



No. 349 APRIL 2011

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WWW.NSCC.CO.UK
THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

It's Mrs Kills all over again!

Recently, I have started commuting from Epsom down to Petersfield on a regular basis, which of course means I use the old A3, which is generally a nice run as I go against the traffic each way attempting to get into London in the morning or of course out of London at the end of the day, so its relatively a smooth may be speedy trip on undulating dual carriageway, except for Guildford and of course Hindhead, at least until the tunnel opens this summer!

I have fond memories of the A3 as years ago I always commuted to Portsmouth and I always used it for other purposes, for which I can't remember now, but seemed to use it regularly for pleasurable purposes. Having said that of course, most of my motoring misdemeanours and encounters with the police occurred on this road plus a lot of near misses with fellow commuters, one of whom named above (yes that was her real name) tried to take me out years ago by pulling into the outside lane to over take a tractor without looking in her mirror, just as I was passing, which as a side line I will always recommend a Peugeot 406 to anyone, tough as old boots and take some serious punishment when someone tries to take you out!

Of course cars have continued to improve with their new safety features, however this doesn't give me any comfort commuting in a "T" plate Skoda with only a drivers airbag and a seatbelt for comfort, but at least it's cheap to use given the price of diesel at the moment.

Anyway soon time to finish, but there are a few interesting things this month to note and some important dates for your diary, particularly the new "Northern" swapmeet and of course the ever nearing Slot Car Festival at Gaydon.

Those that have applied to attend the weekend Slot Car Festival with the NSCC should have heard by now on the details of the event from one of the Committee and what you will need to do next.

Finally, don't forget you still have the chance to bid on the 2010 Hornby/NSCC weekend car, so get them offers in soon and certainly before the end of the April!

So until next month

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

Another month and another relaxing weekend spent on the Isle of Wight. As I received my 6-car digital powerbase two days before coming away, I suggested that Maureen (the “Start” authority from the November Journal) be subjected to testing the intricacies, vagaries and functionality of Scalextric Digital. Unfortunately, Karen decided this would be inappropriate, although she couldn’t justify the argument so I’m still not sure if she was worried that she’d lose her step Mum’s attention for the weekend or if the excitement would just prove too much. So this wonderful piece of kit had to stay in its box for another week, but when we get home the conservatory will be mine!

I won’t be the only digi-convert to be enjoying the expanding slot car experience as the latest technology is now readily available: online traders are showing as having stock and I’ve even seen it in real shops. Thankfully several others have already written reports so I can just get on and enjoy mine: if I discover any gems that haven’t yet been related I’ll include details in future Messages. I am aware that the company that has assumed responsibility for the

software code is enthusiastic about the product and is reviewing system capabilities and the possibility to add further functionality. Whilst Scalextric was never like this when I was growing up, it is encouraging to observe that such a basic toy can still keep up with the expectations of 21st century society. Maybe in a future article I’ll share the conversion of an Electra to digital?

So, as I’m not allowed to sit and sulk, I’d better get on with this month’s report.

New Releases

In truth, deliveries from China have not exactly been flooding our shores. With the end of Q1 in sight at the time of writing, and history by the time this hits your hall carpet, not all of the cars deferred from 2010 have yet appeared. But, look on the bright side – Hornby have generously sacrificed a regular income to allow their customers a bit more time to recover from the Christmas financial drain.

Cars which will be with us before spring is⇒⇒



over are two that were expected last year as well as the first of the 2011 releases: a Gallardo, a Ford GT and a McLaren MP4-12C.

The Lamborghini Gallardo GT-R, a Super Resistant version, C3135, is in the livery of MRP racing as run in the German ADAC GT Masters series. It represents the GT3 car driven by Robert and Alfred Renauer in 2009.



Second of the new cars is another Ford GT, C3088. This is a High Detail release in Politi livery as run by Robertson Racing in the 2009 ALMS.

Third car to be available is the first version of the McLaren, a High Detail release in

orange, C3200. Indeed, this has been a very quick turn-round from the initial sign off samples that I first saw in January.

An additional bonus this month for those taking an interest in the USA only releases was the arrival of C3065, the “33 Racing” Chevy Camaro. Previously only pictures of the real car have been available so here’s a few of the actual model: a real stunner. Like the UK releases of the Camaro it is DPR so can mix it with other digital muscle cars. As this version doesn’t have a front bumper the mounting holes in the front panel remain visible but don’t detract from the appearance. Of special note are the wheels – almost good enough to buy the car as a donor. OK, maybe that would be too extreme! The chassis is a fairly basic sidewinder, without lights,





but runs very smoothly without any signs of judder or hopping. This is one of those cars that will be going very fast by the time it departs the track.

One car due this year that I haven't mentioned in previous Messages is another



Mini, C3224. This does not feature in the 2011 catalogue but is listed by some of the online traders as the Pink Floral car used in an M&S advert that featured Twiggy in 2006. This cannot be confirmed as the final decoration has yet to be decided by Hornby, but a further Mini livery can be expected. With this version and the Police Panda car there will be more road-cars than race versions. How about some circuit racers to redress the balance: the late '60s Britax-Cooper-Downton team car would look superb and make a great adversary to the big yanks and the forthcoming Broadspeed Escort, C3212.



Surely the Mini must be a good model to be released as an unpainted kit to enable those of ➡➡



us who grew up owing examples to model our own cars – maybe if I get plenty of requests, I'll have a little word with Adrian.

The plans for the road show have not yet been finalised for 2011 but a World Championship competition will be run with the first round due to be held in Germany at the end of March. This will be organised by Scalextric's German distributor Dickie-Tamiya. Venues and results will be displayed on the Scalextric website (www.scalextric.com/swc2011).

Scalextric Abroad

Whilst on the WWW, take a look at the USA and Spanish (SuperSlot) sister sites; the links can be found in the ribbon at the bottom of the Scalextric pages. The American site provides details of the USA-only releases as well as other slot related information. Interestingly they also list details of Slot.It, Fly, Parma, MRRC and MB Slot cars and spares sold through the site. Interestingly, neither the USA nor Spanish sites provide links back to Scalextric UK.

This year brings another three American only releases which can be found in the UK from traders who arrange imported examples. The cars for 2011 are listed on the web site and will be a Ford GT40 MkII, a Corvette L64 and a Mustang 302. If interested it is wise to place an order now as there is unlikely to be excess stock.

The Ford, C3231, looks reminiscent of the original "Race Tuned" version announced in



catalogue 7, C77, so is a must for anyone too young to afford one in the late '60s. This model is of the car entered in the 1966 Daytona 24 hours by Holman and Moody, chassis 1031. It was driven to third place by Walt Hansgen and Mark Donahue, beaten by the similar cars of winners Ken Miles and Lloyd Ruby and second placed Grant and Gurney: a brilliant debut for the MkII.

Second of the USA cars will be a Corvette L88, C3229, in the livery of the Swiss Scuderia Filipinetti team as run at Le Mans in 1968. Driven by Henri Greder and Umberto Maglioli its race ended after only 53 laps. Perhaps a strange USA only release as the team, drivers and its principal outing were all European. Unfortunately, the American experts have already spotted that the shell will be incorrect as the Le Mans car was a coupe rather than the roadster fitted with a hardtop that the Scalextric car represents. No, I didn't spot that one either!

The Mustang Boss 302, C3230, is that raced by Henry "Smokey" Yunick, a true American hero. The suspension was developed by Kar Kraft for Ford and one example found its way to the legendary "Smokey". This may not be his most successful ride, but certainly a car of legend incorporating many special tweaks. His





various interpretations of racing rules included weight saving by using etched body shells with thin glass, additional fuel capacity by using 2" diameter fuel lines and various other tuning tricks which had not been explicitly banned.

In addition to the above liveried cars, the US also gets plain white versions of some of the muscle cars: 1970 Camaro, C3245, the earlier model Camaro, C2451, Dodge Charger, C3223 and a MkII GT40, C2473.

Whilst browsing around American sites I



also came across a USA only set: American Champion Race Set, C1232. As might be expected it contains a pair of TransAm racers: the Camaro of Lennox racing, driven by Joe Chamberlain, C2508, and the 1970 Mustang as driven by of Tony DeLorenzo in the 1971 season.



Turning to the Spanish site (www.Scalextric.es), where Scalextric is sold as "SuperSlot", there is currently less to get excited about. There is no English translation available but that's not really too much of a problem as navigating the site⇒⇒





is fairly intuitive. There were only a few non UK cars listed: the Alfa 159 previously mentioned, a Mercedes 722 Safety Car, S2756, and a Seat Leon, S2912, but unfortunately there are no prices quoted on the site. The best part for anyone going for a Spanish holiday is the list of Hornby dealers that might be worth a peek prior to committing to a booking!

That's about it for another month don't forget that the forthcoming string of Bank Holidays should provide a good opportunity have a last play with the Scalextric before being dragged outdoors by the other half to prepare the garden for summer and of course the subesequent weekly work required to maintain ones garden for the summer season. ■

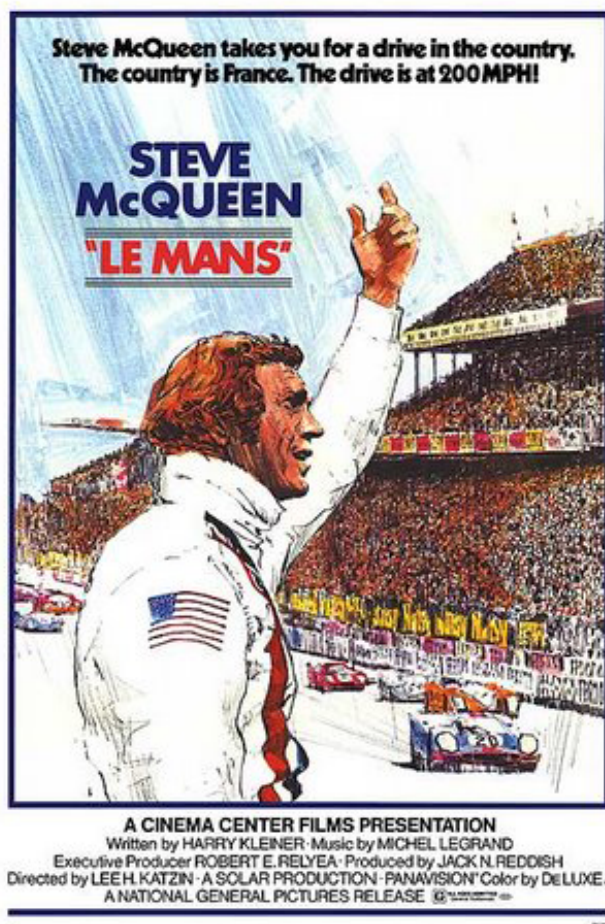


As promised last month we are celebrating the 40th anniversary of the Le Mans film released in 1971. Firstly special thanks to Terry Smith from Gaugemaster for his invaluable help in compiling this article and supplying pictures.

The film featured actual footage from the 1970 Le Mans race supplemented by additional film shot after the race using actual race cars.



Steve McQueen's Porsche 911S road car seen at the beginning of the movie



Poster from the film

The film has something of a cult following for fans of the race and of course Steve McQueen. When watching it again recently, as preparation for writing this article, you are reminded that it is very much a film of its day with no computer generated images but actual race footage. It can thus be seen as a reasonably accurate portrayal of the race and the era. However, it is very short on dialogue. Essentially, the film centres on a dual between the Porsche and Ferrari teams and we are treated to the sight and sounds of these cars in the film. The following is a list of Fly Cars depicting those cars featured in the film:

Car No.	Fly No.	Car Type
3	Team 12	Porsche 917LH (part of 2 car Martini box set)
4	C34	Lola T70MkIIIB
5	C27	Ferrari 512S
6	C72	Ferrari 512S



The real winners, Porsche #23 1st, #3 2nd and #27 3rd

Car No.	Fly No.	Car Type	Car No.	Fly No.	Car Type
7	W04	Ferrari 512S (special box inc Ronnie Peterson figure)	27	C27	Porsche 908/2LH
8	C71	Ferrari 512S	29	SM2	Porsche 908 Camera Car (part of the Steve McQueen collection)
11	C29	Ferrari 512S			
12	C28	Ferrari 512S			
14	Team 02	Ferrari 512S (2 car Filipenetti box set)			
15	Team 02	Ferrari 512S (2 car Filipenetti box set)			
18	C18	Porsche 917K			
20	Team 03	Porsche 917K (part of Gulf set)			
21	C85	Porsche 917K (sold separately to add to Gulf set)			
22	Team 03	Porsche 917K (part of Gulf set)			
23	C53	Porsche 917K			
25	A1401	Porsche 917LH			

The Ferrari C27 was re-released as A2006 as part of the 10th anniversary range along with the Porsche #20 as A2005. This is the car Steve McQueen drove in the film, it was also available as part of the 'Steve McQueen Collection' as SM3, so one could own three different versions of this model.

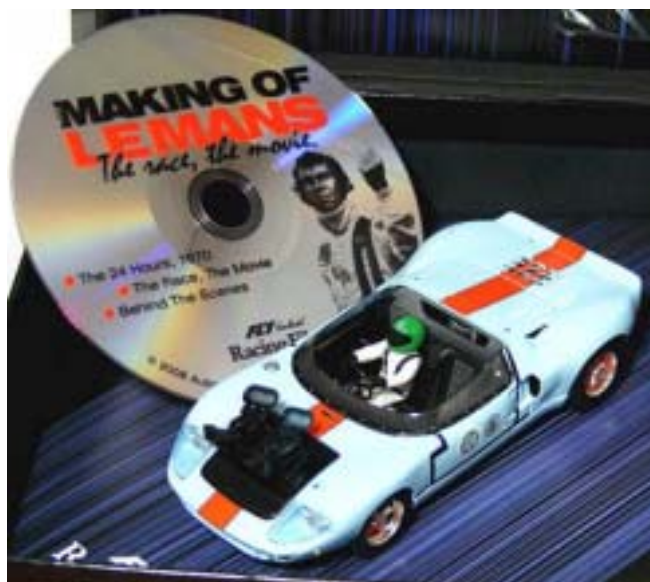
These were just the cars in the race, Porsche #3 could be bought as A1404, Ferrari #14 as C75 and Ferrari #15 as the kit EP0012 all as test cars. Steve McQueen's own transport while making the movie and appearing in the opening scenes is his Porsche 911S which Fly released as 99114 part of the 'Making of Le Mans Collection' (01). Also in this collection (02) was the 917K #21 which featured a model movie camera fixed to its bonnet, this was Fly part number 99128. The holy grail as far as this



Filipenetti Ferrari 512s from set Fly Team02



Supporting cast, 18 and 25 were seen early on in the race footage



'Rarer than rare' the hand built model of the Ford GT40 camera car came complete with a DVD

movies model cars are concerned is the Ford GT40 camera car which not only had bonnet mounted cameras but had its whole roof removed to allow the cameramen free access to film the cars at speed. This very rare model was actually not part of the 'Making of Le Mans' collection but only available to people who had collected coupons from the 5 'Racing Films' collection, entitling them to purchase the hand



Porsche Team Gulf cars #20, 21 and 22

modified model. There was only enough models made to match the number of returned coupons and it came with a DVD of the making of the movie Le Mans. The part number for this car was 99039, but one will have to delve very deep into their pockets to own one of these.

Finally, and I have some exciting late news, Fly are back! We have heard via Gaugemaster that Fly have announced new products which should be shipped in May. More news on this exciting development in the next issue. ■



Ferrari's! Note #7 has no driver as this was supplied as a standing Ronnie Peterson figure in Fly W04

Slot Rally GB 2011 - Wolves Report

By Gareth Jex

The second round of the Slot Rally GB 2011 championship was held on Sunday 28th March at the Wolverhampton Scalextric and Slot car club. For those not familiar with the Championship we run six rounds at five clubs in the UK (Isle of Man, Wolves, Wales, Oxford, Farnham and Wales 2) throughout the year with competitors using slot rally cars in six different classes. Hosting clubs make tracks (or stages) from a variety of slot tracks and routed board.

Wolves has always been a popular venue and this year the event was at maximum capacity with one hundred and sixty two entries in the various classes by over forty four individuals. There were familiar faces, but a really good showing of new entrants, many for the first time.

Malcolm and others from the Wolves club spent Saturday setting up the eight stages and testing so that at 8am Sunday morning they were ready for us. Early arrivals were also greeted with the option of a hot bacon sandwich and coffee or tea! Pendle also brought along

some nice items for sale along with a few other smaller dealers. Space was made for competitors to lay out their race boxes and check for any last minute preparation prior to checking the cars in at scrutineering.

With this many cars to check in, I was a little worried, but with the help of Bill Charter and Phil Field we managed well and the first group of competitors were out on stage by 9am.

A brief description of the stages now follows and note that the stages are designed to take approximately sixty seconds generally:



"The Quarry"



"Orleton Park"

Stage 1; "The Quarry"

A devil of a small routed MDF stage with painted tarmac surface and textured painted infield. Very tight and twisty demanding swift trigger action to take full benefit of brakes. Eight Laps with the best stage time of 47 seconds.

Stage 2; "Orleton Park"

A well known stage to Slot Rally regulars. Very fast and smooth with a banked corner and well rubbered. Routed painted MDF. Ten laps with a best stage time of 39.3 seconds.

Stage 3; "Blakely Green"

A smooth and flat routed MDF stage with magnabraid (which may have benefited any angle winders). Fast bursts and smooth flowing corners. Nine laps with a best stage time of 40.5 seconds.



"Blakely Green"

Stage 4; "Aldersley Field"

A very clever adaption of the Wolves second routed track. The inside lane has been converted into a rally stage with long sweeping outfield and a tight twisty infield section. Routed MDF. Six laps with a best stage time of 51.9 seconds.

Stage 5; "The Jungle"

The first of the temporary stages. Made from cut down Scalex/SCX classic track with a mountain to pass under (blind) and various



"The Jungle"

vegetation, rocks and a very tricky double hump section to finish. Technical and no room for error. Eight laps with a best stage time of 48.3 seconds.

Stage 6; "Weeton Airfield"

Another well used classic Slot Rally stage. Twisty painted MDF with a bridge just before a tight left hander (plenty of offs straight onto the floor for the brave!). Tyre markers on the inside of most corners that catch you out if you go too slow and no barriers on the outside if you go too fast.



"Weeton Airfield"

too fast! Six Laps with a best stage time of 42.8 seconds.

Stage 7; "Waynes World"

A very compact routed MDF stage with tight corners but straights just long enough to blast down before hard braking. Ten Laps with a best stage time of 48.2 seconds.



"Waynes World"

Stage 8; "Ninco Pursuit"

The biggest/longest stage on the day. Ninco track (tarmac, raid and snow) laid on top of the main Wolves track. A great mixture of surfaces with long sections, fast for the brave and very technical raid sections with elevation to catch



Another view of "Ninco Pursuit"

out the low slung cars. Four laps (Two loops) with a best stage time of 54.5 seconds.

All the competitors completed their stages by 4pm and a few of us played with 1:10 RC rally cars outside whilst waiting for the result. Times were entered into the laptop and provisional result announced at 4.30pm. Congratulations to the winners in each class;

Classic Rally Class (sponsored by Teamslot);

1st Matt Tucker - SCX Fiat 131 - 447.8.

2nd Ben Buesnel - SCX Ford Escort Mk2 - 454.2.

3rd Gareth Jex - SCX Alpine Renault A110 - 461.9.



"Ninco Pursuit"



The Jungle close up

'80s Rally Class (sponsored by SCX);

1st Phil Field - SCX Lancia Delta S4 - 410.7.
 2nd Gary Buesnel - Ninco Porsche 911 - 411.6.
 3rd James Noake - SCX Toyota Celica - 414.7.

Super 1600 Rally Class;

1st Phil Field - Ninco Renault Clio - 414.1.
 2nd Ben Buesnel - Ninco VW Golf - 421.0.
 3rd Keith Clements - Powerslot VW Polo - 428.15.

Modern Rally Class

1st Phil Field - Ninco Subaru Impreza - 390.4.
 2nd Ben Buesnel - Ninco Subaru Impreza - 396.1.
 3rd Gareth Jones - Ninco Peugeot 307 - 404.2.

Pro Stock Rally Class (sponsored by MSC)

1st Phil Field - MSC Ford RS200 - 395.8.
 2nd Jon Granger (proxy) - NSR Renault Clio - 397.5.
 3rd Keith Clements Ninco Mitsubishi Evo - 423.1.

Modified Rally Class

1st Bill Charters - Porsche 911 - 405.5.
 2nd Gary Buesnel - Mitsubishi Evo - 406.6.
 3rd Gareth Jones - Peugeot 205 T16 - 411.

Our thanks to Wolves, again, for hosting round two and to our sponsors; MSC, SCX and Teamslot. Round three is the Wye Valley Summer Rally 5th June, Wales. Entries are being accepted via Slotforum.

For full details on the times and points please see the official Championship website; www.SlotRallyGB.com, and finally I hope all who entered enjoyed the event and I look forward to seeing you all again soon. ■



And the winners are.....



These past few weeks I've felt a bit like the hare in Alice in Wonderland, rushing around with no time to spare. Through these frantic times I have made a very small dent in my backlog of kits to be built including six from Proto-Slot / Ghost models.

The first is a new release in the shape of the 1961 Alfa Romeo Guilietta Sport Special as the #26 Targa Florio entry driven by Trafani / Donato that finished 13th overall and 6th in the GT1.3 class. Second is a twist on the Ferrari 250GT SWB, many folks choose the #7 Rob Walker car driven by Stirling Moss at Goodwood however the car was shipped to Nassau at the end of the 1960 season where the numbers were required to be white #5 on black roundels and so mine is modelled as such. The change from his lucky #7 didn't do Stirling any harm as he won the Nassau Tourist Trophy with the car. The third is the Porsche 356 Abarth #34 as driven at Le Mans in 1962 by Barth / Hermann scoring a fine 7th overall and a win in the GT1.6 class. The fourth is the 1959 Panhard HBR4 #59 as raced at Le Mans by Faucher / Laffargue which retired during the 6th hour with engine maladies. The fifth is the Rene Bonnet Aerodjet #60 driven by Basini / Charriere at Le Mans in



Proto Alfa, Panhard and Stratos Turbo

1964 where it too retired with engine trouble after 6 hours. Finally the sixth is the Lancia Stratos Turbo #3 driven by Lombardi / Dacremont at Le Mans in 1976 where it finished 20th overall and 2nd in GTP class albeit some 27 laps behind the class winning Inaltera. In addition to my builds PSK have announced two forthcoming cars in the form of the Ferrari 250 GTB4 #57 of Noblet / Dubois that finished 10th overall at Le Mans in 1966 and 2nd in GT, and the Alpine Renault A106 #127 from the 1958 Tour of France driven by Michy / Ramband.



Proto Ferrari 250SWB, Rene Bonnet, and Porsche 356 Abarth

My next car is a fantasy livery in gold of the Ford Consul GT from the Pendle Slot Racing range of resin kits, don't ask me why I just couldn't find a genuine race version to build so I made this livery up from the spare decals box. A real race car however is the #1 Mercedes Benz 300 SEL AMG from OCAR, raced in the 1972 Spa 24 hours by Heyer / Betzler to a fine 2nd place overall and a class victory. Another fantasy vehicle is from a Spanish A2M Jeep kit that has sat on my bench for a long time and took a lot of hard work to get it even running, however having done so I decided that it



Ocar Mercedes 300 SEL and Pendle Ford Consul GT

needed drivers and so turned it into a WW2 Long Range Desert Group (LRDG) raider with help from parts out of the Tamiya plastic kit.

Pendle Slot Racing have the new Top Slot limited range with the Pegaso Z102 Berlinetta Saoutchick Series 1 and the Z102 Spyder #10 of Fernandez / Pover which retired after 3 stages in the 1954 Carrera Panamericana. Penelope Pitlane has sent me a selection of new tyres including a new profile set for the vintage rims

to suit the recent Mercedes kit. I have fitted these and re-shot the car and it does look much more to scale on these new tyres. Other tyres include classic mini size to fit PP's 13 inch size wheels a GP set for the 15 inch size wheels and new alloy wheels to replace the big plastic ones from the 1970's Scalextric range (F1s, TR7, Rover, etc.) and small ones for the Mini, Metro, Capri, etc. In addition Steve has informed me that there is



A2M / Tamiya modified LRDG Jeep



Top Slot Pegaso Z102 Berlinetta Saoutchick Series 1



Top Slot Pegaso Z102 Carrera Panamericana

soon to be a Ferrari 1512, a 1954 Maserati 250F a second Legends Chevy kit and the famous / infamous “Babs” as driven in the 20s by Parry Thomas.

MMK /GMC have produced their two transporter kits the first being the Mercedes Benz truck used by the John Wyer / Gulf Porsche team in 1970 and the second being the



Penelope Pitlane Mercedes on new profile PP vintage tyres

FIAT Bertolotti transporter as used by Scuderia Ferrari from 1957 until the mid ‘60s. Both come complete with everything you need to build them bar paints and glue and both run reasonably well considering their size! Also out around now from GMC is the Ford GT J Car #1 from the 1966 Le Mans test weekend available in both kit and RTR form, PSK, Rene Bonnet, Ferrari 250GT SWB and Porsche 356 Abarth. Plus the PSK Alfa Guilietta SS, DB Panhard and Lancia Stratos Turbo.

My good friend Milan over at MTR32 has produced the 007 Aston Martin DBR9 of⇒⇒



MMK/GMC John Wyer Mercedes Benz Transporter 1970



Revell Monogram Limited Edition "McLeagle"

MMK Fiat Bertolotti Transporter 1957

Frentzen / Wendlinger / Piccini that finished 4th in GT1 and 16th overall at Le Mans 2008, and the #90 Chevrolet Coyote DP "Spirit of Daytona" of Maassen / Garcia / Edwards that was classified 23rd in the 2011 Rolex 24 hours of Daytona after wrecking with just 7 minutes left to go (How annoyed would you be if you were the other two drivers?).

Released by Revell-Monogram just before going to press is the Mercedes 220 SE #711 of Roseqvist / Wirth that won the 1962 rally of Argentina, and the Limited Edition #48 McLaren M6B "McLeagle" of Dan Gurney from the 1967 Can-Am series. Cartrix have released the #4 1956 Lancia-Ferrari D50 of De Portago while, finally this month BRM have released the four Toyota 88Cs these being the #37 Taka Q car (LM 88), #45 STP car (Fuji 88), #36 Minolta car (LM 88) and the #98 Toyota South East dealers car (Daytona 88). ■

Review - Slot Track Scenics All in One Pack 3

By Dave Mappin

I always look forward to the December Competition in the NSCC Journal, it's a great opportunity to learn something new about our hobby. For the rest of the year I'm not greatly concerned what type of car a C44 is, but at quiz time it becomes a itch to be scratched and I'm not happy until the blank spaces next to the 30 numbers on my sheet have been banished.

The "Glorious 12th" came around and the little brown envelope landed on my doormat, opening it up I flicked quickly through the pages until I found the results. The quiz had been a "toughie" this year and I wasn't confident being in the frame. Hold on, there I am, eighth, not on the podium but still in the points and what does Brucie say points make.....?that's correct PRIZES.

The prize arrived shortly afterwards, small brown box, must be a car. But hold on, Slot Track Scenics on the label, All in one pack, What had I won?

Opening the box I found eight pieces of tyre wall, sixteen fastening clips and four strips of red and white vinyl, I was very pleased as I already have Slot Car Scenics Tyre Walls on my track and they look very good, they replaced my home



made tyre wall made from wine corks painted black which sounded good as a concept after a glass or two, but in practice didn't quite come up to scratch!

This, all in one pack not only had the tyre walls but the vinyl strips simulate the plastic wrap fastened around the tyres at modern racetracks to stop them flying everywhere in the event of a car impacting the tyre wall. I was impatient to get the walls set up and have a look at them alas the route to my racetrack was blocked by a sleeping baby, so I choose that other well known track set up area, the kitchen worktop!

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With a couple of pieces of spare track I had knocking about I started fastening the clips to the track, each section of tyre wall uses two clips, one at each end and the one piece of vinyl wrap goes round two sections of wall. One wrapped section is about 6 inches (or a half straight). If you use one piece of the tyre wall as a guide, you can get your four clips set just so. At this point the old adage measure twice cut once came into play, grab a length of the vinyl and see how it sits around the two pieces of tyre wall, adjust accordingly and then peel off the adhesive backing and wrap round the tyres. Simple to use and it looks great!

I then experimented using it without the fixing clips to construct the temporary chicanes seen on some tracks, which gave me an idea for something I've not often seen on slot tracks, the impression of the racetrack being part of a large circuit that's not in use, like the GP loop at Brands Hatch, a couple of pieces of spare track to show where the large circuit leaves and rejoins some tyre walls and the rest of the circuit is represented painted on the back scene.

In summary, I really like this product, it adds that touch of authentication, provides a great visual break in amongst all that Armco and is quick and simple to use.

It's also in these ethical and environmentally aware times designed and manufactured in the UK, so you don't need to worry about the CO2 cost of getting it here, or the risk of the boat carrying it getting attacked by pirates!

Thanks again then to Jeremy and also the NSCC for setting the quiz and of course Slot Track Scenics for the prize. ■



GT40 head on

and David Hobbs at the B.O.A.C. 500 on April 7th 1968. The model appears to be as usual an excellent representation of the real car's distinctive red and gold livery although I suspect in the interests of performance the model appears to be around 4.5mm too wide for true scale accuracy. (The real car was 70 inches which roughly equates to 55.5mm in 1/32nd scale – the model is 60mm wide according to Slot.It's data sheet). Length is reasonably correct at 133mm, height is 30mm, and wheel base is 75mm, the weight is a mere 62g and the layout

is sidewinder only to allow for the normal superb standard of cockpit detail. The pilot figure is of Jackie Stewart resplendent in white helmet with the Stewart tartan band around the top. Wheels contain the correct Halibrand style gold inserts with three eared spinners and apart from motor layout the usual upgrades for magnet, suspension, lights and SSD compatibility are all possible.

The next new model is reference CA09d which has been slightly misquoted in some slot car circles as the "Marlboro" Porsche. While Joest run 956KH was indeed sponsored by the tobacco company in question due to legislation it ran at the Mugello 1,000Kms in 1983 with the distinctive Day-Glo orange and white livery but with black bar lines in place of the Marlboro branding. So sadly I can't get on my hobby horse about fag sponsors on slot cars because in this case Slot.It has got the car spot on as it raced in 1983. The #8 machine had a successful event at Mugello with drivers Stefan Johansson and Bob Wollek qualifying second, then winning the



956KH Porsche side shot



CA09d Porsche 956KH Mugello winner 1983

race by covering 187 laps, some 3 ahead of the 2nd placed Lancia LC2 of Ricardo Patrese and Alessandro Nannini. (Back in the days when GP stars still drove sports cars). Wollek went on to claim the 1983 European Endurance Drivers Championship at the wheel of the Joest Porsche.

The body markings appear to be pretty much perfect compared to the real machine with eight different tampon printed colours making up the detailed livery along with the normal high quality vents, grilles, aerial, mirrors and exhaust details we have come to expect from Slot.it models. Interior is typically group C mainly black but as ever the driver detail is superb with Stefan Johansson being depicted at the wheel complete with accurate helmet markings. Dimensions are 149mm long, 29mm high, 62mm wide and 84mm wheel base with standard weight at 74g. The chassis is the EVO6 956KH version powered by a 21.5K in-line offset motor through a 9:28 pinion/crown gear ratio with the usual high quality running gear we have come to expect from Slot.it. Performance wise it will be comparable to any standard running gear out of the box car from Slot.it however as normal motor set up and type, ratios, wheels, magnets, tyres and guides can be tuned up to give a hotter performance depending on what type of set up you prefer and what types of track you are running on e.g. angle winder, side winder, boxer, flat6R, magnetic suspension and of course SSD. Performance wise mine was box standard apart from my change to a deep track guide to suit the Wolves International track, times were a bit staid at



956KH head on

around 9.2 seconds but I was feeling quite a bit off colour myself that evening and the car performance could have suffered as a consequence.

Plenty of tune up and replacement parts available this month with CS18V GT40 Transparent parts, CS18P GT40 tear proof parts, CS18T6 Evo6 Chassis, PA46 GT40 gold wheel inserts, CH31A HRS2 RTR Sidewinder chassis, GA1632E 30 tooth angle winder crown gear, and 451 which is a Slot.it Group C legends poster.

Finally the opening round of the 2011 UK Slot.it challenge took place at Pinewood with Julian Edwards winning from Lee Green in the A final followed by reigning champion Shaun Mitchell (North Staffs), former champion Nick Hirst (Pendle), Jack Thoburn (Pendle) and the previous two years junior champion Lewis Gough (Wolves) making his first appearance at senior level. 7th overall was Lee Andrews (Slotmaniacs), 8th Richard Welch (Slotmaniacs), 9th Phil Field (Hereford) and 10th Aidy Barber (Hereford). Unusually on the somewhat specialist Pinewood track none of the home drivers featured in the top 10. The juniors were somewhat thinly supported mainly due to a large number moving up into the seniors for 2011 but the final saw Lewis Anthony (Wolves) win from Archie Davies (Pinewood).

That's all we have time for this month so till next time keep on Slotting It. ■

GT Models Review - Part Three

By Phil Insull

From my first two GT Models reviews here is the third instalment, hopefully showing you just how easy and rewarding kit building can be, particularly when you start with a decent kit such as these.



McLaren M1A Elvis Presley "Spinout" car

This time I have finished three more of George's excellent kits, these being another McLaren M1A, MGC GTS Sebring, Fraser Hillman Imp and the McLaren M8B. The McLaren M1A is customised from the original kit only by means of paint job, the rest is as per the kit and is still based on the first sports car designed and built by Bruce McLaren Racing



MGC GTS "Romeo"

Cars Limited in 1964 and subsequently marketed as the McLaren-Elva. I used the same running gear as before but the paint job is based on the ex-Graham Hill, John Coombs owned car, which was sold on to a movie company and was "driven" by none other than Elvis Presley in the 1966 movie "Spinout", where his character survives a crash into a lake in what's supposed to be an AC Cobra. This McLaren until recently resided in the Matthews collection in Colorado before being sold in 2010 and was run by Lord March during the Bruce McLaren tribute at the 2000 Goodwood Festival of Speed.

Performance wise it is pretty identical to the original one I featured having used the same stock PSR motor and Slot.It mechanicals along with PP wheels and George's own inserts. Paint wise I used two fine coats of Halfords grey primer followed by three coats of Hornby's gold acrylic spray and two coats of Johnson's Klear once the decals had been applied.

The second car is the MGC kit, which can be used to produce variations of a pair of famous alloy bodied MGC race cars "Mabel" (MBL456E) and "Romeo" (RMO699F) depending on the event chosen a variety of wheels / spotlight and minor livery changes can be used, however I chose to base mine on #35 "Romeo" as raced by Paddy Hopkirk and Andrew Hedges at Sebring in 1969 finishing 15th overall and 6th in the P3 category (Won by a Ferrari 312P). The sister car driven by Brack / Hill finished 34th overall but 7th in class. At this event the real cars ran on wire wheels rather than the alloy type normally depicted on them so I chose to use PCS fine spoke wire 20x7mm size on mine. GT Models resin chassis was used and the motor was again the stock PSR Mabuchi type with Slot.It gears, guide, etc. Due to the beautiful flared arches on the model I was able to widen the track by a couple of mm compared to the GT Models standard MGB⇒⇒

GT and this resulted in lap times at Wolves over a second quicker than the narrower MGB GT. Handling is smooth rather than spectacular but this is more down to the tame motors I use and more speed could be achieved with something a bit hotter. Paint is again Halford grey primer with Hornby's Brunswick green acrylic and model workshops yellow for the nose, George's decals are spot on for either version you choose to do (Mabel has an orange nose if you are doing that one) and finish off with the ever useful Klear.



MGC GTS masculine lines

The third car is the Hillman Imp run by the Alan Fraser Racing Team during the 1960s, for this model I not only utilised GT Models chassis but also their scale resin wheels, inserts and tyres which are the perfect scale size for the kit. During the 1960s, the Fraser Imps scored numerous wins, class wins and lap records in the hands of drivers Ray Calcutt, Bernard Unett,



Ray Calcutt Fraser Imp

Peter Brown, Tony Lanfranchi, Jacqui Smith, and Nick Brittan. Colour scheme wise the real cars were normally two-tone white with a blue roof, bonnet and boot and of course the now famous Scottish Saltire white diagonal cross on the roof. In many cases the only differences in the colour scheme are the race numbers and GT Models decals provide plenty of choice to reproduce just about any version you can find on Google! I have depicted mine as per a photograph of Ray Calcutt's car at Snetterton in 1965. Paint wise I used Halfords white primer followed by Hornby's gloss white acrylic for the lower half and Hornby's French blue for the upper parts although I'm reliably informed that Ford gentian blue is the closest colour match to the real thing. For such a small car there is plenty of room for the PSR Mabuchi and 27 tooth Slot.It crown gear and in spite of some misgivings about resin wheels the ones supplied push fitted the 3/32nd axle blanks perfectly and have proved themselves to be pretty spot on for concentricity. The GT Models tyres are very grippy indeed and the Imp flew round the Wolves track in a very respectable 9.9 seconds without any "offs" during a 5 minute run – pretty darn good given the short wheelbase and the modest motor.



Impishly good looking!

The real beauty of GT Models cars apart from the completeness of the kits, excellent standard of finish and correctness of details is the fact that they are very easy to prepare and build – ideal for both novice and more experienced modeller alike. ■

Bolwextric 12 Hour Race Report

By David Lord

On Sunday 13th March we held our annual 12 hour race to raise money for charity at the Clanfield, Bolwextric Race Track (www.bolwextric.co.uk). Five teams entered this mammoth race on the 6 lane, 140' long track which had been donated for the day by Tony Bolwell. We took it in turns to race on each lane and each driver had a stint in each hour driving Pioneer Ford Mustangs which had been donated by Jules Birley of Pioneer Slotcars (www.pioneerslotcars.com). A great turn out with around twenty people competing throughout the day.

This years nominated charities were the local memorial fund for the recently deceased farmer, Ian Rook and the Make A Wish Foundation UK. Teams had to pay a £30 entrance fee and there was also a raffle for a Vodafone McLaren Mercedes Scalextric set which was kindly donated by AC Models (www.acmodelseastleigh.co.uk). On the day we raised £270 which I'm sure will be gratefully accepted by both charities.

Racing started at 9.00am sharp and got off to a flying start with racers not holding back and full of enthusiasm despite it being a Sunday morning. Lots of paint rubbing and door bashing was to be seen in the early stages and a



few 'offs' meant it was not unusual to get half way around a bend and suddenly 'T bone' and car that was sideways across your lane. Lap times started off in the 12-13 seconds region as the track was a bit green and the tyres were fresh, but soon dropped as the tyres bedded in and the track got cleaned up. Some teams chose to pit early and tweak their brand new cars by either adding weight, lubricating the gears or turning their tyres into slicks by running them on sand paper. After a couple of hours running it came apparent that, as in real motorsport, we were going to have to keep an eye on tyre wear. My aggressive driving style meant that our team would get little more than four hours out of a set. One of the teams however, did manage their tyres very well and only used two sets. Each⇒





team had been provided with three sets for the day. Another realistic side line to this was that the track was starting to show a clean racing line. As the session progressed and fatigue started to set in, the back end of the car would sometimes get a bit wide from braking too late or accelerating too early and pick up some of the 'marbles'. If this happened we would then need to do two or three steady laps to regain ultimate grip and be able to push again, this could prove to be quite costly as the opposition would be able to either pull away or catch up. For those people that are not familiar with club slot racing tenths of seconds can mean a lot of difference.

An average hour long session would see most teams doing around 260 laps with a whopping 3,216 laps were done by the winning team. The combined total lap count was 15,731. The cars took a real beating and probably did more work in that one day than most slot cars would do in a lifetime, but they all made it to the finish line with minimum maintenance, such as lubricating and tyre changes, required.

A very enjoyable day was had by all and I for one can't wait until the next one. If anyone is interested either helping the charities, in the cars or the track please check out the websites listed above for more details. ■





BMW Z4 M Coupe Dorr Motorsport #169 By John Penfold

Of all the manufacturers involved in the world of motorsport, BMW probably is up there with most, as one of the longest serving.

The tradition has continued with their latest models and has evolved, so that they compete in many categories of modern motorsport.

One of Carrera's latest releases is the BMW Z4 Coupe resplendent in the Dorr Motorsport livery as raced in 2010. The car was entered by Dorr Motorsport (along with others) in the VLN Endurance championship and the ADAC 24 hours race at Nurburgring.

The team, based in Germany is one of the "big" players in the field and are run by Rainer Dorr, himself a former racing driver. If you search the website for the team name you will easily find their very own website which contains plenty of information and pictures of the team and the cars they race.

Moving on to this car then, it represents the car raced in Class SP6 (3 to 3.5 litre category) on a number of occasions in 2010 and indeed came best in class with 21 places over the season.

The Carrera model is presented in the usual crystal case with the angled mirror behind, and included is the usual alternative guide blade, spare braids, magnet spacers and this time spare mirrors.



The case and mirror really does show off the gloss black finish of this car. As you can see from the pictures the sponsors are all present, very accurate and readable! A real credit to Carrera here for the detailing depicted on the bodywork. Not only are all the sponsor details present but the detailing extends to the BMW badges on each wing, the lights, grilles, fuel filler cap, exhaust pipe and rear diffuser. The rear wing is delicately balanced on the alloy struts, and I have to say if this car was to be used for hard racing I am unsure if this would survive on the first serious off? Wheels are a pretty accurate representation of the real BMW's spoked alloys and brake discs are visible from behind.

Internally the detail is difficult to see ➡➡





because of the relatively small side windows, however it is all there, albeit only half, due to the cockpit tray. The driver is represented in white overall and helmet (could he be the Stig?) gripping the wheel, Recaro seat, fire extinguisher and roll bars can be seen.

On the underside we see the standard Carrera fare, two magnets before and after the motor, which can be adjusted or indeed removed, the reverse polarity switch and of course the huge guide blade. One thing I did notice on my model was that one of the tyres had a large chunk missing on the inside, which may or may not detract from performance on the track but we will have to wait and see on that score.

The car itself measures 140mm long x 58mm wide x 38mm high, with a wheel base of 77mm and an overall weight of 88grams.

Internally then, and after removing the four screws holding the under pan to the body, we have little different to other Carrera cars, perhaps just a bit more compact? The wiring loom is installed with plugs for digital conversion and regrettably no lights, shame there because I reckon this car would look great with lights.



The axles run in brass bearings so again I am expecting this car to perform pretty well on the track, although there is some play in both front and rear axles straight out of the box.

So let's take it to the track for a spin then. As mentioned before the track is all Scalextric Sport and is digital with the new (or not so new now) 6-car power base, which for this test is in analogue mode. After swapping the guide around the test was begun and lap times recorded merely for comparison with other cars in the stable, straight out of the box today as I haven't too much time at the moment to do a full test, I'm afraid.

So on to the track then and boy does it go, albeit a little bit noisy but rapid none the less and some fun to drive, the magnets hold the track well but it is possible to get the tail sliding out in typical rear wheel drive style, until it lets go with no warning and de slots.

I reckon with a bit of tuning this car could be made to improve no end, lap times out of the box were pretty consistent with some of the Scalextric cars in the stable, and these have been run in and fettled in some shape or form.

Overall then I think it is an excellent car from Carrera and is another example of how they have come on in terms of detailing and performance, let's also not forget that the RRP of Carrera cars is considerably less than other manufacturers at the moment and you could do worse than buy one of these to race at home.

Finally then, I would like to thank Carrera and the Editor for the chance to review this car and I will definitely be carrying out further tuning work on it in the future and hoping to improve the lap times all the more. ■

Model Road Racing Cars (MRRC)- New beginnings

By Gary Buesnel

Many of the NSCC members may recall that John Robinson passed away last year. As a friend of John's and his family it was difficult to come to terms with his untimely death.

Naturally, slot car enthusiasts all over the world were curious to learn what would become of MRRC. Was this brand to be consigned to history, or was there still hope to keep this famous name alive.

I wrote a short obituary to John which was published on the slot forum and in the NSCC Journal.

I have been asked to write a few words to explain the operations of MRRC from the late '80s and where I believe the company are now heading under its new management.

MRRC had its roots firmly established in model cars from the early 1950s in the days when rail racing was extremely popular. Many small companies made and sold a myriad of parts and components to enthusiasts. As slot racing emerged, MRRC were ideally placed to both innovate and develop products. 1954 is generally acknowledged as the defining year that MRRC was involved with "slot". Under the management of Alban Adams and later his son Barry, MRRC were an important part of the scene in the heyday of slot racing in the 1960s and early seventies.

By the late 1980s the business had run its course and the family looked forward to retirement.

In Jersey, there were a group of friends who were all into cars and motor racing. The three key people were John Robinson, Dave Sty and Jeremy Hamon all of which had, as youngsters, slot racing sets including Airfix, Scalextric and Revell. A small club was formed in the mid '80s (Jersey Slot Car Club) where the main three and a few other folk including myself would meet on club night.

I recall John telling me that an advert appeared in one of the model magazines of the day indicating that MRRC was closing down and were selling "parts".

John hastily put together some travel plans with Dave and Jeremy and a few of the members of the club and went to visit MRRC over one weekend.

I recall John stating that when they arrived at MRRC it became clear that the owners really wanted the entire site cleared of machinery, parts and tooling etc. and so a decision and negotiation on the spot was conducted and a deal struck for "the Jersey boys" to buy MRRC. I recall Jeremy stating afterwards that "we were only going over for some parts and ended up buying the company!"

Also of note is the timescale that the "boys" had to clear the site. That weekend!

John, who was a master of logistics made some phone calls and miraculously a vehicle large enough to carry the heavy plastic injection moulds and other bits was located, loaded and driven to the docks where it was ferried to Jersey. All this happened in a matter of 48 hours or so. This I believe was late 1988. The vast majority of the equipment was set up in an out house on Dave's property.

Initially, the Mini body shells and glass together with a couple of other cars were manufactured at a plastic components specialist in Jersey. The cars would be assembled by Dave and I believe Jeremy's Mother at home. Later of course some of the tooling was sent to China.

Let me clarify what the MRRC operation looked like. Perhaps cottage industry best describes what went on in the early years. Dave and John saw the whole operation as a hobby rather than to earn a living out of, whilst Jeremy, a qualified accountant working in a local practice was ideally placed to run the financial side of the business.

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I think it is fair to say that whilst all three of them were passionate about slot cars and very capable individuals, it always seemed to me that MRRC lacked an overall structured game plan, perhaps stuck in a time warp and happy to continue just bobbing along.

In the early 1990s and the arrival of the slot renaissance MRRC simply were not in any real position to compete and develop products either in quantity or in a timely manner.

I think Jeremy relinquished any interest in the company in the late 1990s and Dave followed soon afterwards.

There are many notable stories that I could recount but perhaps the one I remember most is when MRRC were asked by the management of Scalextric to develop a kit car that could be used for club racing. Dave was a very skilled slot car racer who knew how to build a good brass chassis. He developed a particular design which I recall offering a few words of advice on. We tested this chassis on both Scalextric track and the clubs 4 lane routed track and it flew! This project became known as the Scalextric ProTech range. Due to production limitations, the final product was not completely faithful to the prototype. I can remember Dave chortling and saying “who would have ever thought that this guy from little Jersey would be telling Scalextric how to make slot cars!”

From the early 2000s John was the face of MRRC. He would call into my house periodically to either ask advice or show me the latest car. I am particularly proud of a project that I worked on with John in 2002. This was the Scalextric States of Jersey police Vauxhall Vectra. Having worked for the force I approached John about the idea and through his contacts at Hornby was able to arrange the commission of 500 cars via MRRC to celebrate the force’s 50th anniversary.

Throughout this time John still approached MRRC as a hobby. There was never, at least that’s how it appeared to me, any sense of urgency about getting new products to market. That is how John operated. It had to seem like a hobby.

During this period Kurt Petri of H+T

Motor Racing, a slot car retailer and distributor in Germany, became an investor in MRRC. H+T were established in 1980 and have been distributing MRRC products since then. Over the following years, Kurt and his family business, built a good working relationship with John and they became close friends.

In 2009, John Robinson suffered health problems. This continued into 2010 and there were indications that John was on the road to recovery. However, later that year, John passed away. Not only was it sad to lose a good friend and someone like so many of us, passionate about slot cars, but also the fact that during John’s period of illness Kurt had stepped in to take over more of the running of MRRC and there were plans ahead to help develop MRRC on John’s return to full health.

So, here we are in 2011. By now most of you will already be aware of new MRRC products available in the shops.

MRRC is now owned by Kurt Petri. For most of you this will be a new name but I can tell you that Kurt is as passionate about slot cars as anyone I have met. What I am particularly pleased about is that Kurt is determined to keep the spirit of MRRC alive and the values that the brand has developed and that John and “the Jersey boys” preserved since its inception.

I have had several talks with Kurt and have assisted with some of the MRRC details locally. Kurt is very clear about his ambitions and aspirations for the brand and I am convinced MRRC is in capable hands. MRRC is now in its 7th decade of trading and still making History!■





Following the bumper report from March, there is little left to announce this month! *(and after last April's JPS Lotus article, I was afraid much of this month would have been edited out!!)*

Timeless Classics

The main news for this month is the release of a superb looking classic Corvette racer. This car managed to stay under the radar without an appearance at the recent Toy Fair or even a mention in the 2011 catalogue. A high gloss red body colour is offset by some fine white and chrome detail. The high single rear tail fin which extends from behind the driving position, is the result of a new body top design from Ninco and sets it apart from the previous open-top or soft-top versions.

Only three full-size versions of the SR-2 car were built and although the origins of the "SR" designation are not definitively known, Ninco choose to refer to it as the "Speed Record" (50584) car, as it did achieve 152mph *(a class record)* on Daytona beach in 1957. However, the first SR cars featured in the 12-hours of Sebring *(could it be for Sebring Racer?)* but later featured in races at Nassau and Daytona and was set to run at Le Mans before Chevrolet pulled out of racing in '57 *(so it may even stand for Special Racing)*.



The attention it received in the relatively short race life-span is said to have saved the production of the Corvette!

With this slotcar reported to have the "usual classic configuration", it's a prime candidate for performance tweaks before being able to smash any slot track speed records.

Another classic release is that of the AC Cobra "BP" (50585). Standard motor for this car is the powerful NC-5 Speeder which will faithfully reproduce the fantastic power the full size car has, making it difficult to tame on the track. A pure white body with a twin British Racing Green stripe along the centre of the car from front to back gives it a classic sporty look. It represents Comstock Racing Team's number 50 car driven by Briton, Ken Miles at Mosport, Canada, in the early sixties. Miles competed against other well known drivers of the era such as Stirling Moss, Jim Clark, Dan Gurney and Bruce McLaren in events which fielded other classic race cars including the Lotus 19B, Chaparral 2A, Ferrari Dino and GTO; truly the golden age of motorsport.

The Ninco Cobra is beautifully finished with detailed interior, chrome trim and wire wheels.

Rally Through The Ages

The third Classic release this month is that of the "Escuderia Repsol" (50586) Porsche 911. The traditional decoration of the Repsol Motor Racing Team were simple red and blue stripes on a plain white body which, when viewed on the Porsche, immediately place this car squarely in the 1970s. Spanish drivers Eladio Doncel and Alberto Ruiz Gimenez experienced success⇒

with the Repsol team with Doncel winning one of the toughest competitions - the Firestone 'Peaks of Europe' Rally - in a Porsche 911S that very year. This addition to the classic slot-rally scene is fitted with bonnet mounted light cluster and all round suspension.

Fast forward almost forty years and Ninco celebrate the opening rally of 2008 with a replica of Henning Solberg's Ford Focus WRC car. A familiar blood orange body colour of the "Expert" (50577) sponsors has been previously seen on Ninco's Peugeot 307 WRC car (50466). The Focus boasts 4WD powered by the NC-5 Speeder motor and is also kitted out with all round ProRace suspension.



Entry Level GTs

The Ninco-1 range sees the release of two new liveried GT race cars. Firstly, the Corvette GT3 gets a really bright make over in the "Sangari" (55024) sponsor colours of blue, green and yellow. With the sponsor's mission to raise the profile of the importance of science based education, the colour scheme can only help gain attention.

On a plainer note, the "Fedon" (55015) sponsored Lamborghini Diablo is still easy to spot on the track, just as well seeing as the sponsor's roots are in eyewear!



Both Ninco-1 additions are powered by the NC-11 motor and are offered as N-Digital versions (55031 and 55030 respectively).

Team Ninco/NSCC

A team has now been selected to represent Ninco at next month's Slot Car Festival to be held at the Motor Heritage Centre, Gaydon, Warwickshire on 22nd May 2011. Make sure this date is entered in your diary to attend – it will definitely be a day to remember. As well as the "Brand Challenge" endurance race, there will be many other attractions such as tracks to try, scenery displays, trade stalls and of course the largest collection of historic British cars. (See www.ukslotcarfestival.co.uk for further details). ■



It is with great pleasure that I announce for our Club the long awaited Northern Swapmeet, this event will be run by the Club for the benefit of members and traders alike and I hope as many of you as possible will support it.

Saturday 16th July 2011 – BOOK NOW

The event will be held in Ossett, West Yorkshire at the Memorial Hall, Prospect Road, and for those using fandangled techno wizardry the postcode is WF5 8AN. The venue is only 10 minutes drive from junction 40 of the M1 and close to the Trans Pennine Motorway AKA the M62 and geographically is almost the centre of the UK. Wakefield is about 5 miles away and Meadowhall Shopping Centre with 280 shops is just six motorway junctions South, although you may decide not to tell your partner that serious retail therapy is so close.

We have chosen to run the event on a Saturday, partly as a trial for an alternative weekend day but also Ossett is a pretty cute place and so any family attending with the designated Slot Anorak can enjoy a town that's open as alternative entertainment. So take the family and make a day of it! I will be but Mrs Chair will be doing my table and the kids running the refreshments, please don't tell my

kids that child slavery is illegal, although the youngest wouldn't hear as she's just sweeping a chimney at moment.

In the economic down turn that the country and most importantly our membership faces we have tried to make the event as economical as possible for participants:

Dealer Table 6' x 2'6" suitable for secondary table behind - £15.

Collectors Table 3'x 2'6" no secondary table space - £5.

Members Table – Up to three sale items for free, no haggling sold at price asked.

Entry at the door will be £1 for membersso bring your membership card or face the wrath of a grouchy Membership Secretary!

Entry for non members will be £4 For the non members reading this (we know the Journal gets shared about) you can join at door and we will knock £3 of your membership.....now that's a good deal. Even better join now!

Refreshments will be available at the event and we will even try to keep these prices low.

As you can see from the above we want to encourage you all to come and participate whether it is as a trader, collector or put just a few items on the members table. The intention is try and get a true Swapmeet going where attendees can trade either with beer tokens (cash!) or swap and barter.

Any profit made from event including sales of whippets, ferrets and flat caps will go to Club funds. So far I have three ferret, Gills and a pain in the asp Jack Russell for the Club table! I'm not sure what my three ferrets are worth but I think the exchange rate is about one digital chip per animal? Okay folks when we get to run a Swappie "darn sarf" I promise to extract the proverbial out of the Southern Softies.

Now as if a new event in a new place on a new date with lots of incentives is not enough then there is one more thing that may interest you, to mark the event the Club will offer for sale a very special promotional car, a Martini Ferrari 308 GTB with Special Club Tampo. This will be strictly one car per member, and to buy you MUST be a member and you MUST attend the event. If all the cars do not sell then they will⇒⇒



NSCC Martini Ferrari 308 GTB available at Northern Swapmeet

probably be used at the next NSCC Swapmeet but dare you take that chance, not many have been produced.

So put it in your diary...Saturday 16th July..... the weekend after the British F1 Grand Prix and the last Weekend before the kids are released from School on bail, doors open 10 AM.

Table space is limited so if you want to book a table please mail me or leave a message on the Membership Secretary's answer phone.

Folks as ever I'm available to chat if there are any issues or suggestions you wish to raise, my preferred contact address is still

Now as a footnote..... a small plea from Mr Chair, as many of you know I was flooded out just before Christmas and a pretty rare steel injection tool I have has been damaged, do we have any members with skills on restoration with such items? If so please give me a call before I risk doing something myself....thank you. ■

email: ebaywatch@nsc.co.uk

Well this month it seems eBay has been upsetting sellers again if the discussion boards are anything to go by with proposed changes to fees and emails. This is due to be implemented in May and could make a big difference on the FVF (Final Value Fee) that has to be paid on winning bids particularly on items sold for £50 or more so will we see a few more large ticket items being sold I wonder during April before these are introduced? Indeed it would be silly not to sell sooner rather than later as from May, 10% will be the normal FVF for private sellers whatever the sale price, with the new fees in our favourite category of slot cars. If you add in Paypal fees and the “reserve” fee going up from 2% to 3% that will mean it could cost you as nearly as much to sell your high price collectable on eBay as it would in a traditional auction house. How it affects business sellers and shops though I did not look at in detail, but from the brief comments I read on the discussion boards it seems that many businesses will have to absorb these fees or put their prices up. Not good news for the hard pressed buyer I think you will agree. I wonder if eBay fees affect the Consumer Price Index measure of inflation? One other change that will affect sellers is that they will not be able to offer duplicate listings. For the big sellers that have several of the same item for instance, only one listing will be allowed, which is not good news for the bargain hunter I would say trying to find the cheapest auction listing as buyers will only see one auction from a particular seller. This could see listing numbers falling in the coming months I reckon and may push prices up a little if buyers don’t think there are as many of the item around. Lets see! Listing numbers at month end on UK eBay were down from last month to around the 13,000 level after another cheap listing weekend had faded off the listing

radar, but again as eBay have been tinkering with what auctions are seen where it can be difficult to get a clear direction on where listing volumes are heading. It may be me but there does seem to be a few more Australian auctions I am seeing that are getting stronger prices than I would have expected on the UK site.

Bargains?

There were several bargains this month that would have buyers well pleased I reckon. Top bargain possibly, (unless you know otherwise) was an empty box! Yes I know the racers amongst you are groaning now but for less than a fiver was a very nice example of the “wedding cake” control tower building box that sold on German eBay on Saturday evening. I think the posting to Germany only may have put buyers off. (260756562915). On the empty box theme then on UK eBay was a very nice Airfix box for a Ford Zodiac that made £8.60 on a Friday night (330540689529) but this was in the model category not Scalextric and slotcars if you wondered why you missed this. Back to Germany then, and one buyer must have been pleased to pick up a hard to find boxed Scalextric Dyson MG Lola complete with rear wing for only 8.27€. (270719515486) Staying in Germany Pete Simpson mentioned in his column last month about the Scalextric Start LE German Mercedes liveried cars of Schumacher and Rosberg and there were plenty of individual cars and sets being sold on German eBay when I looked, with typical prices of around 20€ each for the cars. Complete sets were not fetching much more than the value of the cars on some auctions! Search on “Scalextric Mercedes” to find an example if you are after one of these, and most sellers post out of Germany for a reasonable fee. ⇨⇨

Catalogues

Apologies for writing on this subject again this month but these were the items that again caught my interest. On German eBay, a 5th edition Scalextric German edition catalogue in nice condition with 2 Stabo catalogues from 1965 and 1966 made 67€ on Monday night (300537776341). A mint Cox catalogue from 1967 topped £100 on Sunday lunchtime (130496006670). Another catalogue attracting some interest and one I can't recall seeing previously, was a near mint German Rasant slot example from 1967 on UK eBay that made £23.50 on Sunday lunchtime.

(140522123381) A Russkit 1966 Swiss edition catalogue in mint condition attracted fierce bidding on Sunday night to go for a few pennies short of £110. Maybe the bargain catalogue wise though was the listing described as 1950s-1970s Scalextric memorabilia that included 2 of the first Scalextric Bulletins that fetched AU\$27.75 in the early hours of Monday morning on UK eBay. (300536511531).

Bond

Prices seem to have weakened on the current Scalextric Bond set on general release as one big seller has reduced their BIN price from £105 with free P&P down to £79.99. I did ask the question from a collector point of view whether he actually had 6,000 sets to sell if I wanted to buy the lot, but did not get a reply. However I did note the quantity was reduced soon after to 100 for sale. (Look outside of eBay for even better prices on this set if you are after one though is my tip for this month though.) Back to the '60s version then and a very nice Aston complete with some track, instructions and bits from the set made £745 on Wednesday lunch time (260754605118). Interestingly the grass bank the Baddie was on was more of a horse shoe shape and brown in colour so most probably a replacement item. Surprisingly perhaps the black Mercedes on its own made £519 a few days later on Sunday night from a Spanish seller on UK eBay. (200585381041) Perhaps the Bond bargain though was from the seller who did not realise what it was worth. They had a very nice set box including both cars but with slight faults plus a

set 400 and GP1 set that made £1,026.66 on Monday night (260754605118) - I bet the seller was pleased!

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. Scalextric MINI METRO DUCKHAMS #1 ref. C366 (1985) £14.99 (unboxed but nice example complete with wing mirrors on Sunday night 190506931417)

Scalextric - The Ultimate Set £100 (Single bid for what looked like 4 lane World Championship set box but was in fact wooden box with picture of set box on, containing 8 cars and several LED track pieces as well on Tuesday morning 110653462688)

SCALEXTRIC MOTORRAD M. BEIWAGEN Nr. 5 TEXACO WEISS !! 66€ (Sunday night German eBay 200589049222. Must have been motorbike night as yellow no. 8 Shell made 70€ as well 200589044405)

Scalextric Porsche 911 - GT3 R Luc Alpland C2461 31.5€ (Used model but VGC on Saturday night German eBay 120699014588)

SCALEXTRIC JUGGERNAUT ROADTRAIN C335 PARMALAT BOXED RARE £174 (Sunday night 180638075846)

Vintage ORIGINAL 1967 Scalextric Advert Feat Jim Clark £21 (Colour advert on Sunday night. 190506821087 Seller had several of these type adverts for sale and repro copies as well)

VINTAGE SCALEXTRIC AUTO UNION C/71 BOXED RARE !!!!! £807 (Yellow model on Thursday night 350447479638)

SCALEXTRIC MEGA RARE DISPLAY CABINET FROM THE SIXTIES £360 (Sloping cabinet that holds 12 cars with slight faults. Dutch seller on UK eBay on Wednesday night and went to a new bidder! 260756056456 Seller also had a more modern 80s? upright cabinet that went for a single bid of £125)

RARE FLY E2 Dodge Viper Indy 500 Official Pace Car 1996 £245.09 (Saturday night bargain? 110664470049)

Scalextric Lotus 79 Spanish Ref. 4059 MIB Very Rare £237.88 (Tuesday lunchtime 360352220553)

Slot it Audi R8C slot car £69 (Used but as new Range presentation version on Sunday night 250787777314)

