



No. 336 MARCH 2010

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Is It Spring Yet?

I don't know about anyone else but personally I have had enough of winter now, the dark, the rain, the wind, the snow (lots of the snow this year) and the cold mornings and evenings, it must be almost Spring soon?

I guess the nights and mornings are now getting lighter and this week the weather seems a little bit more "spring like" and by the time you read this the first Grand Prix of 2010 will have been held so I guess we are nearly there.

It will be interesting for sure this season, the early reports seem to be hinting that our Jenson is not quite on the pace of Hamilton but surely this is to be expected in a new team with a new car? Whilst there is also talk of the return of Schumacher and we hear that perhaps Mercedes now have a new style diffuser with which to surprise everyone with at Bahrain?

The title favourites so far are apparently Ferrari along with Red Bull although McLaren have set the fastest times in the pre-season testing with Lewis Hamilton's best lap pipping Mark Webber of Red Bull, so it is all shaping up for a good F1 season.

One ponders if Ferrari win it this year then will most of the slotcar manufacturers be a bit peeved? Since Carrera have now scooped the license for producing Ferrari cars in our miniature world with all others having to stop mid year it could be most disappointing for any slot car aficionado to try and recreate this years grid in their preferred manufacturers cars.

Given the license issues I understand that most of the other manufacturers will only be making their Ferrari badged cars in limited runs, so whilst these will not be exclusive or special editions given the numbers likely to be produced, they will no doubt become collectable in the future particularly in their mint and unused state, so watch out and get your orders in early to avoid disappointment as they say.

Anyway enough of my ramblings and I hope you enjoy this months offerings.

So until next month.

Jeremy



# NSCC 2009 Christmas Competition Results

By Jeremy Naylor

So at last I have managed to collate all the answers, checked the answers submitted and checked them all again, after all I don't want to be accused of any favouritism or indeed biased.

The quiz had a potential total point score of 47, based on my answers to the questions posed, I know a couple of errors crept in and also some of the questions could have possibly had two answers (I will make up for this next time!), but I did award points to everyone where the errors were so no one got an unfair advantage for spotting these errors.

So with no further ado the winners of the 2009 NSCC Christmas quiz were as follows, with their total point score in brackets, prizes were awarded to the first 17 highest scoring entries:

- 1st - Richard Snell (47)
- 2nd - David Arnold (46)  
Glen Jackson (46)
- 3rd - David Bates (44)  
Gary Buesnel (44)  
Mark Hatton (44)  
Robert Briggs (44)
- 4th - Graham Clements (43)  
David Ross (43)  
Graham David Smith (43)  
Dave Mappins (43)  
Iain Mackay (43)
- 5th - Dave Wilcock (42)  
Graham Oldfield (42)  
Neville Marshall (42)  
David Yerbury (42)  
Derek Baker (42)

I hope all the winners have now received their prizes and I would like to thank everyone who entered, if you didn't win this time I hope you have better luck in any future competition. A simpler competition will follow around Easter all being well and subject to some prizes being secured by me.

For those that are interested the answers to the questions are as follows:

- 1) C54 Lotus and C55 Vanwall.
- 2) Paddy Hopkirk and Henry Liddon in a Mini Cooper "S".
- 3) 1966 GT40 MK11
- 4) Tyrrell, March, Williams and Ferrari.
- 5) 65.
- 6) Rory the racing car.
- 7) Ferrari 250P.
- 8) 17th June 1907.
- 9) Gas Turbine.
- 10) Aircraft Engineer, Aluminium Salesman and also in the RAF.
- 11) Founded in 1919, started racing in 1921.
- 12) £1 12S 6d.
- 13) 1970.
- 14) John Surtees.
- 15) Bjorn Waldegard in 1979.
- 16) The Hawthorn memorial Trophy.
- 17) 1985 for £ 12.45.
- 18) One (France GP at Reims for the season), but 3 overall.
- 19) Jack Sears.
- 20) Joey Dunlop.
- 21) Diana.
- 22) Jim Clark won in 1965 in a Lotus 38, but it was Graham Hill who won in 1966 in Lola.
- 23) 1948, The National Association for Stock Car Auto Racing.
- 24) Bill France Snr, Daytona.
- 25) Mike Walker and Ian Ashley.
- 26) Shell Lubricant Bottle, Enamel Broach, Armco Crash barriers (white and red), Team Simpson F3 car, Chevrolet Monte Carlo which was not made and the C number was allocated to a Ford Fusion.
- 27) 1981.
- 28) 100th Anniversary.
- 29) He pushed the car over the line and finished 10th.
- 30) Gulf Porsche 917K. ■



# MESSAGES

## FROM MARGATE

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



By Peter Simpson

The first task of any new contributor has to be to thank his predecessor for their fine efforts: I'm quite sure that everyone will agree that Jeremy did a great job in keeping us informed.

I was honoured to be invited to visit the Margate "factory" for the first time this month. Needless to say it was an eye-opening experience; thanks to Adrian Norman for his hospitality and a glimpse into what 2010 holds in store for us enthusiasts. Well, 2010 certainly looks to be another exciting year for Hornby's customers. The new catalogue is brimming with future releases, some of which will challenge earlier gems for pride of place. If previous experience can be taken as precedent, some of these are likely to spill over into 2011 but this is a small penalty for such detailed models at reasonable prices: China may be cheap, but the logistics still have to be managed.



Just inside the Margate reception is a series of display cabinets tracing the history of Scalextric by each decade, very similar in composition to the "Race through Time" book. The last two cabinets bring home the need for discipline when collecting: just two displays hold one version of every car produced – so why is my loft so full?

One of the most impressive new additions to the range will be the Advanced 6 Car Digital Powerbase. Up until now I've remained firmly analogue, not wanting electronics or software complicating matters. I may yet be converted! Ironically the key factor will be the ability to run analogue cars without the need to swap the powerbase, but the best is being able to run up to six cars, any number of which can be "ghost" cars ("pacer" in old parlance), all individually programmable to follow differing lane-changing regimes. Pure madness! And as if the unit doesn't have enough inbuilt modes, it can also be connected to a PC for even further modification and programming of performance. Needless to say, there was nowhere near enough time to discuss these options – more in next month. If you can't behave like a kid-in-a-toy shop in Scalextric's showrooms, then where can you?.

From what I saw, the new **START** cars will be everything they promise: they feel robust, look realistic and have good detail. Supplied in plain colours with stickers for the owner to apply and they should be an ideal base to create some inexpensive fantasy liveries for the younger racer. £29.99 for a twin pack will be good value. Jeremy commented on the issue of compatibility last month, well this shouldn't be a problem as,



in addition to the converter sections, small correction sections are also planned so that current “R2” and the new “R1.8” curves can be matched to form equivalent diameter arcs.

During my visit I got to handle early production versions of the Duke’s Charger (C3044) and the D-Type Jaguar from the 1955 Le Mans pair (C3058A) and a prototype of the SR version of the Aston DB5 destined for the C1254 set. All looked superb with no apparent compromises on scale or dimensions: indeed the Jag even has correctly handed knock-offs!



replicating. I’m sure that a certain Australian specialist will be able to provide good quality decals for most versions.

Any Micro fans browsing the catalogue would be excused for believing that solo cars are no longer available. However, this is not the case: they simply haven’t been included as future new models have not yet been decided. Current cars will continue to be available: watch out for flyers and I’ll keep everyone posted as new models become available.



This version of the James Bond Aston does not have all of the goodies: they are reserved for the forthcoming Limited Edition, C3091A.

The two Pro Performance cars seem to offer fantastic value and with pre-painted, white bodies it will be very easy to create the liveries that licensing conditions prohibit Hornby from

One aspect of Scalextric that shouldn’t be overlooked is the website: this has a few gems that are worthwhile remembering. The track designer works well, both on XP and Vista, and there are usually some good bargains to be had by checking out the clearance section. A couple of points to note if buying on-line from Hornby: they operate a local stock area for the web-shop. If this stock is depleted, the site reports “out of stock”: don’t despair, the item may still be at Margate but will need to be located. The second point relates to postage. This may seem expensive at £5.88 but it covers each order regardless of how many items are ordered – a couple of clearance bargains and it doesn’t seem too bad. As the Ferrari licence has not been





renewed, Hornby cannot sell any after the start of June so remember to keep an eye on the site as the deadline approaches.

Now that the Super Resistant cars are regular additions to the range the production costs are better understood: moulding the glass is comparable to masking and painting an integral window area. This means that more future releases are very likely to become available as both SR and high detail options.

The first of this month's new cars are due to land very soon. A bit of a quiet start, but with the stunning Scalextric Club car taking pride of place on top of the telly this can be forgiven.



Perhaps not surprisingly, we begin with a pair of Ferraris, both in green. The first is a rather fine 250 GTO (C3061), whilst the second is another example of the P4 (C3098), this being the one of David Piper and as shared with Richard Attwood at the Kyalami 9 hour race in 1968, finishing in 14<sup>th</sup> place. Various descriptions as 330 P3, P4 or P3/4, or even as a 412: confusion as usual with these cars. As it was entered with a V12, 4.0 litre engine it would be



a 412 rather than a 330. Hey Ho, comments please. Just to add to the excitement, this does not appear in any catalogue – there is an obvious gap in the numbering at the rear of 2010 catalogue: surely Scalextric didn't spring this one just to see if I was on my toes? With the licensing agreement due to expire, maybe a few more surprises may be in store on the Ferrari front.



The other two new cars are both on time as being Q1 2010 releases. The first is the Scalextric sponsored Mini Cooper in blue and yellow (C3074) released as a Super Resistant model.

The second is the Reiter Engineering Lamborghini Gallardo FlatEx GT3 (C3078) from the 2007 FIA GT series driven by Christopher Haase and Jos Menten. This should be a stunning model in its patriotic orange livery.



Well, that's about it for my first month and I will bring you more news next month, in the meantime I'd better start dropping hints for birthday pressies as I can feel the "need" to go digital! ■



## SHIPMENT FROM SPAIN

By Gareth Jex



email: [shipmentfromspain@nsc.co.uk](mailto:shipmentfromspain@nsc.co.uk)

**W**ell to be honest I didn't think I would have much to say this month, but in the topsy turvy world of small plastic cars you can just never tell!

As I said last month the information leaked out early proved to be almost correct, but there are a few changes to the line-up already. Perhaps because of feedback from customers or realization of a more worldwide approach at least one of the cars originally listed as being Spain only will now be released in SCX flavour!

### **Ref. SCX 64750 – Fiat 131 Abarth – Walter Rohrl – Monte Carlo Rally 1980 #10**

This is the car that Walter Rohrl won the Monte Carlo rally in and went on that year to win the World Rally Championship with co-driver Christian Geistdorfer. Originally only to be available in a Spanish set. The Renault 5 Maxi Turbo in '33' Yellow livery has not been officially listed or released in SCX flavour at this time, but I suspect it will be soon, and will be available from May.



### **Ref. SCX 64740 – Renault 5 Maxiturbo - Pepsi Livery – Event and number TBC**

Final livery/event is to be confirmed, but I would suspect it will be S.Alvarez, Las Palmas '86 #3 it should be available from May.

I can now tell you about a U.K. exclusive SCX car that should be welcome to any U.K. rally fan.

### **Ref. SCX 64560 Ford Escort Mk2 – Colin McRae – RBS Manx International Rally 2007 #11 (Clean) &**

### **Ref. SCX 64700 Ford Escort Mk2 – Colin McRae – RBS Manx International Rally 2007 #11 (muddy)**

It has taken a while for these to be arranged and sorted by U.K. SCX distributor AEC, but the wait (in my opinion) has been worth it. The Clean car is a Limited Edition of 1,800 and the





muddy version just 900. Most retailers will be selling them in pairs to get the muddy version, but some do sell them individually.

The model is based on the Escort that Colin had made for his personal entertainment and enjoyment saying the Ford Escort Mk2 was the ultimate rally car. Prepared to his own specification and frequently modified between tests and events the car is still in use today and was recently driven by his father Jimmy at an Escort event in Scotland. At the Manx Rally in 2007 Colin retired on Special stage 14 with mechanical failure. An interesting and detailed story of the car can be found on the DJM Motorsport web site. [http://www.djm-motorsport.co.uk/mkii\\_escort\\_mcrae.html](http://www.djm-motorsport.co.uk/mkii_escort_mcrae.html).



As is so often the way with rally cars the real car swapped wheels/tyres during the event and SCX will provide a spare set of silver wheels with each car so you can decide to have all silver or white at the front.

AEC will be making a charitable donation from proceeds from the sale of these cars to the Colin McRae Vision Trust. Set up after Colin's untimely death to support worthy causes, full details can be found <http://www.colinmcrace.com/vision.asp> and will be available from April.

Back to Spain for a potential special Limited Edition. Last month we saw the announcement of the Citroën DS, I'm now hearing rumours that this car will also be available in a Snow effect – **Ref. 6473**. There is no official confirmation as yet of this, but I will keep you posted in future articles.

Finally, I have still heard nothing from Altaya this year, as of yet! But I will keep you posted on any news once I have received it of course.

So until next time farewell and perhaps I will see some of you at the organised SCX weekend in April? ■

# The Dutch Scalextric Club (SLN)

**By Thera Brok**

In 1995, five Scalextric enthusiasts decided to found a club and called it the SLN (Scalextric Liefhebbers Nederland) which literally means Scalextric Enthusiasts, Netherlands.

The purpose of the club was to get in touch with other collectors who also like Scalextric cars largely in the Netherlands, but also to those from other countries.

The Dutch Scalextric club is open to everyone with an interest in slot cars; mostly we concern ourselves with the Hornby/ Scalextric range of slot cars and items, but we do also include Carrera, SCX, Fleishmann and others among the interests of our members. A large part of the SLN involvement in the slotcar hobby is the organisation of swapmeets at which we hope to bring the various aspects of the hobby and the numerous manufacturers cars and items to both our members and the wider general public's attention. The SLN organises three swapmeets each year in the Netherlands. We try to satisfy the people who live "up North" and "down South" of the Netherlands by spreading these events around the country to the best of our ability and therefore we have swapmeets in different places across the country.

Once a year we organise a Cup Race with special limited cars given to the entrants/ drivers as prizes. Entry to these events is usually limited to twenty eight cars and only the racers who obviously are the entrants themselves will receive one of the special cars, tampon-printed with the logo from the SLN, complete with a certificate to confirm the cars limited status.

There are two swapmeets, usually held in March and November with the third one being organised in between when time and opportunity allows us to do so. The swapmeets are full of wonderful collectors' items, current models and there are often bargains to be had, which may not be available at the U.K. swapmeets plus we

must not forget the raffle. At every swapmeet three people walk away with great prizes which are all donated by some of the stallholders.

So please feel free to join us, as our club is open to other countries and as outlined above we are not just restricted to the Netherlands. Our club is not too big and we currently have about 180 members, so all new members are indeed welcome.

The membership which runs annually, is from the 1st January to 31st December. The subscription for members outside the Netherlands is 30 Euros per year.

The special aspect for this year is that we again have secured a Limited Edition Scalextric club car (Mercedes SLR McLaren) with its own unique 'C' number allocated and in a limited number of only 150 cars. To join you can apply on-line at - [www.sln-slotracing.nl](http://www.sln-slotracing.nl) or email Michel Brok (SLN Secretary) at: [mjbrok@kpnplanet.nl](mailto:mjbrok@kpnplanet.nl). In order to obtain the car there is a requirement that a 2-year membership fee must be paid (60 Euros) plus the price of the car, which is a further 45 Euros.

So go on, enrol in our club and join us! Many thanks, the Committee of the SLN. ■







Sir,

I would just like to thank everyone who was involved with the Christmas Competition.

I was delighted (and surprised at the win), with the prize of the Scalextric C3027 Limited Edition Escort MK1 RS2000.

Thank you to Pendle Slot Racing and Slot City who I believe donated this particular Prize and one similar, the NSCC committee who do a great job (not just at Christmas) and to Jeremy Naylor for a interesting competition, sending me the car and of course a superb Journal, thanks again,

I am, yours etc.

David Arnold

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Sir,

I was delighted to receive an NSCC Skoda as a prize for the Christmas competition. Perhaps whilst I am writing, may I say thankyou to you and all the team for the excellent work that you do in production of the magazine and the day to day running of the club as a whole.

I will be attending the Wye Valley Slot GB event in June with my son and another member of our club from Jersey, I am not sure if you are going to be there but hope to say hello if you are. Please keep up the good work, it is appreciated.

I am, yours etc.

Gary Buesnel

Sir,

I write with reference to the article in last month's Journal on the Hornby Ford Escort Cosworth written by Karl Cornell.



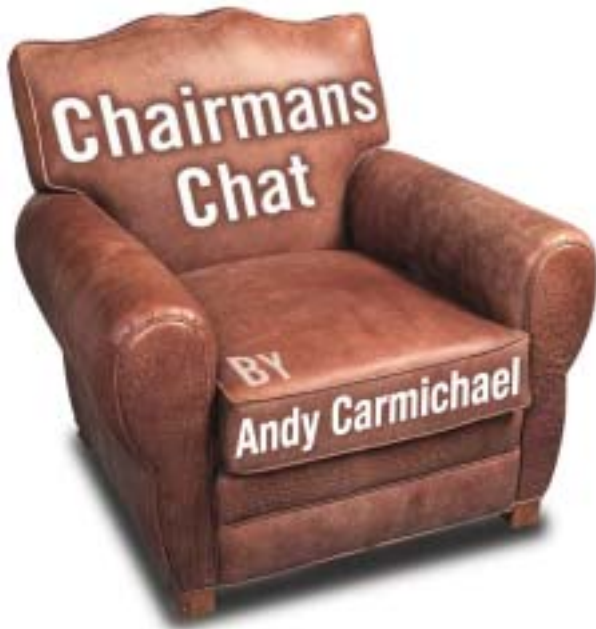
I have two different versions of the BP Escort Cosworth (C2076) as per the two photographs. The type 2 car has a "Hirefone" logo missing on the rear wing. This car was I understand given out to children on Margate seafront and apparently only 25 examples exist.



The type 3 version has the "Yokohama" logo missing from the front wing, which I believe to be a factory oversight, the total number of this particular car are not know.

I am yours, etc.

Paul Atkins



Welcome to my first Chairman's Chat, for those who do not know me I will give you a quick resume on me and also what I want to bring to the club through your Committee.

I would also like to take this opportunity to thank the many people who encouraged and supported me in applying to be Chair, now I have the very difficult task of trying to keep everyone happy and not to disappoint the membership as a whole.

### **A Bit About Me!**

I first joined the club in 1987 for one year only, the 1<sup>st</sup> Mrs. Carmichael did not appreciate the wonders of Scalextric and so after her demise I rejoined our great club and have been a member continuously since 1989. I love all things slot and have interests and models in all scales from 1:87 up to 1:24. I would collect bigger scales but that really would take me into diesel rail cars which I'm trying to admire from a far! No doubt the temptation will be overcome. Slot Racing and principally Scalextric has been part of my world since I was about 14 and still have the second hand Bond Aston that I purchased from Lewisham Model Centre in 1976 and cost me at the time three weeks worth of pocket money. A very special thanks here to my Dad and fellow club member Eric Carmichael for the encouragement and time he has given me as a

young lad going around model shops, toy fairs and bric a brac shops where ever we went. I finally managed to get him to collect Scalextric too as opposed to those 'horrid Matchbox Models of Yesteryear' !

The first swapmeet I attended was at Solihull ice rink where I met a guy called Steve who had a tray full of red Bugatti bodies, apparently he had got these produced by Scalextric, a nice idea I thought but they will never catch on, they are still just copies and I regret to this day leaving them on the table! Like many male collectors I put 'all things slot' to the back of my mind during my hormonal years although can confess to being on shore leave in Hong Kong and trying to find slot cars much to the bemusement of the team of divers I was out on the town with. Bringing things more up to date I have a wonderful wife Sam (AKA Mandie, I was going to refer to her as the present Mrs. Carmichael but she is standing dangerously close as I write) who often attends meets with me and accepts me for the big boy with toys that I no doubt am. I can often be found buying and selling slot cars as I find this the best way to collect is to be amongst the traders , keeping the bits I want and then disposing of surplus to help subsidise my 'enthusiasm'. I have also been involved in many slot car exhibitions and demonstrations as well as being one of the instigators of the first series of slot car swapmeets outside of the club. Hopefully my brief summary shows that I have had a wide experience of 'slot car life' and understand the views of collectors, racers (Yup I raced.....but was pretty poor), traders and relevant organisations.

### **Where I want the Committee to Focus**

From my extensive conversations with members representing both the trade and private individual, there seems to be some suspicion and lack off understanding around what the Committee does and on occasions questioning if personal agendas are influencing decisions and therefore the clubs direction.

The key objective for the Committee should be the success and survival of OUR club in



order that it can bring benefit to its members. It is apparent from the first Committee meeting I attended on 7th February that we all want the same things, albeit have many different ideas of how to achieve this. The Committee is keen to be open and upfront about what it is doing and why, for example it's looking at ways that meeting minutes can be accessed by all members for scrutiny. As Chair I'm actively asking you as members to have your say and to contribute, in the bastardised words of General Kitchener **YOUR CLUB NEEDS YOU!**

We are a successful and long lived club celebrating our 30<sup>th</sup> Anniversary this year, however the World has rapidly developed and new technology is now changing how we communicate and indeed do business, as a Club we need to adapt and be part of this world. I do not believe we need to change everything we do but we certainly need to look at how we can use new technology and approaches to make the club stronger. I would invite you as members to contribute here whether it is ideas, projects, events or what ever, the most important aspect though must be for the benefit of the club as opposed to the individual.

### **So What's Going On?**

There seems to be some confusion and uncertainty about what's going on in our 30<sup>th</sup> Anniversary Year especially around the following events so I will try and clarify some of the issues here.

### **Donington Slot Car Festival - Sunday 23rd May 2010**

The club will have a large marquee at what promises to be one of the biggest slot car events this year and will be hosting various racing events supported by Hornby Hobbies. There are plans to put on displays, demonstrations etc. which are yet to be finalised. Your help as members is needed to staff and support the event, do you have something you could display or provide? If you can't help then you must attend as it promises to be excellent for racers and collectors alike.

On Saturday 22<sup>nd</sup> May, the evening before

the swapmeet, there is a dinner planned at a nearby Hotel so that members including traders can have a social together. This will be the start of our 30<sup>th</sup> Anniversary celebrations, with we hope a guest speaker, quiz and possibly a small charity raffle/auction. There are no plans to give out Limited Edition cars at this dinner, and like all events of this nature is subject to change, for example I'm aware our original speaker has dropped out.

### **Slot Forum SCX Weekend**

This is not a NSCC/ Hornby sponsored event although I believe some club members are involved in its organisation as a independent venture. This event is not part of the NSCC Anniversary celebrations but promises to be a good event for SCX enthusiasts and racers. Some members may question why it is raised here, firstly it a slot event and as such you, our members, should know about it. Secondly some members were asking if this was the club weekend which it is not, it is merely inspired by it. Please see Slot Forum website for more details and I wish those involved every success.

### **Brooklands Slot Car Event**

This event is scheduled for the 8th August, the club intends to be part of this and to continue its Anniversary celebrations, please watch out for news in the Journal and on our website.

### **Hornby NSCC Members Weekend**

There are plans to have a members weekend in November, Hornby have kindly produced 48 Weekend Cars for the event. Many of you will know that a similar event has run very successfully since 1998. There will be significant changes to the weekend format and the selection criteria for attending. The Committee as a whole will oversee and select attendees based upon a number of factors with the intention of being fair and open to scrutiny, further details will be published when dates etc. are confirmed. On a similar note the Committee are keen to try and avoid some of the upsets of the past, for example Weekend Cars appearing immediately on eBay for private gain when members who are

collectors were not selected, these are difficult issues to manage but are issues you as members have raised concerns about. It maybe that they are not issues that can be resolved but the Committee will do its best to try in order to ensure fairness and equality to all our members.

Lastly I would ask you to please remember your Committee give a massive amount of time and energy to running the club on your behalf with minimal reward, the support you can give in whatever means you can is very important and appreciated.

Until next month fellow collectors and racers, if you have any questions please email Steve Barber as my NSCC e mail account is not working at present! Sorry Steve! ■





## BMW Z4 M Coupe Schubert Motors 24h Nurburgring 2008

By John Penfold

This month's review of a Carrera car is the BMW Z4 M Coupe as entered by Schubert Motors in the 24 hour Nurburgring 2008.

The actual car was driven by Claudia Hürtgen, Stian Sorlie, Joerg Viebahn and Richard Goransson, interestingly when researched there is plenty of information on the first three drivers but very little could be found on the later for this particular season and indeed his drive in this car.

For the 2008 event, over 270 cars were entered, of which only 230 could be accepted. The race began in sunny weather with drama for the favorite Porsche teams of Manthey and Land, losing time with a leaky radiator and a tyre failure it was left to the new Alzen 997 Turbo and the Zakspeed Viper to compete for the lead. Ultimately the Viper could not go the distance so only the BMW Z4 of Claudia Hürtgen, pole setter and winner of the recent VLN race, could challenge the Porsche dominance and indeed she did lead for some laps, however it crashed during the night and so the Porsche of Manthey won the race for the third time in a row.

The BMW Z4 M Coupe was also entered into the Toyo Tyres 24 hour Series (Class A6)

held at Dubai and in Hungary, where the car had more success than Nurburgring and indeed won overall for the class with Claudia Hürtgen being awarded best driver of the series.

Moving on to the Carrera example then, the car is presented in the usual Carrera crystal case and of course comes with the additional guide blade for use on other manufacturers track, braids and spare mirrors that we have come to expect.

The paint finish is very good; there are some exceptionally small details of the sponsor's logos and indeed the driver's names and national flags to both sides. However there is evidence of some colour bleed particularly where the blue and white meet on the bonnet, front wing and rear wing as well as what could be described as overspray to the blue and red on the inside edge of both front wheel arches, also on my particular example the blue to the corner of the front spoiler appeared to have been worn away or perhaps not been finished properly. All the tyres carry "Dunlop" which again is clear and crisp. The wheels themselves are a good representation of the BMW spoke type and brake discs complete with callipers can be seen behind.

The windscreen wipers (which are separate),





wing mirrors and indeed the rear “wing” appear to be of very rigid construction and you would have to ask how long these will remain attached to the car once it is used on the track.

The car is fitted with front and rear lights, the front lights are particularly bright whilst the rear lights are good but do show some bleed where the rear bumper meets the body on the rear wheel arches.

Inside you have the driver of course, a steering wheel, seat with Recaro stamped on it and a bit of a gear lever and that’s about it! All are black and indeed there is a tray so you only have half of everything, but there is at least the roll cage and a fire extinguisher picked out in white and red respectively in the boot area to detract from the otherwise plain internals. As the area of the windows is so small none of these minor quibbles really distract from the cars overall appearance anyway since it is difficult to see inside the cockpit in the first place.

Underneath now and the chassis is the standard Carrera fare, there is the polarity switch and two bar magnets placed before the motor and aft of the motor virtually above the rear axle. Both of these can be removed for serious racing if required by a single screw to each, a token representation of the rear diffuser is made which extends beyond the rear of the car.

Overall dimensions of the car appear to be correct, the model itself is 130.2mm long x 58mm wide at the rear, the distance from front to rear wheel is 82mm; it weighs in at 102g which is comparable for cars of this type.

The motor itself is housed on a separate



pod, meaning that it and indeed the rear axle can be removed by a single screw for maintenance or upgrading as required, whilst the whole chassis is held in place by four screws and there is little adjustment for body loosening.

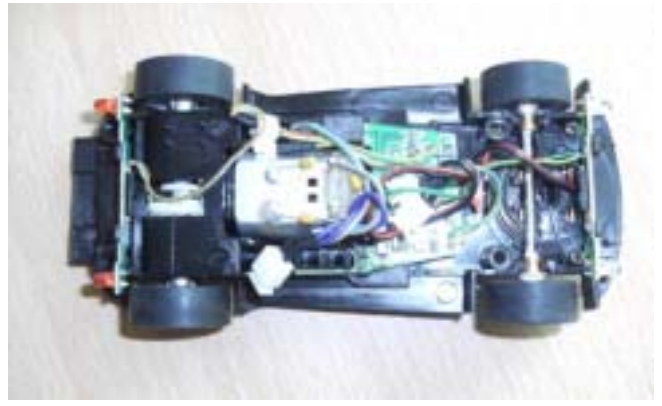
The chassis comes away easily from the body to reveal again the usual Carrera internals which are made all the better for the plug type connectors in the event of motor upgrades or digitisation.

Both axles are full width and are mounted in brass bearings which are very smooth turning and have very little sideways play on them, tyres are slicks and appear to be reasonably round with little truing needed prior to racing.

Onto the track test them, which was carried out on a Scalextric Digital Sport track set up permanently at home with a considerable running distance of which I could not advise you as I have never measured it, although best lap times are usually around 11 seconds with magnets fitted. I can convert this track to analogue when needed and thus it was done to test this car. The car was run straight out of the box to compare it against my usual stable of Scalextric cars some of which have been tuned to varying degrees of success.

Straight out of the box the BMW performed surprisingly well, particularly with the magnets in place which helped the car considerably on the tighter infield area of the track, the initial lap times were reduced steadily down to 12 seconds fairly easily after an initial running in period in which the noise of motor/gears decreased considerably. Once run in the car was again lightly oiled and run, with lap⇒





times showing a small improvement of about half a second, I think if I had continued further the car would have been comparable with some of the other tuned Scalextric cars which are used regularly.

Once the magnets were removed progress around the track was a bit of different tale, the car whilst controllable would easily tail slide round the corners and often, perhaps due to the over use of throttle deslot on the exit of some of the tighter corners, however it still put in a respectable time of 13 seconds on the best lap, which is only 0.3 seconds slower than my best lap with a non magnet Scalextric car.

So overall given that I am not a Carrera collector or racer (not due to anyway disliking them in particular I must add just that I have

always collected Scalextric cars) would I be converted? I must say that the finish and performance is on par with other manufacturers and from other reviews recently, I would agree that Carrera have “upped” their game. One of the other considerations I would highlight is that Carrera are making some pretty interesting cars at the moment which other manufacturers are not doing and are unlikely to do so for a while, so yes I would say I could be converted in the future. Finally I would like to thank the Hobby Company and the editor for allowing me to review this car. ■

BY DEANE WALPOLE

# H:O

## WORLD

email: howorld@nsc.co.uk



**H**O seems to be the poor relation within the British slot car scene, although it appears to be much stronger in the USA. The benefits of value for money per layout, the overall compactness allowing an interesting permanent layout combined with the fact that living space in modern housing is getting smaller, does not seem to have been grasped over here yet. On the flip side 1/32<sup>nd</sup> scale is getting more popular stateside, but AFX is not taking this laying down. They have taken realism to new heights, and my racing group has been working hard to bring that to the scene here.

Scalextric continues to be a supplier of both 1/32<sup>nd</sup> sets and many accessories but only offers what are starter sets in 1/64<sup>th</sup> scale and does not encourage any development of those sets, failing even to offer many of the individual parts that are only available in the sets. In many of my columns I bemoan the fact that they do not attempt to switch buyers of the Micro range on to the possibility of buying more track and cars. They have obviously done research which shows it would not be worth doing yet, and in the meantime the range does what they need it to do.

A recent independent development has been the manufacture of a range of what can best be described as 'model railway' type scenic accessories to enliven the challenges that are offered by such current sets as Pro Rally and Top Speed. The crude pillars raising the track for the all-important crossover can now be replaced by sculptured ramps to which trees and

grass flock can be added. For any real enjoyment a Lap Counter would be considered essential so this is now available as part of a range of what are called Sport Development sets, each designed to enhance the enjoyment of the basic Micro Scalextric set. These cater even for the earlier Mini Challenge and Mini Championship sets which were successfully sold through the original Woolworths stores.

The range of 1/64<sup>th</sup> accessories will soon include a Spectator Grandstand designed to hide the Micro Power track connector box, a tyre wall to surround the Hairpin Track, two sculptured mounds to fit on the inside of the hairpin and the Hazard Track for added realism. A true HO scale Dunlop Bridge, Pit, Counters and other paddock features are being planned but instead of looking at your bare baseboard you can purchase a foam-based green matting under the name MeadowScene. This can be cut to fit either side of the track to give a realistic appearance to the whole layout.

For further information contact me and I will put you in touch with the supplier as he continues to develop this interesting range of accessories which I am sure will broaden the interest in HO beyond the enthusiasm for racing which has been the main attraction so far. EAHORC has had decent success in recent years finding those into the smaller scale and bonding them together. This has made the meetings very interesting in terms of the kind of people who race and the cars they bring. Hopefully this new range will bring in the modellers keen to try a new scale. ■





# 2010 U.K. Drag Racing Summer Nationals

By Robin Clark

This year sees the inaugural 2010 U.K. Drag Racing Summer National Eliminators that will be held at the Haynes Model Car Show at Sparkford, Somerset, on Saturday 10 July. *Please note that access to this drag racing event does not include access to the Haynes Museum.*

Three drag racing classes will be run and the rules for each class will be based on those developed by the European Slot Drag Union (ESDU). *More details can be found at: <http://esdu-slotdrags.eu/>.*

The classes will be:

- Open Bracket for 1/24<sup>th</sup> Scale cars.
- Parma Stock for 1/24<sup>th</sup> Scale cars.
- Open Bracket for 1/32<sup>nd</sup> Scale cars.

'Bracket' racing is in effect a handicapped race and is determined by what are known as the Index Times set by each driver in practice/qualifying, applied such that: If Driver A sets a time of 2.000sec and Driver B sets a time of 1.500sec, then at the start of the Drag Race, Driver A will start 0.500sec ahead of Driver B. The first car to cross the finish line without 'Breaking-out' (or going faster than their Index Time) wins.

Competitors may enter all three classes but may only enter one car per class. Parma Stock entries are also eligible for the 1/24<sup>th</sup> Open Bracket class.

Entry fees for each day's racing will be

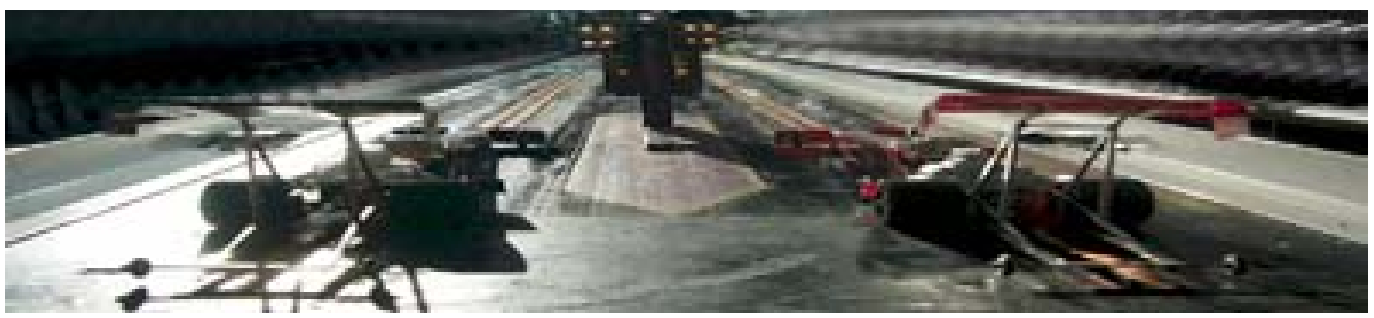


£5.00 per class, or £12.00 if entering all three classes on that day. Two (2) elimination rounds of all three classes will be held on the day (one round in the morning and one in the afternoon).

Each round will be run as a series of elimination heats, with each competitor drawn at random before the round commences and placed on an elimination ladder. Some bye runs may be necessary if there are greater or fewer than 8, 16 or 32 entrants, etc. Elimination heats will culminate in x2 semi-finals and a single final per class. Each run will consist of three (3) races, with the winner being the first to win two (2) of the three (3) races.

The top four drivers amassing the most points over the course of the two rounds will be awarded prizes and the top 10 entrants will be awarded points on a sliding scale. There will also be points awarded for the fastest ET in each class at each round. Points will be awarded as follows:

1<sup>st</sup> Place – 100, 2<sup>nd</sup> Place – 50, 3<sup>rd</sup> Place – 35, 4<sup>th</sup> Place – 30, 5<sup>th</sup> Place – 25, 6<sup>th</sup> Place – 20, 7<sup>th</sup> Place





– 15, 8<sup>th</sup> Place – 12, 9<sup>th</sup> Place – 11, 10<sup>th</sup> Place – 10 and Fastest Elapsed Time (ET) - 25.

The 2010 U.K. Summer Nationals Champion in each class will be the individual amassing the most points over the course of both rounds.

Practice sessions for each class (during which Dial-In times for the Open classes will also be determined) will be run both in the morning as well as the afternoon, preceding each Eliminator for that class.

Event details as well as class rules are publicised on SlotForum.

A pit area will be provided for use by competitors.

Cars may be subject to scrutiny at any time



during the event and if found to be non-conformant may be eliminated from the round and class in which it is competing.

For more details contact the Organisers, either via SlotForum or via E-Mail, as follows:

- Steve Dudley:

SlotForum account: 'Steve D' or via E-Mail: [steven.dudley2@btopenworld.com](mailto:steven.dudley2@btopenworld.com)

- Robin Clark:

SlotForum account: 'dragrap', or via E-Mail: [rapclark@lineone.net](mailto:rapclark@lineone.net). ■





# Ford GT - ADAC

By Colin Spark

I was recently asked to review the latest release in the Ninco S sport series, the Ford GT. This car was one of the competitors in the Adac GT Masters competition which runs in Germany. I've tried to find some useful information on the real car, but eventually gave up after being unsuccessful. However, if you want to get a feel for the series then try [www.adac-gt-masters.de](http://www.adac-gt-masters.de). This is clearly printed on the sun strip of this gorgeous model.

I have to admit that it's been a long time since I purchased, or even raced a modern slot car. I was lucky enough to be able to test the car at Joel Thuras' club, which runs a four lane Ninco circuit.

## Beauty and The Beast

A casual study of this car, sitting in its crystal case, is enough to make you want it. The dark blue colour scheme shows the beautiful contours of the body and the tampon printing of the fifty plus sponsor decals is outstanding. You can clearly read everyone!

Looking in the rear window there is enough engine detail to make it look realistic. The cockpit is a little disappointing, in the fact that the steering wheel is too high and if you were the driver you'd be looking through the steering

wheel. Actually, if you were the driver you'd probably crash because your vision would be totally obscured by the massive, solid, sun strip which reaches down to the wing mirrors. I'm being picky I know, but the more I look at the model the more I wish the screen had been left clear – it just doesn't look right.

So, onto the track. Like I said, it's been a while since I handled this kind of car, having been completely consumed by scratch building and vintage slot car racing for the last two or three years. Having just raced a series of vintage Monogram and Revell GT cars this evening, I felt the interval would be a good time to see how slot cars have come on in 35 years.

I put the spring loaded Ninco guide into the slot and the magnet sucked the car out of my hands and onto the track – clunk! It wasn't leaving that slot – no sir.

Sitting under the start gantry it looked stunning, just like a real car. From the rear the huge aerofoil and under body splitter, encompass the twin exhausts exiting the centre of the car. The black mesh grille of the engine bay, realistic light lenses and the tiny, but perfect "Interwetten.com" decals on the edge of the body line all shout "Race me!!" – So I did.

With a 25ohm controller in my hand I gave the beast full power off the line and it was gone.





Now, before we get too carried away I have to admit that I'm not a time and motions man. I don't really care how quickly this or any other car can do a lap of this circuit because to me, it's about driving the thing. Today I might be good, tomorrow, rubbish. So I'm not going to produce lists of times for you.

The important thing to keep in mind, I believe, is does this car work, fresh out of the box with no fiddling about?

Answer – Oh my God, can my brain send messages to my trigger finger quick enough, yes it does work, crikey how fast was that lap, where's it gone, did I slow down for that bend, should I slow down for this one, damn – yes I should have!

### **Nuts and Bolts**

I can't say I enjoyed the driving experience. It was all or nothing – literally. If you didn't put enough power on then the car stopped dead. Too much and it was off like a missile, making corners actually quite difficult to get a nice controlled flow around. I found I was doing "thrupenny bit" corners (If you don't know what a threepenny bit is, ask an old bloke like

me). I'm sure a more experienced modern racer would prove me wrong but I personally wasn't getting any realism from it.

Unfortunately I didn't have time to remove the magnet, obviously the source of this problem, but I'm convinced this would have made it much more exciting and realistic to race.

Having spent the best part of a weeks' spare time, trying to get an old Monogram chassis set up and get the gears to mesh properly, it was pure pleasure to see how the angle winder set up of the Ninco Ford GT worked. Straight from the box, no need for lubrication, it was faultless, smooth and dialled in, to perfection. The bright pink NC-5 Speeder motor, providing the power sits dead flat in the chassis and behind it, slightly across the drive side of the axle, sits the magnet. I found it a bit odd that the magnet is also at an angle and that there is no means of adjustment. It's either in or out, whichever takes your fancy. Tyres are, of course, low profile 11mm at the back and 9mm at the front. Wheel diameters are the same but widths vary in accordance with the tyre sizes. Standard spring loaded Ninco guide with copper braids finishes off the mechanics of the car, all of which worked perfectly. ➡➡





I do have a complaint though, and in all honesty it is the only complaint about this model. The rear axle is too long for the car. Obviously Ninco aren't going to tool up to make a specific axle for every model, so they have to use a standard width. Here lies the cause of my complaint, because when viewed from the left side the rear wheel sits cleanly in the wheel arch with the tyre wall flush with the body line. Now, go around to the right hand side and the wheel and tyre are protruding by 2mm outside the wheel arch. It looks ridiculous. It doesn't affect the performance, obviously, in fact it probably improves it, but it looks wrong and spoils an otherwise excellent model.

Being wide, flat and fast as a very fast thing, this car is going to popular with any GT racers and should bring in some good results.

Thanks to A B Gee for providing the car and to Peter Solari for giving me the opportunity to review it. Also thanks to Pete Shepherd for taking the pictures. ■

# Memoirs Of A Slot Nut

By David Norton

**M**y obsession with Scalextric, and cars in general, goes way back to Christmas 1963 when my Dad purchased my first set containing a C72 BRM and a C73 Porsche FJ cars. I strongly suspect he had bought it for himself as I was only 1 year old at the time! I can remember playing with the Set in the lounge when I was about 6 or 7, but the Formula junior engines were not the strongest and the cars would overheat and grind to a halt; strangely my fondest memories of those days was the burning oil smell the engines gave off.

Time passed, however my fascination with cars never waned and I played with Dinky, Corgi and Hot Wheels cars constantly until my best mate at the time announced he was getting a TCR Set for Christmas, circa 1977 if I remember correctly.

Having seen these advertised on the TV I was dead jealous, until I tried it! For those that recall, TCR stood for “Total Control Racing” as it was an early lane changing system. In reality it was “Totally Crap Racing”, the cars ran in a “U” section channel track, so could not come off and were really awful models; Kids suss things dead quick and the TCR system was consigned to history pretty swiftly.

What it did do though was wet my appetite for having another go with the Scalextric. So out the loft it came, but the BRM and Porsche were past their sell-by date, undeterred and armed with my Christmas money, I went off to “The Toy Box” and bought a C12 UOP Shadow and C52 Escort MK1. It’s funny what you remember; one was £3.15 and the other £4.30.

They were brilliant, quick, reliable and fun, and from that point all my pocket money was spent buying new cars and track pieces.

All through my 14<sup>th</sup> and 15<sup>th</sup> years I played with Scalextric, (kids in the late 70s were still children and didn’t spend their time drinking cider in the park!), amassing quite a decent collection considering my paltry financial situation! I loved the Minis, Datsun 260Z and

Rovers I purchased, but most prized of all were the “Super Formula” cars, such as the C50 JPS Lotus and C26 March-Ford.

Then it all went wrong, or right, depending how you look at things! 16 arrived and I discovered girls, which meant the “toys” were not cool and were retired once again to the loft; I luckily never sold or gave them away.

Fast forward 5 years to 1983 and with girls and real cars firmly established in my life a chance read of the local free paper led me to spot an advert for the early development of Quorn Slot Car Club, which was to become the start of a very long and slippery slope in to slot car mania!

Between 1984 and approx. 1993, I immersed myself totally in the Scalextric world, (although I seem to remember a marriage getting in the way a bit!) and became a serious collector with my collection peaking at just over 600 cars, bikes and lorries!

It was a hugely enjoyable task hunting down the illusive models and I eventually managed to collect at least one body shape of every car Scalextric had made at that time including the Spanish and French cars.

All the rare ones were found including the Go-Karts, James Bond cars, Auto Unions, Bentleys, Marshals Car, Kit Cars, Australian models, all the “Race Tuned” models and various odd coloured cars.

The only ones missing were the Type 59 Bugattis, but even I won’t pay £4,000 for a plastic toy! Nevertheless, my main passion was using the cars as Scalextric intended and that was for racing.

Playing once a week at club level I had found out that I was actually quite good at this competitive racing thing and persuaded by other members of QSCC, entered the annual London Rally X Open Meet back in 1984.

Well, London was another world, and I was comprehensively thrashed by the superbly prepared cars I was up against. ➡➡



I quickly learnt about car set up, listening to advice and spending many hours ensuring my cars always ran smoothly and quickly. One advantage of having a huge car collection was the vast number of available motors to choose from and it was very rare for me not to have the quickest car; all's fair in love, war and slot racing!!

In December 1985, I entered the NSCC (the then "National Scalextric Collectors Club") Open Event and won all 16 of the races, claiming my first 1<sup>st</sup> place trophy.

Things sort of snow balled then, with me entering just about all the Open Events held up and down the country between 1985 and 1993.

During those years, I am proud to say I won most of the events I entered and was unbeaten on my home track at Quorn, gathering over 100 1<sup>st</sup> and 2<sup>nd</sup> place trophies or shields.

However, some events hold special memories; in 1987 I returned to the London Rally X Open taking 1<sup>st</sup> place in Class and 1<sup>st</sup> place Overall.

One year earlier in 1986 I had blitzed some of the fast Londoners in the Racal Trophy Meeting at Quorn so I was overjoyed to beat them on their home turf and make amends for my abysmal 1984 showing!

Mind you not all went my way; I failed to qualify in the 1986 Belgium F1 GP, managed only 5<sup>th</sup> in the London GP the following year, but went a couple of places better in France finishing 3<sup>rd</sup>! Never did like bloody F1 cars!

I had some really great times racing slot cars competitively at the Opens and made some good friends during that "golden period" but all good things come to an end and by 1994 family life was taking over, the Open Events were few and my enthusiasm was not as strong as it had been.

These days racing is now just at club level as I really cannot do with all the travelling and car preparation, and switching from Quorn to Melton was one of the best things I recently did as it has rekindled my passion for the hobby.

I have also trimmed my collection back by

selling most of the really expensive models such as the Auto Unions and James Bond cars etc. and it now only numbers just under 500!

I still truly enjoy club racing on Thursday nights, and if you are up against me, I certainly won't make it easy for you.....my competitive streak still runs deep!

But if you want some help, want to borrow a car (just don't beat me with it) then all you have to do is ask!

Below are some of the cars mentioned above together with pictures from some of my collection. ■



**1962 C72 BRM and C73 Porsche**



**C52 Escort Mk1**



**C12 UOP Shadow**



C50 JPS Lotus and C26 March-Ford



Rare "Race Tuned" TR4a and Tiger



B1 Typhoon and B2 Hurricane from 1963



Rare Australian Rover SD1



1969 Type1 C7 Mini



C79 and C80 Offenhausers



Spanish Honda 1969 and Tyrrell 1973



E5 (Lighted) Marshal Car from 1966





Last month's Nuremberg Toy Fair saw the simultaneous launch of the new Ninco catalogue which now encompasses their entire range of product from slot-cars to radio control boats! Members of Club Ninco have already had the opportunity to download a copy of this catalogue (*in Spanish*) via links from the latest Newsletter. Three-quarters of the catalogue is dedicated to slot; from N-Digital, through the variety of tracks and layouts, to cars and accessories. *As soon as an English version is available, I'll let you know.*

### **Toy Fair / Catalogue Roundup XLOT**

There is a new car in the XLOT line-up, the BMW M3 with two liveries shown in the catalogue and a plain prototype body displayed at the fair. The first M3 is modelled on a 1987 Gr.4 entry in white with the famous "M" stripes painted diagonally across the body and "Warsteiner" sponsorship logos on bonnet and doors (60007). The second M3 is pictured being driven by Jose-Maria Ponce in a more recent road-rally and is painted in a light green "7UP" livery (60008). Within the XLOT category are new alloy gears, axles, ball-race bearings and 'twin-five-spoke' alloy wheels designed for use without the need of inserts. Complete plain white body kits for the 1/28<sup>th</sup> scale Porsche and BMW are also listed for release.

### **Ninco-1**

The recent release of the Ninco-1 Mégane Trophy '09 was supported at the fair with models of the new blue "McGregor" (55021)

and yellow "HFI" (55022) to complement the "Polaroid" and "Territorium" cars launched in January. In addition, a new Corvette could be seen on the Ninco stand painted in "Valeo" (55008) livery replacing the "Callaway" from last year's production plan. The appearance of a blue Mustang at the show, similar to the "Sebring" car featured in recent catalogues indicates that this design will replace that shown in the catalogue photograph. The Lamborghini Diablo is still shown as an artist impression in the catalogue so I can only say "*watch this space*" in regard to when it will become available.

### **Ninco-S**

It appears that the Mégane Trophy '09 is to be released in the Ninco-S range. Good news indeed for racers out there as the earlier Mégane Trophy series was a favourite among club competitors. The popular orange Bribus/Atag sponsored car looks set to be the first of the Mégane Trophy series available in Ninco-S trim.

There are a couple of cars in the new catalogue carried over from 2009; the Ford GT "Medley" (50533) and Lamborghini Murcielago "Pirelli" (50543). The Lambo' was present at the Toy Fair alongside a new livery for 2010; "Sector" (50552). A Diablo "GTR" is listed in the catalogue but again, watch this space for release information.

Although there was no sign of the Ford GT "Medley" car, a new liveried Ford was displayed and appears in the new catalogue as "BEL" (50536) taking the reference number allocated to last year's "Exile" Ford GT. Painted in a striking

silver with maroon twin-stripes running centrally from front to rear, it's another eye-catching race-car.

Appearing only in the catalogue are new liveries of two of the most popular cars in their respective categories; the Mosler "Gravity" (50560) and the Citroën C4 "Remember". However (*for me at least*), the most exciting car displayed at Nuremberg was the new Ninco Audi R8 LMS in both the stunning silver and red "S-Line" (50546) and blue and yellow "Bilstein" (50553) liveries. These cars are *gorgeous!* As well as a standard Angle-Winder chassis, they will be among a group of cars that will feature Ninco's new chassis concept of independent motor mount. The Ford GT, Mégane Trophy, Lamborghini Murcielago and Diablo making up the rest of this group. The competition success of the Angle-Winder configuration has also led to the introduction of new gears and pinions suitable for 3/32" diameter axles.

New 'ultra-light' and balanced, 5-spoke magnesium alloy wheels have also been designed with competition in mind. These true-to-life GT wheels are available in scaled 15", 16" and 17" diameters. The existing motor category is expanded with the and introduction of the NC12 Crusher+ (80616) and NC14 Speeder+ (80617) offering 23,500rpm and 20,600rpm (*at 14.8V*) respectively.

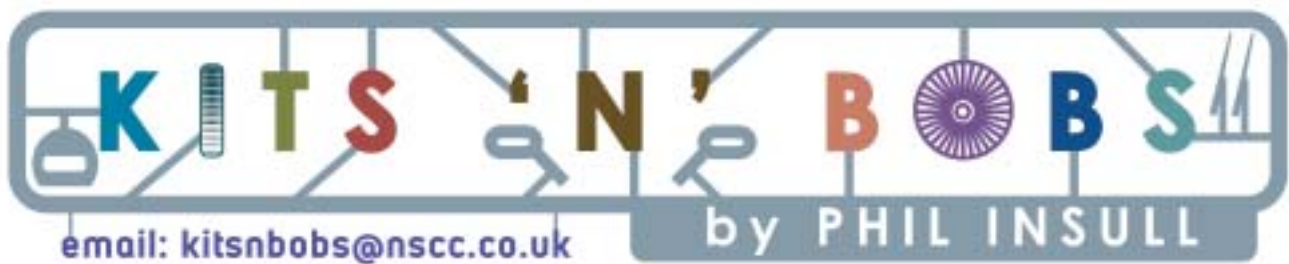
### **Ninco World Cup 2010**

With the fantastic event of last year at Gran Canaria still fresh in our minds, the qualifying rounds to determine each country's entry to the 2010 Ninco World Cup Final are underway. U.K. qualifying rounds are due to take place in April, May, July and August at Wye Vale, MHSC, GT Raceway and West London clubs. Qualifying rules are loosely based on the NWC rules with teams of three set to take up the sixteen places available at the final. Information of the venue will be announced later in the year but teams entering should be prepared to travel to another country (*usually around November time*). Exact dates and venues are still being finalised but

further details can be found on [www.slotforum.com](http://www.slotforum.com) or by contacting Graeme Thoburn at GT Raceway who has kindly volunteered to organise the U.K. qualifying rounds with the backing of Ninco's U.K. distributor, ABGee.

If you are reading this in a country outside the U.K. please let me know what the qualifying arrangements are in your territory and I will gladly publish dates, venues and results. ■





Very busy on news as ever following Nuremberg and apologies for any stuff I've missed as I had to get K and B ready two weeks early as my wife and I fly out for a holiday in the Far East. First the actual releases this month include Penelope Pitlane's #27 Jones Stutz Special based on the car owned by Milton Jones and driven to a fine tenth place by L L Curon in the 1930 Indianapolis 500. The car is pictured in what is thought to be the actual 1930 livery of red over black rather than the black over red as it appears in its restored form today. I will bring you pictures of mine when complete, thanks to P.P. for providing the photo of their first off built car. I was also fortunate enough to see the prototype of the Connaught B Type kit which could well be available by the time you read this.



**Penelope Pitlane 1930 Jones Stutz Special**

Proto Slot have released their Vaillante F1 Mystery car along with three versions of their new Citroën SM available as either the 1972 Tour De France, Gendarmerie, or 1971 Moroccan Rally winner of Deschazeaux / Plassard, while fellow French manufacturers Top Slot are launching a new Pegaso collection

featuring the Z102 Rosa de The, Z102 Spyder Ensa Pedralbes, Z102 Berlinetta Touring 2a and 1954 Cabriolet Sierra. Model Masters have issued their third release this being the 1969 Abarth OT1300, again in very limited numbers so you'll need to be quick. GMC have released their new model this being the #15 Ford GT40 Roadster entered by Ford France for Trintingant and Ligier at Le Mans in 1965. This is a beautiful model with very limited numbers and has been produced for GMC by MMK with their usual attention to detail.



**GMC Ford GT40 Roadster Le Mans 1965**

Slot.It as mentioned in Forza Slot.It last time have now released the "Pilot" liveried version of the Ferrari F40 in easy assembly pre-liveried kit form, RMS Resins have just brought out a McLaren M1b and McKee Mk 6, while closer to home OCAR have released a new version of the TVR Vixen S2 and TRRC have their new Adler Trumpf. Going back to OCAR one of two cars I did manage to finish this month was their version of the Aston Martin DB4 Series 5 utilising the standard PCS32 chassis. The other also using the PCS32 is the



### OCAR models Aston Martin DB4 Series 5

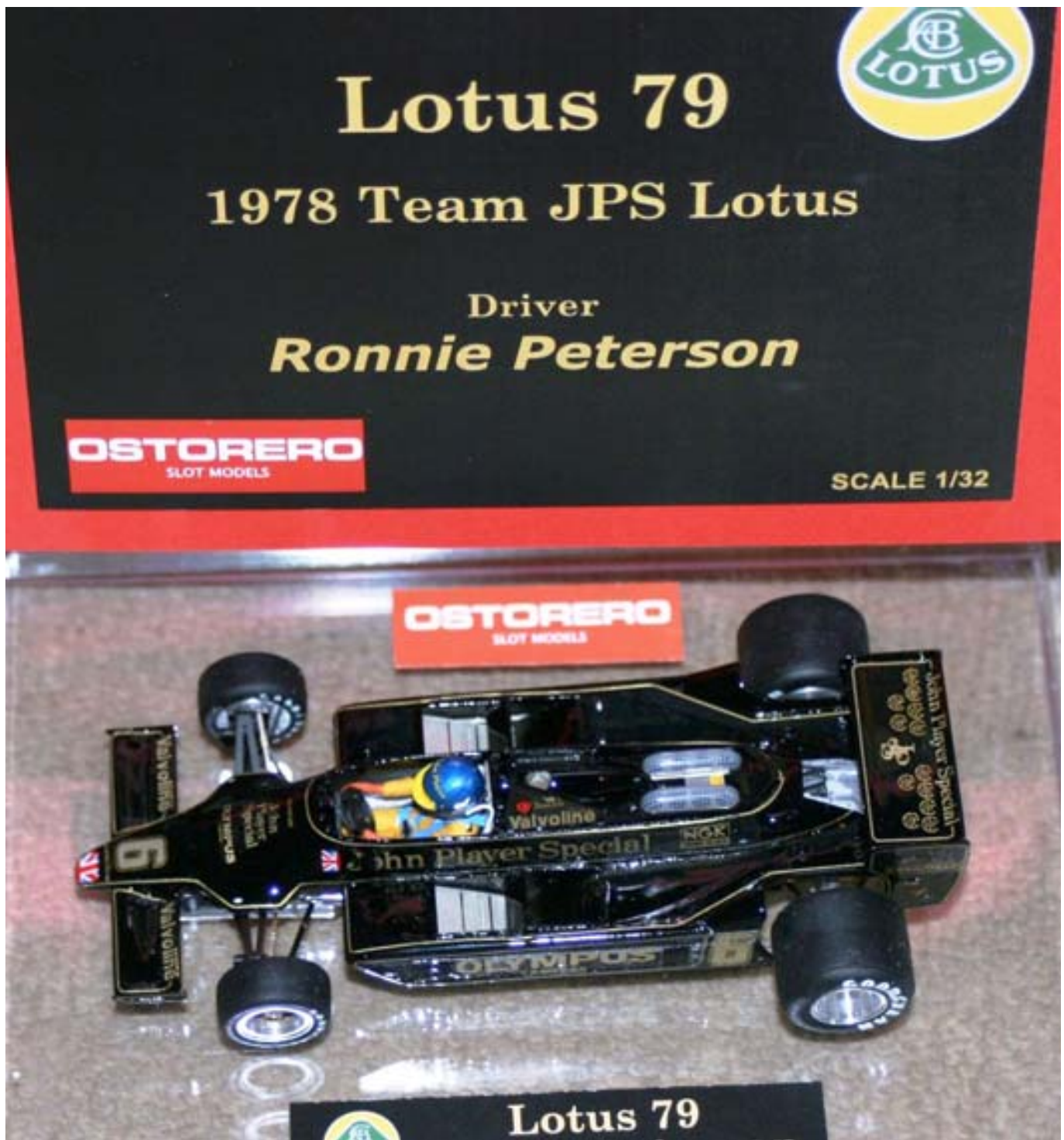
Ari Vatanen Tour of Britain “Droop Snoot” Ford Escort RS2000. Finally on the cars and kits now released in the U.K. MRE now have stocks of the stunningly gorgeous Ronnie Peterson and Hector Rebaque Lotus 79s from Ostorero and also have restocks of Bauer’s excellent little Cro-Sac Cheetah Spyder in 1/32<sup>nd</sup> scale.

In other out now news, RS Slot Racing are carrying some stocks of the excellent BWA wheels and inserts in a variety of popular sizes and styles, anyone who has used or seen these wheels will know they are amongst the most accurate you can get. Colin will also be able to provide you with suitable Ortmann tyres to fit them making it much easier to source the wheel and tyre for your next build project from one place. David at Slot Track Scenic’s has two new items currently available these being free standing traffic cones and small oil drums, ideal for creating chicanes, auto tests, rally stage markers or simply just brightening up your layout. Price for 5 cans is £1.25, 10 cones for £2.95 or a combination-pack of 5 cans and 10

cones for £3.95. I am also told that they are progressing with a camera crew and later in the year a camera tower, so I shall look forward to seeing them.

Having dealt with what’s currently available let’s turn to news from Nuremberg and other areas as to what we can expect to see in the next twelve months. Starting with Slot.It and if you missed it last month the Chaparral 2E should be released in the coming months possibly with a two car set celebrating the 1-2 finish at Laguna Seca in 1966. Along with this were prototypes for a GT40 and Toyota CV88 which are expected later in the year. NSR had their soon to be released Ford P68s on display including a little known green/gold version alongside the more usual red/gold Alan Mann livery, and had prototypes for a GT40 and Abarth 500. Avant Slot had the 2009 Peugeot 908 Le Mans cars along with prototypes for a Mitsubishi Pajero, new shape Lancer Evo and new hatch back shape Subaru Impreza. B.R.M. had two interesting new 1/24<sup>th</sup> scale prototypes on⇒





**Ostorero Lotus 79 Ronnie Peterson**

show with the Porsche 917K in Gulf livery and Renault Mégane Cup car complete with full interior and roll cage. Spirit had on display the as yet unreleased BMW 635 Original, Gitanes and Bastos liveries along with prototypes of their BMW 320i WTCC car expected this year. M.S.C had their new 1/32 Monte Carlo Universal Rally Chassis on show along with prototype Ford RS200 and MG Metro 6R4 but

it's not sure if these later two will ever go into production. HPI revealed long-awaited race liveries for their Nissan GTRs with Taisan, Calsonic and Zexel sponsored versions of the R34. Le Mans Miniatures have the 1973 versions of the Matra 670B along with various new versions of the Renault Alpine A442B coming out soon, but also had displayed the Porsche 911 RS road cars, Martini Porsche



**Pendle Ford Escort RS2000**

RSR Turbo from Le Mans 1974, Porsche 935 from Le Mans 1976, Alpine A310 and Jaguar XJR14 all of which look to be to their superb standards.

Scale Auto had their new Radical SR9 on display along with a new BMW320i prototype and Faro had a host of prototypes including the Skoda Fabia S2000, Skoda RS120, 1950s Skoda 1100 sports car, a 1950s Tatra t602 sports car and a 1956 Tatra t607-1 single seater, which looks not too dissimilar to the 1930s Auto Unions.

Finally there is some news of the next new

release expected from MTR32, which should be the Gulf Mirage GR7 to complement the existing GR8s.

So thats all for this month, until next time keep slotting. ■



**Slot Track Scenic's new traffic cones**



Well it has been an eventful month in the slot car world with some interesting trends that I think I have identified on eBay and also the big sale of the late John Curry collection by DJ Auctions Ltd. on the 13<sup>th</sup> February at the Newark Showground which I attended. So whilst not strictly eBay I thought I would start off this month by penning a few of my thoughts on that event:- well it was an auction!

### Newark Showground sale

For those of you who read the Journal from cover to cover you would have seen the colour advert of the sale in the January Journal, and some of you would have actually seen a selection of the cars for sale at a couple of the swap meets the sale team attended to promote this auction. With the sale also live on the internet as well, I think you can say Patrick Doidge and his sale team had done a sterling job in promoting the auction. There was already a healthy crowd that morning when I arrived a couple of hours before the 11.00am start after my trouble free trip up the A1. The snack wagon was already doing some business outside the saleroom but with 523 lots there was more activity inside with buyers cross checking their web printouts and catalogues to work out their bids as well as asking to have a closer look at the older sixties Scalextric models being minded by the auction staff. With all the modern cars set out on tables it was down to the buyers to seek out the hidden gems in some of the lots. There were many familiar faces among the 50 odd buyers in the room as the auction got under way including dealers, eBay sellers and collectors alike including a Spanish buyer which bode well for a good sale but perhaps not so much on the bargain front I thought to myself. The auctioneer announced there would be a break at

roughly half way through for 15 minutes as the sale was expected to last 5 hours or so and to not forget there would be 15% buyers premium but no VAT added to the sale price.

So the first item a Scalex Tinplate Ferrari was put on the big flat screen at the front and we were off. £70 sold, it was double the somewhat conservative estimate perhaps, and set the tone for the auction and in fact was the cheapest tinplate item sold. Bidding was brisk and most of the items were going to buyers in the room with only the odd internet buyer getting a look in. 5 empty Scalex and Scalextric boxes (lot 15) made £140 and brought a quip from the auctioneer about needing to get into cardboard boxes. Next big ticket price was the French red Aston Martin Marshal car that sold for £850 which did not bode well for getting a pair of Bond cars at a reasonable price I thought to myself. Sure enough the both the Aston and Mercedes made double their lower estimates at £520 and £410 and then a blue Prototype TR7 followed at £360. Well into the first half of the sale proceedings were interrupted with a loud cheer as another buyer, Naseem, had finally made it to the auction having thought it was on at Stockton on Tees the auctioneers head office. The early Exin Scalextric and SRS models attracted good bids for job lots and then the Scalextric range presentation cars followed on with strong bids though one 2000 Porsche went for £120 and another for £70 straight after it which I thought was nearer the mark on its value. Surprisingly the 2003 Mustang and 2004 GT40 only made £160 and £170 respectively in comparison but the 2005 Mini made £200. For comparison 2 Scalextric Jaguar XJ220's from the Jaguar Enthusiasts Club and the NSCC made £90 together plus 15% commission and then sold for £108.95 and £33.65 on eBay a couple of weeks later showing perhaps there⇒

was a small profit to be made in some lots. Part way through the first session the internet connection was lost for a short while and hence the photographs and I think that put the break on prices slightly as buyers were unsure exactly what they were bidding on. At the half way break I think a few people in the room were wondering if they were going to get any reasonable deals but the consensus was the sale was going well. The second session was dominated by Fly cars but first a job lot of SCX spares made 5 times estimate at £300 and a couple of PinkKar Bugattis and twin chrome set a massive £300. A few people started to make their way off and pay for their spoils as the Fly car lots got into full swing with some collectors I can only assume bidding on the limited cars and sets and pushing the price well beyond that usually seen at a swapmeet or on eBay. For example two of the Fly Z01 Porsche crash damaged cars made £120 and £170 respectively and I know one sold for half that the next day at the Milton Keynes swapmeet. The three E2 Viper Pace cars attracted bids from £400 to £460 and lot 354 that included the rare Altura Corvette made £360. With many of the lots around the £100 mark it was only the Porsche GT1 98 T1 and T2 lots that made the real big money of £580, £560 and £420. Mind you there was a rare gold hologram Ford Gt40 East Coast Hobby Show (1 of 50) and a Limited Edition 1 of 25 silver Venturi in other lots that were perhaps the unnoticed bargains of the sale?

By late afternoon it was all over and some £66,000 before commission had been spent and the wads of cash and credit cards were being waved and flexed as buyers lined up to pay for their goodies. So all in I rather enjoyed the experience of my first proper slot car auction and thanks must go out to DJ Auctions Ltd. for a great auction which bodes well for them at the Donington event on May 23rd later this year.

### **Digital expense**

Well it seems there has been a bit of a supply issue with Scalextric digital chips and cars this month as chips with a retail price around the £12 mark have been fetching nearly double that at times and probably the biggest volume seller

has been listing pairs of fairly ordinary digital cars at up to £150 BIN prices. Few have sold and as I write I think the supply and hence prices are falling back to more normal levels though someone was willing to pay £120 for a pair of digital BMW's. Talking of trends, Ninco Karts seem to be attracting buyers and flavour of the month as well with prices edging to the £30 mark as they become harder to find and some BIN prices are around £50. The new recently released Pioneer Mustangs are regularly attracting bids of £30 plus currently so I have not picked up a bargain one of these beautiful cars yet! Another Silver Bullitt was listed and made £152.30 which made the £75 price I saw for one at the Milton Keynes swapmeet look positively cheap.

### **eBay changes**

Without fail eBay is introducing more changes to its terms and conditions and soon you will need a lawyer to wade through them all I reckon. The latest and which applies mainly to the regular sellers concerns the "Photo Catalogue" scheme. Everyone is automatically opted in, agreeing to allow eBay to share your photos with one and all. Now this could be a good thing to promote a business say if you get your name in the photo but sellers using other peoples photos will be harder to stop I reckon if you have not opted out of this scheme. Action is required immediately as and I quote "If you opt-out by March 28th, 2010, none of your photos will be considered for inclusion in this program unless you opt back in at a later time. If you opt-out after March 28th, 2010, any photos we select for inclusion in this program prior to your opt-out may continue to be used in the catalogue" Maybe it's the cynic in me but this smacks more of eBay's answer to listing copying just as hidden ID's was eBay's answer to shill bidding, to opt out: Go to My eBay and click on Account then click Site Preferences on the left hand margin. Locate "Selling Preferences" and click show located to the right of Share your photos. Click Edit located next to "Consider photos I upload in the listing process for inclusion in the eBay product catalogue and





other product offerings.” Uncheck the box to opt-out. Click Submit. (Thanks to the Goof bay forum for that information).

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

W9459 Non Digital Module Scalextric Chip £1.20 (Digital blank plate not the chip with £2 p&p on Saturday night)

Scalextric Track PT/55 X5 Classic Inner Curve 1/16th O £29.22 (Sunday night needing a clean)

vintage SCALEXTRIC C66 Cooper C67 Lotus FRONT AXLE ASSY £7.50 (Sunday night 270516803397)

VINTAGE SCALEXTRIC BADGE £36.50 (Sunday night 110481342925)

27. The Slot Car Handbook £2 (Dave Chang book excellent condition on Saturday night 140376057894)

NINCO 10TH ANNIVERSARY COLLECTOR'S SET LIMITED EDITION £15.49 (Plus £5 p&p on Tuesday night JAN 260541298510)

Scalextric A/247/ A207 Lane Clips & Pit Number Boards

£46 (Lane clip bag missing some clips on Wednesday lunchtime)

SCALEXTRIC BROCHURE £5.57 (good used 27th Scalextric catalogue on Tuesday night 150408911697)

NEW SCALEXTRIC DIGITAL CAR PORSCHE BOXSTER WHITE

£39.99 (Triple ignition car on Tuesday night) MASERATI MC12 DHL, €53.49 (DHL exclusive car on Spanish eBay on Sunday night 190373202594)

RARE VINTAGE SCALEXTRIC BOOK OF TABEL-TOP RACING.

£72 (Excellent copy by Richard F Dempewolff printed in 1965. Sunday night 180468475992)

SCALEXTRIC 6R4 METRO,S WITH A DIFFERENCE!!!! £3.74 (One a pickup and another cut and shut had Subaru back end on Sunday lunchtime 320485210701)

Airfix- 8 Mini Cooper axle kits £24 (MIB on Friday afternoon 290400113220)

SCALEXTRIC LOTUS 49 GRAHAM HILL NO 7 C3031 BNIB £56 (Green version on

Thursday night)

SCALEXTRIC LOW LOADER FOR LEYLAND ROADTRAIN LORRY £36.50 (trailer only on Thursday night including tailgate 360233419744)

Very rare vintage book Model Car Manual £4.99 (GH Deason - dated 1949 - published by Drysdale Press of Leighton Buzzard including mechanically controlled models on Wednesday night as new 140382548496)

SCALEXTRIC VINTAGE PIT NAME BOARDS A206 RACING PIT A202 £195 (13 pit name boards including Typhoon, Lister-Jaguar and Ford plus pit building on Sunday night 320488152922)

PINK-KAR BUGATTI/AUTO UNION COMPLETE COLLECTION

£530 (12 cars including rarer black Bugatti on Sunday night 270526409533)

VINTAGE SCALEXTRIC ORIGINAL ASTON MARSHALS CAR FLAG E5. £22.55 (Plus £5 special delivery P&P on Sunday night 230431611309)

SCALEXTRIC 1960s SPARES W 715 BULBS FOR E/5 ROOF LIGHT £67 (3 bulbs in pack on Sunday night 320491847253)

SCALEXTRIC C66 COOPER IN SEMI TRANSLUCENT YELLOW FRENCH £129 (Sunday lunch time. Possible prototype according to seller 330406192996)

Scalextric Ferrari 412P Limited Edition from Slot & Go £62.11 (From a limited edition set of 50 from French retailer who repainted and re-decaled Scalextric models 6 years ago. Sunday night 300390129594)

MG VANQUISH LOTUS 72 JOCHEN RINDT WORLD CHAMPION 1970 £155 (Gold Leaf car French seller Sunday night)

SCALEXTRIC RARE PORSCHE 911 GT3R FRENCH SET N°72 C2537W £120.20 (Not the normal number 74 Limited Edition from French seller on UK ebay Sunday night 270535438175)

Lastly for those who like something a bit different one solitary bidder picked up a Miss Piggy slot car for £3 on Sunday night 220547878746. ■