



No. 338 May 2010

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

You Have A New Message!

So this month plenty to report on, firstly the new NSCC Club car has broken cover and hopefully most of the membership will agree its a bit of stunner, many thanks to Hornby and in particular Stephen Barber and Adrian Norman for ensuring its arrival.

We will next month be sending out the order forms etc. and confirmation of the final price, it will be a popular model particularly considering the special edition box etc. all part of this years NSCC 30th Anniversary.

Following on from that of course, we have the Donington Slotcar Festival which will be a huge event which will be well supported by the NSCC and looks like it could be the biggest slotcar event ever to have occurred, perhaps surpassing Brooklands last year?

Moving on then, this month personally both my phone and indeed my email hasn't stopped! I feel like I'm in the latest lady Gaga song (as my daughter reminds me on occasions). Unfortunately I have to balance both my real working life (to bring in the pennies) and that of my hobby together, its hard at times and despite some views that as a Editor and a member of the NSCC Committee I have nothing better to do, this is regrettably not the case, with plenty of other things to occupy me, instead of my hobby, particularly on a Bank holiday with three small children running riot and wanting to be entertained.

I'm sure many members can relate to this position, being family orientated, but perhaps some do think that as a Committee we all sit inside "NSCC Towers" as our day job and don't do anything else other than devote our time and effort to the Club, and can on a whim deal with the issues instantly that members raise. Regrettably this is not always the case and whilst we do as a Committee take on board opinions and indeed constructive criticism, we cannot always sort out the issues as quick as some would like, which sometime can leave us open to yet more criticism from a minority of members, still we all do our best and hopefully your Club will continue to thrive and celebrate its 30th year in existence and a few more besides.

So until next month

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsc.co.uk

By Peter Simpson

It hardly seems any time since the last report had to be submitted. This pressure is, to a large extent, self inflicted as I'll be on holiday in France during the week prior to sending this instalment to Jeremy. OK, I don't expect any sympathy, but I do intend to visit a few Parisian Scalextric outlets, just to verify that they have the same range in stock. When last in Paris, 3 years ago, I took the opportunity to visit several outlets, probably the most interesting being Anni-Mini, where I found a couple of cars not then available in the U.K. Unfortunately, in these days of a single, global market there is rarely anything new to be seen, but there is certainly a very patriotic preference for French cars. Anyway, it only seems right and proper to collect a souvenir and obviously the magnet will be ideal to attach it to the fridge!

Announced by some of the on-line traders have been three U.S.A. only releases. All are variants on planned U.K. cars, but tailored to the stateside market. Quantities will be limited to 1,500 for the first and 2,000 for each of the other two.

The first is a second generation Dodge Charger, C3064, clearly based on the forthcoming Dukes of Hazzard model, but specifically of the "R/T" variant. Fitted with the 440 Magnum, or 426 Hemi option, this was intended to go head to head with the Ford offering of the time: an ideal challenger to the Scalextric model of the Gran Torino. The stripes around the boot make this a 1969 version as the '68 had two thick stripes bordered by two thin ones, this being the "Scat Pack" bumble bee logo. The shade of green looks to be correct:



not one of the "High Impact" colours of the following year. This was the immediate precursor to the "500" which was built as a homologation special when NASCAR was for "stock" cars rather than the space-framed vehicles that we now know. The 500 referred to the quantity required to qualify, not the engine size which remained a mere 440 cubic inches! Good scope for any modellers wishing to create the "500" shape by modifying the rear window to be flush with the rear screen buttresses as was conducted in order to reduce drag when raced.

The second is a relivity of the Chevrolet Camaro. This model, C3065, resplendent in blue with red stripes, carries race number 33. Not too many details on the prototype for this one: interestingly, even the U.S.A. site (www.scalextric-usa.com) provides no additional information. I'll have to leave readers to research the exact origins of the prototype.





Finally, a superb GT40 MkII, C3066, as driven by Dan Gurney and Gerry Grant at Sebring in 1966. Not one of the car's most memorable outings as it broke down on the last lap whilst leading, only to be denied second place as Gurney was disqualified for getting out and pushing! Library images of this car, GT40 P/1031, show it as being dark metallic blue at the period being modelled so hopefully the web images only appear to look a tad on the light side. Oh dear, another for the collection!



The second variant of the Audi R8 LMS GT3 has now reached the model-approval stage. This is a High Detail release, C3060. Once again the printing is very sharp and compared to images on the web, looks to be correct. As yet



the rear wing has not been tested in earnest, but feels to be nicely secure so shouldn't give up at the first encounter with the Armco.

Also available during the visit was the Lamborghini Gallardo FlatEx, C3078, originally shown as a photo of the real car in the March Journal. Although a Super Resistant model it would be a nice addition to many collections: the paintwork really gleams in the light and the tampo work is very sharp.

In some previous issues, as well as on various traders' web sites, forthcoming cars have been shown as CAD images rather than photos of either the real car or the model. These images are produced by the designers at the Margate headquarters and are then sent to the factory for the final details of colour schemes, logos and other decorative embellishments. So, last minute errors aside, these are pretty well how the final model will be finished. Compare the images from last month to this photo of the actual Moss and David Piper Ferrari models. Incidentally, the underpans of these two cars carry a new additional markings. Firstly, they have a moulded three character code and secondly a printed code: "07/10. The first is to define the manufacturing facility, after all, China is quite big, but the second is not fully ➡





understood although could relate to the licensing agreement: I've not seen any new non-Ferrari models yet to know if they are similarly marked.

The Toy Story set moves ever closer to completion, with the two characters of Woody and Buzz Lightyear almost ready to roll. These certainly look to be nice interpretations of the stars of the film and with a third film due out this year it should be a success.

Whilst in the realm of the "toy end" of the range, deals have been struck with Mercedes, Brawn and McLaren to permit the use of their liveries on the "Start" range of generic single seaters. Already these entry level cars will begin to appeal to a much wider clientele: after all,



how many enthusiasts could tell the various cars apart if stripped of their distinctive schemes? Unfortunately, the first of these sets, with a pair of Petronas Mercedes is only planned for release in Germany, so keeping an eye on your friendly on-line trader will be essential to bag one.

The photo of the Margate presentation room in last month's Journal included the wall detailing each of the planned releases for this year, both existing and new. Below is a better view clearly showing where models exist, prototypes have been supplied from the manufacturing facility and where only photographs of the forthcoming release is available. Even over the short period that I have been visiting, it is encouraging to note how images are gradually being replaced by hardware.

The "Product Evaluation Circuit", also seen in last month's Journal, has now been restored to its full functionality with the "Start" sections





replaced with Sport track. As can be seen from the look of concentration on Jeremy's face, racing against a single "ghost" car controlled by the forthcoming Advanced 6 Car Digital Race Control Powerbase, is not for the fainthearted. Consider the challenge when the system is comfortably managing another four! Although it's been a long time coming, believe me it really will transform digital racing and is much easier to configure than previous iterations. Late May, or early June, should see it in the shops.

Spotted on the display at Margate in April was this prototype F1 car. Although, as mentioned above, current F1s all look similar unless carrying the sponsors' livery, this one definitely has the characteristics of the 2010 McLaren and the description behind it reflects this. However, I'm not too sure about the front wheel covers! Was it in the wrong place or has someone been playing around with the parts bin? Rest assured, Scalextric will get it correct prior to release.

I know that details of the Donington event are covered elsewhere, but don't lose track of the time, it's getting VERY close. Scalextric certainly view this as an event worth supporting as they will be attending in a similar manner to last year's Brooklands event so if you missed that one, now's your chance to remedy the situation. They'll be providing several layouts and ample

opportunity to sample the latest cars and equipment, with a chance to compete in a prestigious racing championship. And of course it will be a good opportunity to interrogate the team on future developments and to pass your thanks to Adrian for his support of the Club.■

Slotforum/SCX Weekend held on the 9th, 10th and 11th April 2010 at Birmingham

By Gareth Jex

The first Slotforum/SCX weekend was held at the Menzies Strathallan hotel in Birmingham. Organized by Slotforum members and U.K. SCX Distributor AEC, the weekend brought together SCX fans from around Europe for two days of racing, testing, discussion and fun.

AEC and Slotforum began setting up on Friday afternoon with a four lane analogue track (incorporating the pit stop boxes), SCX Digital rally track, SCX Off Road track, SCX Compact, My First SCX and a track of original SCX STS 1/43rd complete with most of the accessories and features from Peter Z's collection. A Special CNC routed track in the shape of the SCX logo was also made for the event by the myself.

Showcases and display tables held an historic display of interesting SCX cars including all club cars, vintage and special editions along with several unique tampo

printing errors and some pre-production Exin models. Tecnitoys also sent some pre-production prototype cars including the new Citroën DS (Snow effect), Aston Martin, Porsche 911 GT3 and a pre-production Ford Escort Mk2 Colin McRae car.

With the tracks and displays all set up and tested, all the cars were race prepared by Allan Wakefield from Slotforum ready for the racing the following day.

On Saturday morning the Slotforum guests were welcomed to the event by AEC and all had the opportunity to test all of the variety of tracks and cars/bikes/raid etc., prior to beginning competitive racing. The four lane analogue track was run as a mini championship using the Ferrari 360 GT cars, standard power and SCX Pro hand controllers. Each driver ran on each lanes and scored points. All the other tracks were run as rally stages and were timed either with SCX Digital timing equipment, Chrono rally



The impressive digital track



Just some of the SCX items on display

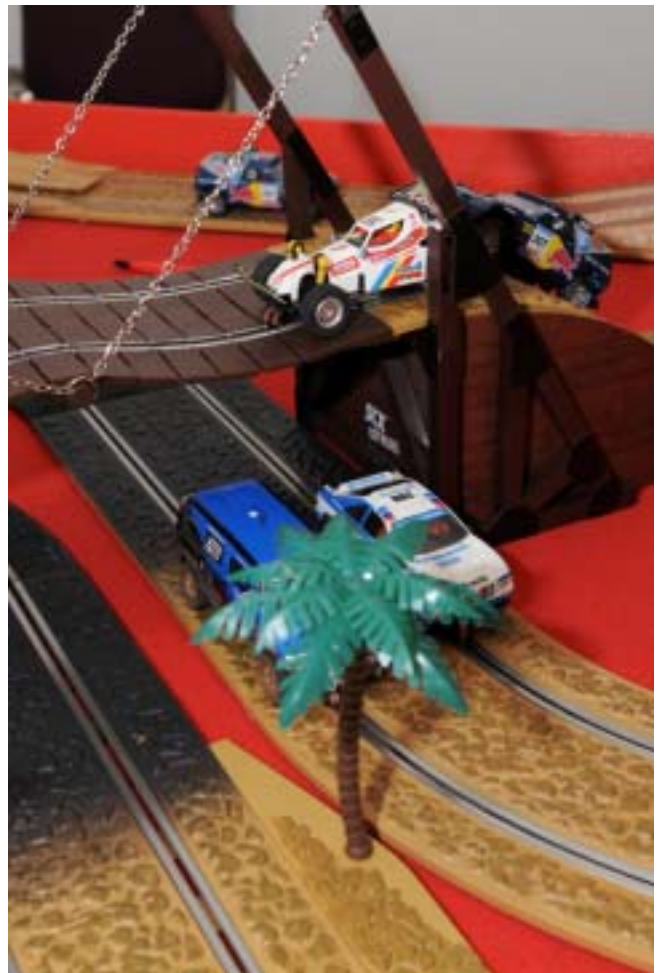


A professional racer at work

sections or stopwatch. The morning session saw all visitors completing all the races/rallies on all tracks. A special knock out head to head race on the SCX Digital rally stage was held just after lunch time and won by me! So I got to take home an SCX Porsche 911 German Toy Fair car for the win (and just beating our very own Brian Rogers into second place).



Quiz night, thinking caps on?



A tricky obstacle to negotiate

Racing resumed on the Saturday afternoon with a re-run of the timed stages, some in reverse direction.

With the racing completed for one day visitors had the chance to look at the displays, talk slotcars, racing and motorsport, before meeting for dinner in the hotel restaurant. During the meal an SCX Quiz written by Steve Baker was issued containing questions about SCX/Exin/Tyco history, cars and the like. The quiz was won by Jim Moyes. At the end of the meal a charity auction was held, items were donated by; Tecnitoys, AEC, Allan Wakefield, Scale Models, David Lord and myself. Over £1,200.00 was raised for the U.K. charity 'The Children's Trust'. Most then retired to the bar for further slot discussion and refreshment continuing into the early hours.

Following breakfast on Sunday, visitors began the third round of racing with a revised Nascar analogue layout using the SCX Pro⇒⇒



Some of the rare and interesting items in the auction

Nascars. The SCX Subaru was used on the digital, magnets were removed from the SCX Compact DTM cars for variety and the SCX Compact bikes were run competitively for the first time. When all races were completed scores were calculated and the winners were as follows;

- 1st Jordi
- 2nd Alec Edge
- 3rd Kevin Lye
- 4th Allan Wakefield
- 5th David Lord
- 6th Steve Wright

Prizes were issued to the top six places and every visitor to the weekend received a Limited Edition SCX Lime Green Cuda with Slotforum logo which was produced exclusively for the weekend by TecniToys.

Our thanks must go to AEC and Slotforum for organizing the weekend and for all the hard



The weekend race winners

work and effort required to arrange such an event, which saw visitors come from across England, Scotland, Wales, Spain, Switzerland and France.

Look out for plans for a 2011 event on www.Slotforum.com.

For more information and additional photographs from the weekend take a look at Slotforum.com. ■



You can have any one of the weekend cars you want as long as it's green



First off in what's been a busy month I have managed to complete my GP Miniatures Aston Martin DP214 but rather than the usual #7 or #8 Le Mans cars I have chosen to do mine as the only time it was victorious in a period race. This was at Monza in September 1963 in the Copa Inter Europa where the #46 car driven by Roy Salvadori was triumphant over Parkes Ferrari 250GTO and the sister DP214 of Bianchi. For simplicity I have utilised an MRRC Sebring chassis and the paint colour is California Sage. I have also built the new FPF Models Lotus Elite and Brabham BT7 both of which I have featured in a separate review article.



GP Miniatures Aston Martin DP214 Monza 1963

Also completed this month is the Penelope Pitlane 1955 Connaught B Type, known as the Syracuse after Tony Brooks historically became the first Englishman to win a Grand Prix in an English car for 31 years when he did so at the 1955 Syracuse G.P. Brooks #22 car won from Luigi Musso's Maserati by 50.5 seconds. So amazed were the Maserati Team that they asked for the winning Connaught to be stripped

down and checked, whereupon the winning machine was found to be perfectly legal. Also out this month is the 1956 version of the Gordini T32 raced by Bayol, Manzon, Pilette, and Da Silva Ramos that year with the latter scoring a best result of 5th at Monaco for Gordini's last works World Championship points. For those who don't have time, skill or patience to build your own PP cars an officially authorised RTR service is being offered by Mark Cockerton with certificates of authenticity and special edition chassis. For details see the News section at <http://www.penelopepitlane.co.uk/latest-news.html> or e-mail Mark at macbikes40@hotmail.co.uk.



Penelope Pitlane Connaught B Types (Car 21 courtesy of Roy Pritchards)

I have also managed to build AA bodies new Chaparral 1 and have chosen to depict her as Jim Hall's victorious #4 car from the second Road America win at Elkhart Lake in 1962 although there are a wide variety of numbers that can be depicted from these cars, three year competitive life including the familiar 65 and 66 numbers.

Just to prove I can link bits together my ➡➡



AA Bodies Chaparral 1

next cars are from MMK and are the #5, 1950 Le Mans winning Talbot Lago T26GS as driven to victory by father and son Louis and Jean-Louis Rosier and the beautiful streamlined 1938 Talbot T150SS. Both cars are to my knowledge only available as Limited Edition RTR's, expensive but incredibly well detailed and presented. Sticking in France GMC have now released their 1969 Chevron B8 BMW this being the yellow JCB sponsored #43 car driven by Roger Enver and Peter Brown that sadly retired with a blown piston after 100 laps.



Scale Auto Radical SR9 (Car courtesy of Slot Box)

Ghost Models /PSK have released two new cars in both kit and RTR form these being the #47 1965 Alpine Renault M64 raced by Delageneste and Vinatier, which retired after 196 laps with ignition failure and the #00 Lola Chevrolet GT Mk3 with which Augie Pabst won the 1963 Nassau TT hopefully I can bring you pictures of both next month. In terms of future cars Slot Classics next release will be the #21 Mercedes 300 SL Spyder with which Hermann Lang led home a 1-2-3-4 finish at the Nurburgring in 1952.



MMK Lago Talbot T26GS and Talbot T150SS

On to RTR and NSR have two white kits of the Porsche 917 and Abarth S2000 out now. Scale Auto has their new Radical SR9 this being the #26 car which finished 15th in the hands of Lusders; Petersen and Rostan at the Cataluña 1,000Kms in 2008 and a plain white 1/24th scale Porsche 911 GT3 RSR with MSC competition running gear. (Special thanks to Slot Box for providing the SR9 to photograph at very short notice) Team Slot have two new liveries of the Renault 5 Maxi turbo a Tour De Corse road version and the #11 DIAC sponsored car which Chariot and Perinfrom finished 2nd in the 1986 Rallye de France behind Bruno Saby's Peugeot 205. Auto Art have now released the Koenigsegg CCX as a bright orange road version and the 1972 Monte Carlo winning Lancia Fulvia HF. Nice though these are the Lancia bizarrely has a single driver that looks like the "Stig" rather than the figures of Munari and Mannucci



Auto Art Koenigsegg and Lancia Fulvia

Expected out in May or June is the new Slotting Plus Reynard 2KQ Volkswagen as the #23 car that finished 15th at Le Mans in 2003 driven by Laribiere, Pillon and Andre completing 319 laps and winning the LM675 class. Out now is the Avant Slot Mitsubishi Evo X as the #5 black and white Xavier Pons ProfilateX sponsored car, while later in the year we should see Mitsubishi MRX09, Alpine A310, Mirage GR8, Kremer Porsche K8 and DAF Dakar truck coming from Avant Slot, I will bring you more news on these releases in the coming months when I have further information. ■



AUDI A4 DTM "REDBULL" By David Lord

I carefully opened the package that Jeremy had sent me, to reveal a very shiny new Audi A4 DTM "S-Line". In the standard Carrera crystal oversized box with the angled mirror in one corner.

On removal from the box I set about inspecting every inch of it. My inquisitive mind started to wonder how accurate all the little winglets and sponsorship are, so off to the P.C. and a quick Google search brought up a few images of the real thing. Wow, Carrera really have done there homework on this one!



This particular car was driven by German driver Mike Rockenfeller in the 2008 season and finished the season in 11th place. Mike is interested in table football and slot car racing when he is not racing the real thing. Maybe that's why Carrera decided to make this car?

The external detail is amazing there are for example rivet dots on the outside of the rear wing endplates. The decals are all tampo printed to a very high standard with no smudging or blurred edges. The interior detail is however poor, comprising of a flat bed and roll cage with just the drivers head and shoulders visible.

Underneath the car, the guide is 25mm long, 2mm wide and 7mm deep! It's actually too big



to fit in Scalextric Classic track and causes the car to struggle round the tighter bends of my routed track. It is self centring and has slight movement from side to side, only about 2mm.

There is the customary Carrera reversible switch feature, and also the motor is mounted in its own pod which is adjustable.

There are two magnets one in the motor pod 28mm x 5mm and one in the main chassis 38mm x 5mm both adjustable, but thankfully not powerful enough to hold the car on a piece of track upside down.

I see now why there is only a flat tray and not much driver. In Carrera's move to make the





car DPR, they have taken the approach of making all the other components in the car detachable by means of plugs and sockets.

The Track Test

The track used for this test is the Alton and Winchester club track, which is MDF/copper tape 70°/lap.

First up 25 laps straight out of the box, acceleration is good though the car is not the quietest Carrera car I have reviewed. Cornering is difficult as the front of the car seems to bounce; this is something that we noticed recently at the charity endurance race held at the other club I race at. We soon managed to cure the problem by putting oil on the front axle.

Whenever I try out a car, be it for my own use or a review, my aim at the end is to have a car that is predictable and smooth. If it turns out to be a winner then that is a bonus. Of course if you get the car smooth then it will be quicker



than doing nothing. What I don't like is a car, that even when you have tried everything you can, still de-slots or sounds like a bag of bolts going down the track. Thankfully, so far, with Carrera cars this has not yet happened. So out of the box conclusions are that a little drop of oil on the front axle and the car will behave better. Fastest lap time after 25 laps was 9.958s and averaging 10.1s laps. I tried my "run in" Carrera Audi DTM to try and get a comparison and my race ready car did a fastest lap of 9.229s.

OK, axles lubed up and let's see if that's better. Hmmm! Not really, not as jumpy at the front end but still not a smooth drive. Best time of 9.997s. This is very frustrating when a car doesn't do what you expect it to when you have done an adjustment. Next step is to try loosening the motor pod. This is something that seems to divide the slot racing folks I know. Some are all for it and others hate it. I suppose you could nickname it "Marmite" I have found that at home on a tight twisty track, I NEED IT. On the other track I race at, with long straights and ➡➡





wide sweeping corners it doesn't seem to make a difference. I have Carrera Audis with and without this adjustment and lap times are too close to call.

Fastest lap time with the pod loosened was 9.678s. The car was a lot more fun to drive and I was also impressed at the way the car stays in the slot.

The last step in the process I use to test / set up a car is to true the tyres, this certainly made a difference as the times then came down to 9.250s. One thing I have noticed with the latest Carrera cars is that they have changed either their gearing or their motors slightly, since they seem to brake a lot more than they used to when you lift the throttle entering into the bends, which thus avoids the car deslotting.

I now have a set of four Audis so the next time we have a club car night I shall use them and as they do appear to be competitive it

should be good racing. This is much more fun than having one car that beats everything and tramps off into the distance.

So in conclusion another example of one of the latest Carrera cars improving over their previous models and I would like to thank the Hobby Company for allowing me the chance to review this car. ■





First of all I'd just like to answer all the calls for assistance in sourcing the exclusive Ninco F1 Lotus Tribute car... *it was just an April Fool prank!* Although it was a plausible story, I did include a few subtle hints such as the order date (*1st April 2010*), reference number (*1-04-10*) and of course the fictitious driver's name (*A.P.Rilfool*).

The actual model car does exist in a limited number of just one, as it was my own attempt at the "re-livery competition" I ran in the Journal a few years ago. The donor car was the Arrows F-1 which I dismantled, rubbed down, sprayed black and *eventually* applied a set of "JPS" water-slide decals (*from MRE*) before sealing in with a healthy coat of gloss polish. So, whilst I can't help you get hold of this extremely Limited Edition, to those who have contacted me about it, I've sent you this year's Ninco catalogue as a consolation.

Member's Contribution

Sticking with the "F1" theme, Sinclair Trotter (*"inspired" by my spoof article*) sent me some pictures of his own reliveries to earn him a brand new 2010 Ninco catalogue. The Ninco



F1 cars remain his all time favourite slot-cars for collecting and racing. Here he demonstrates how all four Ninco F1 model styles can be repainted to represent cars raced during other seasons. The Ninco Ferrari (*50163*) has donned a blue coat to convert it to a great replica of the Team Prost car raced by Jean Alesi during 2001.



Fisichella's Benetton, from the previous year has been converted from the Ninco Sauber (*50190*). Two Stewart Fords (*50186*) provided the base cars for the excellent BAR of Jacques Villeneuve and Jaguar of Eddie Irvine (also from 2001).



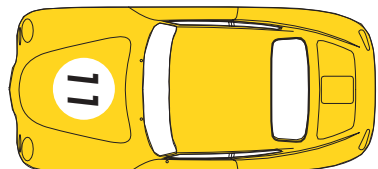
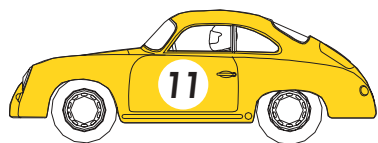
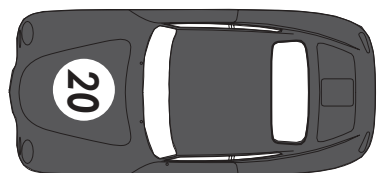
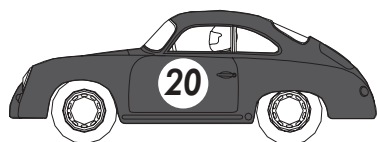
Finally the Jordan (*50172*) goes back in time to 1996 when their tobacco sponsor determined the gold body colour of Rubens Barrichello's race car. Sinclair commented about how a different paint scheme can really change the



look of these cars when compared to their original livery, I totally agree. Thanks for sharing this Sinclair, *nice work!*

Ninco Classics at Donington

This month will see the country's biggest slotcar festival take place at Donington Park Grand Prix Museum, next-door to the famous British racing circuit. The museum holds the largest collection of full-size Grand Prix cars and on Sunday 23rd May it will no doubt have the largest gathering of scale model race cars too!



To commemorate the event, two special edition Ninco cars have been commissioned by organisers ScaleModels. The model is the popular classic Porsche 356 in its 'hardtop' form and will be offered for sale at the event in two colours, black or yellow. Manufactured in Spain, each car features a tampon-printed roundel on bonnet and doors with race number "20" on the black Porsche and "11" on the yellow one. These unique cars are packed in the early style smaller clear case and come complete with a special "Donington Slot Festival" sticker sheet to enhance the decoration of the car. Individually numbered and limited to just four-hundred of each, these are highly collectable models and with thousands of people expected to attend the event, I'm certain they won't be available for long!

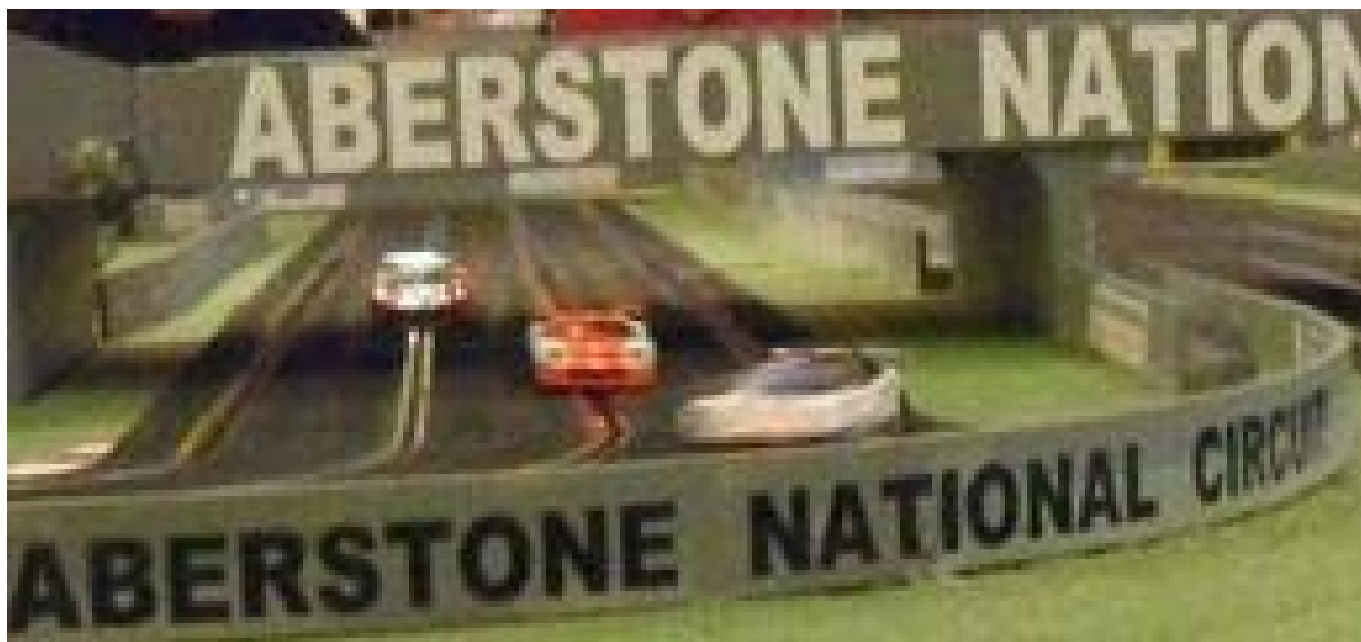
As well as over fifty trade stalls for buying, selling or swapping, there will be a variety of tracks to try out your favourite Ninco race car and workshops covering everything from tuning your slot-car to making trackside scenery. In addition, you can witness a number slot-car races schedule throughout the day. Personally I'm a big fan of events like this as they not only bring an opportunity to see the full size inspirations to many of the models we race and collect but it also introduces our great little hobby to a whole new audience.

Further details of this fantastic event can be found on the adverts within the journal or by logging on to www.doningtonslotcarfestival.co.uk – make sure you stop by the NSCC stand to say "Hello"!

NWC 2010 - UK Qualifying Round 1

Competition for securing the place of Team UK to compete in the 2010 Ninco World Cup Final got off to a terrific start last month at Wye Valley. Four teams took part to open the scoring, each choosing to race different Ninco models resulting in a field made up of a Ferrari 360, Ford GT, Lamborghini Murcielago and Mosler MT900R. Thanks to Dave Cummings and James Hunt for the following race report and images:-

The first U.K. qualifying round of the →



2010 Ninco World Cup took place at the Wye Valley racing club in South Wales on Sunday 11th April 2010. Four teams arrived for practice on the very smooth four-lane Ninco track.

“GT Raceway” had some early trouble in practice but were able to put this behind them, finding a spur gear to get their Mosler ready in time for scrutineering. An initial problem with the bearings on the “Truspeed” Ford GT had to be resolved before the race could commence. Team “Oxford” tried out several cars and finally went with the red Ferrari; the team had drafted in Matt from the home club to join Wayne and John. The home team, “Demon”, opted for the Murcielago.

The race distance was cut from six to four hours and all was got underway just after 11am. Phil (Demon), on green lane, took an early lead disappearing off into the distance. GT Raceway and Truspeed had a very close duel, Keith (GT) was a couple of tenths quicker but every time he caught Steve (Truspeed), he’d have an ‘off’ and have to start all over again. Oxford bought up the rear of the field, getting to grips with learning the layout of the track in-spite of a sticky guide hampering their efforts.

The second and third drivers came in for their twenty minute stints and the running order remained pretty much the same although GT had pulled a bit of a gap on Truspeed. Oxford





held fourth place with Matt, the home driver, helping the team out not just in numbers but with his knowledge of the track. Both GT and Truspeed covered 407 laps in the first hour with less than a metre separating them.

The next quarter followed much the same pattern with lap times of around 7.5 to 7.6 seconds up to a maximum of 8.2, so not much between them. Truspeed completed another 407 laps. GT extended their lead by covering 418 laps on red lane, Demon did 413 on yellow and Oxford, 392 on green.

During the third hour, problems beset the Truspeed team. At the end of James' session, a coming together left the Ford GT looking a bit 'odd'. An initial check of the car seemed to put things back to how they were but when Dave took over, the car wasn't running as it should. It turned out one of the axle bearings had popped and needed to be re-secured, this work took approximately 5 minutes, effectively losing around fifty laps. Although doing only 366 laps in that hour eventually cost Truspeed any chance of challenging the top two teams, it did seem to inspire the team from then on, Dave put in a great drive with the Ford GT back to its normal performance. GT amassed an enormous 425 laps, compared to Demon's 399, which swung the pendulum their way.

In the final hour, Truspeed threw down the gauntlet on green lane with the car performing as well as it had all day. Steve was making the most of its pace and handling, consistently achieving lap-times of 7.4 seconds. James opted

for a braid clean and fresh tyres when he took over and despite a small tyre off at one point, he put in a sterling performance pulling back laps from the two leading teams and posting the best lap time of the day; 7.23seconds!

Dave took over for the final stint of the race, passing the other cars almost at will, with a satisfied smile on his face. Demon and GT covered 411 and 412 laps respectively, while Truspeed had their best hour completing 418 laps which matched the home team's best. Oxford completed a very respectable 385 laps.

The final positions were:- GT Raceway = 1662 laps, Demon = 1641 laps, Truspeed = 1597 laps, Oxford = 1535 laps.

A great days racing, much banter and more experience for us on Ninco plastic track. We're looking forward to the next round of the 2010 Ninco World Cup at MHSC on 9th May where it all starts again!

Many thanks to all at Wye Valley for an excellent event; to Graeme Thoburn for his organisation and of course to Ninco and A.B.Gee for their support of the series.

There's still a chance to take part in the NWC'10 qualifying competition with Round two taking place this month (9th May) at MHSC, Watford. Round three will be hosted by GT Raceway in Southend on 4th July, Round four is at West London on 1st August with the final round scheduled for 11th September at Burnt Oak. For more information on this important series, please contact Graeme Thoburn by e-mail (graemethoburn@aol.com) or through GT Raceway. ■

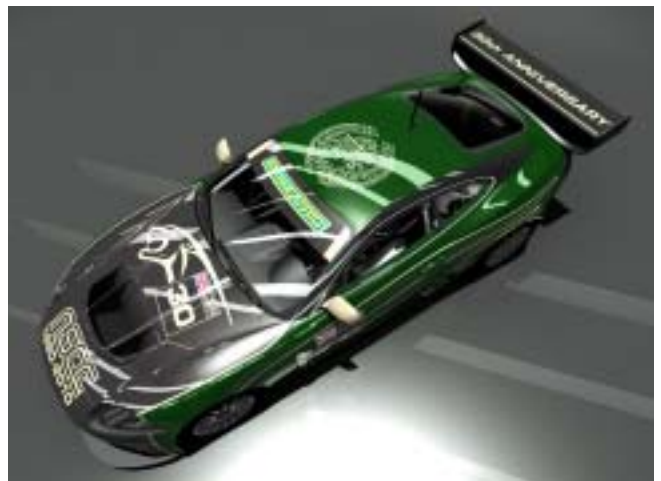


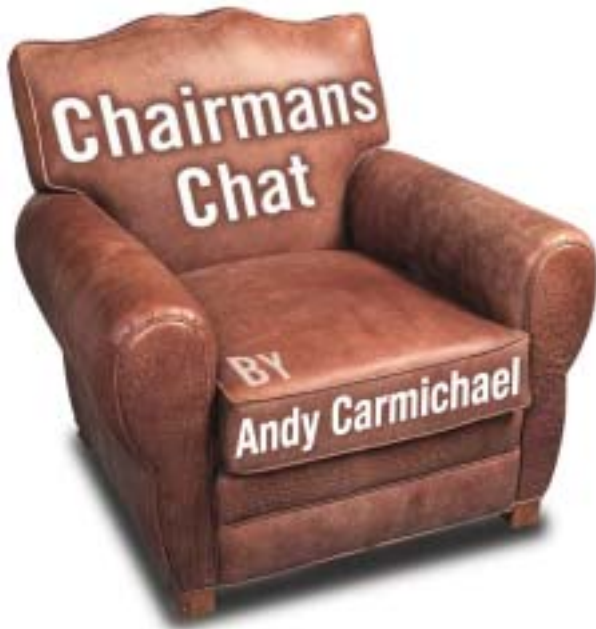
NSCC 2010 - 30th Anniversary Club Car Scalextric C3144 Jaguar XKR GT3

So the news perhaps you have all been waiting for? This year's Club car to celebrate 2010 being 30 years since the founding of the NSCC is the Scalextric Jaguar XKR GT3 (C3144) made as an exclusive run of just 750 cars by Hornby in a unique livery of British Racing Green and carrying the NSCC logo. The car will also be issued in an exclusive Limited Edition box, which again has been specially commissioned to celebrate the 30th year of the NSCC and will include a history of the NSCC along with details of all previously issued club cars.

We will be sending out the official order forms in the June Journal so NSCC members may order one of these stunning cars, but in the

meantime here are two of the official artists impressions of the car, which were previewed at the Orpington Swapmeet last month. ■





Well folks it's been a pretty busy two months with various bits of news, I will run through these in my methodical way so you are kept abreast of what's going on.

1. The 30th Anniversary Car is forging ahead well and should be pretty special, a sneak preview of what it should look like was shown on the Club Stand at Orpington and is also in this Journal. There is a lot of work going on here to get the car and presentation box as near perfect as possible. When the car finally arrives I intend to write a bit about how the Club got it and the hard work that has gone into it in order that members can have an idea around the organisation and commitment involved. It makes me realise when you see the large array of special cars produced by or for the Club how much effort Committee and ordinary members past and present have put into making it happen, a special thank you here to them all. This is also a good opportunity to ask you as members **CAN YOU HELP YOUR CLUB PLEASE?** Later in my chat I will give you some pointers as to where and when! I'm going to sound like a repeating record saying things like this but here goes **IT'S YOUR CLUB WHAT YOU PUT IN MAKES IT EVEN BETTER.** I have now got off my orange box and returned to normality (Mrs Chairman is laughing saying normal....you, hah). Has anyone got any early

MRRC items they would like to swap for Mrs Chair please? She laughs no more!

2. Some new Club merchandise is available and was on sale at Orpington Swapmeet, this included polo shirts, fleeces, sweatshirts, caps and inflatable dolls.....oops think I might have got the latter item wrong but it does make you wonder where we would stamp the logo and which of the Committee modelled for it? Anyhow merchandise is made in small batches and its pretty much first come first served, there is a small profit that goes to Club funds.

3. Brooklands Event has been confirmed as the 8th August 2010 and the first planning meeting with organisers has been held, this is going to be a great year for events and the Club's Anniversary Celebrations. There will be a Club table at the Swapmeet and the Club should be running the final of the Scalextric Champion 2010 sponsored by Hornby. If you would like to help at this event please contact any of us but preferably Paul Atkins or Shaun Bennett who are in the midst of the organisation.

4. The Haynes International Model Motor Show will be running on July 10th and 11th near Yeovil, Somerset. The Club has been asked to support the event by running a Hornby circuit, are there any local volunteers down the west coast that would like to support this event?

Paul Atkins has been at the fore front of organising items 2 to 4 and I know he has spent a lot of time doing all this on our behalf, thank you Paul.

5. Plans are in hand to run an NSCC Northern Swapmeet, this event will be run by the Club with any profit going to Club funds, we will be expecting all those souls who said 'there's nowt up here for us Grommit' to support and attend. The event will not be as far North as some would like but should be a good compromise, please support it when announced.

6. I would like to take this opportunity to support the idea of small local informal meetings where say a handful of members get together and talk anorak. Many clubs smaller than ours have regional meetings that support the hobby. Why don't YOU organise one and see who turns up?



7. The Club Constitution has come under the spotlight recently and my thanks go to the members for raising concerns and issues around it. The Constitution was originally written in 1980 and over the past 30 years the Committee has added or altered many rules and guidelines, these changes have not been formalised and make the 1980 Constitution document inaccurate and wrong. The current Committee has drafted a new Constitution which takes into account new primary legislation, attempts to capture past amendments and may include some amendments which could protect the Club. Some early draft copies were available to view at Orpington and the intention is to paste a draft copy onto the Club's website or make it available for comment via post once some more work has been added. This is very much a work in progress and once the next generation drafts appear I would appreciate comment upon it, especially from past Committee members who may recall changes which could otherwise be lost. If there is a member who has experience in this field such as a Company Solicitor then please let us have your views or volunteer to help in this area.

8. In my previous chat I mentioned how I want to make the work of the Committee more open and transparent including the issue around access to minutes. With this in mind I have been liaising with other clubs, associations, and our members around suggestions. I can see the concept that in an ideal world everything that is discussed at Committee should be open, however during these meetings sensitive material including information around manufacturers is often raised, publication of these matters could be inappropriate and damaging. With this in mind I propose to provide members with a brief summary of events after every Committee meeting in this column. The next meeting is scheduled for 8th May so I should get some practice soon!

The Clubs Health and Wealth

I have been avidly listening to members and watching the information that is generated on various internet sites and believe there is some

gossip around the Club's status that needs dismissing and correcting, hopefully once and for all.

I was very pleased to learn last month that club membership is now at 790, this may seem down on previous years, for example when the 200th Journal was celebrated I believe we had some 1,018 members. When you consider the world is in the worst financial recession in many moons and the influence of the internet on collecting trends then I really think we are doing well. The Club's involvement in many events this year should also bring it a higher profile and hopefully further membership. Andy Smith has been doing a lot of work on members who have not renewed and the commonest reason for not renewing is people moving away from the hobby, such as children have found other interests and the parent involved has not renewed. Thank you Andy for all the work you did here.

The club has a very healthy bank balance which is shown by its ability to comfortably purchase the 30th Anniversary Car upfront and consider plans for the next Club car.

Well that's about all this month hope to see as many of you as possible at Donington Slot Festival on Sunday 23rd May 2010, this should be a great event with a swapmeet, professional auction, displays and lots more, come along and enjoy all things slot. ■



P97S70P

By David Lord

Well it took a little longer than expected, but at last we have some new releases to shout about; and shout about them I will.

Not only is there a stunning pair of Notchbacks to compliment the first two, but the eagerly anticipated kits are starting to appear for pre order at selected outlets. And for all of those people that bought the Bullitt, its partner, the Dodge Charger is expected this month too.



driven by Jerry Titus for the Terlingua Racing Team.

In 1967, Shelby's lead driver was Jerry Titus, who had won an SCCA B-production national championship in a GT350R. Titus was both a hard-charging driver and the Editor of Sports Car Graphic Magazine. By the end of the season he had won four races in his pale yellow #17 Mustang, making him the biggest contributor to Ford's Championship that year. He probably would have won even more races if he hadn't had two major crashes.

Back in the '60s, as seen to a lesser extent today, race liveries changed from venue to venue. Pioneer's model of the Championship winning car of 1967, is based on the livery as seen at Bridgehampton in that year.



Ford Mustang Notchback #17 Jerry Titus

So, to compliment the 1967 #31 car released earlier in the year, there is the 1967 #17 car





This model comes with custom artwork box sleeve and also a Vehicle Data Card with facts, figures and information on the race car.

Ford Mustang Notchback # 21 in red

Next up we have the red 1968 #21 Ford Mustang Notchback. A perfect racing partner for the Blue #22 car some of you may already have.

This car is driven by Tony Marcotti, an independent racer who participated at the smaller club racing circuits. Both models use the same chassis seen on the previous two Notchback releases and is fitted with the powerful TYPHOON 18,000rpm motor linked to a 3:1 gear ratio in traditional sidewinder format.

Pioneers next release is something I have⇒



seen a lot of anticipated discussion about. I know I am looking forward to getting my hands on one, although I know I won't do it justice, as I have the painting skills of a 3 year old (no offence meant to 3 year olds).

It will be interesting to see how many of these turn up with fantasy liveries when it comes to racing this class next at my local club. I have had a trial of the decal sheets that are supplied with these kits, and I must say they are top quality and there is more than enough choice to create a superb looking car.

Stop Press! **The Dodge Charger, chase car for** **the Bullitt Mustang**

Just released and kindly reproduced here are these pictures straight from the factory of an



unpainted body shell with the two driver figures and a computer image of the Charger in white, which I think will compliment the Bullitt Mustang and allow you to recreate those chase scenes at home.

Hopefully, I will have more news of this model next month including some more photographs. ■



At last here is a car I know a number of you have been waiting for, the Slot.It Chaparral 2E Can-Am car. The first release is reference SIC16A based on the #65 machine in which Phil Hill finished second to Mark Donohue's Sunoco sponsored Lola T70 Spyder at Mosport in the 1966 Can-Am race. Once again this race demonstrated the sheer bad luck Chaparral endured at most events as Jim Hall's sister car suffered a start position penalty prior to the race and then retired after just 13 laps. Hill however seemed to be on for victory pulling away from the field until he collided with Chris Amon's lapped McLaren on lap 65. In spite of sharp pit work by the Chaparral Team, Donohue passed the stricken Chaparral and while Hill battled valiantly he could not quite catch the Lola and wound up second. Later in the season Hill won at the Monterey G.P. at Laguna Seca to record Chaparral's only ever Can-Am win. Chaparral seemed mainly dogged by bad luck with poles and fastest laps galore amounting to few solid results as the cars suffered either mechanical or accident mishaps. Perhaps some would later argue that Hall's engineering approach of always pushing the technical boundaries inevitably resulted in a measure of unreliability but the Texan's cars would go on to become firm favourites with race fans over the next forty odd years.

The 2E was powered by a Traco prepared small block 327 cubic inch Chevrolet V8 but uniquely sported a pedal operated wing which could be feathered flat for minimum drag on the straights and would angle down for maximum down force through the corners. Hall could not claim to be the first to use a high mounted wing but he cleverly realised that by attaching the

wing to the suspension uprights rather than the body work the down force would be transmitted directly to the tyres for better mechanical grip.



From the front as the 2E charges through the Wolves sweepers

On to the slot car then and while Slot.It have produced a great looking model of the 2E some purists will be disappointed that like Racer's resin version the width and height dimensions are over size to scale. The model is 127mm long by 59.5 mm wide and 51.5mm high, where as the actual 1/32nd scale measurements based on the real car would be roughly 125.5mm long by 51mm wide by 43mm high. It should be considered however that unlike static models, slot cars are always a compromise as you have to find somewhere to put all the running gear and many slot cars are over scale in at least one dimension. The bottom line here is that the 2E still looks pretty stunning and with a weight of just 62g, a standard 21K motor and offset side-winder gears this car is very quick straight from the box. The chassis⇒⇒



Maximum angle of attack as the 2R hugs the curves

has front axle height adjustment, and can be converted to angle winder, magnetic suspension and SSD compatibility depending on your race track. The light alloy rear wheels and plastic fronts have correct pattern Chaparral multi spoke inserts and are shod with period pattern firestone tyres. A spare rear wing and uprights are included as an added extra just in case of racing accidents, which is a nice touch.



Standard chassis is an offset sidewinder with 21,000 RPM motor

As always with Slot.It the tampo printing finish is superb with five additional colours to the primary white and blue scheme. Logos appear to be correctly positioned for the car as it appeared at Mosport in 1966 with even the tiny silver lettering on the Chaparral badges being sharp and easily legible. The open cockpit has a full length figure of Phil Hill with steering wheel and rivet effect to the tub interior; while the distinctive shape of the wrap round screen also has the rivet effects produced around the lower edge and single rear view mirror on the driver's left hand side. The



Close up showing grille detail and cockpit

small block Chevy engine appears correct with the offset short trumpets and the grilles and vents are beautifully reproduced in metal as is the full width Gurney flap at the rear. Two short central exhausts and four red lights at the back finish off the excellent level of detail.

In terms of popularity here in the U.K. it is no surprise that as I write most suppliers have already sold out of the initial batch and subsequent deliveries and versions including the limited Monterey GP two car set are expected to sell out very quickly. In terms of performance then I took the 2E for a spin at Wolves International track to see what it was like and surprisingly found it quicker than a number of my group C in-line cars right from the box lapping in just over 9 seconds. With the wing removed for safety, and tyres glued and trued I managed to get down to around 8.4 seconds and found that even with the standard depth guide the 2E could be driven quickly without de-slotting, which is unusual as our international is a deep routed track and normally requires a switch to a Slot.It deep guide. I know that the top tuners and drivers can slice at least a second off me without much effort so this is a seriously rapid Can-Am car, what it needs now is for Slot.It to produce some rivals or maybe even the later 2G and 2J Chaparral's so we can relive the thunderous Can-Am races of the sixties.

Finally this month an update on the Slot.It Challenge U.K. with round two at North Staffs, with a home 1-2-3 in the seniors with Shaun Mitchell leading home James Lymer and

Gareth Jones, while in the Juniors Elliott Alcock led a home 1-3 with Wolves Lewis Gough 2nd and James Lyons 3rd. This leaves the championship after two rounds as Shaun Mitchell 97 points, Paul Charlton (Pinewood) 91 points and Simon Scott (Pinewood) 89 points in the seniors, and Lewis Gough 39 points, Andrew M'Bartle (Wolves) 36 points and Elliott Alcock 35 points. Round 3 will be held at Llantrisant on 19th and 20th June, meanwhile sixteen teams will battle it out over 24 hours in the Slot.It U.K. group C 24 hour race at the old Wolves Strykers venue on May 1st and 2nd thanks as ever to Pendle Slot Racing and Slot It for supporting these events. ■



Rear end and cockpit detail

FPF Models Body Kits Review - Lotus Elite & Brabham BT7

By Phil Insull

Recently I was provided with two new releases from Steve and Martin at FPF Models, these being the Lotus Elite and Brabham BT7. Having seen some of FPF's kits made up into great slot cars by the likes of David Wisdom and Steve himself I was eager to try my hand.



FPF Lotus Elite Le Mans 1959

The Elite Kit comprises of the body shell, Lexan window glass, a variety of different length body mounting posts, headlights and spotlights. The first thing to note is the shell is reasonably light and does not require a large amount of "thinning" out. The only thing I'm never keen on is having to open up the glazed areas ready to accept the glass, fortunately the window posts are robust and this is easily done with a Dremel and small files. The body itself is nice and smooth and only requires a light rub down and wash with mild detergent prior to painting. It is free from the pinholes found in some resin mouldings and the acrylic paint I selected adhered well to the body. This can be an issue sometimes as kits can have too much releasing agent, which causes paint not to stick. Having recently been switched on to them I used War



Elite drifting through the corners showing PP 13" alloys and wire inserts

hammer acrylic from the games Workshop with a first coat of light grey followed by two topcoats of green. Glass is cut from the shaped Lexan pieces provided and fixed in place with clear canopy glue, while the cockpit requires scratch building and I decided to keep it simple with a driver head mounted on a flat black piece of thin plastic sheet cut to shape and glued in place. Chassis wise I used a PP (Penelope Pitlane) SM1S brass chassis and a combination of the small size mounting post at the front and two



Elite showing front detail



**Brabham Climax BT7 Dan Gurney French G.P.
Winner 1964**

magnets (one on the motor and the other glued to the underside of the cockpit area) to retain the body. Guide is a Slot.It deep flag (for Wolves) motor is a standard Scalex Moto GP type, axles are Pendle blanks cut to size with a Slot.It Green in-line gear and PP's new 13 inch size scale alloy wheels with wire inserts and Pendle tyres to fit.

There are a myriad of colour schemes to choose from for the Elite as it was a popular sports car for both works and privateers, however I selected the 1959 Le Mans team Lotus entry #41 of Lumsden and Riley who finished 8th overall and first in the GT1.5 class on 270 laps ahead of the sister #42 car of John Whitmore and Jim Clark that came home 10th on 257 laps. Decals are again by PP and the overall finished result looks pretty decent. Performance wise the short wheelbase, scale tyres and standard motors chosen limited the performance with 11.5 seconds being my best on the Wolves International track and 5g of lead



Brabham showing PP chassis



**Brabham showing BWA wheels with FPF
inserts**

being required in front of the motor to combat a tendency to lift the front wheel in the corners. She is though a pretty car and certainly performs on a par with similar size / equipped cars in my stable and I'm sure the clever builders can keep the scale looks while finding more performance than I can.

The Brabham BT7 was the 1963 updated version of the previous seasons BT3 and while Ron Tauranac produced the BT11 for 1964 in the main the Climax V8 powered BT7 was used by the Brabham works drivers throughout the season. Having had a number of front row starts and some podiums in 63 and 64 team Owner Jack Brabham must have started to wonder if one of his cars would ever win, however at the French G.P. at Rouen in 1964 Dan Gurney gave the team its first championship win in the #22 car, as a bonus "Black" Jack came home 3rd to complete an excellent days work. I chose to base my kit on the famous #22 but first some work was going to be required. The body again only needed a bit of cleaning up prior to painting. However as I could not quickly obtain the intended Beardog chassis I fell back on the PP SM1S. This necessitated carving out the rear bulkhead and much of the gearbox casing to allow room for the chassis and crown gear, making life a bit more complicated. The solution was to use parts from FPF's detailing packs fixing in the white metal exhausts with a small piece of black painted plasticard below them and then attaching the gearbox casing to this. The smallest crown available to me was⇒⇒

Slot. It's pink in-line, which I painted black to try and hide the shocking colour. The PP chassis also meant I couldn't use the full length driver's seat and a full length driver so shaped plasticard was used inside the cockpit and a head n shoulders figure painted to represent Gurney. The white metal steering wheel and mirrors were also from the FPF detail pack, with the Lexan cockpit surround from the body kit. Body mounting is just on a single short front post, with axles being Pendle 45mm blanks with BWA wheels and the resin inserts from the body kit which look most effective. Paint colour were as per the Elite with grey primer and green acrylic top coats. Decals were a mix of Patto's Brabham stripe and PP roundels and numbers. In reality the BT7 is not quite finished as I haven't had time to fit the suspension rods I intended to make and use along with the springs etc. from the detail pack but she's still a very attractive kit albeit due to the chassis choice it sits a little higher than I would like.

Performance wise the wider wheels and tyres and lower centre of gravity coupled to grippier Ortmann tyres make the Brabham a much quicker car than the Elite, but then you'd expect the same in reality. I managed a 9.9 second lap without any additional weight and the tyres had still not been trued or glued at this point. With the Beardog chassis and a hot motor I would imagine the Brabham could really be made to motor and would be a threat at any 1/32nd scale 1.5 litre G.P. event.

In summary these are good value for money body kits with accurate well detailed mouldings, yes they require some work, but all resin kits do and any halfway competent builder should be able produce excellent results with them. Finally many thanks to Martin and Steve for providing the review bodies and I shall look forward to buying and featuring more FPF body kits in future.

Details of all FPF kits and detailing packs can be found at <http://www.wix.com/MrTinsmith/FPF-Models>. ■



Cars Racing at Donington Sooner Than People Thought!

By Julie Scales

This is your last call for this fantastic event. International Donington Slot Car Festival being held on the Sunday 23rd May 2010.

Donington Grand Prix Museum

A spectacular slot based day out that is guaranteed to appeal to everyone including Families, Collectors and Racers.

We are thrilled that the NSCC are supporting us with their own marquee and incorporating the Quorn Club and Scalextric Tracks, plus the 30th Anniversary Meal on the Saturday night.

We just wanted to make sure that all the NSCC members know what a great event it is going to be, this is not just a swapmeet this is a family event with something for you and your family to enjoy.



Guaranteed a great day out

We are planning for it to be the biggest ever slot car event seen in the U.K. We have support from all the major slot car manufacturers including Scalextric who are hosting the Driving Licence challenge and bringing along their fantastic road show.

SCX are coming in force with lots of tracks, including the amazing Digital and a fabulous Rally Circuit.

Carrera have kindly donated prizes and give aways as part of their Sponsorship of the Scale Models Carrera Drag Strip, which is being Coordinated by the Drag Racing League, how fast can you go?

Slot.It and Ninco have also sponsored circuits and provided us with cars and prizes.

Please support your hobby, if you are coming to the event make yourself known in the NSCC marquee and if you can spare some time and would like to get involved with any of the planned activities please get in touch.

What else can you expect?

- Junior visitors Can you pass your Scalextric Driving Licence? The all-new Scalextric Driving Test, this will involve driving on multiple circuits and taking various challenges. Plus Scalextric staff will be hosting a Question and Answer sessions, there are heats for the Scalextric Champion 2010 (run via Club magazine and website) and the Scalextric4Schools final plus many other attractions.

- Numerous trade stalls and slot car swapmeet with an opportunity to purchase the up to date new releases, a Limited Edition event car from Ninco, root out a bargain or maybe add something a bit unusual to your collection or race stable.

⇒



- Auction provided by DJ Auctions (professional auction house) with rare and unusual items and bargain job lots already entered. A catalogue is now available on line so check out their website at www.djauctions.co.uk for details of the lots.
- Numerous circuits, of varying types, holding competitions and for the casual races bring your own cars and have a go on some massive layouts with a great opportunity to meet other slot car fans.
- Derby HO Club have promised a massive HO track that you could only dream of, so it's your chance to try out this very popular scale.
- Get Cycling with a bicycle powered scalextric circuit.
- Help the Hero's, charity circuit, which has been hosting an amazing competition all around the area.
- The Donington Grand Prix Challenge, this is a concourse hand built race, which is being held on a routed/copper tape circuit. This will be a professional pre entered competition so a great opportunity to see top level slot car racing.

- Race Preparation Workshops. Ever wondered what you can do to improve your Scalextric car? Get some advice from serious club racers on how they tune their cars.
- Scenery and Track Decoration section. Take time to sit and paint Scalextric figures and maybe even the opportunity to build a car.
- Collectors Corner Exhibition. You will be amazed at how many different cars have been produced through the years. Great if you are a keen collectors, or if you just want to see an example of the car you got for Christmas when you were 7!
- Drag Strip Challenge. Just as its name suggests, how fast will your car go?
- Quizzes and competitions with some exciting prizes to be won.

Make a note in your diaries now and keep an eye on the website for further developments. This promises to be a very exciting day out for all Slot Car Enthusiasts and their families so Don't Miss It! Further information is available at: www.doningtonslotcarfestival.co.uk. ■

BY DEANE WALPOLE

H:O
WORLD
email: howorld@nsc.co.uk



There is not much to report this month on HO World, however I can bring you news that AFX continues to edge closer to releasing the hugely anticipated Audi R10. Because the company still carve their masters rather than go fully digital, they always hand paint the final stereolithographic version of the body to uncover any issues. This pictures show that process, flaws and all. The finished cars will look much better, but already I can hear HO racers out there salivating! ■





Holden L34 Torana 1976 Bathurst Winner Bob Morris/ John Fitzpatrick By John Penfold

Hopefully, this review will be first of many regular reviews of Scalextric cars, after a reasonably long absence, I think the last review was of the Lotus Cortina back in February 2009, so firstly thanks to Adrian Norman of Hornby for agreeing to supply cars as and when a new one is released, this being entirely new cars/ moulds and not just new liveries, of which you are no doubt aware are many!

Moving on to the car itself then, whilst it has been out for a few months now, the Holden L34 Torana, 1976 Bathurst winner (driven by Bob Morris and John Fitzpatrick) is a completely new model to the Scalextric range and a further example of this car, being the 1975 Bathurst winning car of Peter Brock and Brian Sampson is due out shortly, so a review is in order I think, particularly as many people have said that it appeared to be an odd choice for Scalextric to choose, although there is obviously an appeal for this car in the Australian market.

The 1976 Hardie-Feroda was really the first time the race attracted such a huge international interest, particularly because of the entry of three times Australian former World Champion, Jack Brabham who was racing with the legendary Stirling Moss driving an L34 Torana. Other entrants from abroad included Allan

Moffat partnering Australian Vern Schuppan, and John Fitzpatrick, the British touring car ace driving with Bob Morris in the Ron Hodgson sponsored L34 Torana.

As was usual the race was a fierce contest between the main two car giants of Ford and Holden in the 3,001cc to 6,000cc class with Ford appearing to gain the upper hand during practice when the Falcon driven by Moffat achieved pole position with a lap time of 2 minutes and 25 seconds and two further Falcons of John Goss/ Jim Richards in 5th place and Murray Carter/ Ray Winter back in 13th position on the grid.

The actual race started dramatically, with the Torana of Jack Brabham and Stirling Moss being stuck on the grid with jammed gears and was rammed hard from behind, which ended their race before it had even been begun. The car did reappear later for the sake of appearances but the engine blew whilst Moss was at the wheel. A note here was that it was actually the first time Sir Moss had driven on slick tyres!

Things continued to look good for Ford when at the half way mark Moffat and Schuppan were 40 seconds in the lead and appeared to be cruising to victory, however the crankshaft pulley on Moffat's car decided enough was enough and after engine failure their fine effort ended in disappointment.

In addition the two other Falcons didn't last





the race but did still classify as finishing, with Goss being given 29th position and 129 laps to his credit, whilst Murray/ Carter were given 17th position outright and 129 laps after their engine also blew up.

So the winner of the race after an exciting finish was the Torana of Morris/ Fitzpatrick which to be honest was in somewhat of an ailing state with smoke trailing and only just ahead of the also sick Torana of Colin Bond/ John Harvey. In the pits just before the cars crossed the line, Ron Hodgson the team chief and Bruce Richardson, the team mechanic could be seen sitting, expecting the worse with victory being snatched from them in the last minutes, however it wasn't to be and the car limped over the line with the second Torana only just behind on the same lap.

All in all the L34 Torana took the first seven places from the twelve starters of the race, so not a bad race overall and that year saw Holden get the better of Ford.

Moving on to the Scalextric model then, the car is in the standard Scalextric case, complete with spare guides below and is securely fixed by a retaining screw.

This car is fitted with front and rear lights, a single magnet, self centering guide blade fitted with the easy change braids and is DPR ready.



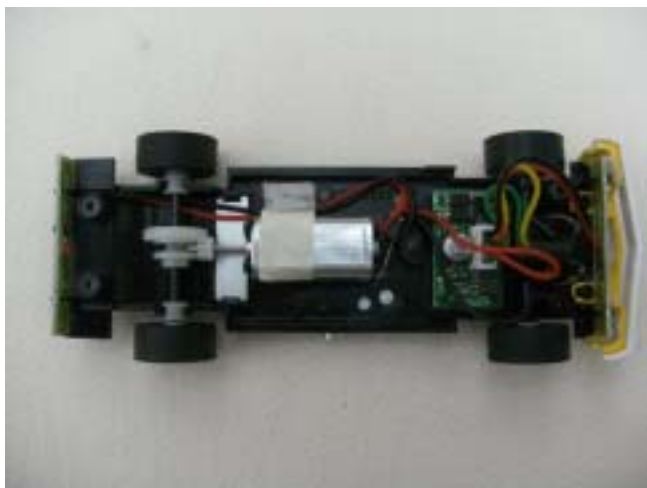
The level of finish on the car is superb, from studying some of the pictures of the actual car all sponsorship logos appear to be spot on, both correctly placed and extremely clearly printed. The windows are separate to the main car body and are clearly picked out in chrome finish and black to represent the window rubbers with separate windscreen wipers fitted. The coach lines and #7 roundel are also nicely picked out and clear with no bleed or blur of any of the colours at all.

Internally the detail is pretty good, with a full length driver, sporting an open faced helmet with some bushy eyebrows, steering wheel, gear stick and fire extinguisher. An obligatory roll cage is also fitted, nicely picked out in silver.

The car is fitted with slick tyres which do not carry any manufacturers name or logos, unlike the real car, but I guess they would be too small when scaled down to 1/32, these are fitted to some pretty accurate spoked alloy wheels with black hubs and all the wheel nuts represented.

On the underside the chassis is held to the





body by six screws, with two at each end and two in the middle, there is also a nice representation of the exhaust back box, although you shouldn't be seeing too much of it! Internally there is little to say, as I am sure all readers are familiar with the standard Scalextric car internals, the motor is in line being a standard 18,000rpm unit and the gearing ratio is 11:36. The magnet is fitted in front of the rear axle and is not adjustable but can be removed if required. One point to note

on the review car was that there did appear to be a fair amount of lubrication present with some of the oil actually leaking onto the underside of the chassis itself, so we will see if the car runs well straight out of the box without further lubrication needed? The car weighs 84g which is comparable with other Scalextric cars of this type and main measurements are 135mm long x 56mm wide (at the rear wheel arch) x 42mm high.

Onto the track then, but before we start a quick modification in the form of an easy fit digital chip, all done in sixty seconds!

The track test then, the track is Scalextric Sport and digital with plenty of lane changers, sweeping bends, tight bends and some chicanes to deal with. Straight out of the box and the car runs well but it must be said is fairly noisy, a bit similar in fact to the super resistant cars and not the usual quietness of the high detail range. In terms of lap times it is achieving a lap of around 11.4 seconds, which is comparable to other out of the box Scalextric cars in the collection, but





if pushed too hard on the tighter corners easily deslats. After several laps of running in, the car is running a bit quieter but still not as quiet as some of the other latest releases, which is odd. I therefore remove the body again and add a small amount of oil to the running gear and

axles, as well as take the opportunity to true the tyres, which do require a fair amount of attention! So back on the track and some improvement although it has to be said not much, the car holds the track better, largely as a result of the work on the tyres but the noise is still present, lap times are around the 11 second mark and I don't think will improve without some serious tuning work. It may be that the cars shape does not help after all it is a typical 1970s box with flares so is perhaps in 1/32nd scale not the best car to race, but overall its a nice example of the car and whilst perhaps an unusual choice to recreate by Scalextric, nonetheless a nice example and I appreciate the opportunity to have been able to review this car, so thanks to Adrian Norman again of Hornby for supplying this model. ■

email: ebaywatch@nsc.co.uk

No real surprises this month in that the listing numbers have fallen back to just above the 12,000 level as there has been no promotional listing days. It should be noted however that for private sellers the newly introduced fee free listing for listing items at 99p or less has been amended to a limit of 100 items per month. Apparently certain categories have had a “reduced buying experience” because of this new fee free listing rule so it that is why it has been limited to 100 listings a month. I can’t say this has effected the slot car category much from what I have seen. I guess this will still help the casual seller willing to gamble on a 99p start so my tip this month is to look out for those 99p starts in the next few months. Bidding is still strong but perhaps slightly more restrained this month. The prime examples being the grey C119 Porsche mentioned last month that was relisted due to non paying bidder that fetched £206 whilst a damaged front axle Auto Union in yellow made £1,250. A green C70 Bugatti fetched £1,050 and I thought it was a rather disappointing £620 for an excellent boxed white C96 Auto Union.

GT40

There are always a few Ford GT40s listed but it is nice when a set get listed together so you can see what they make at any one time. One such Scalextric set this month follows below with also the odd price seen on other days. Yellow #8 German LE C2683A £48.20 and £66 BIN the day before, white #68 German LE C2543A £67 and £77, Gulf # 9 C2403A £30, Gulf #6 C2404A £50 and £31, white #59 C2578A £36.20, gold #5 C2465A £24, red #3 C2509A £28.85 and £45 BIN the day before, black #2 C2463A £47.76 and normal edition C2463 £46, light blue #1 C2464A £30.48 and £41 in non Sport version day before, red Collectors

Club C2424 £12.50, white C2473T £16. Also spotted this past month or so have been some German LE GT40s C2941A, C2492A and C2943A fetching between £35 and £45 mostly though they could be had slightly cheaper on German eBay with a bit of patience and if you got your P&P worked out correctly. A few unboxed C2755 “dark blue Gulf” and C2403 ex set cars from the Classic GT set have been selling anywhere between £20 and £30 generally, from one of the big sellers who is splitting the set. (A good deal there on the set if you are after a lot of Sport outer curves I reckon) Staying on the Ford theme there was a “VERY RARE SCALEXTRIC FORD GT BODY” in white. This bodyshell, with no tampo printing, made £46 on the same night as the main group of GT40s listed above. (280485651226). There is obviously still interest in Fly GT40s as a C185 Gulf #6 was snapped up at £99.99 BIN and whilst on the subject of Fly a seldom seen Sterling Silver Viper one of 350 went for one bid at the £300 asking price.

Pricelists

Scalextric pricelists caught my eye this month as well with some surprising prices. 8th and 15th £10.50, 1/24th Price list £11, 31st £11.09, 25th £16.54, 17th, 19th, 7th at £0.99 and a 4th edition at £1.04. How much are the catalogues worth then?

Range Presentation

As I said on the GT40s it is always good to see when one seller has a full set of a range of cars for sale at one time to see how they go. Some surprising results you may agree for one Easter Sunday night? Chaparral 2009 £60, Aston Martin DBR9 2008 £192, Ford GT 2007 £197, Maserati 2006 £127, Mini 2005 £467 (330418474565) and £240 on Monday night,

GT40 2005 £265.13, Mustang 2003 £321.77, Cadillac 2002 £84.56, Mercedes 2001 £66, Porsche GT1 2000 £68 and £52.77 Monday night, Jaguar XJ220 1999 £53, Lamborghini 1998 £103 and another £51 Monday night. Perhaps on the back of these sales another seller tried to sell a set of six range Presentation cars from 2003-2008 at £1,500 BIN or best offer, but these went unsold. I will let you do the maths and work out whether that was a bargain or not!

HO

Well I hope Dean has not mentioned this one but something a little different for the HO fan was an AFX AFXtras AP Corvette Gold Show Car with black side pipes and silver headlights in a black cap end box with yellow carded insert and white foam. (230451108764) The winning bid of \$157.50 was perhaps explained by the fact that it was only available at the L.I.N.Y Bob Beer's Slot Car Show on February 7th this year and one of 100 made. According to the seller "AFXtras is a new line of injected moulded slot cars. These A-production Corvettes are a remake of the original Aurora 1970s Corvette HO slot car. They are factory made to the highest quality standards, nicer than the originals. The name AFXtras is moulded into the underside of the bodies I will have guessed from the moulded spelling that many of you knew it was a U.S. seller. Whilst on the subject of special event cars, a SCX Slotforum weekend car of a Plymouth Cuda from the April 2010 event, in green and 1 of 50, made £156.72 on Sunday night whilst a NSCC 2005 white Mitsubishi Evo 7 made a surprising £180 again on Sunday. I had the impression that this car was unloved by collectors?

Prices as listed and spelt on U.K. eBay unless stated, with the time and auction ending day. Lap Counter (robitronic) The best you can get £80 (Thursday morning. Normally used for R/C with transponder 110510460149) Scalextric DPR 2 (Two) Porsche car Silver and Orange £19.99 (Or best offer unsold 270552021849) Vintage Scalextric Triang MM/F302 TV Tower - LOOK! £73 (Rubber base model no

box on Sunday night 200454428048) SCALEXTRIC ENTRANCE BUILDING (BOXED) £49.32 (Sunday night 120546697797) 1960's SCALEXTRIC C64 BENTLEY BLOWER 4.5 LITRE. BLACK. £433 (Boxed and including instructions described as virtually mint on Sunday evening 180482959841) Scalextric Type Pink Kar Austin Healey 3000SC MINIEXPO £200 (Sunday night BIN price 380221026003) RARE FRENCH SCALEXTRIC C68 E5 ASTON MARSHAL CAR+ FLAGS £187.95 (Unboxed. Monday night 220581907866) Scalextric - MG Vanguish CA41 BRM P-154 CASTROL MINT B £62 (Sunday night 200454448584) Scalextric NOS C66 F/J Cooper body NEW IN BAG £28 (Red body on Sunday night 220580326129) RARE Scalextric MASERATI COUPE CAMBIOCORSIA "No43" C2659 £31.26 (Recent model but certainly not seen much on eBay on Sunday night 250606368276) 1/32 FLEISCHMANN RIJKSPOLITIE / DUTCH POLICE / POLIZEI £85 (BIN Sunday night Dutch seller on UK eBay. USED "RIJKSPOLITIE" (DUTCH HIGHWAY POLICE / AUTOBAHNPOLIZEI), 1960'S FLEISCHMANN SLOT CAR. ULTRA RARE SLOT CAR!! ROOFLIGHT FLASHES WHEN RACING!!! 320512359429 (see picture printed with kind permission of seller Dirk Wijmer) Scalextric Pioneer silver Bullitt £550 BIN. Not sold perhaps unsurprisingly at that price! One did make £289 though. TRIANG SCALEXTRIC A/225 PALING SECTION / FENCING. MINT. £21 (1 fence and flag pole on Sunday night) SCALEXTRIC C3118 Merc McLaren SLR 2010 Range Car Ltd. Ed £142.09 (Sunday night 250604078448) SCALEXTRIC HP/1 SET EXTENTION PACK Slot Car BOXED 1965 £132 (Excellent complete set on Sunday night 360246983312) batmans car £10.57 (No guide. Saturday evening) ➡➡



Scalextric 26th Edition Catalogue New Releases
Ex Con £51 (Friday night 230453462395)

Scalextric 14th Edition Catalogue Good
Condition £26.25 (Some writing inside as well!
Friday night)

Scalextric Set Extension Pack HP1 £180
(Excellent example on Friday afternoon
180489119807)

RARE Vintage Scalextric figure Graham Hill
£26.37 (Good likeness Scalextric scale on
Tuesday night. 180489579130)

RARE TRI-ANG SCALEXTRIC
CATALOGUE NUMBER ONE JAN 1960
£56 ("There is a crease in the middle of the
catalogue and a small hole and tear as can be
seen in the picture. There is a dealers stamp on
the cover it looks like Villmotts store of Norwich.
The inside cover has some small blue ticks on
some of the pictures of the buildings. The back
cover has some red scribbles, all these can be
seen on the pictures." Monday night 270559038721)
SCALEXTRIC A#229 Grande Bridge in
Original packaging £56 (Nice complete
example German seller on UK eBay on Sunday
night 110514477523)

SCALEXTRIC 3 X FACTORY REJECT
COROLLA COLOUR MOULDS + £132 (2
red and 1 white shell plus the issued red
Scalextric club car on Saturday afternoon. Seller
said under 10 sets of these 3 shells!!!
330419351635)

4 X COCHES SCALEXTRIC ORIGINALES
COOPER Y FERRARI €2093 (3 out of the 4

cars, yellow Ferrari sharknose and the red and
green Coopers, had the double guide chassis
hence the price on Sunday night on Spanish
eBay 160424965365)

Lastly some of you may have noticed a new
Triang book that has just been released. It is
called Triang Toys Price Guide and has been
listed under the Scalextric category at BIN of
£8. (rrp £8.99 and ISBN 978-0-9565015-1-6.)
It seemed a potentially good read so I purchased
a copy and offer a quick review. In A5 softback
format it has 130 pages listing over 2,000 Triang
prices. However this is not just Scalextric but
includes Spot-ON, Minic and FROG prices
amongst others. There are 13 pages dedicated to
Scalextric cars and accessory prices with several
pictures and prices mentioned from the recent
D and J Auction in February. Other prices come
from auctions or those recently seen on eBay. e.g.
Bond Aston at £520 and Auto Union £2,520.
Surely any Bugatti would be more than the
indicated £2,500-£3,200 based on those figures,
and hands up if you would like a nice Bond set
for £1,200? It is difficult to price things these
days as can be seen from the eBay prices I write
about each month and therefore this could not
be used as a comprehensive guide to pricing
your collection. However, if you are starting out
Scalextric collecting, not of the PC literate clan,
or are interested in other Triang toys and need
a brief guide to model prices from the Triang
period 1958-71, then this would be a handy
guide to get. ■