



**No. 344 NOVEMBER 2010**

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

## **A Welcome Return**

So this month sees the return of what I hope will again become a regular feature in the Journal in the shape of "Fly on the Wall", which after my request last month has seen David Bates step up to the mantle and kindly volunteer to write the feature, as long of course as Fly continue to produce cars on a regular basis, so on behalf of the Club as a whole I'd like to thank David for his support.

Moving on then, it is nearing the NSCC Ramsgate weekend and all those who applied have now been notified accordingly and I trust paid for what promises to be a great weekend and a little bit different to previous years to celebrate our 30th Anniversary in style, the event will kick off in earnest on the Saturday, but of course those that are arriving on the Friday evening are more than welcome to meet up with the rest of us in the adjoining pub for a drink or two plus something to eat.

I will take this opportunity to point out that already plans are afoot for next year's events and Club related matters, including some further Limited Edition Club cars, so that we as a Club can maintain and further improve our standing and levels of membership, whilst providing our membership with some special benefits for being in the NSCC but more on this in due course.

I am sure now most of you are thinking towards Christmas (sorry but it's getting nearer you know!) and 2011, I hope you have all got your orders in early with Santa for those special slot car related items, particularly as it would appear some of the manufacturers are having supply problems again and some planned releases are either late or indeed doubtful before the end of the year, still it gives us all something to look forward to for the New Year doesn't it?

Talking of Christmas, I hope to run another competition with some nice prizes as last year, but I still haven't decided on the format of this competition, perhaps I'll make it a bit easier than last year so more members maybe inclined to enter? This will be published in next month's Journal along with your annual membership renewal forms.

So until next month  
Jeremy



# MESSAGES

## FROM MARGATE



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By Pete Simpson

As I wrote this, Just arriving in the shops were the Blue Ford GT40, C3097, as run at the 1966 Le Mans and the first of this year's Caterhams, C3093. Both are reliveries of very popular Scalextric models with no changes to the actual mouldings.



As with all manufacturers' GT40s, this is has to be a compromise in using existing tooling matched with a new livery. Nonetheless, it is a very pleasing model to add to the Le Mans collection. This latest release represents the Holman and Moody MKII, #6 as driven by Mario Andretti and Lucien Bianchi: another of the cars to which the mechanics hastily applied identifying flashes in order to avoid confusion

between cars during the night running at Le Mans. Not the most distinguished of runs, expiring after 8 hours with head gasket failure. So it ONLY managed to complete the equivalent of six Grand Prix! For anyone attempting to collect models of the complete 1966 Ford entry this is a key release as it has previously only been available, as a previous generation RTR, from SCX.



This Caterham, C3093, represents the latest version of the much loved "7" derivative, the Superlight R500. These cars are as popular as ever, whether on the road, track or as slotcars.⇒⇒





Over the years they have got lighter with increased power to weight ratio. The traditional iron-block Ford engines of the early examples have been replaced by newer alloy blocks and even by bike engines. The latest R500s provide the thrills of a 263 BHP, Duratec 2.0 litre engine providing a 0-60 time of 2.88 seconds: hardly surprising performance with 520 BHP per tonne!

This is the first of two versions destined for release this year, the other being a blue version, C3133. This car, due later in the year, was ready for approval when I visited Margate this month. Although the livery is slightly different from that depicted on the Scalextric website, doubtless due to the Rizla sponsorship, the Suzuki colour scheme and characteristic race number style of the bike team, still looks very pleasing.



When I visited Hornby late in October, in addition to the R500 above, two other cars were being submitted to the design team for approval prior to production. Both are stunners: another Le Mans car (already on my wish list) and a rally Escort. The photos shown here have been



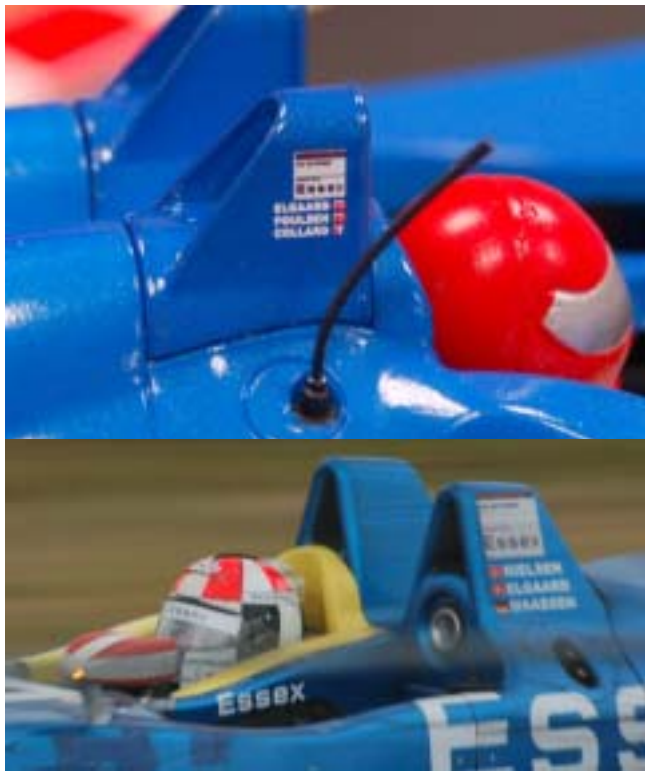
carefully cropped as certain details were not quite up to scratch for public display: one error I spotted but the other was so minor that I wasn't sure even after Adrian had pointed it out to me.



As rally fans haven't been particularly well represented this year, this iconic car should come as just reward. It represents the 1972 RS1600 in which Hannu Mikkola and Gunnar Palm became the first non-African crew to win the East African Safari Rally. An addition to earlier Escorts is the front bull bars which were necessary for this race. The livery looks to be very accurate, with the wipers and spot lamps being correct for the event. Alas, the driver is on the wrong side.

Le Mans fans will notice that the latest Porsche Spyder LMP2 is not the 2008 entry as stated on the Scalextric website. Although it still represents a Team Essex entry, it is now the car





driven to a class win and 12<sup>th</sup> overall at the 2009 Spa 1,000km by Casper Elgaard, Kristian Poulsen and Emmanuel Collard. I have to admit that, for the first time, the tampo printing of the names was too small to read with or without the varifocals: I had to resort to enlarging the photographs before I could be sure who was

driving. Certainly, with a greater number of sponsors for the 2008 race, licensing would have been a more complicated issue. So unfortunately, John Nielsen and Sascha Maassen, have been deprived immortality.

Other sets expected in the next month are the new James Bond 007 and Extreme GT: unfortunately the Vodafone McLaren set looks to be closer to Christmas than originally planned.

On the subject of James Bond, website watchers may have spotted that there are now three iterations of the Aston Martin DB5 planned for release over the next three years. First to arrive, later this year, will be the Goldfinger car, BMT216A, followed in 2011 by the version from the 2006 release of Casino Royale, 56526, then finally, in 2012 as seen in a cameo appearance in Goldeneye version, BMT214A. Obviously aimed at Bond fans, the only differences will be in the number plates and the presentation boxes. Doubtless some will complain that this is taking advantage of vulnerable collectors but doubtless most will be sold long before getting into the shops. Anyway, how many “original” film cars have been sold⇒⇒





Bognanni and his cameraman were both enthusiasts, observing that “Scalextric” is globally recognised as the generic name for slot cars. They were obviously enjoying every minute of their factory tour and were in awe of British children who grow up privileged to enjoy all the products of the Hornby group. Both Adrian and I were interviewed to camera regarding all aspects of Scalextric: I told them I quite liked it and Adrian covered the history of the company, development of the products, the production process, the range of products, Scalextric’s philosophy and, under duress, even tried to forecast the future. After being graciously asked several times and feigning distraction, Adrian eventually gave up trying to avoid revealing how many cars he has in his collection. The program will be available to view on-line, probably early next year, with the possibility of global distribution after that. Unfortunately, they will have to return to Argentina two days before the VSCC London to Brighton run, but they anticipate having to

over the years? Buying three versions of a slot car is a minor exuberance compared to spending £2.65m on the real thing!

This month’s visit to Margate took a rather different turn from usual: Adrian was also hosting a TV production team from Argentina. They had spent several months in the UK collecting footage for a 24 hour car channel that is transmitted to most of South America and had visited many of the car oriented museums and exhibitions during that time. Any non-Hispanic countries either receive a dubbed soundtrack or subtitles. The producer, Mariano







return next year so will ensure that this key event is not overlooked twice. Take a look at [elgarage.com](http://elgarage.com) for an insight into a South American car website.

As predicted a couple of months ago, the Micro versions of the Endurance cars has also arrived in the high street as GT Power Champions, G1062. The two cars are of the same form as the 1/32<sup>nd</sup> versions, just scaled down to the HO sizing. The set comes with a generous 4.7m of track which is plenty for the cars to get up to speed and provide lots of exciting racing with plenty of circuit variation. Similar to the HO Astons, the generic shape seems to work well with the standard Micro chassis, although the look is more that of a 1980s Group C March than that of a current LMP1. More on this set next month with a full report.

Also now available in Micro are a couple of F1 sets, featuring some of the current favourite drivers, if not somewhat confusing. Top Speed, G1060, features the 2009 cars of Hamilton and Button in their McLaren and Brawn cars respectively but in the GP Legends set, G1070, Scalextric use a little artistic license to match



Schumacher in the 2010 Mercedes against the 2009 McLaren of Button. Both are priced at £40 and include 3.62m of track.

One last set that shouldn't go unmentioned is the Start Champions set, C1262. This pits Button against Schumacher in this year's McLaren and Mercedes respectively. Unfortunately, when I visited the factory, the cars had gone walkies so I can't comment on the livery but each is tampo printed rather than supplied with stickers as other Start sets so should look really good.

That's about it for this month, but plenty is expected in the next couple of months as we run up to the Big "C".





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Coming up this month we have five new releases and a new set from Carrera, all in time for Christmas, so moving swiftly on, let's take a look at them.

### Sets CA25170 F1 Alonso/ Button



Firstly is the set, reference CA25170 in the 1:32nd scale 'Evolution' series and features an extended figure of eight track of 5.3 metres and the F1 Ferrari of Fernando Alonso and the McLaren of Jenson Button. So now you can re-enact the thrilling 2010 Championship right up to where one of them became the Champion and the other one does not, or maybe neither makes it, or maybe?

### The Cars

On now to the cars and we have a really nice bunch of five. All are 1:32<sup>nd</sup> cars, some will be available as digital versions.

### CA27336 Ferrari 599 XX Race Version

To keep the red version from last month company we now have this bonkers supercar in a stunning dark blue, review soon on these very pages.



### CA27333 '41 Willys Silver

I love these Carrera rods and this Willys is a cracker, pair it with the mad hot rod fire engine from last month maybe?



### **CA27313 Porsche GT3 RSR Super GT 2008**

The Porsche 911 series has a huge following and this 2008 Hancock tyres car will be certain to find a place in many collections.



Match it with the equally outrageous Dodge Daytona for some big car action.

### **CA27320 BMW M3 GT2**



### **CA27330 Plymouth Superbird**

Now you need to ask yourself does your track feel spacey? Because you are really going to need space for this one. Built especially for the high bank ovals at a time when Stock car racing pretty much meant stock car, this car is BIG!

The M3 has Joy written all over it, literally! This car has proved a real thorn in the side for the GT2 regulars in the Le Mans series in the USA, will it make life equally uncomfortable for the Ferrari 430 and Porsche 911s on your track? ■







A relatively quiet month brings news of just a handful of new cars. However, they all have appeal to either Collectors, Racers or both!

### Extra-special Toyota

Perhaps the most collectable car is the Toyota Celica GT-Four, released in the unique livery celebrating the annual RACC Catalunya Rally. Unfortunately it has been released for purchase exclusively through the “Club Ninco” website. I say ‘*unfortunately*’ because little notice was given and the date and time of release was when most people were hard at work without necessarily access to the internet. It’s a big shame as this is the second consecutive year I have been approached by collectors who have missed out on the chance to secure this car – an important one for collectors and so definitely one to look out for at future swapmeets *but hopefully not at extortionate prices!*

Next on the release list is a “Vintage” edition of the same model but in the popular ‘Castrol’ (50570) livery of Didier Auriol’s winning car from the 1995 Tour de Corse (Rallye de France). The main differences are that this special issue will include an NC-5 motor in place of the earlier NC-2 and have the livery tampon-printed as against ‘stickers’ found on the original Ninco release.

### Great R8

Last month’s launch of the Audi R8, is closely followed by the Lightning (50553) version in the highly noticeable yellow & blue ‘Bilstein’ race livery. This is the model chosen to feature in the 1/32<sup>nd</sup> competition of the 2010 Ninco World Cup this month.

### NWC 2010 Exclusive!

Plans are well underway to stage this year’s event which returns to the Canaries for a second time.





Many teams from around the world are busy preparing to battle for both titles in 1/32<sup>nd</sup> and 1/28<sup>th</sup> scales. The latest news can be followed on the “Ninco World Cup Blog” but I have been told that Ninco are working towards a “Live” broadcast of the event via the internet! All being well, if you are unable to cheer your team on in person, you should be able to follow the action through your computer.

### **Classic Red**

One for the racer or collector of Classic cars this month – the Porsche 356 (50567) in road going red paintwork with a fitted white soft-top. This model has seen a big revival this year with a special Limited Edition for the Donington slotcar festival in the summer as well as another Limited Edition run of 500 blue and light red cars issued in the UK during August.

### **New Racers for Ninco-1**

A totally new body and chassis design is released this month in the shape of the sleek looking Lamborghini Diablo. These are available as robust Ninco-1 series cars with N-Digital chips

fitted to step these entry level race cars up a gear. Striking yellow “Corona” (55027) and black “Actua” (55028) race liveries adorn this new model. New versions of the Mégane and Mustang are also available in N-Digital format released in “Samsic” (55029) and “Horse” (55023) liveries respectively. ■



Firstly, before I continue with my first “Fly on the Wall” article, I believe an introduction may be in order, for those that do not know me within the Club, so here goes.

I now have time available to pursue hobbies and interests following early retirement last year from my post of Customer Services Manager in a Local Authority. I scored 44 out of 47 points and thus came 3rd in last year’s NSCC Christmas competition which tends to endorse a reasonable knowledge of slotcars and motoring matters generally. Cars have been my passion since I was a child I am also interested in motor sport and motorcycles (I have a Triumph Bonneville). Last year I attended the Brooklands event and helped to build the track for James May’s world record attempt and shared driving of the winning Aston Martin.

I have a large collection of slotcars some of them bought second hand at car boot sales and in need of TLC together with many new and still unused models bought from dealers, swapmeets and over the internet. I have a Carrera track permanently set up - scale 1:24. My collection includes Fly cars and trucks. Some of which were bought in Barcelona.

I am also Director of the Jaguar Enthusiast’s Club, the world’s largest Jaguar Club and I am their regional contact (UK and overseas) and work to deadlines for regular input of 12 pages into their monthly magazine distributed to some 17,000 members worldwide.

By coincidence the registration number on

a Jaguar XKR I was viewing last year prior to purchasing it, carried the number plate I FLY (I did not however acquire the registration number!).

### FLY NEWS

So moving on then and Fly slot cars are back after a gap in production. It is difficult to ascertain the facts behind the break in production which seems clouded with rumour. So in the absence of hard facts we move on positively with the good news for the Fly collector or racer that new models in the name of FlySlot cars are available and more are scheduled for release. Let’s hope that the reformed company which originally set such a high standard for the serious collector back in 1996 does deliver. New releases and some older models are still available via Gaugemaster who remain the UK distributor for FlySlot cars and other distributors who advertise in this magazine.

Courtesy of Gaugemaster here are the new cars that are due but not yet released at the time of writing, so unfortunately there are no pictures currently available. However, some of these can be pre-ordered from Gaugemaster and possibly others:

MODEL: CORVETTE C5R  
 RACE :12 H SEBRING 2005  
 DRIVER : ALEX FIGGIE - RYAN DALZIEL  
 - DAVE EMPRINGHAM  
 REFERENCE: F05101





MODEL: PANOZ LMP1  
 RACE : 1999 24 H LE MANS  
 DRIVERS : J. MAGNUSSEN - J O'CONNELL  
 - M.ANGELLELI  
 REFERENCE: F06101  
 MODEL: LANCIA 037  
 RACE : RALLY DE COSTA BRAVA 1986  
 DRIVERS : S.SERVIA - J.SABATER  
 REFERENCE: F09301  
 MODEL: BMW M3  
 RACE : TOUR DE CORSE 1987  
 DRIVER : B.BEGUIN  
 REFERENCE: F10301  
 MODEL: MARCH 761  
 RACE : GP UK 1977  
 DRIVER : M.KOZAROWITZSKY  
 REFERENCE: F13101  
 MODEL: FERRARI GTO  
 RACE : TARGA FLORIO 1963  
 DRIVERS : VON CSAZY - A. HEDGES  
 REFERENCE: F10101  
 MODEL: PORSCHE 911 S  
 RACE : TRANS AM CHAMPION 1968  
 DRIVER : T. ADAMOVICH  
 REFERENCE: F11101  
 MODEL: FERRARI F40 LM  
 RACE : 24 H LE MANS 1996  
 DRIVERS : A OLOFSSON - L. DELLA

NOCE - C.ROSENBLAND  
 REFERENCE: F03102  
 MODEL: BMW M1  
 RACE : 24 H LE MANS 1980  
 DRIVER : H.J STUCK – H. J.BURGER  
 REFERENCE: F16101  
 MODEL: RENAULT 5  
 RACE : R. CORTE INGLES 1985  
 DRIVERS : S. ALVAREZ E.MANRIQUE  
 REFERENCE: F12301  
 MODEL: PORSCHE 935K3  
 RACE : 24 HOUR LE MANS 1980  
 DRIVER : J.PAUL - J.PAUL JR - G.EDWARDS  
 REFERENCE: F18101

There is also exciting news that the classic Lotus 78 in JPS colours is likely to go ahead, ➡





but not until next year. A further version of the Williams FW07 this time as raced by Alan Jones in Germany in 1979 (F01104) is now available.

Sicily's 1966 Targa Florio saw the Alfa Romeo TZ2 have arguably its finest hour as despite torrential rain throughout much of the weekend leading to certain parts of the track resembling a farmyard, the #126 Alfa of Enrico Pinto and Nino Todaro came home fourth overall (other cars finished 10<sup>th</sup> and 13<sup>th</sup>).

This model, reference F14101, is fitted with a Mabuchi motor positioned at the front and comes with magnet. Unfortunately, the Ferrari



250 LM #170 (reference F02103) driven by Arthur Swanson and Robert Ennis was involved in an accident and did not finish. Neither model has working lights.

Also now available are further versions of the Sunred SR21 as raced in the GT Open in Barcelona last year (M01103) and the Doran EJ4 as raced in Utah in 2006 (M03101).

More Fly news in time for Christmas then next month, but in the meantime, my email address is working so please feel free to contact me on any Fly matters or news that you may wish to share. ■



A bumper month for news this time with Christmas fast approaching, first up we have news that the TRRC Maserati 6CM is now available in limited numbers in RTR form with the kit versions being available next month. We also have three new kit releases from World Classics. The first is the Ferrari TR59/60 available to build as either the 1960 Le Mans #9 Von Tripps and Hill car or the victorious #11 Gendebien and Frere machine, whilst the second is the 1952 Le Mans Lancia Aurelia available as the S2 class winning #39 entry of Valenzano and Ippocampo that finished 6<sup>th</sup> overall or the sister #40 car of Bonetto and Anselmi which finished 8<sup>th</sup>. Both these kits have fully chromed white metal parts, while the third is the famous Gerry Marshall "Old Nail" with the master being produced I understand by Marlon of TRRC fame from the master of his superb 2009 Wolves Classic Saloon Concours winner.



**TRRC Maserati 6CM (Picture courtesy of TRRC)**

Staying in the UK Pendle Slot Racing also have two new resin kits available these being reference BK23 an open topped Triumph Spitfire and BK25 a rather fetching MG PA/PB

both come with wheels, chrome parts and resin chassis. Rounding out the UK section this month I Couldn't resist photographing a line up of the very cute looking Penelope Pitlane Legends at Wolves this week and make no apologies for featuring them in consecutive months, they are great fun to drive as well.



**A grid of Penelope Pitlane Legends**

I have had virtually no time to build this month due to my annual pilgrimage to the Rally de Catalunya however my good friend Milan at MTR32 has been busy and has built me the excellent 1981 De Cadenet Lola in its Belga sponsored form, the real car driven by De Cadenet and Martin sadly retired at Le Mans due to engine malady. Milan has also produced the earlier 1980 #8 Antar sponsored De





### **MTR32 De Cadenet Lola Le Mans 1981**

Cadenet Lola as driven at Le Mans by De Cadenet and Migault this time the real car was sidelined with gearbox failure although it did win at Silverstone. Two all new cars are the #37 Toyota 89-CV in the Tom's Taka Q colours from the 1990 season and the #14 Ford GT3 as driven by Eskelinen and Nygaard for Fischer Racing this season.

The first of the Proto Slot Lotus 56 Turbine kits are now available under Chris's Ghost Models label, available as RTR, pre-painted kit and un-painted kit these are available to order direct from the PSK website as either the #70 Graham Hill car which crashed after 110 laps or the Pole Position #60 car of Joe Leonard which



**GMC Gulf Transporter (Picture courtesy of GMC)**

retired due to fuel shaft failure after 191 laps having led for part of the race. Both are depicted in STP livery and look absolutely fabulous. Staying in France GMC have released the blue #25 Chevron B12 Repco as raced by Woolfe and Maitland at Le Mans 1968, which retired after 27 laps and a very beautiful Mercedes Benz Team Gulf transporter limited to just 150 units, it will be expensive but the prototype looks fantastic on the website.

One car that did arrive this month was the #22 Porsche Carrera RSR Turbo from Le Mans Miniatures. This little gem depicts the Van Lennep and Muller car which won the +2,000 class at Le Mans in 1974 and finished an incredible 2<sup>nd</sup> overall behind the winning Matra of Pescarolo and Larousse. Beautifully detailed the model has amazingly intricate pipe work around the back end and looks so mean with the beefed out arches and huge rear wing.



### **Le Mans Miniatures Porsche Carrera RSR Turbo Le Mans 1974**

A couple of new names have appeared on the scene recently the first is MSC who are known for their excellent slot rally chassis but are branching out into RTR cars. The first release hopefully in December is expected to be the 1997 WRC Subaru Impreza presumably as the McRae and Grist car. MSC has plans for a Purolator and Belga liveried RS200 to follow and the MG 6R4 with Malcolm Wilson's Computer vision and Didier Auriol's Export 33 liveried machines. The next new comer is Kuxku Models who have released an unusual car in the #184 Jules sponsored Rolls Royce



**Rolls Royce Corniche Dakar 1982 (Picture courtesy of Kuxku)**

Corniche as driven in the 1981 Paris Dakar by De Montcorge and Pelletier. Raced only once this Chevy V8 powered machine was disqualified following an over long axle change but did go on to reach the finish as one of only 40 cars out of the 170 starters to do so that year. Hand built to order this is a highly unusual albeit pricey model.

One manufacturer who hasn't featured here for a while is Ostorero, however I hear that they have an all new release planned for the future in the form of the #27 Ferrari 126C4 as raced by Michele Alboreto in 1984/5, No idea when this will be available but I'll keep you posted. Slot Classics have a new release but not in the form of a car but a second excellent book by Ewe Kitza called "The Art of Collecting Dreams"

this is a 15<sup>th</sup> Anniversary guide to Slot Classics creations and follows on from the first book published in 2005. With 190 pages and excellent photographs it is a must for any Slot Classic collector. On to RTR news and Fly have released another Alfa Romeo TZ2 this time in the guise of the white #28 car driven by De Leonibus and Di Bona at the 1967 Monza 1,000Kms. They also have two new Grand-Am car liveries in the form of the 2003 Virginian 400 winning #54 Infinity sponsored Doran JE4 of Barber, Pilgrim and Borscheller and the 2005 #3 Pap Parts sponsored Riley Mk XI of Lewis and Grala that finished 8<sup>th</sup> at the Laguna Seca 250. Avant slot have issued a new MAN truck in the form of the #434 Repsol / Telefonica machine and the #304 Repsol / Valeo sponsored Mitsubishi Lancer from the 2009 Dakar.

Finally this month the new NSR Ford GT40 MKII has arrived in the shape of the 1966 #3 Pole winning Le Mans car driven by Dan Gurney and Jerry Grant, my only criticism of the NSR Ford GT40 is that while it's very quick right out of the box to my eyes it looks a bit too wide and flat for scale accuracy but maybe it's just my old age creeping up. Also out now is the #9 pole position winning Gardner and Hahne Alan Mann entered Ford P68 from Spa 1968 and a new Porsche 911GT3 (997) in a variety of liveries, while a Corvette C5R looks due to follow probably early in the new year. ■



**NRS Ford GT40 MKII #3 Le Mans Pole Position 1966**







## Ninco 50551 - Renault Mégane Trophy Atag Lightning

By Brian Rogers

Way back in the 1960s Scalextric had a bright idea - bung a slightly better motor in the standard item, call it a 'race-tuned car' and sell it at an inflated price. In more recent times the idea has been resurrected and so we now have the SCX Pro series, Scalextric Sport and Ninco Lightning (née ProRace) amongst others. The modern item is a bit more sophisticated and usually includes hardened steel axles, metal wheels and gearing, in addition to the obligatory 'hot' motor.

All this comes at quite a hefty price premium (about £25 more expensive than the basic cars at rrp in the case of Ninco) so what market are they aimed at and are they worth it? It seems unlikely that club racers are the main target - their numbers are too small to provide a worthwhile return and, in any case, they usually replace most of the important bits with upgraded parts so are more likely to buy the standard, cheaper models as a base for their race cars. In fact most of my local club's members even upgrade their Slot.it cars with various 'Go-Faster' items from the range! Also, any club that runs 'box standard' tends to ban such cars as

outside the spirit of the rules. In which case I presume that most of these things are actually purchased by the more enthusiastic home racer. Whether they are value for money for this market is somewhat debatable as they are unlikely to go much faster on the average home track where magnet strength is more important than decent wheels and gearing - smart piece of marketing though!

Anyway, for the first time since I retired as Editor, those nice people at A B Gee (via Peter Solari) have sent me a car to review which just happens to be one of the latest in the Lightning series so let's have a look at it.

### The Real Car

The Mégane Trophy is a one-make racing series created and managed by Renault Sport. The earlier version of this car has dominated our club's saloon class for several years, albeit with most of the running gear replaced by Slot.it items. The MKII version was introduced in 2009 and Ninco has already produced several liveries of the latest car in its basic range.

Slot car manufacturers seem to bring out





ever more obscure liveries as time goes on and this one is no exception. The car modelled was sponsored by a Dutch kitchen manufacturer and driven by Dutch Rally Champion, Bernhard Ten Brinke. He competed in just four rounds of the Trophy series at the start of 2009 with a conspicuous lack of success and I struggled to find any web references in English to either the team or driver so I doubt he has a large fan following in the UK - perhaps this car is really aimed at the Dutch buyer! With the limited amount of reference material at my disposal the slot car looks to be a reasonably accurate representation of the real thing with the notable exception of the wheels - they are exceedingly pretty but nothing like the ones fitted to the real car.

## The Innards

Separating the body from the chassis presented a bit of a problem as removing the four visible screws on the underside produced a lot of internal rattling but failed to separate top from bottom. Further investigation revealed another screw hidden under the guide blade! In fact the body is only held on by two screws - the other three secure the motor pod so take care with dismantling or you will end up with a lot of bits flopping about.

The body is a standard item but fitted with

a lightweight Lexan driver platform. However, the real difference from the basic car is to be found in the chassis and running gear. Starting from the front end we have a ProRace guide which is more substantial and, in my opinion, should be fitted as standard to all Ninco cars as it is vastly superior. The front wheels are metal and secured by the usual grub screws, as are the rears.

The motor is an NC12 Crusher which seems virtually identical to the old NC6 and why Ninco feel the need to keep changing motor numbers is beyond me. There was nothing wrong with the earlier version so why confuse the issue?

The motor, axle and gears are all housed in the aforementioned pod so maintenance is, in theory much easier, as you can just undo grub screws instead of trying to separate all the bits you would usually superglue in. A sensible innovation is that the higher grade motor leads are fixed with spade connectors (other manufacturers please note) instead of soldered on. To complete the 'race tuned' specification there are metal gears instead of the usual plastic ones, the front tyres appear to be the zero grip type and the rears are of a softer compound than standard.

All good stuff but does it live up to the performance hype? Read on. ➡➡



## Let's Go Play!

My home track is routed wood/copper tape so I can't comment on the car's performance on the plastic variety. Anyway, there is no magnet fitted (a pleasant surprise) so it could be a bit of a handful on the average home track!

I first tried a few medium pace laps, straight out of the box, to make sure everything was functioning correctly then gave it a bit of welly down the main straight - at which point a rear wheel detached itself from the axle and a high pitched whine indicated that the crown wheel wasn't on speaking terms with the pinion. Not an auspicious start then! On dismantling the car I found that virtually everything that was meant to be tightly secured by a grub screw was as loose as a politician's grip on reality. I had read a few comments about Ninco's quality control (or lack of it) recently but you really don't expect the thing to fall completely apart after just three laps!

On inspection of the offending parts I was even more surprised to find it difficult to tighten everything up - either the axles are poor quality or the grub screws are rubbish - or both. I eventually managed to secure everything and returned to the track to give the car a proper work-out.

My track has a 50ft running length and my original Ninco Mégane will lap it in 5.3 seconds. As it holds the lap record at my club (with the help of Slot.It running gear) it would not be a fair comparison with the review car so I decided to test the new Mégane against a seven year old Ninco Audi TT. This is my reserve club car and is absolutely box standard well apart from having a ProRace guide, a very well run in NC5 motor and softened tyres. It will turn 5.8 second laps without breaking sweat - best I could achieve with the new Mégane was 6.1 seconds! There was a definite touch of the infamous Ninco hop and some pronounced chatter from the front wheels.

Some time later I tried again - the motor had a few hours running in, gears were adjusted/ lubricated and spacers fitted to the front wheels. I also had to superglue the axle bushings as the plastic mountings were way too



soft and allowed the pod to twist under hard acceleration - almost certainly the cause of the hop.

Performance was much improved and it could now match the Audi with a best time of 5.7 seconds but the gearing was very notchy and probably preventing the car from reaching its full potential.

## Verdict

There is much to commend this car and, in theory, it should perform better than it actually did. It is lower than the earlier version, the lightweight driver platform drops the centre of gravity even further and the chassis is a good bit of kit. A few tenths here and there on a home track may not seem much but, translated to a 100ft club track with longer straights, it would be seriously outclassed.

I suspected that the lack of performance was directly related to the inferior quality of the rear end so I substituted a Slot.It rear axle/wheels/gears and tyres for the original. Result! An instant speed transformation - 5.5 second laps and a much smoother drive. With a bit more work it could turn out to be a decent race car.

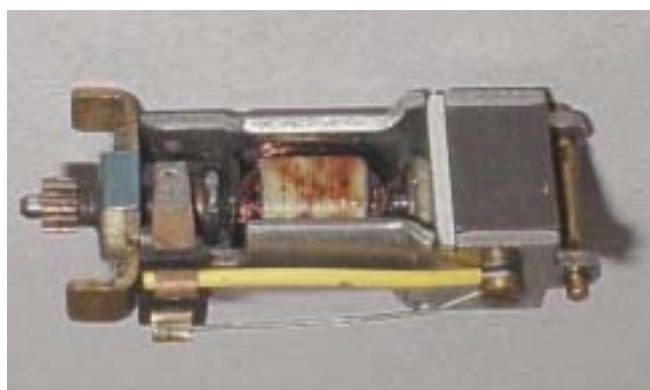
Overall then, as supplied, it is something of a disappointment - the concept is good but the execution and poor quality of some of the parts lets it down. At an rrp of near £59 you should expect top notch quality and performance but this car falls short by quite a margin.

Provided you can obtain it at a decent discount and don't mind splashing out on a few replacement parts then it may be worth buying for club use but the home racer really would be better off with the basic car at £25 less. Plus ça change - Scalextric "race tuned" cars weren't that special in the 60s either! ■

# RX Motor Tune

By Phil Roberts

Many early Scalextric cars were fitted with the Triang RX open frame motor. A fine motor in its time, “torquey” and forgiving, but 40+ years on it struggles to keep pace with the more modern can-based motors. I decided to try and make my many early cars more competitive, so a Lotus 72D C50, March 721 C26, Stratos (4055 Spanish) and a Fiesta (4061 Spanish) were chosen as my guinea pigs.



First, I stripped the motor down and cleaned the dirt, oil and carbon debris from the armature paying particular attention to the gap between the segments. After fitting new brushes and tensioning the spring, cleaning any electrical contacts, then carefully oiling the bearings and pads I turned my attention to what I thought was the main culprit: the square magnet. By using the highly scientific method of ‘holding a screwdriver to it’, I determined there was more magnetic pull from the table I was sat at.

I ordered new Super Neo magnets from eBay; there are a couple of suppliers, but I chose an American dealer and they duly arrived.

Before trying the magnet, I had tested the Fiesta over many laps. The road holding and grip were very poor, so I changed the rear tyres for Ortmann replacements as the originals had perished; the fronts I left as the hard rubber helped lower the cars’ rolling resistance.

With the rear tyres fitted they made an incredible difference to the car’s road holding and handling.

Next a new magnet was fitted, easily done by



removing one long bolt, the tyres were cleaned and then time for the test track. After a few warm up laps, I did not need the lap counter to tell me this was a different car: powerful, great brakes, instant response and tail out power slides were easy to achieve.

I tested by running over 20 timed laps of my 57ft per lap, coppered, Classic Scalextric, Sudley Park Rallysprint track, power supplied by two individual power supplies, giving up to 16 volts per lane. Timing was provided by a DS lap counter and PC, giving the following results using a Slot.It SCP1 controller:

The Fiesta did a best lap of: 13.91s (no mods).

The Fiesta did a best lap of: 9.58s (tyres).

The Fiesta did a best lap of: 8.2s (tyres and magnet).

A total improvement of 5.71 seconds per lap! How much of this can be attributed to the motor improvement, and how much to improved magnetic attraction to the rails I cannot determine. This improvement was shown on all the cars tested, the F1 cars being a fantastic drive now, giving more modern cars a good run for their money. I cannot recommend this line of updates highly enough, as cars once not competitive are now a pleasure to race.

To conclude and as a further comparison: a Lotus 72D C50 modified as above: did a best lap of 7.3s, a SCX Xsara 60770 STD: did a best lap of 7.7s and finally, a Scalextric Honda F1 C2716 STD: did a best lap of 6.1s. So a valued improvement, I hope the readers will agree? ■





Two new releases from Slot.It to bring you this month, the first is reference SICA11c the 1971 Alfa Romeo 33/3. One of the most attractive cars of the 1970s 3 litre sports car world championships the Alfa 33/3 was normally somewhat overshadowed by the Ferrari 312PB and the Matra 670 series, however this was not normally due to lack of performance or top flight drivers but often down to the occasionally comical organisation and preparation from Autodelta who were responsible for the racing team during the early '70s. The exceptions to Autodelta's Alfa under achievements came mainly during the 1971 season. Where when they remained reliable the Alfa 33/3 was a match for anyone and they duly won the Targa Florio, Watkins Glen 6 Hours and as depicted in this new Slot.It release the Brands Hatch 1,000 Kms. At Brands Hatch the #54 Alfa driven by Henri Pescarolo and Andrea De Adamich had lined up 6<sup>th</sup> on the grid behind the

Ickx / Regazzoni Ferrari, sister Alfa of Stommelen / Hezemans and three factory Porsche 917Ks, things did not look good as they were over two seconds off the pole pace. However come the race and the white nosed #54 Alfa driven by the two experienced G.P. and sports car stars won by over three laps from the pole Ferrari covering 235 laps in six hours twenty four minutes to win the fourth round in that year's Championship of makes.

Slot.It has faithfully reproduced this winning car resplendent in its red and white Autodelta livery. Accurate body details include the tripod rear view mirror, roll bar, huge side radiators, NACA ducts, gearbox, and exhausts and of course the famous Alfa badge on the nose. Tampon printing is sharp and clear with six colours over the base red and the various logos and sponsors decals all appear correct to the real car. Pescarolo is depicted in the well detailed open cockpit with his distinctive green full faced



Alfa 33/3 #54 Winner Brands Hatch Championship of makes 1971



**The Alfa 33/3 side on**

helmet and the wheel inserts are the fabulous looking Alfa “pepper-pot” style. Running gear is pretty much as per the previous two Alfas from Slot.It with 15 x 8 nickel alloy rear hubs, and 14.3 x 8 fronts. The chassis is set for sidewinder only with a 34 tooth blue crown gear and 11 tooth motor pinion, 21,500 r.p.m. motor, adjustable front axle height and long stem push fit guide. Upgrade options include suspension, lights and SSD compatibility. Dimensionally the car is 116mm long, 31mm high, has a 74mm wheelbase and 63mm track and weighs just 62.4g. Performance wise the Alfa managed 9.0-9.5 seconds per lap straight out of the box on the Wolves International track in my hands with no handling vices. These were almost identical times to the previous Alfa and Ferrari 312PB releases against which it will race. All in all a very well finished addition of to the Slot.It range from this period depicting one of Alfas all too rare successes, perhaps we may see the Matra 670, Mirage or the later Alfa 33/12 from Slot.It sometime in the future.

The second new release this month is reference SICA06e this is the simply stunning metallic blue #63 Michelin sponsored Sauber Mercedes C9. A model of the car driven to 3<sup>rd</sup> place by New Zealander Mike Thackwell at the Nurburgring round of the German Super Cup in September 1987. The car entered by Formel Rennsportsclub finished just twelve seconds behind the victorious #61 sister Sauber of John-Louis Schlesser and the Porsche 962C of Hans Joachim Stuck after thirty nine laps of the Nordschleife. This really is one of the most striking colour schemes for the already handsome Sauber C9 with its blue base colour and predominantly white and black logos featuring



**Sauber Mercedes C9 3<sup>rd</sup> place Nurburgring Super Cup 1987**

the famous “Michelin man”. The tampon printing features five colours and as you would expect from Slot.It appears both sharp and accurate in terms of logo sizes and placement on the car and includes the correct red mirror one side and yellow mirror the other side of the cockpit. The cockpit itself is mainly black as with most GT1 cars from this period with the driver figure and detailed helmet colours representing Mike Thackwell (At one point the youngest ever G.P. driver) however one small criticism is that the driver figure again looks a bit chunky whereas Mike himself was pretty thin as I recall. External details include aerials, wiper, NACA ducts, cockpit air intake for the driver, exhausts and lights, etc. which all add to the realism of the model. It amazes me that 1/32<sup>nd</sup> scale slot cars like the Sauber now have the kind of detail we once only found on larger scale die cast cars.

Running gear is pretty familiar in standard specification with adjustable axle height, magnet, Yellow 28 tooth Aluminium in-line gear, 9 tooth pinion and an in-line 21,500 r.p.m. short can motor as standard. Wheel hubs are PA17 alloy rears and same size plastic fronts with gold spoke BBS inserts which complement the overall colour scheme so well. The tyres are as you would expect, with the title sponsor and have the white Michelin logos printed on the sidewalls. The use of the later style chassis means that the Sauber is fully compatible with off-set in-line, Sidewinder, in-line Boxer and angle-winder set ups, working suspension, lights, super magnet, light weight interior and of course the SSD system. Dimensionally the ➡➡



**The Sauber from the top showing that gorgeous blue colour scheme**

model is 149mm long, 84mm wheelbase, 62mm track and just 31mm height with a weight in standard trim of just 76g.

Performance wise in standard trim, it is I found a tad quicker than other recent Slot. It Group C and GT1 releases I have tested in the past few months, I found I was hitting the 8.0 seconds per lap on the Wolves International circuit with very little change other than a tyre

glue and true. As always the quick boys can fit their chosen gear and make the Saubers lap two seconds quicker than me but this one felt pretty good in standard trim at my somewhat tamer speeds. The Saubers have in my opinion been probably the best looking group C sport cars and reproduced in this livery the best looking just got even better.

The spies have been out and about and tell



**The Sauber side on**





**2010 Slot.It Challenge UK Champion Shaun Mitchell (right) and 2009 Champion Nick Hirst (left)**

me that prototypes of the Slot.It GT40 MkII and the Toyota 88C were on display at the I Hobby show last week, hopefully the GT40 will be with us as planned around February and the Toyota not long after.

On finally to the sixth and final round of the 2010 Pendle Slot Racing / Slot.It Challenge UK at Wolverhampton on October 24<sup>th</sup>. In the seniors, Slotmaniacs Lee Andrews fresh from his maiden Wolves Classics win continued his fine form to lead the qualifiers and then won the A final from newly crowned Champion Shaun Mitchell. Lee became the only driver to win more than one round this year but Shaun's remarkable run of top two finishes continued to show why he was such a worthy winner this year.



**2010 Slot.It Challenge Juniors top three (right to left) Lewis Gough, Sam Cockerton and Andy M'Bartle**

Nick Hirst finished third to cement second in the Championship while Jack Thoburn produced another fine drive finishing fourth to show that he will be a serious outright contender for 2011. In the juniors Matthew Sharples got amongst the three Wolves big guns with a fine second place, however once again Lewis Gough took the top spot with Sam Cockerton third and Andy M'Bartle fourth.

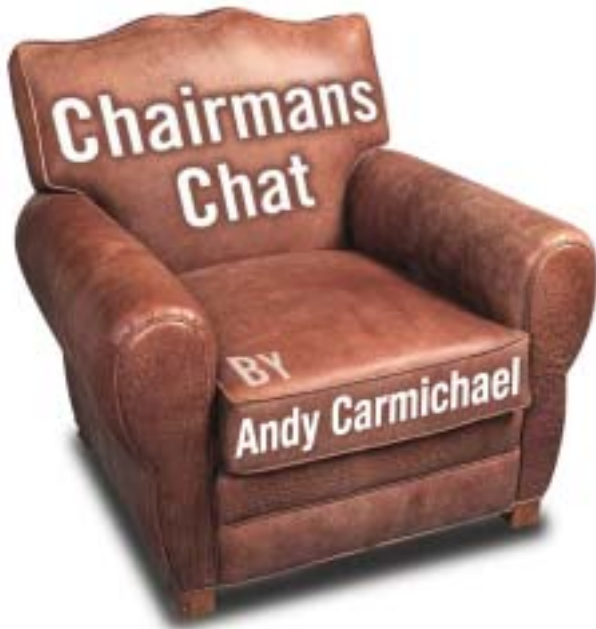
The final end of season top ten in the seniors are as follows; Shaun Mitchell (North Staff's) 246, Nick Hirst (Pendle) 238, Lee Andrews (Slotmaniacs) 233, Simon Scott (Pinewood) 233, Jack Thorburn (Pendle) 232, Phil Field (Hereford) 226, Paul Charlton (Pinewood) 221, Aidy Barber (Hereford) 211, Richard Welch (Slotmaniacs) 207 and Don Stanley (Independent) 204.

While in the juniors the final standings are; Lewis Gough (Wolves) 100, Andrew M'Bartle (Wolves) 91, Sam Cockerton (Wolves) 88, Lewis Anthony (Wolves) 86, Elliott Alcock (North Staff's) 78, Bobby Flores (Tendring) 61, Ben Clements (Wye Valley) 58, James Lyons (North Staffs) 56 and Dwayne Mansell (Wolves) 40.

Many thanks to Slot.It for providing the photographs as I was suffering problems with my camera.

Till next time keep on Slotting It. ■





I start this month's column with sad news, on 2nd October my Father Eric, long time NSCC member died at the young age of 86 (He was aiming for 90!). He first got involved and introduced to the NSCC in 1987 when I took him to a NSCC Swapmeet at Solihull Ice Rink, the day when a reissue Bugatti body was yours for a few pounds and I still regret not buying some. Eric was an avid collector and my interest converted him from diecast cars and trams to proper collectables, with Bentleys and Alfas that actually ran, he joined the Club in 1990. He made many friends amongst the Club, members and the traders alike, ironically last month we heard the news of Jon Robinson (Mr MRRC) passing, my Dad would ask Jon for all sorts of things and packets of rarities would arrive from Jersey, often things I had never seen. Last year a lot of people put themselves out to ensure my Dad went to the NSCC Hornby Weekend, it brought him great pleasure and was the last NSCC event he attended, I thank all those involved personally now, he really did love our Club. Eric's deteriorating health has taken me out of a lot of Club business and it's my intention to now get back up to speed with Club work. I also thank all the Committee who have taken on extra work whilst I took a back seat,

Now to focus on what the Committee has been doing, Saturday 25th September saw the

most recent team meeting with no apologies. A very full agenda was covered through what was a long day, I will deal with the issues raised in turn:-

1) HONORARIUMS - The Membership Secretary and Editor Posts attract a Honorarium at a level set over 10 years ago, a discussion ensued around what this amount should now be set at. It was considered under the present economic environment whilst many members were seeing harder times that such an increase was inappropriate and this issue was deferred to next year.

2) NSCC HORNBY WEEKEND 2010 - With this year Club weekend rapidly approaching the process of deciding who would attend began. As has been the case for most years there were more applicants than places. The selection process required several different criteria to be considered, members who had never attended were the first priority followed by those who had been least over past 3 and then 4 years. One person was invited who did not meet these criteria on the basis of the huge amount of work and time they had given to the Club this year.

3) PROMOTIONS OFFICER AND TEAM – As you may recall from previous Chairman's Chats and scribbling in the Journal the post of Promotions Officer was vacant and we invited members to apply. This post has traditionally been non elected with the Committee nominating someone, however with the intention of getting the best candidate the post was offered out. Three people responded with two being considered for the post on the Committee and one person wishing to be part of the proposed Promotions sub committee. After considerable debate Karl Cornell was elected as Promotions Officer with the runner up and Paul Yates being offered posts on the sub committee, unfortunately the runner up was with good reason unable to accept the position. So we now have a promotions team and I would ask you to address all your bright ideas and give as much support as possible to the 'new' crew.

4) CLUB CONSTITUTION – The draft Constitution has been with a friendly (and free) solicitor for some time with no feedback being

given, the decision was taken to pay for some professional services. One Committee member offered to tie this in with some company law work they were having done in an effort to reduce costs to the Club. I still find it hard to believe that in a Club of 800 plus members, we have taxmen, firemen, directors, accountants, doctors, sculptors, managers and even a pilot but we don't have a solicitor who could offer the Club their services? If your out there please 'holla'! Just reading who we do have we could start our own airline though.....'Mr Promotions Officer ! ??'.... I think I've got a plan to improve Club funds, do we have 5 million for a second hand Boeing?

5) BRIGHT IDEAS ANIMAL (As Brian ex Editor would say!) - How can we get the membership working for the Club? Another of my constant questions as Chair is how do we get the silent majority to be active? Plans were discussed for ways we could get the membership to go out there and grab members perhaps an incentive scheme to those who sign up new victims ....oooh sorry I mean members! More on this will come in the next few months.

That aside though there is a way many of us can promote the Club at little cost for both time and money. Hundreds of you trade on eBay, why not start sending our webpage / Twitter/ Facebook link or even an application form out to people? OK its orange box time, if every Club member recruited just one person in twelve months we would see a huge expansion in what we could do or promote, for example if we have more members our limited run cars will turn around quicker and we could reinvest faster. This in turn would give us more funds to be involved in more promotions not just special cars. **GO AND SPREAD THE WORD BROTHERS AND SISTERS AND GET THE CLUB MORE MEMBERS.** I have now got off my orange box.

Right back to the Committee meeting, there are commercial issues around projects and events that need to be kept under wraps and cant be reported on yet, but as ever I will try and let you the membership know as soon as I can about these things.

That's all for this month folks, please feel free to use my personal email as my Chairman's email address is suspiciously quiet! ■





# World Classics Pre-1970 Historic Euro-Japanese Saloons 2010 – Meeting

by Phil Insull

Sunday October 10<sup>th</sup> saw the fifth annual World Classics sponsored Historic saloon car meeting held at Wolves with this year seeing all cars based on European and Japanese saloons manufactured prior to January 1<sup>st</sup> 1970, albeit again with the short and long wheel base class as per the previous year's event but with all cars running in-line motors and narrower 6mm contact patch tyres.

Proceedings kicked off with a general practice session, followed by drivers briefing. Next up came the Concours competition with all Concours entries being scored out of 20 by six judges with the lowest score being dropped to give a mark out of 100. The eighteen entrants were as always of high quality standard and voting saw Martin De'Aths superbly finished Mini Cooper coming out as the worthy winner with 86 points. Martin also had a wonderful Jaguar MKII which scored 84 points but he was only allowed to count his top scoring entry. Runner up was Bryan King's excellent Zephyr Zodiac MKIII on 83 points with Malcolm Scotto's GT Models based Hillman Imp a close



Concours second Bryan King's Zephyr Zodiac

third on 80 points. This year we also had a new combined race and Concours prize and this went to Roy Pritchard's fantastic Alan Mann liveried MkII Jaguar, which not only looked good but went also very quickly!

On to the racing and with each driver running three minutes on each lane the total distances determined the finals they went into, with two sections, one for short wheel base cars (Wheel base under 73mm with 1.5mm minimum



Concours Winner Martin (De'Aths) Marvellous Mini



Concours third Malcolm Scotto's Hillman Imp



**Roy Pritchard's combined overall Concours/  
race trophy winning Jaguar**

ground clearance) and one for longer wheel base cars with a 2.5mm minimum ground clearance. Qualifying was run in heats of four on the International track and some excellent close racing was evident right through the field. After the forty one qualifying heats drivers went into two sets of ladder finals depending on the class they ran in and their qualifying race distance.

In Short wheel base class the D final saw Steve Beach qualify to the next round with his Isuzu Bellet GTR, Pete Emery's lovely little Renault 4CV then won the C final to move up into the semi final, which was in turn won by Martins Marvellous Mini (hands up if you remember that cartoon from the old Tiger and Speed comics?) Martin's Mini then joined highest SWB qualifier Graham Windle with his Fiat Abarth, James Noake with his Datsun Bluebird and Kane Tilley with his VW Beetle for the final. The final saw something of a turn up for the form books with James Noake taking a well judged win from the un-fancied white outside lane from Graham's Abarth and Kane's Bug.



**The short wheelbase Finalist's cars (L to R)  
Martins Mini, Grahams Abarth, Kane's Beetle  
and James Datsun**



**SWB Winners (L to R) 3<sup>rd</sup> Kane Tilley, 2<sup>nd</sup>  
Graham Windle, 1<sup>st</sup> James Noake**

There were seven ladder stages before the long wheel base final with the I final going to Graham Pritchard's Mercedes, H final to Martin De'Aths' Escort, G final to Vic Bettel's Datsun, F final to Alan Shawes' Aston DB2, E final to Lewis Ward's Jaguar, D final to Robbie Davies' Rapier and C final to Chris Adams' Mercedes with a good effort by newcomer Rob Wallader who was up among the quick boys in the C final and was an enormous help on race control as well, thank you Rob. The semi finals saw Mark Witham take a hard fought win from another newcomer to these events Slotmaniacs Richard Welch and Roy Pritchards all with MKII Jaguars to qualify for the final. Joining them was another Slotmaniacs driver and new boy top qualifier Lee Andrews, who's Penelope Pitlane chassis MKII Jaguar had only been completed during Saturdays practice session, the ever rapid Dick Smith with his MKII and Ian Fitzpatrick with his Rover.

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**The Long wheelbase finalists' cars (left to right) Mark's (Blue), Lee's (Smoke Metallic) and Dick's (Cream) Jaguars and Ian's Rover**

The long wheel base final started with the three Jaguars taking it in turns to chase Ian's Rover for a couple of laps before the three swept past with Lee putting his Slot.It Challenge driving skills and his Wolves league winning experience to great effect to win his first attempt



**LWB Winners (left to right) 3<sup>rd</sup> Dick Smith, 2<sup>nd</sup> Mark Witham, 1<sup>st</sup> Lee Andrews**

at a classic meeting from the hard charging Mark and Dick who as always are super quick around Wolves and have scored regular wins and podiums in the past here, but on this occasion couldn't quite get the better of Lee and had to settle for second and third respectively, but not for lack of trying in what was a tense and exciting grand final.

Thanks as ever go to our meeting sponsor John who seemed happy to see quite a large number of OCAR bodied Jaguars amongst the field and Steve from Penelope Pitlane was pleased to see his new in-line competition chassis score a maiden victory. Thanks also to Malcolm Scotto, Rob Wallader and all the Wolves team including the Ladies who kept us all supplied with drinks and food and organised the Acorns Raffle and put on another fabulous event, to Colin from RS Slot Racing, Betta and Classic and to all the friends who came from near and far to participate because they're what makes it all worthwhile. ■





## C1251 - GT Endurance Start Set By Pete Simpson

Following from last month's "Messages" here's the promised continuing saga of Scalextric Start. As any ploy to attract youngsters into our hobby has to be good, if only because the increased sales will reduce prices for the rest of us, the Start range deserves a review of its own. It could even create jobs and attract people into work in order to pay for our pensions! True to last month's declaration, I've had the opportunity to experience one of the new Start sets, kindly supplied by our Hornby insider, Adrian Norman.

morning of our departure for a long weekend with Karen's step mum on the IoW. Perfect – if Maureen could build herself a track and enjoy crawling around on the carpet (ok, one concession, we'd build it on a table top) then the average child should also be delighted with their new found capability.

On opening the box, the years slip away – the National Health Service should prescribe a new Scalextric set as an antidote to old age. Initial impression of the contents is of simplicity: two cars in plastic bags, a bundle of curves, a



The concept for Start is an entry level to 1/32<sup>nd</sup> scale racing for the younger enthusiast, possibly having been impressed by HO but wishing to adopt the more common scale. Unfortunately, no children were available to assist with this appraisal of ease of assembly or ability to keep the cars on the track so I had to broaden my approach. If those in their '40s are taken to be at their prime, then a 5 year old must have a similar degree of dexterity to an 80 year old. Now, there was one of them available! The set arrived fresh from the factory on the

pair of bridge supports and the power supply, all segregated by folded cardboard inserts. The balance of the set is contained in individual boxes, well protected but out of sight. Exploring further reveals the two hand throttles, a pack of straights, one with power connection, and four spare braid discs.

For anyone who has had to dispose of the traditional expanded polystyrene packing this is a refreshing 21<sup>st</sup> century, environmentally viable solution. First congratulations to Hornby without a wheel even turning.



A quick aside here regarding the pick-up braids. As part of the development, Scalextric have taken the opportunity to alter the track contact pitch to match the centres of the current quick change disc braids. Whether this was a cost reduction solution or simply an attempt to optimise the compatibility is somewhat academic - it works.

Examination of the power pack, P9400W, shows that it is 18W, slightly more than the Sport unit's 16.5W. As Sport often requires two supplies in order to ensure that one car's departure doesn't affect the other, this may still be a cause for concern, or it could be just enough to alleviate the issue. It will soon be revealed if this new power supply is adequate.



When the curves are lifted out, we find a bag containing the Set Instructions, car stickers, a sheet explaining potential expansion methods and a leaflet detailing the 2010 Scalextric range. Second brownie point goes to Hornby for the coherent instructions - in English, clear text and suitably illustrated. Whoever wrote this document deserves recognition as it is far superior to many other manufacturers' attempts.

In well under half an hour we had decided on one of the eight circuits available and joined two pieces together! Clipping the track together proved no obstacle: if Sport seems easy, then this almost assembles itself. Very little force is required to join the pieces together, certainly



comparable to the ease of assembling HO and without any fear that it may suddenly come apart. Unfortunately the third piece added was from another plan so we quickly found out how easy it is to dismantle the sections as well. Once underway, the track went together very easily and should not cause any problems for the youngest of users. The power straight has a new design of connectors: bespoke, keyed items that are probably cheaper than the Sport's jack plugs. No problem to insert and firm when engaged.

As we'd selected a circuit with a bridge it was a bit disconcerting to discover that none of the box inserts contained additional track supports, only the two bridge supports. This was no problem as Maureen had worked for Reader's Digest for many years so books of all thicknesses were readily available. However, Karen insisted that we try the layout without any extra help and just let the track rely on the two supplied⇒⇒







supports. I conceded, confident that the track would flex under the cars' weight. Wrong! The Start track worked perfectly without any aid from the library. In fact, the cars ran very smoothly up and down the ramps with no movement of the track at all: most impressive. The speed limiting control on the new hand throttles works well, enabling the controllers to be custom set for the less experienced. With the two dots aligned for minimum performance it is still possible to de-slot but nowhere near as often or as frustrating. The power from the supply was never an issue so definitely no need to purchase a second power base and supply. This could be due to the reduced down-force of the Start cars: surprisingly, Scalextric have opted for sticky tyres and less magnet. The cars still exhibit sufficient attraction to the track to prevent regular departure, but the tails can be hung out if pressing on.

After playing for an hour or so, we decided to improve the appearance of the cars by adding



the supplied stickers. Having been told that her efforts would appear in print, Maureen's concentration when working out where each should go and the subsequent accurate positioning, had to be witnessed to be believed. If there's one minor criticism of the set, it is that there are no illustrations, other than the box art, to indicate where the details belong. However, having managed it, the consensus was that instructions would have spoilt the fun!

It seems that Hornby have conceived a brilliant new version of Scalextric: easy to assembly, robust and cheap. Compare the £80 for this set, with its 6.2m of track, with the £110 for the 5.5m "Top Gear" set or the "Need for Speed" set, with 5.3m, at £100.



Currently any expansion is restricted to additional straights, available for £10 for two generous half metre pieces, and the Converter Track Pack. If a lap counter is deemed necessary then a Sport part, together with an extra half straight and the conversion set is the only option. Remember that some of the joy of Start lies in its simplicity.







Once we got home, with Journal submission date looming, out came the Sport track so trials could be conducted with combined architecture. I'd already purchased the track adaptors so all was ready to go. The pack is a bit more than just a pair of adaptor sections: it also includes a pair of short straights with which the dimensions can be matched.

Due to slightly different track geometry, the radii do not match those of Sport: in order to make the two systems compatible it is therefore necessary to increase the effective radius of the Start curves. This can be achieved by adding a short straight between two 90 degree sections to result in a 180 degree arc that matches that of Sport: hence the inclusion of two such pieces in the conversion packs. Although these on their own only address the most basic track layout, combined with the various short sections available in Sport just about any layout can be created. A simple circuit was assembled just to ensure that the systems are compatible: certainly no worries on that score as the cars progressed from one system to the other without any interruption. The Start track surface is certainly smoother than Sport but no real difference was experienced either with the Start cars or other Scalextric models. As an aside, the Start track has a smooth bottom to the slot which is also slightly wider: 3mm compared to 2.5mm of Sport. This means that Airfix and old MRRC cars ran far better than they often do on Sport.



So, as a cost effective introduction to 1/32nd scale racing the Start set is ideal: it can be expanded without any concern over redundancy. Indeed, once straight pieces become available they could be used as a cheap means of expanding a Sport track layout. Clearly, a good deal of thought has gone into producing elements that result in a financially viable alternative to Sport. With Christmas looming (sorry!) it represents a great bargain.

As this is the Endurance Set, the two cars are those reported on last month. However, given a month to play, I couldn't resist the temptation to go beyond the Scalextric supplied stickers. Modifying the appearance of the Start cars is simplicity itself. To prepare the body for painting, first remove the rear wing by squeezing the two clips together, remove the four screws holding the chassis into the body then remove the windscreen. This is a bit trickier as it is glued at the inside top rear edge requiring judicious use of a scalpel. It can then be slid forwards through the opening and clear of the body. The body moulding is very good and requires only a light rubbing over with soapy 600 grit wet and dry in order to provide a slight key and to ensure that all trace of mould release agent is removed. I used Humbrol acrylic grey primer followed by Plasticote sky blue, without any need to rub down between coats because I kept the primer to the finest of coats. The only point to note is that, due to the deep channels between the wings and the cockpit, some care is required to ensure adequate coverage without resulting in too heavy application on the wings. It is recommended that the body is given a quick blow over the channels from all angles then left for half an hour to flash off prior to coating the whole car. Overnight was sufficient for a hard, dry finish.

Care has to be taken when reinserting the windscreen: due to the close tolerances of the moulded parts, a judicious scraping of the aperture may be required in order to regain the correct fit. With the addition of a few decals from the spares box the car could easily pass for an entry for next year's LMP1 class at Le Mans, so off to race it we go! ■



## BMW M3 2009 GT

By Dave Mappin

Reviewing the SCX BMW M3 2009 GT car is slightly a case of the future arriving before the history has been written. The day after I collected the car from the post office, racing websites were ablaze with news of the 2010 BMW M3 snatching the 2010 American Le Mans Series Manufacturers and Team Championships in the last mile of the last race of the season.

The BMW Rahal Letterman Racing Team which finished forth in its debut season were looking at second place in the this years series when the Ferrari leading the race ran out of fuel allowing BMW to take the title by one point over a 4,000 mile series.

To me it seems a little strange that a car one sees on the High Street could win a series crammed with exotic machines, like Porsches, Ferraris, Lamborghinis and Corvettes but look under the surface and the it becomes apparent that BMW have crammed quite a bit of its F1 car development knowledge into this car, so it not quite the same machine as its cousins in the golf club car park.

The race version of the BMW M3 is wider and significantly lighter than its road going equivalent, with widespread use of carbon-reinforced plastic leading to a substantial weight

reduction. The engine is a 4 litre V8 P65 engine developing 485 bhp built in the BMW light alloy foundry in Landshut - the very source of BMW's Formula One castings. The boffins in Munich have not concentrated solely on the engine as the chassis is also fully race-tuned. Other Formula 1 techniques used to develop the aerodynamic package of the car included computational fluid dynamics (CFD) and wind tunnel analysis. I did ponder for a moment how a Racing team co-owned by a racing legend and talk show presenter would work in the over this side of the pond? Mansell Wogan racing anyone or how about a Moss Ross partnership (or should that be Moss Woss!).

As the car has quite a big following its easy to look for comparison pictures of it on image hosting websites and SCX look to have got the Tampos details for this #92 car sharp and in the right places. What they haven't done so well is the exhaust pipes, the moulding is very flat with no real depth to it, although a spot of black paint in the hole would improve things, the exhaust pipes do need to protrude more. Whilst we are busy with the black paint brush the vents





just in front of the rear wheels could do with a drop just to show their purpose which I presume is to channel air to the rear brakes.

The model reflects the prototype very well with the curvy shape and large spoiler being captured very effectively. SCX do listen to their customers and it's great to see the tyres on this model are all tucked safely under the wheel arches where they belong rather than hanging out of from under the car sides like a sausage roll! The tyres are worth a mention and very well they look with large Dunlop logos.

Technical Details are:-

Motor RX 42 - 19,000 RPM

Gear ratio 9/27

Wheelbase 86.9mm

Car length 147mm

Rear Wheel track 59.6mm

Rear Tyre Diameter 21.4mm

Car weight 90.3 Grams

Body Shell Weight 29.4 Grams

Three screw hold the body to the standard SCX chassis with rocking cradle with contact strips, you've all seen one before so we will move swiftly on. The car comes with the standard removable and adjustable traction magnet, which I like as I can just take it out and replace it with a weight.

A chance conversation about cars at a summer fair I attended with brought an

invitation to visit a local youth group who had a large permanent slot car track. Rather than just have a blast round my track I decided to take the M3 along to put it through its paces.

The model performed admirably straight out of the box the model and in the hands of the local track specialists won good number of heats in the evenings program. Although I didn't take a chequered flag which I blame on my lack of recent analogue experience, my recent racing being undertaken on digital tracks.

Given the model was in the hands of more enthusiastic racers for the majority of the evening I was expecting a sorry looking car to be handed back to me, however this was far from the case with the wing mirrors and sizable







spoiler fully intact even after several unscheduled high speed trips from the table top down onto the tiled floor.

The wide stance of the car allows it to boss the track, and muscle its way through especially on the inside line of corners, with the SCX standard rocking motor pod providing very controllable drifting and forgiving handling even on the bumpy and well worn youth club track.

The packaging is well thought out as the plinth lifts the tyres clear of the base of the box to avoid flat spots with the comprehensive instructions being a neat fold out design tucked away underneath the box. The box is the square cornered variety rather than the rounded one favoured by SCX recently, which I think is an advantage as it holds in a stack on a shelf easier.

As is often the case with SCX cars, this one

needed a degree of wrestling to free it from the securing plug but I'm sure this is preferable for retailers/purchasers rather than a receiving a car that's bounced round the box all the way from the factory.

In summary I like this car and I think it's going to become a favourite of mine, well balanced and fun to drive I'm looking forward to tweaking it to see how many seconds I can take out of its best lap time on my own track and a return visit to the youth club to see if I can actually win a race.

Finally, my thanks to Jeremy and of course SCX for supplying the car and letting me loose to review it! ■

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

With two free listing weekends during the month there has been a big jump in listing numbers this month on UK eBay to around the 16,000 level before falling back at the end of October to around 15,000. This increased level of listings has seemingly coincided with some renewed buyer activity especially on the specialist items with a single car topping the £4k mark – more details of which is below. As bargains have started to dry up this is perhaps good news for my local postman as there will be less parcels to fill the panniers on his bicycle and indeed I have actually had a non purchasing weekend for a change if you don't include Friday night's result!

### Big spenders

Well straight on to the big ticket item news this month then without further ado, which went to the Slot Classic Auto Union this month, that even out priced a Scalextric James Bond set. Whilst the Bond set went for £1,095 on Sunday night even with the box lid in very poor condition, the Slot Classic item described as the Holy Grail of Slot classic collecting, and one of only thirteen ever made for a rail racing event at Brooklands in 2001, reached a very healthy £4,555 on Monday night (130444361725). The seller who was not sure of its exact worth though, did note he had only ever seen one other before on eBay that had gone unsold at twice that figure though! Other Slot Classic cars also attracted enthusiastic bidding from a French seller were a CJ-8 Pegaso making £641, CJ-7P Ferrari £1,266.66 complete with a super detail wire wheel kit CJ-A1 though no motor, and a CJ-11 Aston £453.

Staying on the premium pricing theme another of the Scalextric 1/24 scale mint boxed Ferrari cars that seem to be cropping up fairly regularly over this past year fell just £20 short of the thousand pound mark on Sunday night

(220681233558). Another interesting 1/24 lot was one that ended at 99p with no bidders. It was for 4, yes 4! 1/24 scale Scalextric Alfa Romeo Saloon's still in their boxes plus twenty four boxes of 3 lane track. Check out 320593812093. The buyer did relist the items individually when he must have realised that listing four together was not the best way to maximise the sale price and I guess may have sold them off eBay as I only saw one go through as sold at £94.01 on a Monday night. Auto Unions seem to be back in fashion again with a nice yellow boxed example making a "devilish" £666.66 on a Monday night (330484925537) whilst another boxed example had topped £1,050 on a Sunday morning earlier in the month. Staying on a Scalextric thread but to more modern releases, a Christmas "Snow" Ferrari 330 P4 (1 of 25) given away to journalists in recent years made £339.56 on Friday afternoon after jumping up from a more reasonable £132 in the last couple of minutes. On the building front a very nice complete Scalextric refreshment kiosk again demonstrated some strength in bidding with the winning bidder having only 26p change out of £100 after postage costs. Perhaps they got carried away thinking the "dolly bird" standing at the counter was included, but the small print said otherwise! (150506822555) Still on the accessory theme but not seen for a while was a boxed rubber Dunlop bridge that made £180 on a Sunday night and a red roof French entrance building from a Danish seller that found a new owner on Sunday lunchtime for £215 370440462756).

### NSCC

October has been the month to sell NSCC weekend cars it seems as more than one seller has listed cars this month. Whilst getting the whole set in one go must have appealed to ➡

some buyers who would have liked these cars, but the £4k price was not attractive enough so most of the cars were listed individually subsequently. Prices spotted included the yellow 2003 GT40 at £445, white 2005 Mitsubishi Lancer £210, yellow 2006 Ford GT £270 and a couple of the red 2002 TVR's that both finished at the £265 level. The Chaparral 2F from last year appears to be unloved though with no bidders at the more lowly starting price of £175 and the 1998 Mégane and 1999 Diablo likewise. The more recent Ninco NSCC Mégane only made £79 with a 200<sup>th</sup> Anniversary of the journal Jaguar XJ220 a disappointing £22.

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

**PIONEER GOLDEN BULLITT FORD MUSTANG 390 GT SPECIAL ED.** £164 (Ref. P021 similar to Silver Bullitt on Sunday night 400157663528)

**PIONEER SHOTGUN WEDDING RANGE PRESENTATION 2010 SPECIAL** £185 (Ref. P028 white Dodge Charger in Bullitt theme box on Sunday night 400161887372)

Scalextric C2069 1998 Range Presentation Car £56.06 (Gold Diablo on Monday night 220684863776)

model scalextric jaguar car in transparent rigid box £107.77 (Couple of bidders obviously spotted this was a Cummins LE model on Saturday lunchtime 160497235840)

Scalextric/Pink Kar CV011 Auto Union 'Yellow' M/B £33 (Wednesday night)

Pink-Kar Bugatti Very Rare (Scalextric) £112.50 (CV002 one of 300 limited black model used once on Thursday night 290491402060)

**SCALEXTRIC FORD BOSS 302 MUSTANG 1969 GOLD LIMITED EDT** £140 **UNSOLD** (No bidders for this "gold chrome" car 180578651339)

Scalextric C2964 Lotus 49 Graham Hill Ltd Ed No.443 £63 (Saturday afternoon)

**SCALEXTRIC VINTAGE SET ESCORT XR3I (C676)** £50.29 (Lovely condition rare version with picture of cars in set filling lid artwork on Wednesday night 360300119434)

2 Scalextric cars £20 (BIN lasted 40 minutes on

Saturday night. Why so quick? 2 Caterhams in excellent condition 220676677833)

**VANQUISH MG SLOT CAR CATALOGUE (SCALEXTRIC) YEAR 2002** £8.50 (Sunday afternoon 330477489175)

Scalextric Super 1/24 Scale Catalogue 1960's £22.30 (Nice original catalogue on Friday night 130446836356)

**VINTAGE ROUND THE POLE RACING CAR** £50 (Spares or repairs as no rear wheels on Tuesday night 220686142910)

scalextric james bond 007 bank man legs excellent order £13.55 (Yes just the legs on Sunday night)

scalextric model GP3 £22.44 (Bonus was a nice number 2 catalogue included if you spotted that on Sunday lunchtime and was not watching the Grand Prix, so a bit of a bargain there as set had 2 C58 Coopers in. 320603488389)

Hi GUYS, us GIRLS of the 60s **NEED A TRACK** please buy us £7.50 (1/32 painted figures of 1 guy and 4 girls showing perhaps a little more flesh than you would see at a real circuit other than the promotion girls 150506960309)

**SCALEXTRIC 1960s STARTER & ROSTRUM F303 EXC BOX HARRODS** £23 (With Harrods price sticker of 6/11p on Saturday night 150506895840)

Scalextric States of Jersey Police Car Limited Edition £155 (Sunday night)

Scalextric No: E/5 "Aston Martin DB4" (MARSHAL'S CAR) £331 (Complete with original flags in window box on Wednesday night 370441947936)

Scalextric James Bond Aston Martin C97 Very Rare £435 (Difficult to tell from photo how marked it was so perhaps explains the more modest bidding on Friday night. 290483368249)

**SCALEXTRIC C95 BUGATTI PERRIS REPRODUCTION M/B** £361 (Saturday night)

Lastly, sometimes it is interesting to read the feedback left by buyers. One such comment I saw and made me smile this month was "BEWARE- IF CARLSBERG DID EBAY SELLERS THEY WOULD POUR THIS ONE AWAY-AVOID" Cheers till next month then! ■

