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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Thief of Time

So already it is now October and the 30th Anniversary year of the NSCC is nearly over, but there is still plenty going on prior to the end of another year.

Last month, this year's Club car arrived on time (Thanks Adrian for your help there) and was available at the Milton Keynes swapmeet for collection by the membership. I won't go into the detail about some of the issues we had to ensure this happened, but believe me it was a close thing. The response from the members that collected the Jaguar were very favourable, we do still have some left if you haven't yet ordered yours and of course will be distributing more at the Orpington swapmeet in November and posting those out to members who have requested this service shortly.

Of course we still have the NSCC weekend to look forward to at the end of November and for those that applied, you should have heard by now whether you are attending due to the over subscription of this always popular event. It does promise to be a great event with some different plans to previous years, partly to celebrate our 30th year. Which is probably fortunate given that I'm sure Margate in November can be a bit bracing to say the least so we all will be at least entertained indoors, perhaps only popping outside for the odd cigarette for those of us who partake in this of course.

Next year's events are already being planned in particular the Gaydon event scheduled for 22nd May 2011, which is replacing the Brooklands and Donington events which whilst were a success were at risk of adverse weather, whereas the new venue is undercover and has generally better facilities, plus of course the advantage of being more centralised in the country as a whole.

Anyway, my space is virtually used, so I will bid you all farewell until next month, hope to see some of you at Orpington and of course at the NSCC weekend, where if you are a new attendee you may be lucky enough to be selected to report on the event and write an article for the December Journal!

So until next month

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

How depressing it is that we're now into the final quarter of the year – all downhill to the snow! The good news is that we still have a respectable quantity of new cars due: both planned Q4 cars and a few that didn't quite make it on schedule.

Last month's report on the USA release Dodge Charger R/T may have sent a pang of disappointment through all those who'd purchased the Dukes' version. At the time of writing, I hadn't received my example of the UK release: I'd handled the pre-release version at Hornby, but hadn't seen it running. So my comments on the green version, relating to it only having two of its four headlamps illuminated, was without the realisation that the Dukes' car doesn't have ANY lights fitted! Oops, but as I said, some traders do still have the USA car in stock.

Jaguar XKR GT3 Concept 1, C3081

First news of a Q4 car is of the Jaguar XKR GT3, C3081. A quick potted history of these Jags seems appropriate as the model has been around for a while and consequently witnessed a few modifications. The first XK8, the replacement for the XJS, was introduced in 1996 initially fitted with a 4.0 litre V8 replacing the earlier cars' V12. The XKR retained the V8 but gained power through the addition of a supercharger: the "R" could stand for the Rootes style of blower employed. The capacity grew in size to 4.2 litres in 2003 when a new generation engine was fitted. Several special road going models have been produced but are outside the scope of this article, as I'm avoiding

doing any more research. For racing the XKR became the XKRS and then, in order to gain FIA homologation, the GT3. To date, Scalextric have released four versions of the Jaguar XKR series: two each of GT3 and XKRS. Earlier examples shown here are the GT3 car of Apex Racing, #33, and the XKRS of Rocket Sports, #3.



This latest release is of another GT3 variant, similar in body style to the NSCC Club car which celebrates 2010 as our 30th Anniversary. Whilst it is clearly a derivative of



the fat fendered XKRS model, it represents a rather more subtle interpretation of the road cars' shape: altogether more British. Any potential purchasers intending to run on a digital circuit should bear in mind that the GT3s are DPR whereas the XKRS versions are analogue only. This car and its future partner, C3013, have been given the monikers "Concept" 1 and 2. This is because the liveries are fictitious, thereby enabling Hornby to avoid the costly, time consuming activities required for obtaining licence agreements. In this instance the colour scheme positively enhances the natural style of the body shape. If building kits is your interest, then there is also an Airfix version available, ideal for building into a slotcar.

I appreciate that not all members have access to the internet, so I have included a copy of the full product data sheet as provided by

Hornby. It gives all the salient details as well as a couple of professionally taken photographs. For racing, this must form the ideal partner to the Audi GT3 or the Ford GT: both currently available and with further liveries due towards the end of the year.

Once the Scalextric set has been set up, it becomes a battle of wills to keep it in operation for as long as possible: it did get a bit extreme this month when I had to agree to pay for a meal at the local restaurant in order to entertain friends rather than return the conservatory to the dining area. So all advantage must be taken.

Start Endurance 2-Car Pack, C3140...Let the Race Begin

When Scalextric introduced the Super Resistant cars as more child proof options a couple of years ago, they crept in below the radar: just a bit cheaper than the mainstream offerings, having black windows to disguise missing interiors. This time, with the Start range something more significant is upon us. No





Product Information

JAGUAR XKR GT3 No.25

Reference No: C3081

Type: Single car, crystal box

Class: Endurance

Availability: October 2010

Features



Super Detailed



Digital Plug Ready

Convert to Digital
operation in 60 secs.
Head Lights



Tail Lights



Quick-change Braid



Magnatraction

Configuration

Motor

Mabuchi SP

18k rpm

Gear ratio 11:36

Chassis

Rear Mounted Motor

Side-winder

Rear two-wheel drive

Magnet

Rectangular 2.5 mm

Down-force 278 gm

Overall length

147 mm

Wheelbase

85 mm

Axle/Hub width

56 mm Front

57 mm Rear

Tyre diameter

21(ext), 15(int), 8 mm Front

22(ext), 15(int), 10 mm Rear

Weights

Car 63 gm

Case 156gm

Scale = 1/32



The Scalextric model

Fantastic detail throughout the car with full interior cockpit detailing. The fine detailing and crispness of detail and decoration is, as you expect from Scalextric, the best there is. The livery is of one of the design concepts by Jaguar.

History

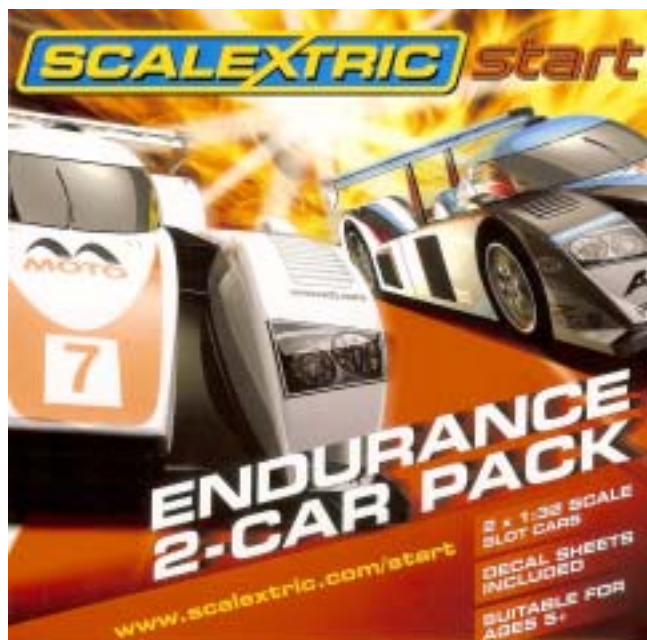
Jaguar's racing history and breeding is well documented and imprinted in the history books. The XKR FIA GT contender encompasses everything one would expect in a Jaguar racing car, modern design, light aluminium body, 4.2 litre supercharged V8 engine.

Jaguar has been involved in motorsport since the company was founded by Sir William Lyons in 1922. The Coventry based luxury car manufacturer has seven times won the world's toughest endurance race at Le Mans. Jaguar has twice been World Sports Car Champions and in 1956 the company won both Le Mans and the Monte Carlo Rally in the same year. Jaguar's global motor sport successes have also included two victories in America's toughest sports car race at Daytona, countless rally wins and a debut win in the first production sports car race ever held at Silverstone. (Source apexmotorsport.com)

Features

Magnatraction with two magnet positions for driver choice. Front and rear lights. Side-winder motor. Digital Plug Ready (DPR). Quick-change braid plate.





longer true representations of existing cars they represent a return to the inexpensive, generic cars of the golden age of catalogue 9 when the Electra, Javelin, Europa and Panther, or later in the 1970s with the Cougar Sports and Scarletti Arrow, gave every child the opportunity to extend the collection for pocket money prices. The Electra sold for £1.1s.0d when a true sports car, say the Mercedes 190SL required significantly more at £1.12s.0d. For those too young to remember: £1.05 compared with £1.60 – a big jump requiring a least another few weeks' of saving. These new Start cars are the



spiritual successors providing an introduction to slot cars – and they are BRILLIANT!! The Endurance cars capture the essence of the Lola Aston and the Peugeot 908 HDI FAP and at £30 for a pair these are considerably less than half the price of a single high detail car. And the performance hasn't been compromised either. The only ones to suffer are the rivet counters (ok, is there an equivalent term for petrol heads?): these are toys, pure and honest ... for children. Well, actually that isn't so clear-cut as, if one of these was to be repainted in Gulf Aston livery, it would probably fool a few people.

On opening the box, two plain, unadorned cars are revealed, together with two sets of stickers so they can be decorated to match the box images. The cars are located in the usual, secure fashion with no corners being cut to risk transit damage.

As with any new slot car a run round the



track is in order before they go into the collection cabinet. Right, stop just there! No locking these away to sell on eBay in 20 years time get them on the track, run them in and give them a thrash as intended. Bash into the sofa, dent the skirting, trip over them then thrash them even harder.

The first few laps seemed encouraging enough: the usual gradual improvement as the brushes bed in and the grease is distributed. Twenty laps later they seemed ready to try for some representative lap times. The two were as close to each other as could be measured: on the circuit from last month they easily managed 6.4 seconds, but trying for a kamikaze quick one was a lot more enjoyable than with a full price car. Compare this with the same time for the 1955 Merc or the 7.1 seconds that I can achieve with a GT40. As is obvious, there is considerable magnetic down force! In all my noble attempts to emulate Mark Webber's 1999 Le Mans flight I only managed to displace the rear wing once: even then, once it had been found, it simply clipped back into place. If I was to paint one of these cars, the wing would have to be in day-glo to minimise wasted time spent finding it.

The next step with any new model is to take it apart. The first impression is that the chassis is reminiscent of the early generation NASCARs – quite simple but functional. The inline motor is firmly anchored and meshes cleanly with the contrate gear. In contrast to the more expensive Le Mans set, the axle bushes are a good fit and control the axle position very well with no unwanted play. I wonder if my Jag was a rogue example – looks like I'll need another just to restore confidence. The guide is a cost-effective variation on the current mainstream



version. Instead of a securing screw to locate the assembly in the chassis, Scalextric have developed a simple design which clips into place. The advantage of this hybrid design is that it employs the current easy-fit braid disc. One additional benefit is that it should pop out rather than snapping the register off the chassis. As with the 1955 Jaguar, Scalextric have failed to adequately anchor the lead wires. On this occasion it is considerably less serious but the lead wires still contact a moving part; where the leads cross the chassis reinforcing mouldings they rub on the front axle. Although this may not lead to a failure, nonetheless it is not ideal practice and is disappointing as they are nicely anchored prior to negotiating the offending chassis details.



The stickers are great fun to apply, not the fraught activity with some that grab as soon as contact is imminent and refuse to budge. These could have been designed with children in mind



mind! They seem resilient too, not suffering from their adventures: only time will tell if they remain in place, but all indications are positive.

The single piece body moulding is nice and crisp with very little evidence of mould lines. Interestingly, the windscreen is a separate part, doubtless, as was related for the Super Resistant cars in an earlier “Messages”, as it is cheaper than masking off for painting. However, it does leave the opportunity for clear ‘screens and interior details in the future.

Next month I hope to continue the dissertation on the Start system by reporting on a complete set, together with the ability to combine with Scalextric Sport track. Oh dear, another month without use of the conservatory.

Micro Mention

The Toy Story set has been in the shops for a few weeks now and, although I wasn’t tempted,

it did prompt me to dig out the Micro track and a couple of DBR9 models that I purchased at the Donington event. Scalextric do still sell individual cars – they just don’t feature in the catalogue. When compared with some of the other HO cars available globally, these two really do look superb. With the restriction on employing a common chassis, body style is always going to be a compromise, but every now and again it all comes together. Unfortunately they’re not quite as quick as some of the other makes so don’t get into serious competition with the big guys!

As a final observation for those that don’t attend swapmeets, and only experience the second hand market through eBay, the blue Cougar pictured above with the white Start car was purchased at the MK event. For just £1 it came with only the driver’s head, tyres and motor missing: I didn’t have the heart to haggle! If you’ve never attended a swapmeet, and have a desire to extend a collection at low cost, then make a note and get along to one soon, there are in fact two coming up, with one at Bishop Stortford on the 31st October 2010 and another, pre- Christmas at Orpington on the 21st November 2010, location and details are as shown on the diary page in this Journal, hope to see you there!

All the best until next month. ■





**SHIPMENT
FROM SPAIN**

By Gareth Jex



email: shipmentfromspain@nsccl.co.uk

There are two new cars from SCX this month and details on new sets as follows:

**Vodafone McLaren Mercedes F1 –
Ref 64630 (analogue) and Ref 14050
(SCX Digital)**



I'm no F1 expert, but I'm lead to believe this is the 2010 livery of Lewis Hamilton with new wing and wheel detail. The model comes with removable/adjustable magnet, guide with suspension and steering. The motor is stated as a RX-4, but I think they are actually marked F1, so I am not sure on the power etc. These are available now.

**BMW E92 M3 GT2 – Ref 64650
(analogue) and Ref 14070 (SCX
Digital)**

BMW Rahal Letterman Racing Team, 2009
American Le Mans Series, - Dirk Mueller/
Tommy Milner.

Available in both Digital and Analogue flavours, the car features removable/adjustable magnet, guide with suspension, xenon effect headlights, ARS guide and floating motor pod.



SCX Set C1 "GT BRNO" – Ref 81320

This is a simple oval C1 set with a couple of (and I quote) "2 GT cars, randomly chosen from our big selection of GT cars". I understand this set will not be coming to the UK.

**SCX Set C3 "PAUL RICARD" – Ref
81250**

This is an enlarged figure of eight set, giving 6.5 meters of track and the Race Manager accessory, cars in the set include the Porsche 911 GT3 Cup 'Michelin' and the Aston Martin Vantage N24. This set will be coming to the UK and is due at the end of October (in time for Christmas).

⇒⇒



Finally

The saga about the Fiat 131 Abarth and Renault 5 'Pepsi' cars continues. Originally these cars were going to be planned for release in Spain only as part of a set.

However, It was subsequently announced (via SCXWorldwide) in June that the cars would now be available separately outside of Spain, but this is currently not proving to be the case. Part of the issue is the fact that the cars don't have lighting, which for one reason or another is proving to be a sticking point. Personally I'm not too worried about the lack of lights and would like them anyway, but selling them at the same price as a car with lights is a tricky one, and is still therefore the subject of some discussions within SCX.

So Watch this space for further updates, when information is available, I will of course let you know. ■



C7042 Advanced Six Car Digital Powerbase

By Jeremy Naylor

So at last the new Advanced Six Car Power Base has arrived and what a wait it has been! Even now I understand that these are currently in short supply and if you didn't place an advanced order very early you were lucky if you received one of the first batches to arrive. I have seen and heard reports of many dealers not receiving their allocation of these power bases previously ordered and that the next delivery is not due until early November, come on Hornby you are clearly not taking advantage of the great product you have produced.

Anyway I was lucky enough to secure one of these new power bases, having been a previous user of the old Six Car Powerbase (until it decided to "die" a couple of Christmas's ago whilst being used for the festive racing) and recently of course the current Four Car Powerbase, which in itself works but is limited in all that it does is provide the power to the cars and allows lane changing.

A brief potted history of the development of the new Six Car Powerbase is I think relevant here before we review this all new product.

As mentioned above, the original Six Car Powerbase was introduced in 2003, but the early models suffered from significant problems of power and reliability, Hornby attempted to sort out these issues by releasing three versions (1.3, 1.4 and 1.5) but problems still occurred and the Six Car Powerbase was discontinued by 2007. This left the basic Four Car Powerbase which as noted before was limited by what it could do.

Finally, in 2008 Hornby announced to the slotcar world its intention to produce a brand new Six Car Powerbase, which early pictures showed a similar base but also a rather attractive and functional LCD display tower. In addition the functions of this new base were planned to be better than the original Six Car Powerbase,



in fact similar to some of the aftermarket offerings by PB-Pro who had for a number of years been improving and adapting the old Six Car Powerbase successfully for slotcar users.

So then the wait begins, despite the early indications and the subsequent advertising of this Advanced Six Car Powerbase in the annual catalogues and numerous release dates being advised by Hornby and dealers alike, it wasn't finally ready for mass distribution until Summer 2010, with the first releases being in the USA with the UK following in late August/ Early September 2010. Of course prior to this Hornby had been teasing us all with some early views and indeed trials of the new base on their own display tracks at slotcar events this past year.

The Advanced Six Car Powerbase then is purchased (£99.99 RRP) without its own power supply, this being the same one as is used on the current Four Car Powerbase, since those provided with the original power base are incompatible, I assume that Hornby have done this to keep the cost of the new powerbase lower on the basis that many of us will have at least one power supply from an existing four car power base, if not you will have to purchase one separately (£35.99 RRP) or indeed if you require an additional one as two power supplies can be used for additional functionality as described later.

The Advanced Six Car Powerbase consists of three components and the instructions, inside⇒





the box, which by the way is very well packaged, you get the power base fixed to a half straight, the tower base and the LCD tower and connecting cable for plugging in to the base itself. Assembly is fairly obvious and you can't really go wrong, so it's all fitted together and put on the track.

One of the first things you note, once you turn it all on is the display tower, this is extremely clear and after a brief "boot up" process the message "pull throttle to go" is displayed and you can start whizzing your cars around the track.

General programming of new cars is easy, all you do is put the car on the track, hold down the enter button and push the brake button on your throttle, of course remember to do it one at time with each throttle. In addition you can use the power base without the tower, but you do lose the ability to view position, number of laps, times etc. Of course the whole thing can be hooked up to a computer and after market race software utilised with a cable obtained elsewhere.

The final point to note here is also the ability for this power base to be upgraded in terms of the software, which will allow Hornby to iron out some of the issues reported and indeed provide further functionality in the future. Updates can be viewed via the Scalextric website (<http://www.scalextric.com/shop/advanced-6-car-powerbase>) which then redirects you to another site, who have been given the responsibility by Hornby for the upgrades and indeed to obtain the required cable (£20 or £25) to connect the base to a PC (<http://>



ssdc.jackaments.com), although I have seen these cables on both eBay and via Slotforum (PB-Pro).

The initial default set up is the "Basic Mode", this allows you to have practice, timed laps, F1 style races (set number of laps and race for position), ED (Endurance racing, set the time of the race and race until the end) and PU (Pursuit mode lead car has to be in the front of chase car to win). After the racing it is possible to show all the race positions and statistics, with timing down to 1/1,000th of a second.

As an alternative to the Basic Mode it is possible to change the base into Professional Mode and it here where you can have some serious fun.

At this point it is probably worth mentioning the instruction booklet you receive with the new base. At first when you open the box and see the thickness of the enclosed booklet, you are inclined to think "oh I thought I was told this was simple to use" and more so perhaps if you had the old Six Car Powerbase, but then you realise that the instructions contain the various translations and all is not so bad, with the English section only taking some 15 pages including the warranty etc.

Generally the instructions are shown as



diagrams indicating the arrow keys on the power base and the abbreviated display you should see on the display, however, whilst the principle is sound I (and indeed others I have spoken to) feel something within these instructions isn't right and that some of the options are difficult to achieve until you have got extremely familiar with the base itself. Also some of the text in the instructions appears to be missing or is indeed over complicated in the terminology (for example setting up the pace car option the instructions state "after a hand controller is removed from the corresponding hand controller channel, the corresponding car I.D. can be used as a pacer car" which in shortened English means "pull the jack plug out").

Fortunately, other people have attempted to simplify the operation of the base and within this month's Journal is a guide on this plus other descriptives including some videos are available via Slotforum.

Anyway without getting too technical I will briefly describe the options available to you as a user as follows in the pre race mode ("rACE"):

"Yello" – Yellow Flag, which allows any driver to set up a yellow flag feature in the event

of an incident, in addition various options are available in terms of the power allowed once the brake button is pressed ("EFEct") and a delay when this occurs ("dELAY") from 0 to 25 seconds. In addition it is also possible to set minimum lap times for the circuit ("LAP.t?") again from 0 to 25 seconds.

One thing that perhaps you have never given much thought to is throttle calibration, obviously it is possible for some throttles to have more 'travel' than others and this can affect the power reaching your car, so one option available is handset calibration ("CALib"), thus ensuring all throttles are equal.

There are various options for what action you want at the start and end of the race in terms of the power being available ("Pr.St" or "Pr.End"), false start detection ("FLS.St"), penalty time ("PnLtY"), race end types ("At.End") for lap counting plus if you are using pacer cars, an option to stop them going through the pit lane ("PrPit" and (PoPit").

Cars can also be programmed via the menu system ("ProG") plus many other options for car set up ("Car") including features to set up the hand controller brake function, car ID, programming and pace car features. It is also possible to restrict the power to one or more cars in case you have a trigger happy racer or in my case small children using the circuit.

Now comes what I believe are the best bits of this new base and that is the ability to set up and race pacer cars and to drive analogue cars on the digital circuit. These options can be accessed via Pacer Car ("PACER") and Driving Platform ("PLAtF"). It is possible to set up all six cars if you just want to watch them go around the circuit on their own of course you can set up any number and actually race them alone, these have further options including how or if you want them to change lanes and whether you want their laps to count in the race.

The Driving Platform option allows the use of analogue or digital cars, plus as an added bonus which direction you want them to travel in. With only one power transformer you only get one lane but buy a second one and both⇒⇒



lanes can become analogue meaning you can let your friend loose on your valuable older cars or maybe not?

Finally, if it all goes wrong you can reset the base to the factory defaults plus in the event of any shorting or overload the base has a very efficient safe mode where the power is cut off within the powerbase circuitry to prevent serious damage.

So in use then, how does it perform? Well I was very excited by the options available and realised it could take a considerable amount of time to set up your preferred options so this review was carried out in the Basic Mode then the Professional Mode to experience the pace car set up and the analogue mode.

In Basic mode straight out the box the unit was superb, having only had the old Four Car Power Base on my layout this was a different world. There appeared to be no power issues, which I had noticed on my old Four Car Powerbase, although I must confess I had thoroughly cleaned and checked all the joints on the track prior to racing, plus after a tip off by a certain Adrian Norman ensured all my braids

were clean and in good condition, as these can cause problems with shorting and maybe false readings.

I managed to get the wife and daughter to run cars at the same time just so I could check the power output and it did appear to make little or no difference, particularly given the size of my track and the number of parts of it with three lanes, plus a digital pit lane game which is also taking some of the available power supplied.

So a few quick laps, then a few more because now I can accurately check my times and then it's time to check the Professional Mode.

To change into Professional Mode you must turn the base off and then on again whilst pressing the left/ right arrow key, this is one of only a couple of criticisms I have as I always feel it seems wrong turning something off and then on again (like you have to do with a PC when it's 'locked up' or you have the blue screen of death) to achieve your objective, perhaps it could have been achieved with a switch?

So in Professional Mode and without time to explore all the options I decided to see about the pace car function first, now the wife and daughter had decided they were going back indoors. Well this is now my second minor criticism, the instruction booklet. As I early stated the idea of using a diagrammatic layout is sound in principle however, I believe some of the descriptive is vague or the approach too technical, in addition as I have pointed out some words appear to be missing. What may help in the future are some actual photographs of the display tower at each stage so the user knows what they should be seeing, plus the instructions whilst demonstrating the options are not specific or descriptive enough to explain why you may want them. Remember of course this maybe aimed at children so perhaps they will have no problem using the instructions, after all isn't it true that the average eight year old can programme a TV and DVD player better than the average 35 year old male, who probably doesn't read the instructions anyway?

So after a few attempts to set up the pace cars for a race we were set for the off. A simple



ten lap F1 style race with random lane changes and three pace cars laps registering, so they could win! Well what can I say, again it was great fun, if not a little manic particularly as the pace cars did on several occasions collide and I spent a fair bit of time recovering crashed cars, which were not mine. The base performed as I had hoped for, no power loss and registering all details, which incidentally you can tell by the fact that a beep is heard every time a car crosses the base (this could become annoying to others in the house?). it is also important to note that the speed of your pace car can be determined either by pressing the left or right arrow keys on the base or via the hand controller, but remember the pace car can only go as fast as the speed which it can negotiate your slowest corner, on my circuit this was only 33%, which doesn't sound a lot but which did prove difficult to catch and to maintain position.

At the end of the first race, I decided to try again and disable the random lane changing on the pace cars so that I could attempt the maximum number of cars on the track at anyone time, with five pace cars and my own car racing. This time I did feel that some power loss occurred as the cars didn't appear to be going as fast down the back straight, so I thought time to order an additional transformer, particularly with the option of two lane analogue racing to follow.

The transformer was duly order and arrived very promptly so back to testing, again a six car race with five pace cars and my own, ten laps F1 style and no lane changing for the pace cars but



counting their laps. So what to report, well this time the power appeared to be fine, no different to the four car race held earlier in the week. So two transformers it is then from now on.

The final test for this review then was in⇒⇒ analogue mode; obviously with two transformers I had two lanes available. Having sorted out the issues of my curved lane changing (see Martin Kay's article in this Journal) I tried one of the tinsplate cars obtained cheaply at Donington earlier this year, and which I feel would be a bit problematic to chip for digital racing. Well not a lot I can say to those reading this about the car on the track, but the base again performed without problem or issue. Also remember that in analogue mode you get all the data, times, laps etc, available as you do in digital mode.

So all in all to conclude, I would say the new powerbase is a success for Hornby, and I suppose despite the considerable delays in availability it was probably better in the long term to ensure reliability and functionality were not compromised, otherwise "we" would all be complaining as we did about the earlier Six Car Powerbase and its serious issues at the time. Apart from the issues I have raised earlier my



even small clubs, but I feel for most clubs it will require some serious modifications before they would consider it and will need convincing that digital as an option may perhaps be an improvement over analogue, only time will tell.

Finally, my thanks again to Adrian Norman and Hornby for supplying the powerbase and allowing me to review this great bit of kit, now all we need are wireless hand controllers to go with it. ■

only other concern is that some other problems have been encountered early on, for example the effect on the track sensors as a result of bright light, for which an upgrade is already available. I know that the idea of software upgrades means that these problems can be ironed out, but I do hope that I am not having to disconnect the base from the track on a daily basis to sort out various niggles, as I intend to spend time using the base not having it plugged into a PC and thus having to becoming a computer/ software guru.

It will of course be interesting to see what the “after market boys “ get up to with the new base in terms of improving it and it would appear Hornby expect this to occur, by the fact they have sanctioned them to provide the aftermarket software upgrades etc.

So value for money? Well it is twice the price of the old Six car Powerbase and perhaps will be out of reach for many children, but is it the market Hornby are aiming at with this? I do not know but I think for what you are getting it is much better than the old powerbase and is indeed worth the money, although the issue of having to buy the power supply separately is perhaps a little bit cheeky in my view?

Overall it is fine for the home and perhaps



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So here we go with the October releases from our friends at Carrera. With the F1 season continuing to boil over as it heads to one of the most exciting finishes for years I guess more people will be taking a look at F1 slot cars. Carrera are releasing two new F1 cars.

CA27323 Ferrari F1 2010 - Alonso and CA27324 Red Bull 2010 - Vettel.

These look superb and will make an excellent matched pair to fight out the 2010 season over and over again. And they could be the cars that are 1st and 2nd in the Championship, but in what order I wonder?



CA27332 Dodge Charger Daytona and CA27334 Custom Ford Fire Engine

Next up for all you lovers of Americana are; CA27332 Dodge Charger Daytona (amusingly →





called the Dodge Charter in my paperwork!) in the brilliant Alan Mann style Red and gold of the #22 Golden Products Team and the wacky but attractive CA27334 Custom Ford Fire Engine 1932, a hot rod in red and gold. Although these are USA market specials I would expect them to be available from the usual specialist outlets in the UK.



CA27317 Nissan GT-R GT500 JGTC Calsonic

Finally we have the CA27317 Nissan GT-R GT500 JGTC Calsonic from the Japanese GT Championship in the usual Calsonic Blue/Black/White colour scheme.



Sets

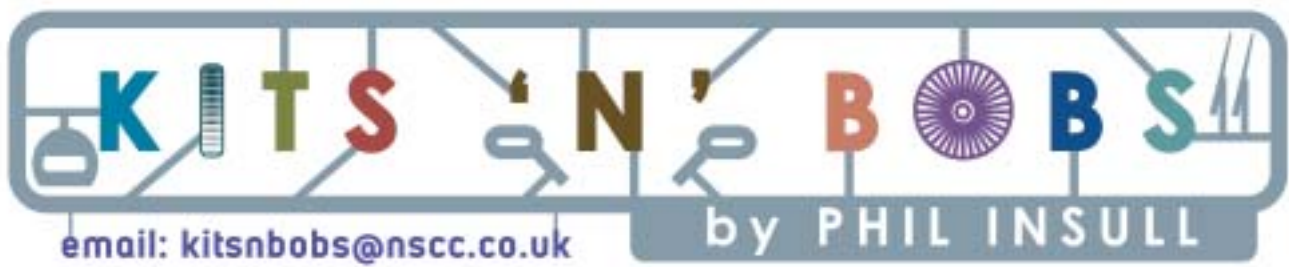
Carrera have also been busy releasing some new sets.

Firstly, CA25168 Tuner Style includes a bright red Ford Capri RS and an Opel GT both in 'Tuner' style and a 5.3 metre figure of eight track.

Set CA25169 GT Championship boasts 6.3 metres of track and includes a BMW M3 GT and an Audi R8GT.

Finally, set CA25171 Ferrari Racing has a 5.3 metre figure of eight and the Blue and Red Ferrari 599xx racers mentioned last month, remember that these are exclusive to Carrera.

More from me next month. ■



First the very sad news of the passing of John Robinson of MRRC on September 4th following illness. In my own limited dealings with John I found him to be a thoroughly pleasant and decent chap, who will be missed by the slot racing fraternity. My condolences and prayers go out to John's family and friends at this difficult time for them.

Moving on from last month I have managed to do some building if only to have something to race at the upcoming World Classics sponsored pre-1970 Euro/Jap Saloon meeting at Wolverhampton on Sunday October 10th. First of all I have built two of the George Turner Models cars, these being the A35 and the Hillman Imp both utilising the supplied Resin chassis with Slot.It guide and gearing and Penelope Pitlane 13" size scale wheels. As a backup I have also finished the Penelope Pitlane Standard 8/10 again using the new small wheels.

I have also built the brand new Penelope Pitlane "Legends" 37 Chevy, this new release utilises a new custom size chassis complete with

front and rear push bars just like the real 5/8th scale racers. The beautiful kit captures the spirit of the "Legends" series cars and with loads of different real life liveries you can reproduce from the actual series it should make for a great new race category for us slot enthusiasts. Also completed is the Penelope Pitlane / Pendle Mazda MX5, again you can choose loads of liveries from the MX5 challenge series or just make up your own, by cutting off the roll cage a street version is easily possible and the body kit includes light weight interior, clear screen, and popped up headlights for those who wish to depict the car with lights ablaze. The final offering from P.P. this month is the production version of their new in-line racing chassis. Following on from Roy Pritchards successful 3rd place with a pre-production version at the MRE Le Mans meeting in May the chassis is now available as a production item. With adjustable wheel base and guide position, rattle pan option and most importantly the ability to fit the Slot.It Boxer or Flat 6 motors the nickel chassis should offer considerable performance improvements over the already decent in-line P.P. chassis. ➡➡



My GT Models Hillman Imp and Austin A35 ready for the Wolves saloons



Penelope Pitlane Standard 10, Legends Chevy and MX5



AA Models Bristol Frazer-Nash (Picture courtesy of AA Models)

Two surprising new releases are now available from my good friend Dave at AA Bodies, rather cheekily he has launched a “pair of Bristols” the first being the 1953 Bristol Frazer-Nash #101 and the second being the 1955 Bristol 450C #34 of Peter Wilson and Jim Mayers that finished seventh at Le Mans that year. Thanks to Dave for the pictures of his own cars as I’m still snowed under with projects!

Another surprise for me this month was an unexpected new car from Slot Classics who have

released reference CJ35 the #73 1956 Tour De France winning Ferrari 250 GT of Alfonso Cabeza de Vaca y Leighton, Marquis De Portago and Edgar Nelson. Limited to just 500 units worldwide this is another stunning hand crafted model by Slot Classics, especially poignant to Cesar as the dashing aristocrat Alfonso De Portago was his motor racing hero.

My friend Milan at MTR32 has been busy, kindly building my March 707 and releasing two new models. The first is the 1989 #27 From A



AA Models Bristol 450C (Picture courtesy of AA Models)



Slot Classics Alfonso De Portago Ferrari 250 GT

sponsored Porsche 962C of Groh's and Nakaya from that years JSPC and the second is the 1980 #31 Joest Racing Porsche 908 Turbo of Jurgen Barth resplendent in Liqui-Moly livery.

Chris at Proto Slot has been busy too with his amazing RTR Leyland Transporter in Matra Racing Team colours with two Matra 650 team cars, and he has also found time to produce the 1970 Ligier JS1 Cosworth for ➡➡



MTR32 March 707.



PSK Leyland Transporter Team Matra (Picture courtesy of PSK)

Casa Slot Racing in both the #50 Ligier and Andruet Le Mans entry and the #142 Andruet and Jean Paul Behra Tour De France car. Also coming soon from PSK is the Lotus 56B Turbine Formula One car. Staying in France the Ligier JS1 has proved a popular choice of subject as MMK/GMC have also just released the #50 Le Mans version along with the Duca D'Aosta Bizzarini that I mentioned last month. I still don't know much about the real car but the model appears to be a white road going rear-engine Bizzarini Coupe.

On to RTR news and Fly have released an excellent looking Alfa Romeo TZ2 in the guise

of the #126 car driven by Enrico Pinto and Nino Todaro at the 1966 Targa Florio. Avant Slot have issued a pair of Subarus these being the #199 Travis Pastrana and the #43 Ken Block cars. While expected new releases in October include the Team Slot 1984 Renault 5 Turbo #2 of Massimo Sigala in green Momo colours and the #12 Marc Duez Audi Quattro in R6 livery from the 1982 Rally San Remo.

Finally this month we should see the new NSR Ford GT40 MKII hit the shelves with the first of what I assume will be a number of different liveries being the 1966 #3 Le Mans car driven by Dan Gurney and Jerry Grant. ■

A very short Forza Slot.It this month with the release of just one new car at the time of my deadline. The car is reference number CA5E the new Nissan 390GT1. In this case the car is modelled on the black and white liveried test car as driven by Martin Brundle during the 1997 Estoril tests in preparation for an assault on Le Mans. The 3.5 litre twin turbocharged V8 engine machine was developed jointly by TWR and Nismo based around a carbon fibre monocoque chassis. The car used in testing as reflected here was initially sporting the deeper bodywork sides and shorter tail associated with the road going supercar from which it was developed. In spite of some hefty investment and development Nissan's aim to win at Le Mans was not realised although they did manage a creditable third and fifth in 1998 behind the Porsche 911GT1-98s.

This latest version from Slot.It features the stark matt "stealth" black livery with sharp white Nissan and TWR logos, faithfully reproduced as per the real test car, although don't think this is a simple monochrome colour scheme as smaller logos and electrical warning symbols are faithfully reproduced in four additional colours. Strange to think that Nissan



Brundle pits for adjustments and the press get their pictures in spite of the "stealth" livery

chose the matt black scheme for the test to keep the details from being photographed by prying reporters and yet I have found more clear photos of this livery than of the later race liveried cars. Lights, grilles, aerials, mirrors, wiper, fuel fillers, brake ducts, badges, towing points, air vents in the side screens and of course engine detail visible through the rear window all add plenty of accurate detail. The cockpit is predominantly black as with most GT1 cars from this period with the driver figure and detailed helmet colours representing Mr. Brundle in his post GP. but pre-BBC/ITV/BBC job and looking a bit chunkier than he did during his F1 days. ➡➡



Overhead shot of the Nissan in the pits at Estoril



Powering into the corners



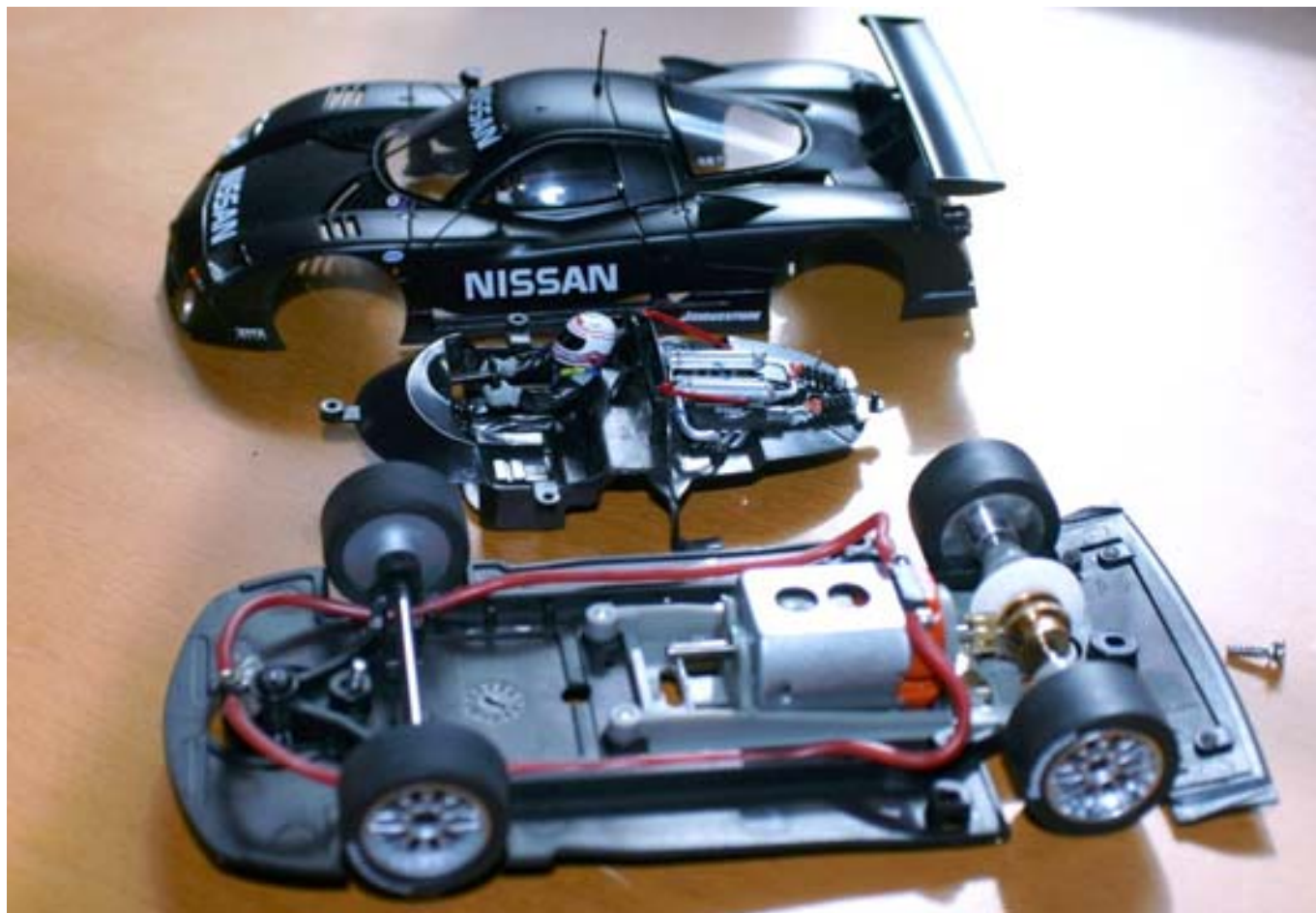
Head on coming out of the turn

Running gear is pretty familiar in standard specification with adjustable axle height, magnet, white 27 tooth offset gear, 9-tooth pinion and an In-Line offset reverse short can motor as standard. Wheel hubs are alloy rears and plastic fronts with multi spoke inserts whilst the tyres have the white Bridgestone logos printed on the sidewalls. The use of the revised style chassis means that the Nissan is fully compatible with Sidewinder, In Line Boxer and Angle-winder set ups, working suspension, lights and of course the SSD system. Dimensionally the model is 143mm long, has a 83mm wheelbase, is 64mm wide and has a height of 32mm with a weight in standard trim of just 76g.

Performance wise in standard trim it is very much on a par with the rest of the Slot.It Group C and GT1 releases using the revised chassis types in the past few months the test one I tried

averaging around 8.5-9.0 seconds per lap on the Wolves International circuit. I do know however that some of the Slot.It Challenge UK guys have gone for this car and with upgraded motors and developed setup reckon that this could be the car to use when the Challenge enters its final round at Wolves on 23rd/24th October 2010.

This leads me nicely into an update on the Pendle Slot Racing / Slot It Challenge UK with round five at the Pendle Raceway on September 5th. In the Seniors home star and former SIC Champion Nick Hirst led the qualifiers and won the A final from Shaun Mitchell, Jack Thoburn, Simon Scott, Lee Andrews and Paul Charlton completing the top six. In the Juniors the Wolves youngsters locked out the top three once more Lewis Gough beating Andrew M'Bartle, and Sam Cockerton, with local lad Harry Smales fourth, stopping another Wolves 1-2-3-4 by edging out Lewis Anthony in fifth and Ben



The chassis and running gear and cockpit detail revealed

Clements of Wye Valley rounding out the top six. There were plenty of non-championship guest drivers taking part and the guest drivers final was won by Neil Hirst, from Dave Pepper, with Rob Mason third.

With just the Wolverhampton round remaining both titles have been decided with congratulations to North Staff's Shaun Mitchell in taking the Seniors title and young Lewis

Gough making it two years in succession in the Juniors. The Seniors will surely have to look out for Lewis, Andrew and Sam as they move up into the Seniors division next year. Current Seniors standings then are as follows; Shaun Mitchell (North Staff's) 244, Simon Scott (Pinewood) 228, Lee Andrews (Slot Maniacs) 226, Jack Thorburn (Pendle) 222, Paul Charlton (Pinewood) 216 and Phil Field (Hereford) 214. While in the Juniors the standings are; Lewis Gough (Wolves) 99, Andrew M'Bartle (Wolves) 89, Sam Cockerton (Wolves) 86, Lewis Anthony (Wolves) 80, Elliott Alcock (North Staff's) 66, and Bobby Flores (Tendring) 61.

For all you Slot.It racers out there we have two new tune up parts with a GS1934 (Blue 34 Tooth) and GS1938 (Green 38 Tooth) light weight sidewinder gears, because every milligram saved equals more speed, or so the experts tell me. And finally a special thank you to Importers AB Gee Limited for supplying the review car at very short notice.

Till next time keep on Slotting It. ■



GS1934 Blue 34 Tooth light weight sidewinder gear



This month is all about the Ninco World Cup 2010. The UK entry (*although decided on the track awhile ago*) can now be officially confirmed as having Graeme Thoburn, Keith Fishenden and Matt Bryce to make up “Team UK”. These guys will represent the UK in Gran Canaria on 19th and 20th November 2010 competing against teams from around the world in both 1/32nd Ninco-S and 1/28th XLOT classes. A similar format to last year’s event will feature two main races battled out on-track between at least 16 teams. The weapons of choice for each event are the totally new Audi R8 GT3 in the Ninco-S class and the Ferrari F430 in the XLOT race. Full rules and regulations are now available from the Ninco World Cup Blog online at (<http://nincoworldcup.blogspot.com/>).

The Race is On!

The final round of the qualifying competition was held at Burnt Oak last month and it was a pleasure to watch some of the racing and meet up with participants during the event. *I'll say no more at this stage and let you read Marc's account of the day...*

NWC Qualifying Round 5 – Burnt Oak (by Marc Abbott)

The final round of the UK heats for the Ninco World Cup Qualifying took place at Burnt Oak Slot Car Club, on the 11th September. GT Raceway had already secured their trip to the finals in Gran Canaria, but honour was at stake – Everyone likes to win on home soil, and at Burnt Oak we’re not an exception to that rule... However, a day of weird (or perhaps things that should be not in the script) happenings was to follow!

We had entries from five teams – a shame as we were expecting more, but some promises turned to dust. One of the entries was made up of two drivers that had never done a “longish” enduro before (*Dave Hill of Burnt Oak and Paul Bizzell of West London*). So I decided to leave the Burnt Oak “A” Team and drive with them to give them a bit of support: Leaving the Burnt Oak “A” Team of Paul Hearne and Trevor Fox as a two-man effort. This in effect would *disqualify* both teams due to the fact that the rules state you can’t drive for two different teams and each team has to be made up of three drivers. But since GT raceway had already won the ➡➡





trip to the finals, this was no real problem and was agreed by all entrants. (*Yet this would prove to be only a slight misdemeanour compared to what else would follow*).

The race started at a fast pace and for perhaps 10 laps my fledging team was in the lead, however as other teams got into their stride, we realized that the Ford GT was at a disadvantage compared to the Mosler and Lamborghini. Even so, the first four teams were only separated by around 12 laps apiece up to the first lane change.

Half way through the first stint, the Ninco Liaison Officer, Peter Solari, arrived to see how things are going. He was pleased to see that the field was made up of a variety of cars and also that (*at that point*) all cars were handling and driving really well. Peter made general chit-chat to various people, snooped around, took photos and a movie with his Fuji camera... ..then tripped over the main power plug! The result was a total loss of all power to computer and track! (*I've never seen a bloke so embarrassed*). Fortunately Russell Turner managed to retrieve

the laps up until a certain point (*basically we lost about three quarters of-an-hours racing in an electro-magnetic maelstrom*). Peter was forgiven and a mental note made from the Chairman to adhere to Health and Safety rules.

So off we go again and immediately, all teams apart from the Burnt Oak "B" Team started to hit trouble. I'll point out again that at this point it was still pretty close for the first four teams. If any of you have raced endurance over many hours, approx 15 laps between each team is nothing – an unscheduled pit stop here or⇒⇒





there can quickly change things. The positions were as expected: 1st Burnt Oak "A" Team, 2nd GT Raceway, 3rd Burnt Oak "B" Team, 4th Stealth and 5th the Watford "B" Team.

All teams except Burnt Oak "B" Team suddenly started to have major problems (*Burnt Oak "A" Team suffered a cracked chassis*). So much so in fact, a lot of rule bending took place, enough in fact to give the four teams various penalties! My team, known as Stealth, had a motor that was gradually losing its power. We had started on the slowest two lanes and had managed to achieve very respectable times – as I mentioned, we held the lead very briefly at the beginning. However, as the race wore on, we were in a dilemma: Should we run the risk of losing a lot of time changing to a spare motor or simply soldier on and hope for the best? Finally, in the last session, the decision was made for us: Our lap times were now 2 seconds slower even though we were on the best lane. A lengthy pit stop ensued. Because of the rules, the motors cannot be glued in place, so tape is used to secure them. Now, as this day was obviously full of woe anyway, I compounded the effect, by forgetting to bring my reading glasses, you should have seen me trying to change a set of braids: I dropped the car on the floor twice! Eventually, we rejoined the track after losing a LOT of laps and... the computer gets a run-time error!

There's an infamous saying: "What could possibly go wrong?" Well we felt that if it could it probably had on this day! However, everyone seemed to have a great time, maybe because the pressure was off and the UK team already chosen. I think everyone enjoyed racing on our track and all drivers dialled in very easily, so it's obviously not as difficult to learn as you first think when you walk through the door. Therefore the final result adjusted because of penalties were as follows:-

(Completed laps are shown in brackets):

Burnt Oak "B" Team (1,357)

GT Raceway **PENALTY** (1,365)

Burnt Oak "A" Team **PENALTY** (1,343)

Stealth **PENALTY** (1,229)

Watford "B" Team **PENALTY** (1,193)

Many thanks should go to all who drove in this series and I wish Graeme, Matt and Keith all the best in representing us against the rest of the world.

Also, great (*yes really*) to see Peter attend our meeting and we're really looking forward to something from Ninco again next year.

Return of an Icon

The new "Vintage Limited Series" range from Ninco launched with a true motoring icon - the McLaren F1 GTR. It is beautifully presented in the large crystal case with a cardboard sleeve



highlighting this new range and the car featured has the livery of the “Art Car” (50568) designed by French artist and sculptor, Cesar. The actual car raced at LeMans in the mid ‘90s fortunately coming through the race with its paintwork intact! Technology used to decorate slotcars has come a long way since Ninco’s first McLaren produced in 1996. Back then the Ueno Clinic (50129) McLaren was decorated using stickers. This Art Car is tampon printed and finished in a glossy overcoat giving a superb finish. The chassis is the same as that used on later McLarens which accommodates the long can motor such as the NC-5 fitted in this model.

“manufacturers” feature race is planned in the form of a 4-hour endurance. The NSCC have been asked to put a team of eight drivers together to represent Ninco at this event so if you are interested in taking part, please register your interest with me via email. You can keep updated of how this event develops by visiting the website www.ukslotcarfestival.co.uk – *more news to follow soon.* ■



Race for Ninco

A “Slot Festival” is being organised at the Heritage Motor Centre, (Gaydon, Warwickshire) for 22nd May next year and a



Obituary

**John Robinson 27th October 1959 ~ 4th
September 2010**



I first met John in 1986 shortly after he and a group of friends had just bought MRRC.

Initially, many of the cars were produced in Jersey from the old existing tooling and finished and painted by hand. Later of course manufacturing went to China and I can recall numerous stories from John about his trips abroad.

John was an enigma, a very private man and difficult to get to know closely despite his warm, kind and easy going style.

To say he was passionate about slot cars is an understatement, having grown up and finding himself actually working within the industry really was like a dream come true to John. His knowledge of all things slot was very broad, and whilst not a particularly technical man although this may appear strange, he was able to grasp the concept and technicalities of both production and development and push through his ideas in order to progress projects.

What few people actually realise or understand is that John was MRRC. There were no teams of staff, he handled just about

everything and it has to be said that he had a relaxed approach to the business, not driven by a corporate mentality but more of a hobby. I think that John liked this as he did what he wanted to do at his own pace which made it fun and enjoyable.

Whilst there is no doubt that the promise of new cars was at times of great frustration to many in the slot car world I believe that what John achieved was truly outstanding. I am pleased that I told him so on more than one occasion.

I very much enjoyed the occasions when John would call to my house for a cup of coffee and a chat invariably to either show me the latest car or ask for some advice. I was pleased and very proud to be able to say that I worked and helped him on some of the MRRC projects. Of particular note are the instances where we would be at a restaurant having lunch and the table would be piled high with slot cars and prototype test shots much to the amazement of the staff and other guests!

John always spoke warmly and respectfully about others in the slot car world and looked forward to his competitors latest releases as much (well, almost!) as his own.

Perhaps my fondest memory is when my eldest son Ben decided to design a portable routed slot car track for his A-level Design Technology course. Ben has grown up in the world of slot cars in the Jersey Club and of course knew John since he was about 5 years of age. Ben asked John to be the industry specialist to validate the project. John was delighted to

assist with this and it was fantastic to see the “Master and the apprentice” working side by side.

It is with deep regret that I find myself having to put these few words together at this sad time. For all of you that knew John or indeed have derived pleasure from collecting or racing the MRRC products, the slot car world will be a poorer place with his absence.

My son Ben and I together with the members of the Jersey Slot Car Club will miss him greatly and extend our deepest sympathy to his family.

Farewell dear friend.

Gary Buesnel.

Sir,

Further to the article on the Carrera Ford GT40 MKII in the July 2010 Journal by Colin Spark, Just as he had difficulty getting his digital track to work, I have difficulty with cars that are not modified enough by manufacturers to be accurate representations. It would be great for companies to have one version of a racing car and be able to make as many different liveried versions using the same tooling. However, in this case it cannot happen.

Since there were only three MKIIB at Le Mans and not many more prior or after.

The costs of retooling would I suppose be uneconomical. So this is what happens and thus shows what problems tooling costs can cause and hence probably why the review car is not a true representation of the car its meant to be. The car in question is a MKII GT40 but to be exact 1967 Ford MKIIB P1031/P1047, so basically, “It’s just the 1966 MKIIA version with the 1967 livery and wing mirrors”.

Now is the time for readers who do not like rivet counters to know that I am one and proud of it.

But this slotcar is so far from the true MKIIB that rivets are the least of its problems. Carrera Have done a very good job with the 1966 version of the MKIIA. This is 99% of the slotcar problem because they have not modified it to be a MKIIB.

These modifications apply to the car as it raced at the 1967 Le Mans as a MKIIB.

- 1) The front should have no jacks; they were replaced by two triangular supports and a bar linking them. The bottom front clip was opened out depth wise for the fitting of the lip spoiler. The front clip was wider than the 1966 version.
- 2) The two front ducts either side of the front inlet should be filled in.
- 3) There was a lip spoiler on the front of the car. Since it might have fouled the guide was it deleted on this slotcar? or even considered?
- 4) Do not worry about the representation of tape over the side direction indicators lights. On the actual car they stretched over the top edge of the front clip.
- 5) The spare wheel that was carried on the 1966 MKIIA under the front clip,

was moved to the rear on the 1967 MKIIB on a tubular framed stand with the one upright luggage box. The upright spare wheel also led to a part of the bodywork and rear spoiler being cut away to accommodate it. The grills on the back were cut down to a bare minimum to accommodate this change. The loss of the second box lead to the passengers door being modified inside to give the same space. The Carrera rear is a MKIIA with two upright luggage boxes!

- 6) On both the MKIIA And MKIIB the rear exhausts snaked over the gearbox and faced downwards.
- 7) The dashboard should be similar to a Ford MKIV (Since I do not have this slot car I cannot verify this).
- 8) In the article pictures the passengers wing mirror is incorrect it does not sit on a support. It actually is mounted in the same area on the wing with a red material indicator (fibreglass) painted under it. This ‘feature’ is strange since recently getting the 2010 Carrera catalogue (page 17) it shows the mirrors to be in the correct position with no support (passenger side) and the correct ID (Red) underneath them?
- 9) To save weight the passengers door roof cut out was fixed to the roof and the door opened with a straight top. After all no passengers were going to make a Le Mans start! Equally there



were no passengers carried!

10) To accommodate wider tyres the bodywork was modified to flare out. The sills were modified in the same way.

11) The MKIIB had a similar engine as the MKIV with twin Holleys. From the pictures I cannot see what's in the rear window?

12) My problem with nearly every model or slot car of the GT40 is the front door shutline. Since on the 1:1 car the windscreen is bonded onto the car from the front the door shutline is directly behind it. There is hardly any room between it and the front windscreen surround which is black rubber compound not silver as on the slot car.

13) The appendage of the drivers door hump is over scale.

14) Yes Colin there should be handles on both doors!

15) There is a hole in the front of the rear lid above the top scoop.

16) Tyres were Firestone or Goodyear with a outer circle similar to the previous year Goodyear 'Blue Streaks.'

17) In Carrera's 2010 Catalogue (page 17) can someone please explain what "Decent Decade" is for? It is shown on the tyres where the Goodyear logo (Goodyear 'Blue Streak' tyres) should go on the 23746 Ford GT40 MKII No

2 Sebring 1966 car (coincidentally the 1966 version of the number '57' 1967 Ford MKIIB) that was disqualified when the engine failed and Gurney pushed it over the finishing line.

18) All of my comment pertain to P1031/1047 as the there might be slight modifications to the other two MKIIB cars as I am going on the few photos I have. Confusion on the P1031/P1047 chassis numbers means that P1031 swapped chassis number with P1047 around the 1967 Le Mans. That's why I identified the car as both.

This obviously shows a company that cannot justify the costs of retooling a decent MKIIA body into a 'decent' MKIIB; that's a shame, but in this current climate a position I can understand. I hope you are all still awake and I would like to thank Colin for his review of this car in the first place.

I am, yours, etc,

Allan Feldman

C7042 Advanced Six Car Powerbase - A Users Guide

By Martin Kay

Navigation of the C7042 menus is quick once you grasp that the powerbase's four arrow keys are taking you along, down, back, and up the menu tree, and of course once a function is selected, they scroll you through the various options for that function.

The first section of the powerbase manual covers race modes. The C7042 has some different racing modes which are available in both analogue and digital formats. PA = practice, just going round and recording fastest lap times; F1 = Formula One style, set number of laps, race for position; ED = Le Mans style time-limited endurance race, winner has most laps completed when time runs out; and PU = pursuit racing, lead car tries to lap following cars to put them out of the race. Scroll to choose mode and to set number of laps / time as desired.

Section 2 mainly focuses on the "YELLOW" option. What do you want to happen when someone crashes? Decide before starting the race and set this accordingly. The yellow flag option can be set to off, half-speed, or pause and you can set a delay before it activates. 1 or 2 seconds is a good value to use. When set to either half speed or pause, if YOU crash, YOU are responsible for pressing the brake (top) button on your controller. After the delay period (to allow other cars to gain some advantage), power will be reduced to half speed or cut completely while your car is re-slotted by marshals. This ensures that cars do not continue circulating and risk breaking another car which may be across the track, whilst still penalising the person who crashed. Press START on the powerbase to commence proper racing again.

Section 3 is about equalising your hand throttles. The chances are one or two may have a slightly stronger spring or more "travel", due

to wear or manufacturing differences, maybe not noticeable to the naked eye but may lead to a cap on your top speed or creeping when sat on the grid. Use the button menu shown to tell the powerbase the capabilities of each throttle and equalise the performance of all of them.

Section 4 lets you set options for the start and end of a race. Do you want power to the track before the start of the race? And at the end of the race, half power (slowing down / victory lap) is a nice idea, it tells the driver they have finished the race (if they have been in a close battle they may not have realised how many laps to go), but has not completely stopped their car (which could make them think it had an electrical problem and can also cause post-finish-line pile-ups). You can also set a penalty time to be added to the final race time of anyone who pressed their controller before given the signal to "go". Finally the "at end" options, "AFT.LD" is the one that represents modern real life racing - all cars finish the next time they cross the line after the winner. Otherwise you will be there all night waiting for the guy who crashes at every corner and is 20 laps behind!

Also in section 4 of the manual are the settings for pace car pit settings (more on pace cars below). If you have a pit lane in your circuit, and pace cars that change lanes by themselves, you definitely do not want the pace cars to go through the pits as they will just crash into legitimate pit-users at high speed. What values you set depends on where your pit entry is in relation to your powerbase. Use the "PoPit" and "PrPit" values to tell the powerbase after how many seconds through the lap or how many seconds after crossing the powerbase, to disable pace car lane changing for (so that they can't change lanes into your pit lane entrance).

Section 5 covers the nice easy car



programming in this version of the powerbase. To change a car's digital ID from 1 to 6, put the powerbase in "ProG" mode, put just the one car on track that you want to programme and press the brake (top) button on the throttle you want the car to be controlled by. As with all other digital powerbases, don't leave more than one car on track as they will all get programmed with the same ID.

Section 6 is about changing characteristics of individual cars or all cars. As you come down the menu tree the first option you choose is a specific car ID, or "ALL" cars to which your following actions will be applied. The main reason to go in to this menu is if you have someone racing who is a bit wayward and crashes a lot. If you do, use the Pr.SCL to set their power scale to 88, 75 or 50% of what the "full power" racers have.

Then other main feature in this part of the menu allows you to program a pace car to run at a set speed while you race against it. You must unplug the throttle for any car you want to have running as a pace car. When programming the car's speed, make sure the car can just about handle the inside of the tightest bend on your circuit, and maybe put grippy tyres on your pacer cars to give them a bit more of a competitive edge (as they don't have the ability to speed up for straights). On our public track we always use super-resistant Boxsters, Audis, Gallardos and so on for pace car duties, fitted with Sport+ tyres. The pace car Action Codes are accessed by pressing "START" on the powerbase during programming, and mean the following: Gr = "Ghost" car that laps the track and changes lanes randomly but does not count laps; Gc is the same but with constant lane-changing; Ln = a "live" car that laps the track, doesn't change lanes but does count laps; Lr is the same with random lane-changing, and Lc is a live car with constant lane-changing. "Live" cars feature in race results and can win races, "ghost" cars don't.

Finally set your chosen racing platform using manual section 7. Digital (DIG'L) is the usual one, but you can also run one-lane analogue with one power supply, or two lane

with two power supplies connected. The "GEAR" setting selects which way to run across the powerbase - with "left" selected, cars start on the left and go to the right, and "right" starts on the right and go left. If only one supply is connected you use the "LANE" setting to choose which lane to use (lane 1 is nearest the powerbase). 1-lane analogue is ideal for lapping in your old analogue cars, trying to beat your best lap times and pondering whether to chip them for digital. When two supplies are connected, you can of course race and two lane analogue will be automatically chosen.

When using analogue mode, make sure you have checked the requirements regarding corner lane-changers and power taps (see photograph here and also more information at <http://bit.ly/aZC9Pc>) plus made sure your straight lane changers are all set for straight-on-travel.



Hopefully this has given a bit more insight as to the whys and wherefores of the various menu options. There is a bit more detail and also updates to this information, on my slotcarcentre.co.uk site, just click on "The C7042 powerbase" in the margin menu. ■

Slot Rally GB (Round 3) at Farnham Scalextric Association

By Gareth Jex

I have organised and been involved in a fair few slot rally events over the past few years, but never one so close to home! My local club in Farnham meets every Wednesday at the Conservative Club and it's a good natured, not too serious, race RTR cars, mainly box stock type of club with approximately 14 regular members.

Following a small group outing to last year's Wye Valley Slot Rally our Chairman 'Lawrence' thought it would be a good idea for Farnham to host a Slot rally and so the seed was planted. What transpired was the origins for the entire Championship, but that's a different story! A date was fixed, being the 12th September 2010 and the venue booked. I say booked, because whilst we are very lucky at Farnham to have a permanent Ninco set up, the club room alone is not big enough to host a rally competition. We booked all the available rooms at the "Con" Club and arranged for the bar to be opened especially for the event.

Initial planning took place and tracks were discussed and arrangements made to borrow stages from other clubs and repair stages that had sat in storage for too long. Club members were assigned stages, responsibilities and actions all of which were completed prior to the Saturday for set up.

The event ran to the Slot Rally GB 2010 rules and regulations so many of the tracks required three pin adaptors making up for entrants own controllers and some form of timing was required. We originally planned to use stopwatches everywhere, but we managed to get our hands on some Ninco Lightbridges, which should have been ideal, unfortunately they proved temperamental and on the day so most switched back to stopwatches.

We had ten stages plus our Club track which

we adapted into two stages making twelve in total. As with most of the events in the Championship, there was a real mixture of track types; Scalex 50s Rubber, routed MDF with braid, routed MDF with copper tape, SCX, Classic Scalextric, Ninco tarmac, snow and raid types. Setting up a perfect car (as with real rallies) for this event was going to be tricky add in the fact that most of the tracks were NOT wired for brakes and entrants really ran blind on every stage – no pace note or pre-rally testing is allowed!

Setting up the tracks and testing that everything worked took all of Saturday afternoon and about ten volunteers. To be honest much time was taken up working out how the stages would work and how to set them up, we also had several electrical issues to resolve. Several of the more distant competitors also arrived on the Saturday to help out including competitors from Jersey, Isle of Mann and Wales. After we finished the set up at around 7.30pm we went off for a curry and chat!

Sunday morning and all the competitors had taken note of the request to be on time and



The Farham Club Track





The Carpark Stage

everyone was early, everyone except the cleaner who was opening the doors for us! Signing in and checking of cars commenced and a very brief welcome introduction was given to competitors. Groups were arranged and a member from Farnham was in every group. Familiar slot rally veterans and new faces mixed together and lots of advice and encouragement was given throughout the day. Competitors are free to start on any available stage so there is no set order. All started well.

Mid morning and a few electrical gremlins started, which was OK because both Lawrence and I had opted to run as many of our cars the night before in an attempt to give us free time on the day to sort such issues and input timings. Transformers started to get warm on the SCX logo stage, at first I thought this was a simple transformer failure or short across the braids as this track had been used countless times before without fault. Unfortunately we could not find the fault (probably a touching wire under the track) and had to close the stage and scrub times from the results. Other issues were mainly timing related and either Ninco bridges failing or confusion on DS timing systems. Post event we decided that for next year we would make bomb proof power and timing blocks and test them several times.

At lunchtime most competitors took a few minutes break and handed in their times for data entry. This half time data entry has become essential to reduce the time it takes at the end of the day and enables organisers to announce the provisional results and award the trophies etc.



The Ninco Stage

Rallying resumed after lunch and most of the stages performed well. The Scalex Rubber stage defiantly became a love or hate stage with some cars performing well over the bumpy slippery surface and some not, the SCX Brooklands and Car Park stages proved popular and the Club track stages proving too long!

By 5.30pm most groups had run all their stages and we began to pack away some of the stages (but we did have to quickly stop when one group returned to run on a packed away stage!). Times were entered and car boots loaded and the final group returned to rally control at 6.30pm (just in time for us to exit the building at 7pm. Final times were entered into the laptop outside in the car park and buttons pressed to find the results.

⇒⇒



Phil Field on SCX Brooklands



Paul on SCX Logo Track

We provide trophies for the top three in each of the six classes, Classic, 80s, Modern, S1600, Modified and Scratch and most competitors stayed to hear the results.

Classic;

1st Jim Moyes (SCX Fiat Spyder), 2nd Ben Buesnel (SCX Escort Mk2), 3rd John Underwood (SCX Escort Mk2)

80s;

1st Phil Field (SCX Lancia S4), 2nd Scott Brownlee (Fly Audi Quattro), 3rd Kane Tiley (SCX Lancia S4)

Modern;

1st Phil Field (Ninco Impreza), 2nd Ben Buesnel (Ninco Impreza), 3rd Adrian Leggett (Ninco Mit Evo)

Super 1600;

1st Phil Field (Ninco Clio), 2nd Adrian Leggett (Ninco Clio), 3rd Jim Moyes (SCX Swift)

Modified;

1st Phil Field (Ninco Mit Evo), 2nd Keith Clements (Ninco Mit Evo), 3rd Matt Tucker (SCX Xsara Pro)

Scratch;

1st Phil Barry (Ford RS200), 2nd Don Stanley (Renault Alpine), 3rd Kane Tilley (Mercedes)

Congratulations to all the winners in the classes, Phil Field and Jim Moyes have been crowned Champions of the series with their scores from Farnham and can't be beaten at the last round in November, all the other positions are still up for grabs and in all classes the top six places could still take second.



Steve Baker demonstrating the Ninco Stage

The next and final round of the 2010 Championship is taking place at the Wye Valley Slot Club in Wales on 7th November 2010.

Next year Farnham will once again host a round of the Championship and we will be better prepared and with a few new stages to trip up competitors! We are planning for six rounds next year spread around the country so if you fancy having a go, book into one of the events.

Full details, results and more information can be found on the Championship website at www.SlotRallyGB.com. ■



Some of the Winners



email: ebaywatch@nsc.co.uk

Well prices seem to be fairly flat in general again this month despite me mentioning a few signs of buyer activity last month. A free listing weekend at the end of September for private sellers has boosted listing numbers to around the 16,000 level. In my opinion this will not help firm up prices for the next few weeks unless we get a few more buyers in the market so I guess there will be bargains up for grabs for a week or two as I write. Personally, I have become wary of putting in a bid when my watching list is full these days as I have ended up winning some items all be it at a bargain price that I normally would not have expected to win.

Something a little different but not fetching much money for the effort put in was a Black Range Rover fitted with a mini wireless on board spy camera. Including a receiver and all the cables it started and finished at £35 with just a single bidder and to think the Fly trucks a couple of years back were £200 plus with a camera fitted like this. Perhaps showing how up and down the market is at present was a pack of truck chrome that made £35 on a Wednesday night (120622096364) and another £32.67. However a T45 Team blue truck complete with a pack of truck chrome went for a single bid of £65 a few days later. (120623104926).

Bond!

Well proving there is still some big money around in the slot world was a James Bond set. Purporting to be MIB it was a very nice example all be it with a slightly faded box, sticky tape residue on the Aston body and a broken baddies gun so not exactly mint in the box but close enough perhaps? The Aston had only the slightest trace of the dreaded marks around the wheel arches which is why I guess there were 7

bidders willing to chase the price from the \$2,000 level of bidding to the \$3,300 USD selling price and thus making the Canadian seller rather happy with his old toy shop find. In a separate auction from a UK seller a Bond Mercedes made only £240 but this had a few faults including missing bumpers. A very clean Bond Aston with hardly any marks but a front wheel missing fetched a reasonable £457 on Sunday night. (270628540272) A much poorer example made only a £100 less the Friday before. Staying on the classic Scalextric theme but in the replica line a Pink Kar blue Bugatti made £72.77 on Sunday night and a red Perris Bugatti £425 on Monday morning (160476503587).

Mexican

For those collectors of you who like something a little different there has been a number of Mexican cars listed this past month or so and as they seem to be cropping up on a regular basis now I thought it worthy of mention. The models that seem to be appearing regular are Williams F1, Sigmas, Porsche 917, Ferrari B3, Ford Tyrrell as well as Mustang and Corvette Dragsters. Most of the cars listed were in a distressed state with wings, screens, wheels or engine detail missing so don't think you will get a mint bargain boxed bargain. Prices have been starting in the £20 to £30 range and only attracting the odd bid or 2 or 3 bids at most. With only half of listings being sold it shows these are not that popular but there have been a couple of Mexican cars attracting the bigger spenders this month. A red Cooper with cracked body (140451427608) made £343 on a Thursday night whilst a yellow one made £170 the same night. Other notable expensive cars were a GT40 in orange making £233 on ➡

Monday night but a Pistachio (green) one (140454057813) failed to get any bidders at the £150 starting price despite being listed at least twice. Other cars seemingly unloved or maybe priced too high were a pair of orange and yellow Honda F1 cars that did not attract any bids at the £250 starting price.

Europe Roundup

Checking around the other major eBay sites for big spending on the Scalextric front turned up a French Lotus 1961 at 235€ on the French site in green with a very nice box. (170539289016) A blue one from the same seller made 168€ the same Sunday afternoon (170539290347).

Staying on the French site that had some 2,600 completed listings at time of writing, a very nice looking unboxed French Aston Marshals's car made only 143€ which just pipped a nice looking white C52 Ford Escort that made 121€. On a more modern production note the 1967 Year of Legend Lotus and Weslake Eagle set attracted only a single bid of 76€. On to Germany then and out of 16,500 completed listings only 500 or so were Scalextric related with top price of 152€ being paid for the 4 car GP84 Spanish set which included 2 Ferrari "sharknose" in green and yellow as well as blue and red Coopers. That seemed more of a bargain than the Gulf Aston Martin Scalextric club car from last year that made a whopping 101€. On to Spain then and top purchase price was for a TC600D set with Seat 600 cars in grey and white which would have cost you a round 2,000€ once the postage was included. (150495850251). Most high priced items seemingly are going unsold though a double guided Cooper in yellow (360301859933) went to a best offer of 725€ and a "Lyttleton" black Bugatti made 235€ on a Saturday night (140454031023).

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. Scalextric Exin 4059 Lotus Mk-4 Black Mint/Boxed £85 (Sunday night 120624536236. An unboxed example on Spanish eBay made 70€) SCALEXTRIC K703 CONTROL CENTRE BUILDING EXCELLENT £225 (Excellent

painted building on Sunday night 220671659531)

Scalextric Limited Edition Police Car £105 (States of Jersey LE on Sunday night 320593312790)

Scalextric £460.99 (Rather a hefty price but included several buildings and a Marshal car and Mercedes. 120623533538)

Tyrrell p34 SCX Vintage car £155 (Described as being had since the husband was a young boy but they have not been out that long have they or maybe they married very young? Wednesday evening 110585373499)

SEAT 600 FOROSLOT 2006 LIMITED SCALEXTRIC TYPE REPROTEC 70€ (Transparent shell limited to 500 with red chassis on Spanish eBay on Sunday afternoon 140455814983)

SCALEXTRIC MRRC MINI LIMITED EDITION 1 OF 300 ONLY LOOK £72 (Chrome model on Sunday night 230528965782)

Vintage Scalextric Triang RX Engines x 5 - all working £45.75 (Sunday night)

DODGE VIPER - GTS R SPECIAL EDITION - FOOT LOCKER £22.99 (Single bid on Sunday night)

Job lot of 10 old Scalextric cars £144.99 (Mainly 60s car including Porsche Speedster and Minis on Sunday night and maybe a bargain? 110585382403)

scalextric k1 go kart with under tray £59.23 (Boxed red model in nice condition on Sunday night 110587080467)

FRENCH TRI-ANG SCALEXTRIC K1 FRONT GO KART TYRES ,NEW £32 (pack of 12 ref. W/509 on Sunday night 330471758147)

SCALEXTRIC Trackside Refreshment Kiosk £46.99 (Unused boxed example on Sunday lunchtime)

6 x Unboxed Jouef for Playcraft Slot Cars £522.17 (A rare car here perhaps amongst the 2 x Mercedes 300 SL (one windscreen broken), 2 x Jag E type , Lotus F1 and Ferrari F1 on Friday lunchtime 270632148939)

"VIP" UNIQUE AUSTIN HEALEY SPRITE EXTREMELY RARE SUPERB £257 (Blue



model from a set? On Monday night 120618274567)

1960's SCALEXTRIC JIM CLARK SET # 750 MUSEUM QUALITY \$521 (used once Canadian set from Canadian seller on Thursday lunchtime on US eBay with 2 Offenhauser cars. Check out 160482042532 for extensive pictures if you can)

KF Industries UL69 SlotCar Slot Car Dynamometer tester £51 (Neat bit of kit on Monday night 320583600179)

Lastly an item brought to my attention by Richard, and for those who love their memorabilia with a link to Scalextric, was a Cadbury's chocolate bar. It was obviously a few years old from 1973 in fact but still in its original wrapper as it was priced up at 5p. Top prizes were 100 Hillman Avengers with runner up prizes I presume of 1,000 GP41 Scalextric sets according to the wrapper.

I wonder if any of the current membership actually won one of these sets? ■