

Well this is the reason that I have written this brief account for the Journal as this is my first year as a member of the NSCC, and my first weekend away with the Club.

Right away I was made welcome and I feel that this is one of the strongest things going for this Club, the way that they welcome new members and the way that any question that I asked regarding racing, car tuning (thanks Dave

Chang), car collections – anything to do with slotcars and more – was no problem and I soon got into the swing of things regarding the digital racing and everything else that was happening. People came and introduced themselves which was great as I could now put faces to the names I'd seen in the Journal.

The racing (digital and analogue) was something new to me as I do not race for any club and the fun and thrills that I had I won't forget in a hurry. The digital racing especially was great with six cars going round the track. The trip to the Hornby facility at Margate was excellent bringing back a lot of memories of the days when I was making some of the Airfix kits as a kid. Of course there was a lot more to see, still, regarding trains as well as the slotcars etc. Meanwhile, the food at the hotel was good and the live entertainment on the Saturday evening was excellent. How can I sum up the weekend? A lot of FUN, very friendly and made to feel at home to a great club. I would like to say a big thank you to all the organisers and all the people who made this a fun-packed weekend, which worked and ran smoothly. So much went on that I can't go into it all here because of taking too much space in the Journal. To find out more ask anyone who was there and you will hear what a great weekend it was. Thanks to all involved.

I am, yours etc,  
Chris Wright.





## G1062 Micro Sclextric Power Champions Set By Pete Simpson

For any slot car fans with a shared interest in European-outline model railways, the various monikers for these tiny racers can become confusing. Scalextric Micro is stated as being 1/64<sup>th</sup> although many will recognise the established format as HO. Don't get too concerned as the scale is fairly free, the size determining feature being a common chassis with limited variation in wheelbase: this lack of scale accuracy is a common feature of HO racing. Believe me at the speeds these things circulate, scale is not an issue!



As the Scalextric Micro doesn't get a lot of press, I've taken the opportunity to include details of some of the additional elements that are available for later expansion.

This set follows on nicely from the previous review of the Start Endurance set as it mimics

the generic Le Mans racers, this time in the smaller HO size. In common with the Start set, the lack of polystyrene packing is pleasingly evident. Admittedly, this may not be the first thing to strike a 5 year old, but I was impressed!

Not only are the target customers and the cars smaller than the other ranges, but so is the price: retailing at £35 this convincingly fits the ladder of introduction into the Scalextric range, culminating in 1/32<sup>nd</sup> Digital.



Whilst scrutinising the packaging, the images of the cars on the side the box lid, whilst correctly portraying them as actual size, are not images of the included Micro cars. They would appear to be CAD images of the Start Cars but modified with the correct wheels of the Micro versions. These are a tad flattering as the Micro cars, dictated by the proportions of the chassis, are a lot deeper in section. However, the main



box art portrays the cars more accurately. The high flanks of this Micro version, whilst still pleasing, make its profile closer to that of the March 83G than a current Le Mans prototype. Indeed, it shouldn't be too difficult to redecorate one as an example of the mid '80s racer.

Eager to race these pocket rockets, a layout was chosen that fitted the space available. I resorted to producing a mirror image of one selected from the instructions in order to avoid the need to trail the power supply cable too far across the room. All went together fairly easily although it has to be observed that the Start track is definitely more convincing in its engagement: Micro requires more determination when engaging and separating the sections. Having completed the track I was somewhat shocked, well, mildly surprised, that there were sections left over.



A quick check confirmed I'd got it correct: a further study of the plans revealed that none of the suggested layouts use all the track pieces, although some use more than others. So apart it all came, to build a layout that maximised the amount of track pieces used.

The second plan was true to all children's desires, a figure of eight with a bridge, immediately presenting far more scope for



sending the cars across the room. The Micro bridge supports are subtly different from most track support schemes: rather than try to support the track and maintain it in a horizontal orientation, they allow the track to twist and merge between the floor and the ramp zones. A simple ball joint and segmental support towers provide fine tuning of the slope as track sections have several mounting points from which to choose. As the track is fairly rigid, no further intermediate support points are required.

Once running, it is amazing how fast the Micro cars are, not just around the curves, due to huge amount of magnetic attraction, but also along the straights. Compared to the older Aurora cars of the 1970s, they are truly in a new league with plenty of torque, indeed a Johnny Lightning Street Rod reissue couldn't even force its way past the lap counter! The forces that the cars impart on the track are so high that they cause the whole layout to move around. On a laminated floor this wasn't a problem but take care if assembling this set on a table top!

The set comes complete with a lap counter: invaluable to avoid the disputes over the race winner. Considering the rate at which these cars complete laps, it is impossible to keep track of ➡➡







progress without one. By accident I discovered that, if inserted into the circuit in the wrong direction, it works perfectly well as a countdown counter as well.



The number of track sections available in Micro is limited but, despite this, there is plenty of scope for different tracks. It is a shame that alternative radius curves are not available but this only really prevents expanding the layout on to a four lane circuit: hardly the aim for this system, but potentially restricts use for larger circuits or by clubs. Two different arcs are available however: 45 and 90 degrees. The tightest of corners is provided by the hairpin turn.

Straights are included in long, medium and short lengths: the two shorter parts equating to the longest. In addition to the sections included in this set there are other sections available



including a wiggly straight section, an island-hazard track, a chicane, a crossover, banked-turn curves and parts to send the cars vertical into a hairpin turn. Those illustrated here are taken from different sets, explaining the variety of colours in which they are moulded. Many of these sections are available as additional items but, through the years, have not always been detailed in the catalogues.



The two cars included in this set both employ the same chassis as all other current Scalextric Micro cars: an in-line, open-frame motor driving the rear axle contrate gear. Two button magnets provide adequate down force for mental racing: be aware that by the time these lose their attraction to the track, the car is likely to travel until it comes into contact with something significant. The down force can be reduced by pressing the magnets further into the chassis, having first unclipped the body and





removed the rear axle assembly: the force required for this is not insignificant so the chassis should be supported firmly before attempting to shift the magnets. The modified car will then require an increase in driving skills due both to the loss of attraction as well as the subsequent



increase in speed as the motor becomes freed from overcoming the magnetic losses. In this way these chassis can be equalised to race against chassis from other HO manufacturers.

Thankfully, decoration for these cars is by the usual tampo printing rather than the stickers provided with the Start versions.

As an introduction to Scalextric Micro this set certainly represents great value and an exciting way to begin the experience of slot car racing. The adoption of the endurance racers is a nice move and might even help attract children to move up to the 1/32<sup>nd</sup> Start versions and thence, once fully hooked, on to the highly detailed racers that form the more accurate, prototypical end of the hobby.

Conversely, a different direction could be



adopted with HO being favoured and slot racing enjoyed by collecting and racing cars from the vast range available from other manufacturers. In either case, a new convert to slot cars will always be welcome. ■



First of all let me wish all the NSCC members a very Happy Christmas and a prosperous New Year and let me bring you news of the latest new release from Slot.It this month, which hopefully your loved one will see clear to buying you for your Christmas box. (If not spend the money you would have spent on them and buy it for yourself!) this is reference SICW07 the latest in the Limited Edition Le Mans Winners series the #7 Team Joest Porsche 956B that won the 24 hours in 1985.



**SICW07 in presentation box**

The 2650cc turbocharged group C machine was Porsche's first aluminium monocoque chassis developed for the then new group C Regulations put forward by the FIA in 1982. Porsche's 956 was unique in that it won no fewer than four consecutive Le Mans 24 hours, two with the factory cars in 1982 and 1983 and then Team Joest won twice in succession with the same 956B chassis in 1984 and 1985. For 1985's race Team Joest dusted off their Newman sponsored car and partnered Italian Paolo Barilla and German "John Winter" (a.k.a. Louis Krages) with previous year's winner Klaus

Ludwig. Hans Stuck Jnr. took pole position in the works 962C but it was the old war horse that won again completing 373 laps some 3 ahead of the second placed Richard Lloyd Racing 956B and the works 962C with the 956B's of John Fitzpatrick Racing and Kremer Brothers completing a 1-2-3-4-5 for the Stuttgart Marque.



**SICW07 side on view**

The 1985 #7 Newman car does have a number of livery differences from the 1984 winner and these have been faithfully reproduced on the model, making it possible at a glance to differentiate it from the earlier SICW01 release. The tampon printing features six colours with the base colours being yellow, black and white and as ever appear to be both sharp and accurate in terms of logo sizes and placement on the car. The cockpit as always itself is mainly black as with most GT1 cars from this period with the driver figure and detailed helmet colours represents ex Brabham and Minardi F1 driver Paolo Barilla. External detail is as ever excellent and includes ailerons, wiper, NACA ducts, cockpit air intake for the driver, exhausts, lights and those superb BBS wheel inserts. Packaging is the now familiar orange Limited Edition box as used on the SICW Le Mans winners range.

Running gear is pretty familiar in standard specification with adjustable axle height; ➡➡



**SICW07 top view**

magnet, Yellow 28 tooth Aluminium in-line gear, 9 tooth pinion and an In-line Reverse 21,500 rpm. short can motor as standard. Wheel hubs are PA17 alloy rears with gold BBS inserts with the same size plastic fronts having the white faired BBS inserts with red lettering which look so good. The tyres have the correct yellow Dunlop logos printed on the sidewalls. The use of the later style chassis means that the Porsche is fully compatible with Offset in-line, Sidewinder, In-line Boxer and Angle-Winder set ups, working suspension, lights, super magnet, light weight interior and of course the SSD system. Dimensionally the model is 149mm long, 84mm wheelbase, 62mm track and just 29mm height with a weight in standard trim of just 71g making it slightly lower and lighter than the Sauber reviewed last month.

Performance wise it should be on a par with recent Porsche releases although as yet I haven't had the opportunity to try the car at Wolves.



**SICW07 front view**

Another great reproduction of a historic Le Mans winner and a fine addition to the SICW range by Slot.It and an absolute must for anyone who has the previous cars in this series.

I have been given details of the confirmed releases for 2011 these include the SICW10 the Shelby American Inc. #2 Ford MK II Le Mans 1966 winning car of Amon and McLaren. SICA20A the 1966 Le Mans Holman and Moody Ford Mk II #6 of Andretti and Bianchi. SICA16B the #66 Chaparral 2E in which Jim Hall finished 2<sup>nd</sup> at the Riverside Can-Am race in 1966. SICA17B the Jagermeister #17 Brun Motorsports Porsche 962KH of Boutsen and Jelinski which won the Spa 1,000 Kms in 1986. Plus SICA10E the EMI sponsored #40 Gulf Team Davidoff McLaren F1 GTR BMW driven by O'Rourke, Sugden and Auberlen to 4<sup>th</sup> place at Le Mans in 1988.

Finally the results are in of the three round Slot.It European Team Championships. Aloy Shop (Spain) won the 24 hours of Italy, while Slotmania – MB Slot won both the 24 hours of Spain and 24 hours of Belgium. Forty teams took part in the championship rounds with the top five finishing teams as follows after the three 24 hour rounds.

- 1<sup>st</sup> Slotmania – MB Slot 65 points
  - 2<sup>nd</sup> Aloy Shop 57 points
  - 3<sup>rd</sup> Cric Crac Sport 49 points
  - 4<sup>th</sup> Racer Team Italy 48 points
  - 5<sup>th</sup> Aloy Competition 42 points
- Till next time keep on Slotting.It. ■



# Slot Rally GB - The 2010 Championship Final Round

By Gareth Jex

On Sunday 7<sup>th</sup> November we held the final round of the 2010 SlotRallyGB Championship at the Wye Valley Slot Car Club in Wales. Held over eight demanding stages with a mixture of routed MDF, Classic/SCX and Ninco plexi track. There were one hundred and forty seven entries split over six different classes ((Classic (34), '80s Rally (34), Modern (30), Super 1600 (19), Modified (24), Scratch (6))).

Slot Rally regulars were in attendance along with a number of new faces, both young and not so young. Also along for the ride was Damian



A few of the action items

Cole – REIS MSA British National Tarmacadam Champion 2010 (also Welsh National Gravel Champion 2007 and 2008). Damian had been invited by the club to pop down and have a play on a few stages with a loaned Ford Focus, his two daughters also had a play – not sure on the times!

As ever Wye Valley Club did a superb job of running the event and in addition to the slot rallying an auction was arranged by Mike Wall to raise money for the club's roof which is in need of repair. A total of £300.00 was raised.

Full results from the event are available on ➡➡



Damian Cole and daughters



Auction action



**A close technical inspection**

the Championship Website at [www.SlotRallyGB.com](http://www.SlotRallyGB.com) but congratulations to the following top three in each class (times are in seconds in brackets);

**Classic;**

- 1<sup>st</sup> Kane Killey Ninco Jag XK120 (298.28)
- 2<sup>nd</sup> Ben Buesnel SCX Ford Escort MK2 (303.05)
- 3<sup>rd</sup> Dan Everson SCX Ford Escort MK2 (308.97)

**'80s Rally;**

- 1<sup>st</sup> Gary Buesnel SCX Lancia Delta Inte (300.34)
- 2<sup>nd</sup> Mark Craggs Teamslot Renault 5 (301.43)
- 3<sup>rd</sup> Ben Buesnel Scalextric BMW M3 (302.15)

**Modern;**

- 1<sup>st</sup> Gary Busenel Ninco Mitsubishi Evo (267.94)
- 2<sup>nd</sup> Ben Buesnel Ninco Subaru Impreza (276.32)
- 3<sup>rd</sup> Phil Field Ninco Subaru Impreza (289.33)

**Super 1600;**

- 1<sup>st</sup> Ben Busenel Ninco VW Golf (288.02)
- 2<sup>nd</sup> Phil Field Ninco Renault Clio (288.96)
- 3<sup>rd</sup> Gary Buesnel Ninco Renault Clio (296.86)

**Modified;**

- 1<sup>st</sup> Bill Charters Ninco Porsche 911 (287.59)



**Lots of the stages present on the day**



**Nemesis Stage**

- 2<sup>nd</sup> Matt Tucker SCX Pro Citroen Xsara (288.23)
- 3<sup>rd</sup> Phil Field Ninco Mitsubishi Evo (296.91)

**Scratch;**

- 1<sup>st</sup> Don Stanley PCS32 Renault Alpine (312.43)
- 2<sup>nd</sup> Kane Tilley PCS32 Mercedes (314.32)
- 3<sup>rd</sup> Phil Barry PCS32 Ford RS200 (320.81)

Being the last (of four rounds) both Phil Field and myself entered the times during the day and quickly added up the championship scoring to award the Championship winners. Again full results from the year are available on the website, but congratulations to the top three in each class;

**Classic;**

- 1<sup>st</sup> Jim Moyes SCX Fiat 124 Spyder 25 points
- 2<sup>nd</sup> Kane Tiley Ninco Jaguar XK120 24 points
- 3<sup>rd</sup> Ben Buesnel SCX Ford Escort MK2 2 points

**'80s Rally;**

- 1<sup>st</sup> Phil Field SCX Lancia Delta S4 28 points



**Ninco Stage**





**Prizes and awards for the competitors**

2<sup>nd</sup> Scott Brownlee FLY Audi Quattro 18 points  
 3<sup>rd</sup> Lewis Gough Ninco Porsche 911 15 points

**Modern;**

1<sup>st</sup> Phil Field Ninco Subaru Impreza 30 points  
 2<sup>nd</sup> Ben Buesnel Ninco Subaru Impreza 4 points  
 3<sup>rd</sup> Gary Buesnel Ninco Mitsubishi Evo 15 points

**Super 1600;**

1<sup>st</sup> Phil Field Ninco Renault Clio 30 points  
 2<sup>nd</sup> Ben Buesnel Ninco VW Golf 21 points  
 =3<sup>rd</sup> Jim Moyes SCX Suzuki Swift 13 points  
 =3<sup>rd</sup> Bill Charters Ninco Renault Clio 13 points

**Modified;**

1<sup>st</sup> Phil Field Ninco Mitsubishi Evo 24 points  
 2<sup>nd</sup> Matt Tucker SCX Pro Citroen Xsara 22 points  
 3<sup>rd</sup> Bill Charters FLY Porsche 911 21 points

**Scratch;**

1<sup>st</sup> Phil Barry PCS32 Ford RS200 26 points  
 =2<sup>nd</sup> Don Stanley PCS32 Alpine Renault 26 points  
 =2<sup>nd</sup> Kane Tiley PCS32 Mercedes 250 26 points



**Damian on Killarney stage**

(All three finished with the same points, Phil won on account of his two max scores).

As you can see a certain Mr. Phil Field won an impressive four classes with Mr. Jim Moyes winning Classic. In the spirit of open competition and so you can swat up for next years to try and beat Phil here is a quick recap of what it takes to be a Slot Rally Champion – clearly I have left out any really useful info so I can use it (only joking!);

Name; Mr. Phil Field, Age 38.

Clubs;

Wye Valley Slot Car Club member since 2000 (club secretary) Race every fortnight.

Member of NSCC since 1994, “it was article in Journal mentioning BTCC Slot championship for 1995, I was a collector before that just racing at home. Had about 400 cars then.”

(Q) What events do you enter?

“Been racing in the SIC (Slot.It Challenge) since 2007, Ninco Wales and West championship”



**Ben receives his award**



**Phil Field receives his gold prizes**



since 2006 (champion 2006,'07,'08 and '09) not 2010 though! South West GT championship 1996-2005 champion in '97,2000,'01 and '05. Previously British touring car championship 95-98, champion 97, 3rd 98. 132 British rally champion 1999 I won the rally with a SCX Megane. (These two championships were run by 132 racing. Merv Palmer, Bob Bott and Alan Slade, event sponsored by Toyota).

Race probably every other week end, can't race every weekend 'cos wife has a horse!"

(Q) What's your slot history?

"I worked for Hornby when I left school in 1988, but parents moved to Herefordshire in 1989.

My dad died in 1994 which sort of kicked me in the bum to do things like enter the touring car championship. Had first set in xmas 1985 XR3i banked oval set! Still got them! Cycled to boot sales in area picking up track/cars etc."

(Q) Favorite Slot Car?:

"McLaren MP4/4 Scalextric/SCX"

(Q) Favorite Slot Rally Car?:

"hard one, either my old SCX Megane or Ninco Impreza both won lots of times!"

(Q) What's your typical preparation for a slot rally?

"Prep is really making sure tyres/braids are clean, playing about with weight in car. Set up rally stage (Ninco) in house before rally event to get eye in and make sure cars are working! On the Subaru making sure 4wd band in attached and running well. My modified car I just try different motor/ gear combos (usually NC5 is best!) and making sure tyre are glued to hubs."



**Jim Moyes receives his gold prize**

(Q) What's the best thing about the Championship?

"Best thing about SlotRally GB is racing on such varied tracks and tyres not being so important cos grip isn't so critical, need to slide the back end out sometimes!"

(Q) What's the worst thing about the Championship?

"There are no bad points about the championship."

Name "Jim Moyes, Age Sub 50 – Just!"

Clubs;

*"Alton and Winchester, Bolwextric, Farnham and Home Farm", "I try to restrict (racing) to twice a week - but people keep starting up good clubs locally and it's hard to choose."*

(Q) What events do you enter?;

"Slot Rally GB and Bolwextric 12 hour, 1st overall at Slotforum birthday party in Egg 2004 (making me Inter Galactic Slot Champion IIRC), 1st Classic Class 2010 Slot Rally GB and 1st 2008 Bolwextric 12 hour." "Worst Result - No such thing as a worst result, if it's fun who cares where you finish!"

(Q)What's your slot history?

"Scenic track and around 25-30 cars as a kid in the '60s, then found parents had held on to my cars in the early '90s and discovered there was a new racing club in my village.

(Q) Favorite Slot Car?:

"Recent - SCX Abarth 1000 TC. From my youth - Spanish Scalextric Mercedes 230SL Pagoda."

(Q) Favorite Slot Rally Car?:

"Anything small by SCX!"

(Q) What's your typical preparation for a slot rally?

*"People don't really ask, do they? You're not just fishing for tips, are you?", "Get up, have a dump, have breakfast and go to event! Tyre prep? I sometimes check that there's one on each corner - if that's what you mean."*

(Q) What's the best thing about the Championship?

"Not being necessary to build the fastest car with the stickiest tyres to be able to win!"

(Q)What's the worst thing about the Championship?

"If I have to put a response down, I can only





**Three Season stage**

think of the use of “Magic Cranes” i.e. “Marshalling”. Even that I can accept more in rallying than racing, as you do sometimes see the crowd trying to get competitors back on to the road in real rallies.”

Heard to say;

“The reason I won was because Phil didn’t enter Classic class.”

“If you find a car un-drivable, it might not be the car that’s the problem!”

“xx.xx seconds – now that’s a margin to win by” – insert however many seconds Jim beats Gareth Jex in a class – it varies after each event – most of the time!

So now you know what it takes! Next year the Championship has been extended to six rounds all over the UK with new events in the Isle of Man and Oxford. Next month I will give you details on the events and new rules and event sponsors.

Thanks to everyone who took part this year and we hope to see a few new faces next time, it’s great fun, not too serious and on the whole we are friendly bunch of slot heads!

So a few facts to get you thinking about perhaps entering the event next year. This year there were 4 Events, 40 Stages, 556 Entries, 6 classes and a total of 15 different manufacturers involved.

And finally all the competitors to the Championship were given the chance to buy a very Limited Edition (50No) Teamslot Lancia Stratos. We have a small number left and these



**Phil Barry receives his gold prize**

are now being offered for sale – see the classified section of this Journal if you would like to buy one. ■



## Plymouth Superbird - Petty Racing 1970 #40 By John Penfold

Another month and so to another Carrera review and firstly my thanks to the Editor, Carrera and The Hobby Co. For allowing me the opportunity to review this particular car, being the Plymouth Superbird, as driven by Richard Petty in the 1970 NASCAR season, although of course his carried the #43. This particular car is the one Pete Hamilton drove in the 1970 season. Pete was a very talented young driver from Dedham, Mass. and indeed won Rookie of the year in 1968 in the NASCAR Grand National (now Sprint Cup) and had three wins in 1970 in this particular car, including the Daytona 500 and both races at Talladega Speedway, he unfortunately retired from racing in 1971 because of a neck injury he sustained in a Grand American Race in 1961. There is plenty of information available on Richard Petty and indeed the team, but little on



Pete Hamilton, so I will give you a brief of the history up to the era of this particular car and indeed the racer who made it perhaps so famous, if you require more information, just do a search on the internet for Richard Petty or Petty racing, there is plenty of information on both out there.

Richard Lee Petty was born in July 1937 and is also known as "The King". He is probably the most well-known American driver for winning the NASCAR Championship seven







times (Dale Earnhardt is the only other driver to accomplish this feat), winning a record two hundred races during his career, winning the Daytona 500 a record seven times, and winning a record twenty seven races. (ten of them consecutively) in the 1967 season alone. So Petty is widely considered one of the greatest NASCAR drivers of all time. He also collected a record number of poles (one hundred and twenty seven) and over seven hundred top-ten finishes in his one thousand one hundred and eighty five starts, including five hundred and thirteen consecutive starts from 1971–1989. In 1960, he finished second in the NASCAR Grand National Points Race. 1963 was his breakout year, winning at tracks like Martinsville and Bridgehampton. In 1964, driving the Plymouth with a new Hemi engine, he led one hundred and eighty four of the two hundred laps to capture his first Daytona 500, en route to nine victories, earning over \$114,000 and his first Grand National Championship. On

February 27, 1966 Petty overcame a two lap deficit to win his second Daytona 500 when the race was stopped on lap one hundred and ninety eight of two hundred because of a thunderstorm. This made him the first driver to win the event twice.

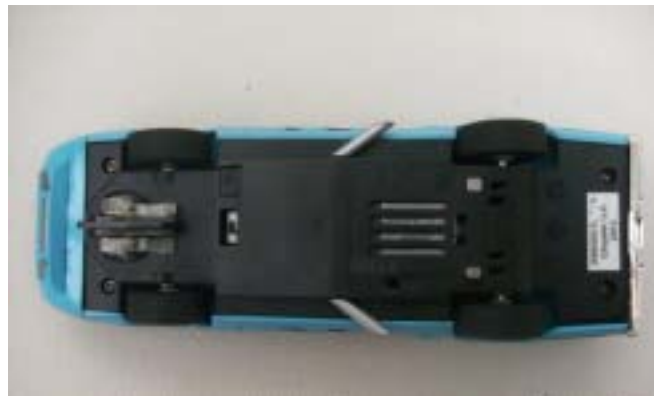
Joining in the Chrysler boycott of NASCAR due to the organising body's ban of the Hemi engine, Richard spent 1965 competing as a drag racer. His career there was cut short when he crashed his car at a race in Georgia, injuring seven people and killing an eight year old boy at the Southeastern Dragway, in Dallas, Georgia. 1967 was a milestone year. In that year, Petty won twenty seven of the forty eight races he entered, including a record ten wins in a row (between August 12 and October 1, 1967). He won his second Grand National Championship. In 1969 Petty switched brands to Ford, due to his belief the Plymouth was not competitive on super-speedways; he wanted a slippery Dodge Daytona but Chrysler executives insisted he stay with Plymouth. He would win ten races and finish second in points. Won back in ➡➡





1970⇒ by the sleek new Plymouth Superbird with shark nose and goalpost wing, Petty returned to Plymouth for the 1970 season.

So the car, well the first thing that strikes you is the size of the thing, just like the real life counterpart its huge, the model itself measures 176mm long x 58mm wide and x 45mm high, with a overall weight of 114 grams. This car as already mention is perhaps the most famous Richard Petty car (indeed it was used and Richard Petty himself is cast in the 2006 Pixar film *Cars* as “The King”). Again the car is presented in the standard Carrera crystal case, which just about fits it! And includes the alternative guide and braids, no mirrors this time as the car hasn’t got any! The colour of the car is the Petty blue and from the photographs available appears to be spot on, the detail of the various advertisement and sponsors is truly impressive and very clear and overall the level of finish is very good, although on my review car the front air dam/ spoiler appeared to have been chipped and touched in at a later date? The windscreen and wipers have been picked out in silver and as the wipers are not separate to the body moulding this does let down otherwise an overall



good finish. The front grilles are separate etched parts and glued in place, with one of the ones on my car being stuck on a little bit “cock eyed”. A chrome rear bumper and separate air ducts for the ventilation to the driver and engine complete the outside, not forgetting of course the truly massive rear wing!

Detail inside is good, with Pete Hamilton present, fire extinguisher, roll cage, rear view mirror, steering wheel, gear lever and dashboard detail, although most of this is black only and none of the dials have been picked out.

On the underside we see the standard Carrera fare, a reverse polarity switch, bar magnet, located just in front of the rear axle (non adjustable), four screws holding the body and two exhaust pipes projecting either side finished in silver with black internals.

Inside is again usual Carrera detail, in-line motor etc. connected with “easy fit” terminals for digitalisation, brass bearings and steel axles both of which are full length, tyres are treaded and carry “Decent Decade” with what looks like a slotcar throttle, which I could not find detail on, so if someone know perhaps they can let me know more on this via the Editor?







So onto the track test then, and what more fitting comparison than using a modern Nascar, so Richard Petty against Dale Earnhardt Jr.'s Chevy Impala Anyone? As previously reported my track is a permanent Scalextric Sport track with the new six car power base, thus I have the chance to run either digital or analogue. Lap times for the Impala, which is actually one of the quickest cars I use on this circuit are around 9.5 seconds so if I'm honest I wasn't expecting the Plymouth to match that in any way, shape or form. Plus given its overall size I was aware it could possibly struggle on some of the tighter bends, but let's try anyway.

Performance wise, this car then isn't going to break records, lapping in around 14 seconds, with the magnet in place, without the magnet its



performance was even worse, often turning in a 16 or 17 second lap largely due I think as a result of the size of it and the constant tail outs as a result around the curves, which as I have mentioned are perhaps a bit tight for this car, however it is great fun to drive without the magnet in place and some spectacular fun can be had, I'm sure it would be great fun and equally competitive if paired up with the other Carrera release of the same era, being the Dodge Charge Daytona (CA27332) and I would love to be able to try this car on a club circuit with some long straights and smoother curves just to see what it really could do, perhaps that rear wing would actually work, as it did on the real thing?

Overall then, I think another great car from Carrera, both an iconic example and also a quality product, which if you also consider the purchase prices of these new release from Carrera compared to other manufacturers makes it superb value for money also and so one car that should be used for racing.

On a final note during my research you can actually get the Richard Petty car #43 from Carrera (CA27186) so you could make up the team from 1970! ■



email: [ebaywatch@nsccl.co.uk](mailto:ebaywatch@nsccl.co.uk)

Well it has been another month of cheap listing days that have kept listing numbers on UK eBay above the 16,000 level at time of writing which has meant over 40,000 completed listings over this past month on UK eBay alone. Prices seem to be continuing to firm up again particularly on the more desirable items as can be seen in the report this month.

I was fortunate enough to be selected for the NSCC Hornby weekend this year and it was interesting to see all the valuations put on cars by the various collectors in the “eBay guess the selling price” quiz for items ending this past month so apologies to those members in advance who will be seeing some of those items here as well this month. Despite all the collector knowledge at the event there were very few correct, or guesses even near the mark, which just goes to show the unpredictable nature of eBay prices. Some guesses were literally hundreds of pounds astray with I think team Renault bringing up the rear of the grid in that area. There was also an auction at the end of the weekend which included some unique items, many of which went for reasonable sums in comparison to eBay, and I will hope to cover some of them here as well this month.

### Rare beast?

Well the first rather rare car to report this month was a white Bison Datsun C53, that whilst not everyone’s cup of tea, is something I can not recall seeing on eBay for several years. The last minute bids saw seven bidders prepared to pay over £200 for this car which is good news perhaps if you are looking to sell one of these. The winning bid was £365 on a Wednesday night. (380288551321) The more common

NSCC grey one with chrome bumpers made a healthy £156 whilst the run of the mill green Bison and blue models could be picked up with change from a £10 note including P&P. On to 4-lane World Championship classic sets then and whilst the price of the one in the quiz at £195 caught many guesses out there was another that went for £175 BIN on a Thursday lunchtime and the same seller of the £195 set then made £250 with what looked like the same pictured set two weeks later but with different bidders, so make of that what you will. On to smaller items then, and pit name boards seem to have attracted interest this month with a Maserati one making a whopping £43.00 on a Monday night and then on Saturday afternoon a Ford one made £38, Mercedes £28, and Cooper, BRM and Vanwall £12 to £13 each. Back to rare cars attracting a premium then and a red Mexican Mercedes 250 SL from a Mexican seller fetched £784 on a Friday lunchtime on UK eBay (150521047130) and a tinplate Healey in red from a Spanish seller a potential bargain £432 early in the month on Wednesday night (330488468116).

### NSCC Auction

After the pit board prices above it perhaps could be considered that the one off colour sample body shells “bits of plastic” and prototypes sold on the Hornby weekend were perhaps in comparison rather more of a bargain than many would have thought at the time in the room. Certainly the blue Spanish Honda C37 bodyshell that sold on eBay on Sunday night for £403 (170563402219) topped almost all the lots at the weekend. Some highlights of the NSCC auction were a Green Chrome Aston supplied as a sample after Hornby had commissioned

Gold, Silver and Bronze examples for a special event. (Will they ever turn up on eBay I wonder?) It looked stunning on a chrome base and made £400. An Aston Martin DBR9 prototype made £420 and an early Dukes of Hazard Charger working engineering example £500. Other complete “prototype” cars that attracted some heavy bidding included a Brawn GP at £280, Maserati tinplate at £170, Ferrari 308 at £260 and Nissan Drift at £150. Various body shells made of grey plastic or colour samples attracted bids in the range £50 to £150 and perhaps the nicest were the Ford Focus in orange at £115 and Escort in blue at £150 that will surely be made up in to nice unique cars. There were also various marketing boards attracting interest with mostly in the £15 to £25 range, though the Bond board and the 1957 board charting the early history of Scalextric hit the £40 mark. Still at the bottom end of the market £6 would have got you a Marks and Spencer Scalextric cake box. Whilst I can’t say I have seen that one in a shop as yet, these cakes are reportedly going to be available from other retailers in the New Year so you may be able to grab a slice of that action then! (Search on Google with “Greencore Scalextric cake” if you want to see a picture of the cake on the toytalk website).

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

scalextric wagon chrome complete set £10.70 (Saturday night)

Scalextric 2010 Range Presentation Car £104.85 (Thursday night 170558645868)

SCALEXTRIC MEXICAN WILLIAMS BLUE EXIN MEX MEXICO £41 (Blue and green unboxed model from Mexican seller on UK eBay Monday night 140481620460)

SCALEXTRIC JAMES BOND MERCEDES, RARE, A PROJECT! £207 (Project to sort out with several bits to be sourced on Monday night 380292468486)

Cartrix Mercedes Benz W-156 1955 Stirling Moss #12 0017 £97.99 (Sunday night)

Scalextric vintage Aston Martin DB 4 GT Marshall £71 (Dirty example missing front bumper with one picture only on Hornby ⇒

weekend Sunday night 200546101860)

Scalextric Maserati Colour Green £47 (With a box and actually a Ferrari on Hornby weekend Sunday 160509408935)

SCALEXTRIC VINTAGE FRENCH BOXED SET 30LT £2.99 (No cars but excellent box on Wednesday night 220698470680)

Vintage Scalextric Team 35 Set Complete £42 (Thursday night 170568478624)

Scalextric Rare original Number 1 Catalogue Jan 1960 £77 (with some writing on Sunday night)

scalextric electra slot car \$155.70 AU (£96 approx but was green example on Australian ebay on Friday morning 250718545364)

Scalextric MEXICO Slot Car Chevrolet Corvette Set MIB \$711.99 (Approx £450 for dragster set from Mexico on Monday night 260692931954)

Rare Scalextric Motor Show 2000 F1 Car Blue C2108ST MB. £190 (Ferrari 643. Black one also made same price on Sunday night. A week earlier a yellow one from different seller made only £99 and a few days earlier still another yellow one made a whopping £241 160500622296.)

VERY RARE SCALEXTRIC RUBBER DUNLOP BRIDGE £45.99 (Slight dent in top of bridge on Friday night)

VINTAGE TRIANG TRI-ANG SCALEXTRIC SKID FLUID 1960S RARE £8.01 (Thursday morning 270662304488)

Scalextric Chaparral 2F Range Presentation 2009 Rare £76.50 (These seem to be increasingly unloved. Sunday afternoon)

VTG 1970’s ELDON SLOT CAR 2 SNOWMOBILES W/DRIVERS \$71.03 (Approx £45 on Sunday night from US seller 330490214452)

Scalextric Bugatti Type 59 C70 £485 (1980’s red reissued model on Wednesday night 260682802215)

scalextric vintage auto union bodies £42.34 (2 white body tops only on Wednesday night 200536481083)

TRIANG SCALEXTRIC BOXED TV TOWER WITH CAMERA & MONITOR

£205 (Excellent rubber based example on Friday night with 36 bids 400172646630)

Scalextric Vintage TV Camera and Crew Set 1/302 w/Box £185 (Big price for a plastic base model but with separate box for camera a day after the above tower 300491731299)

SCALEXTRIC TRIANG 1960S C74 HEALEY NEAR MINT BOXED £192 (Another one catching many out in the quiz on Sunday night 180584420391)

RARE Vintage Scalextric Auto Union C96 White VG+B. £655 (Sunday night)

C311 MG Metro Turbo Melitta Scalextric car boxed rare £16.75 (Complete but repro box though on Sunday afternoon 180587447764)

### **And Finally**

Thank you to all those who offered your kind feedback about the column over the Hornby weekend but don't forget to send in those links! Seasons greetings to all members, especially my fellow Team Torro Rosso members, who secured the runners up spot on the Hornby weekend. I hope to see you next year at one of the swapmeets perhaps? ■

