



No. 347 FEBRUARY 2011

Contents

Events.....	2
Messages From Margate.....	8
Shipments From Spain.....	13
Ninco News.....	16
Kits 'N' Bobs.....	19
Fly On The Wall.....	23
From The Archive.....	25
NSCC Gaydon Event.....	27
Forza Slot.It.....	29
Dioramas.....	34
Chairman's Chat.....	38
GT Models Review.....	40
NSCC Quiz Answers.....	43
Ebay Watch.....	45
1964 Elva BMW MK VII.	48
Members Adverts.....	49



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

If only I had the time!

This hobby of ours does seem to take up a fair bit of ones time, do you not agree? Recently I have been working pretty solidly and found myself doing a six day week on more than one occasion in the last few months. I know I am not alone and that many of you also are working longer hours, perhaps it s a sign of the times?

This has of course meant I have had very little time recently to indulge in the hobby and have to make do with a quick fix of buying a car here and there, examining it when it comes through the post then adding it to the pile of other cars, which are to be transported “down the shed” to the track that awaits them for a good run, but which is currently sitting there waiting for someone to come out and play!

Hopefully, things will settle down in the next couple of months and I will again be able to enjoy the hobby and actually spend some time racing, even if it only against a ghost car or my daughter, who is getting better I hasten to add. That is of course providing I am not getting seconded in to sorting out NSCC Jaguars by our Club Secretary or Treasurer who it appears have taken up residency at a certain ships container in Kent for operation “Jaguar Boxing”.

On a serious note, we as Committee members have generally put a considerable amount of time in recently to deal with the last Club car and some minor hiccups that have occurred with distribution of the same, if you have contacted any of us and had a problem with our delayed response we can only apologies for not getting back to you sooner, I hope that all queries have now been resolved, but if not let one of us know and we will try to help.

Finally then, as you are reading this (unless you borrowed a copy) you will have renewed your membership and I am grateful for that as it keeps me in this job for another year, thanks for your continued support of the Club and we hope we will be building on the success of last year with some great events in 2011, with the first one being the planned NSCC weekend at the slotcar festival to be held at Gaydon on the 20th to the 22nd May.

So until next month

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

For anyone that had pre-ordered from last year's listing, January has been a bumper month of postal receipts: why does the postman always deliver on days when Karen is working at home? All of the cars out so far have been those that failed to materialise last year. Most people should by now have their James Bond Aston Martin and have hopefully had a play with the bullet proof screen and ejector mechanisms: a shunt from the rear has to be finely judged to avoid sending the car spinning. Finding the baddie can be nerve wracking if losing all collectors' value is to be avoided.

One of the disadvantages of having visited Margate in mid December was that I couldn't let on too many details until the New Year so, by the time the Journal was circulated, most of the reputable traders had listed details of the 2011 range on their websites. Now that it's all in the



public domain, I am free to elaborate on this year's releases. The new catalogue has a different structure to recent years: no longer are cars sorted into groups, but are all shown as part of the whole Solo car range. However, if specific ranges are of interest, the price list is still structured to aid this. The cars listed as Q1 fall into two categories: those outstanding from 2010





Margate Visit

and those announced for the first time. As the month ticks by, the overdue cars will gradually materialise. Although a schedule wasn't available when I visited Margate in early January, the first of the 2011 Q1 cars, mainly 2010 deferments, will probably be available in a month or so, but best be patient. Here's C3099 The Ford Escort that's on its way, having had the minor tampo errors that I reported back in October corrected.

There is something new for most car fans: rally, Le Mans, classics and street. Obviously, a couple of last year's specials will reappear as solo cars: the LM Prototype Aston Lola as C3188, and the D-Type Jag as C3205. Despite my research for last month's report, the D-Type livery has been revised from the yellow Belgian livery to the dark blue of Ecurie Ecosse. This is due to someone realising that the yellow car should be a short nose body whereas the Scalextric moulding is of the long nose version, as introduced in 1955. So it is the 1956 winner of Ron Flockhart and Ninian Sanderson that will appear later in the year. This leaves plenty of scope for future liveries; a USA only release of the Briggs Cunningham car in his distinctive white with blue racing stripes would be rather nice.

Despite the delay in deliveries, new designs and prototypes seem to be progressing apace. I've seen early production versions, sign off models, for three of the new mouldings, all scheduled for Q1 release, as well as a rapid prototype for the VW beetle which is scheduled for a Q4 release. The 2011 new mouldings closest to release are the MGB, both the SR, and the HD versions of the McLaren MP4-12C, and the Ford RS200. The MGB (C3143) looks to be a good representation and although I've already heard a few comments regarding some details, generally it looks to be pleasing. If it's truly accurate then random samples should be manufactured from a plastic that rapidly deteriorates over the years just for authenticity. This first iteration represents "7 DBL", the MGB Roadster that twin brothers Don and Erle Morley used to achieve a GT class win at the 1964 Monte Carlo Rally, an achievement that was somewhat overshadowed by Paddy Hopkirk's outright victory in the Mini. The sample I saw was a pre-production model so it is likely that small points will be correct when released front and rear indicator lenses will doubtless be amber.

⇒





The two versions of the McLaren, in Super Resistant (C3157) and High Detail (C3200) formats were both complete cars when I saw them: indeed in the case of the SR version it was too complete as it had been built-up with lights as can be seen from the photos. The final release will not have lights.

An old favourite that has been recreated is the Ford RS 200 (C3156). This had been approved for body shape but the decoration had not been added even though it still looked really good: it seems that the errors of the original 1980's version have been corrected.

Although not due until Q4, the ubiquitous Beetle prototype model was on display. The initial release will be a nice, family, Sunday runaround with cloth-insert roof panel. For next year, who knows? A licensing deal for Herbie, a Baja version with chopped front and rear panels, a rally car or even a rally-cross version as used to appear regularly on BBC Saturday sport?

The cars in the forthcoming Start and HO Cars 2 sets will be Lightning McQueen and an undisclosed second car. However, if you take a look at the on-line film trailers, it could easily be anticipated as being an Aston DB5 to represent



Finn McMissile. Let me assure everyone that this is just a guess and that no hint of the new car has been forthcoming from Hornby – as part of the licensing deal they are sworn to secrecy until after the release of the film in June. All I know is that the 1/32nd and 1/64th sets will have the same second car – probably.

Although I can't show any photos just yet, the 1/32nd Lightning does appear to have developed a different style of aerodynamic aid at the rear, which is very reminiscent of USA oval racer regulation changes of the time. Having mentioned Start, yet again I hear you cry, the twin-car sets no longer offer the F1 style racers. Instead we have the "Pro Racing" cars: GT racers to most of us and definitely not to be



confused with the Pro Kits. The photos hopefully illustrate how the various elements of these blend together to result in coherent designs.

The German Start Mercedes Petronas set, “Comeback”, C1268, with Schuey and Rosberg has been released, as can be witnessed on eBay. I hope to be able to include details and photos of the two cars next month.

The layout that forms the backdrop to many of this month’s photos is the layout that will be seen by many at the Nuremburg Toy Fair. It is a fine representation of what can be achieved with the latest Digital technology and looks quite realistic with more than a small contribution from the Hornby range of scenic products.

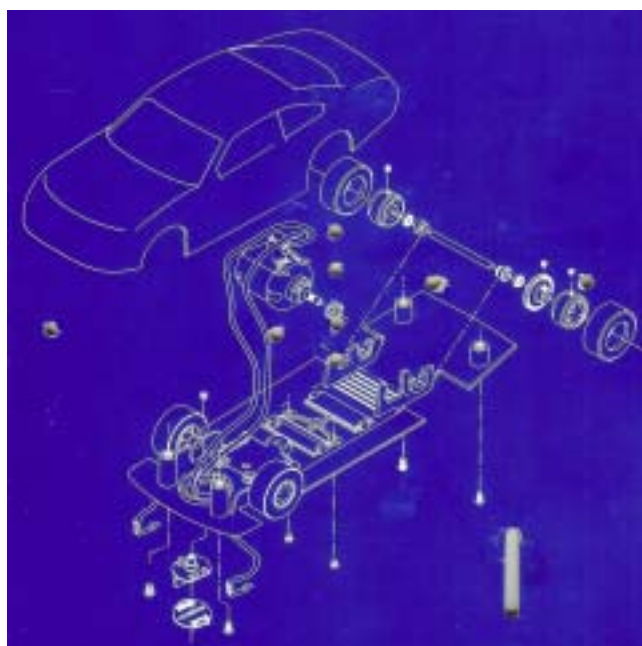


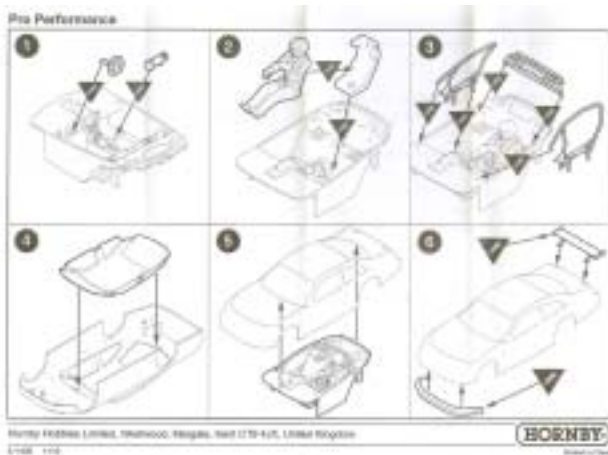
Pro Kits

Although originally planned for release in Q3, it was only during the first week in January that my Aston Martin DBR9 Pro Performance Kit, C3082, arrived: I’ve based my report on this version. The other kit currently available is the NASCAR Chevy Impala, C3083, with further examples due later this year: Audi R8, C3192 and Aston Lola LMP1, C3193. If I remember correctly, when I originally announced these I mentioned that they may be painted in white: they’re not, just moulded in white and left unpainted. A mixed blessing as, whereas white is often a convenient base colour, if a dark car is planned then it wouldn’t be so helpful and it



would introduce potential paint compatibility problems. On the subject of painting, the joint between body and chassis, at the front splitter, at first appears to be an issue as it seems that some tricky masking will be required. However careful examination reveals that the assembly can be further dismantled. Whew, I wasn’t relishing the prospect of masking the splitter and was actually considering a black car to solve the issue! One of the reasons why I didn’t immediately appreciate this is because the instructions are less than comprehensive and assume a certain degree of knowledge on the part of the builder. In order to assemble this model you really need the normal car in order to determine where all the bits belong. I was initially convinced that one of the bags contained parts that were⇒





intended for the Chevy, but was advised that this is not the case. When I identified the mystery part it turned out to belong at the rear of the car rather than behind the front grill as had been anticipated. Once the body is painted and assembled, there is plenty of scope for tuning with three motors, no less than ten motor pinions, two of each 8, 9, 10, 11 and 12 tooth, and five axle gears of 34, 35, 36, 37 and 38 teeth. Unfortunately, no guidance is given as to which combinations are possible. Although the original model was DPR, and the underpan still has the removable panel, no wiring or connectors are included to add a digital chip. The photos show the complete contents, but a few notes might be helpful: the odd screw is a spare for the guide; the bearings need to be

pressed into the bearing holders to emulate the normal axle bearings; the axles are 3mm so are not compatible with any other Scalextric cars (but they are really useful for old RiKo chassis!). For some strange reason the driver comes glued to his seat making it unnecessarily difficult to paint the two parts. No problem: a small amount of pressure applied to the back of his helmet and he's free. Prospective purchasers will probably be those who like to tinker and have a large enough layout to appreciate the changes: they're probably not "Pro" enough to compete with Slot.It equipped cars, too tricky for children, unnecessary for smaller home tracks and not really worth stashing in the loft for future value. One option is to be able to emulate unavailable liveries, but the most desirable, Gulf, has been done and the Team Modena requires white wording so is beyond home decal printing. Watch this space for the solution once I decide how mine will be finished. However, for the Chevy, our good friend Bruce Patterson has a plethora of decals available to open-up a whole grid of options. Maybe it's just the Aston that initially doesn't make so much sense.

So with an interesting year ahead, I'll leave you with another view of the Scalextric demo circuit being put through its paces. More on this year's range next month. ■





**SHIPMENT
FROM SPAIN**

By Gareth Jex



email: shipmentfromspain@nsc.co.uk

In typical style almost to the day I send in the article for the January Journal I get confirmation of new information from Spain. Such is life, but I must admit to being pleasantly surprised to receive the quantity of info that follows so close to the German Toy Fair (which I will report on next month).

So first off a few photos of real slotcars rather than the photos of real cars as last month;

**Ref; SCX 64820 - Citroen C4 WRC
'Solberg' - Rally Japan 2010.**



**Ref; SCX 64840 Aston Martin DBR9 -
(Analogue) & 17180 (SCX Digital).**

**Ref; SCX 64830 'clean' - Ford Sierra
RS Cosworth 'Jimmy McRae' - Manx
Rally 1987.**

**Ref; SCX 65050 'muddy' Ford Sierra
RS Cosworth 'Jimmy McRae' - Manx
Rally 1987.**

This 'muddy' release is a Limited Edition and only approx 500 will come to the UK.



So that cleans up last month's postings, apologies for showing photos not of actual slotcars, I'm hoping that following recent conversations with Tecnitoys and AEC we will be getting detailed information and pictures much sooner than has been the case over the last few years. Time will tell and I will discuss further in Germany.

New cars and liveries for the first few months of 2011. This is not a total list of all cars for the year (that will follow next month), but what a list! Let start with the unexpected and unusual first;

**Ref SCX; 64880 Citroën 2CV Sahara
- "Club Graz" - Analogue only.**



Brand new model of this very unusual car from France. Less than 700 of the real car were made by Citroen between 1961 and 1971 they were originally designed/built for the Oil companies, military and police for use in an off road capacity. 2CV's don't spring to mind as being the ideal off roader, but the Sahara's are four wheel drive, powered by two engines one in the front and the other where the rear seats used to be! So onto the SCX model – 4 Wheel Drive (shaft driven off one motor not two!), lights and drop arm guide, so more raid than rally. Shocking purple colour will be a love it or loathe it livery and I'm told it's based on a real livery, but I can't find it yet. It is planed for release in April 2011.

**Ref; SCX 64910 Vintage Range -
Alpine Renault 'Banco Occidental'.**



Not as unusual as the 2CV, but the original 1980 Exin model this car is based on, is possible as rare as the 700 cars Citroen made! The original model is one of the most expensive/collectable Exin cars from that era, originally made as a special order for Spanish bank 'Banco Occidental'. Over the last few years the Tecnitoys vintage range has not been available outside of Spain and has been very very expensive (+100 Euros). This year, just 500 of these models are being made in SCX variety and only 150 are coming to the UK. Prices to be confirmed, but expected to be less than previous releases. Supplied in a large presentation box with a replica cardboard box inside. The model has been produced from the original Exin moulds. Available March.

**Ref; SCX 64850 Renault 5 Turbo -
Monte Carlo 1981.**



A new livery replicating Jean Ragnotti Monte winning car from '81. It should be available February/March.

**Ref; SCX 64860 Fiat 124 Spyder -
Monte Carlo 1973.**



Another Monte livery this time R.Pinto/ A. Bernaccini car who finished 7th. Again available February/March.

**Ref; SCX 64870 Plymouth Barracuda
- Analogue & 14200 SCX Digital.**



Not my strong point classic LM, but I think (and do please let me know if I'm wrong), this is the 1975 Le Mans car driven by Michel Guicherd, Christian Avril and Jean-Claude G ral. My research says it didn't qualify, but placed in 62nd place. Available to you this February/March.

**Ref; SCX 64890 Chevrolet Corvette
C6R - Analogue & 14190 SCX
Digital.**

Alms (American Le Mans Series) 2007 Laguna Seca, driven by Oliver Gavin and Olivier Beretta. Available March/April.



**Ref; SCX 64900 Seat Toledo GT
Campeonato de Europa de Montana
2009- Angel Castro.**



A further Seat Toledo GT, with another release date of March/April.

So that's all the confirmed news I have this month, lots of rumours about changes to the track design/system, but nothing official just yet.

Until next time. ■



As this issue goes to press, the 2011 Toy Fair in Nuremburg will be underway so you'll have to wait until next month to read about the official Ninco releases for the coming year. However, until then, I can tell you that there will be more 1/32nd scale bodies launched compared to last year in both Ninco-1 and Ninco Sport. XLOT will see some exciting new developments with the addition of a new plastic chassis designed specifically for each body (*non adjustable*) as per the 1/32nd range. So as with Ninco-1 and Ninco-S, XLOT will also have two families; Flex and Metal.

Last year's catalogue indicated the arrival of the BMW M3 rally car in "7Up" colours. As well as this finally arriving on to our tracks, an even more iconic rally car is planned which will undoubtedly give the XLOT range a real turbo boost. Watch out for the totally new Lancia Stratos in the famous "Alitalia" livery... Personally, I can't wait!

Right Here, Right Now

The latest vehicles to arrive from Spain will really keep us competing. First of all the Ninco-S range is graced with a true GT race car,





popular with racers due to its low stance, long wheel base and excellent track-holding properties. This Mosler MT900R (50576) features the livery of Gavity Racing International's main sponsor "Gordon" and uses a fine silver twin-line criss-cross over the main body colours of yellow and red to create a tartan effect (*Gordon Finest Beer is brewed by Scottish & Newcastle brewery John Martin*). This number 25 car was driven during the 2007 season by Belgian drivers Yves Lambert and Christian Kelders.

Next up we have a Lightning version of the superb Citroën C4 WRC car (50574) – another popular choice for those taking part in rally competitions. This is last season's car driven by Petter Solberg during the German round of the World Rally Championship. When his former team, Subaru, pulled out of the rallying arena, Petter formed his own team and following some good results with the Xsara during 2009, he struck a deal with Citroën for the supply and support of a new C4 for the 2010 season which saw him finish an impressive 3rd overall. The C4 comes with all-round ProShock suspension which can be interchanged with soft, medium or



hard (*or a combination*) to accommodate different track conditions. In addition, belt driven 4-wheel drive will ensure the car doesn't get stuck on the bumpy Raid surface.

To match last month's weathered XLOT Ferrari, this month sees the launch of the classic Jagermeister liveried Porsche 997 GT3 (60011) with the 'asphalt effect' applied to the normally pristine bodywork. The fully adjustable XLOT chassis can be set up to give the best handling on any track surface, not just Ninco track. The 1/28th scale design allows the XLOT range to compete on any manufacturer's track or routed wooden circuits.

Club Competitions

If your club is organising an event using Ninco cars – whatever class – and you'd like to announce it here, please feel free to get in touch with me (preferably through e-mail: ninconews@nsc.co.uk). One event I have been made aware of is a DTM revival meeting which has two rounds scheduled for 13th February (GT Raceway) and 27th March (Molesey).

The reason this one caught my eye is the fact that it gives racers a chance to blow the dust off their older Ninco race cars and take part in what is set to be some very close racing indeed. Eligible cars are the great touring cars from Ninco's early days such as the Alfa Romeo 155, Mercedes C Class and CLK, Opel Calibra and Astra V8 and the Audi TT.

UK Slot Car Festival

May this year will see the main UK slot festival take place at the Motor Heritage Centre at Gaydon, Warwickshire. With preparations now truly underway, the NSCC are putting together a team to represent Ninco in a manufacturers feature race which will take the form of an endurance race. If you would like the chance to get involved, please contact me as soon as possible – we still have some driver places to be filled! So keep your eyes on www.ukslotcarfestival.co.uk for more information as it is released in due course by those that organising the event. ■

This month I have been mostly building GT Models, I have completed the McLaren M1A and Austin Healey “Frogeye” Sprite and MGB GT all of which are subject to a review elsewhere in this month’s Journal.



Pendle Slot Racing MGPB

One other car I have built is the Pendle Slot Racing MGPB; this kit comes complete with resin chassis and makes for a fabulous little model. I hunted round and found a suitable 1950s clubman entry to base mine on although the standard kit comes with road wheels and a gentleman driver. I substituted small Penelope Pitlane wire wheels for the kit ones and a Pitlane drivers head but everything else is standard and it really does look and go quite nicely. With a resin chassis and lots of chromed metal parts it is quite heavy for its small size but this does give it lovely balanced handling, not going to be a racers choice but I really like it.

Penelope Pitlane have announced their next release as the Mercedes Benz W154/M163, originally developed from the 1938 three litre 12 cylinder car this 1939 machine had 2 stage supercharging added to provide a whopping 480



MTR32 Alfa Romeo TT3/12T

bhp. it’s front line service life was curtailed by WW2 but later ran at Indianapolis as the Don Lee Mercedes in 1947 driven by Duke Nalon and 1948 driven by Chet Miller in both years it qualified midfield and retired through mechanical failures. For the 1939 Tripoli GP. the Italians thought they’d pulled a stroke over the Germans by racing to 1.5 litre voiturette rules but a 1.5 litre supercharged V8 was fitted to the W154 chassis and subsequently designated the W165. Steve tells me that he’s just awaiting some detail parts and that the kits should be available by the Earlybirds invitational meeting at Wolves late in February.



OCAR Triumph Dolomite Sprint Andy Rouse

My friend Milan at MTR32 has been busy again finishing an excellent Alfa Romeo T33T12 for me, this car depicts Henri Pescarolo / Derek Bell driving the #2 Willi Khausen Racing entry to victory in the Spa 1,000 Km's in 1975. Other new cars include the #3 De Cadanet Lola T380 in English Flag livery as raced by Cooper / Lovett / Morrison at Le Mans in 1979 (Retired Electrics) two Nissan R90Cs from Daytona 1992 the #83 Brabham / Robinson / Leyenduyk car (DNS Fuel leak) and #84 Daly / Millen / Brabham entry that retired following an accident. Rounding off is an Audi R8 LMS #32 in MTR32 racing livery with drivers Tomasek / Zervan.

Oscar have a new release in the guise of the Porsche 914/6 #40 from Le Mans 1970. The Sonauto sponsored car finished 6th overall and won the GT class driven by Ballot-Lena / Chasseuil and I have completed the Andy Rouse 1975 BTCC Triumph Dolomite Sprint. GMC have just released their latest MMK produced kit this time the Porsche 907LH from Le Mans 1967, available as either the #40 Mitter / Rindt or #41 Siffert / Hermann entries the former DNF due to cam failure while the latter finished 5th overall and won the P2000 class.

Over in France and Chris at Proto Slot Kit has news of a future release of the #2 Aston Martin DBR1/300 driven by Moss / Brabham at Le Mans in 1958 as ever Moss acting as the teams "hare" ran at the front but sadly retired through conrod failure after just 3 hours. Another new



Top Slot Mercedes Benz 540K cabriolet

item comes from the "Ghost" single seater range with the #50 Alpine A364 Formula 3 car of Patrick Depailler which won the prestigious Monte Carlo GP. support race in 1972 ahead of Tony Trimmers Lotus. The most interesting items are however a new range of 1/43rd scale chassis and accessories to enable you to turn your 1/43rd scale statics into slot racers – I have enough trouble these days seeing 1/32nd scale cars on track let alone anything smaller, but hopefully this will prove a successful line for PSK.



LMM Porsche 935

I am indebted to Sean at Pendle Slot Racing for rushing down my order for the new Top Slot 1936 Mercedes Benz 540K cabriolet. This is strictly limited to 400 units worldwide and is a truly stunning slot car, I've been too nervous to try mine yet (but I will) if you want one look sharp and contact PSR who are the authorised UK agents. Also finding its way to me this month from MRE is the latest LMM offering in the guise of the #40 Porsche 935 of Stommelen / Schurti who finished 4th overall at Le Mans in 1976 and won the group 5 category. MRE are also the UK dealers for Faro slot cars and I have just bought the highly unusual Tatra 607-1 single seater which looks and goes very well on the Wolves routed track.

More RTR's next and Slot Classic's have just released their next car the Pegaso BE 2E nicknamed "El Cangrejo" or the crab in English. This represents the #126 car driven by Celso Fernandez in the 1953 Rabassada hill climb in Barcelona. As normal production will be limited to just 500 units worldwide. I will



Faro Tatra 607-1

bring you pictures of mine when it arrives next month. Finally its rally cars with NSR releasing the #3 Fiat Abarth S2000 of Rossetti / Chiarcossi that finished 2nd in the 2010 Rally Miglia, this is available in both in-line and angle-winder versions. Avant Slot bring us their next Alpine A310 this time depicting the #30 Ragnotti / Jaubert car sponsored by Gitanes which retired with differential failure from the 1976 Lombard RAC Rally.

Very finally by the time you read this the two new MSC Competition Metro 6R4s should be in the UK, but for now you'll have to enjoy the two Ford RS200s. The first is the #5 Belga sponsored car of Droogmans / Joosten that won the 1986 Rally Ypres, while the second is the #3 Sainz / Moya Purolator sponsored car from the 1987 Spanish rally championship. These are very quick rally slot cars and should prove a great hit in the upcoming UK Slot Rally



Avant Slot Alpine A310

Championships, equipped as standard with a 21K boxer motor, MSC's Monte Carlo chassis, and band drive 4WD. Body and interior detail are superb and the Be*ga car comes with a separate "adults only" decal sheet containing the missing "I's" and sponsors logo's and Bastos decals to complete the car in its proper fag packet livery. I was however disappointed to find that there was no similar decal sheet in the Sainz car containing the Camel door logos and Marlboro roof and side logos to reproduce this car in its proper livery. I know it is a bug bear of mine but for heaven sake I have watched motorsport and the associated fag sponsorship now for over 40 years and never once had the urge to smoke. Given the prices, most slot cars are no longer kids toys but adults collectors and racers items, surely we can handle the sight of a historically correct Marlboro livery without rushing out to buy a packet of 20? ■



MSC Ford RS 200s



Having managed to tear myself away from my Scalextric App on my iphone here is my contribution for February.

It was good to see a response from Cedric Whiting in the letters page to my book review in the December edition of the Journal. I too have the book Simple Electric Car Racing by Vic Smeed on my shelves.

Once again I am afraid, that after checking with the importers, there is no update from Fly but we are hoping for news at the Nuremburg Toy Fair in time for the March issue.

With recent news of a real life revival of the iconic Lancia Stratos it is perhaps appropriate that this month we look back at another car from this Italian manufacturer; the Lancia Beta Montecarlo. The Lancia Beta Montecarlo was produced from 1975 to 1982, in subsequent production the "Beta" was dropped; the car being known simply as the Lancia Montecarlo. The Montecarlo was a successful turbocharged

Group 5 racer and was used by Lancia to win the FIA's World Championship for Makes in 1980 and again in 1981. The Montecarlo was the basis for Lancia's successful Group B rally car the Lancia 037.

Various slot car versions of this Lancia have been produced but only 1,000 examples of the special edition Lancia Beta Montecarlo (Ref:SE01P) were produced in 2002 by GB Racing Track by Fly which I have seen described as the Spanish Football World Cup Special Edition. I can only assume it celebrated





the country's entry to the tournament. Since Spain neither hosted nor won the event I am not sure if there is any other significance (but then I am not a football fan). I have seen a few examples on eBay, one describing this model as "hard to find" but offering no information as to what specific event this commemorated. Does anybody know more about the background to this special edition or why the box is set up to accommodate a second car? The space is for car ref. SE01. The box is actually big enough to accommodate 3 cars! The packaging is rather over the top not only due to the size but the presence of a further outer sleeve. None of this space is used to tell us anything about the Italian



produced mid-engined sports car upon which the model is based, nor the specific 1/32 scale model. However, the model is beautifully detailed as one would expect. Inside there is not only a full length driver but a fire extinguisher is clearly visible. The car has a Mabuchi sidewinder motor and is fitted with a magnet. The lights do not work. Fly also produced a two car set featuring two Lancia Beta Montecarlos in Martini colours available in a similar lidded box; individual cars produced include those representing the actual cars raced at Zolder and Brands Hatch in 1980 and Watkins Glen in 1982.

My Fly Lancia Beta Montecarlo was purchased from one of the many slot car outlets in Barcelona some six years ago along with a Lancia 037 also modelled by Fly. Of course if I had chosen a car in a smaller box I could have got more purchases in my suitcase!

That's all for this month. Let's hope for some good news from Fly for March. In the meantime feel free to email me with any information you may be able to obtain. ■



A Rare British Victory

By Bill Grigg

You may recall (or probably not!) that some while ago I wrote an article about my friend Chris's first attempt at a resin body, an Alfa Romeo 12c, and mentioned my hope that he'd make me a B type Connaught. Well, silver tongued old me, he did, and you can see the moulding and the resulting car after my finishing off labours here.



The technique for making it was similar to the Alfa (although the exhaust was even more tricky, trying to get the air out of a long thin mould) so I won't bore you again, but suffice to say the finished car, fitted with an old Scalextric Power Sledge and some of RS's Ortmann tyres goes and handles very well and will give those pesky 'works' Scalextric Maserati 250Fs a run for their money - as long as they don't cheat with magnatraction. Which is just like what happened at Syracuse in 1955. Now read on...

Connaught Engineering was set up soon after the Second World War by Rodney Clarke and Mike Oliver, respectively designer and engineer, as an offshoot of their business, Continental Cars Ltd. at Send in Surrey. Both men competed in minor events with Bugattis (they had hoped to set up a British agency if Bugatti had resumed production post war) and they also prepared racing cars for Kenneth McAlpine with considerable success in various events. However, McAlpine's real ambition was to race his own cars and so was born the

Connaught L Series sports car, based on a rebodied Lea-Francis chassis. Oliver developed the Leaf engine to produce considerably more power and, with McAlpine and Clarke driving the works cars and production of a small number of customer cars, the L series did well enough in British events in 1949-50 to encourage Connaught to build a car for Formula 2.

The resultant A series, still with the Lea-Francis based engine, made its debut at Castle Combe in October 1950. It had a conventional tubular chassis and originally, a wishbone and torsion bar suspension all round. This was soon improved on by fitting a de Dion rear end which gave the car a reputation for good roadholding, but unfortunately the engine was not up to exploiting the full potential of the chassis. So when, in 1952, Connaught were deposited, unexpectedly, into front line Grand Prix racing by the adoption of Formula 2 as the premier formula for 1952/3, although reasonable placings were gained in secondary events in 1952 (not to mention 4th and 5th in the British GP) 1953 was nothing at all to write home about. Nevertheless the A Type soldiered on as a grid filler in 1954 and continued to compete in British events for some time thereafter.

Having been unintentionally introduced to Grand Prix racing Connaught decided to compete in the new 2500cc Grand Prix formula of 1954 onwards. They realised that a new pure racing engine would be necessary but could⇒



not afford to develop their own, so cast about for a suitable one 'off the shelf'. The new Coventry Climax Godiva V-8 seemed very promising but development of that engine was abandoned as the makers were discouraged by the, as it turned out overly optimistic, horsepower figures other manufacturers were quoting. That might well have put back the British renaissance by a good few years as the engine was showing promise and we know how successful Coventry Climax were to become in a later formula.

After investigating and rejecting several other contemporary British design projects Rodney Clarke fell back on the latest Alta four-cylinder, twin cam engine for which he acquired exclusive rights. However, this wasn't what Connaught had originally hoped for, as the Alta was basically the latest version of a 1929 design. In the event the engine was never reliable and often had to be nursed by keeping the revs down, so like the A type the B type didn't have the power to exploit its chassis to the full.

That chassis was a simple ladder type with coil and wishbone front suspension and torsion bar and de Dion rear end. Fuel was carried in two side and one tail tanks. Carburation started with fuel injection but as time went on the cars ran mainly with twin Weber carburettors. Advanced features were Dunlop magnesium alloy wheels and disk brakes. To maximise the power available the first B Series had full-width aerodynamic bodies, with a large tail-fin, developed using Connaught's own basic wind tunnel. (By the way, in testing it turned out that the Connaught's streamlining was more effective than that of the contemporary Mercedes W196.)

The matt green finished cars were not ready until the start of 1955 and then funds would only allow entry in selected races rather than a complete season. Works drivers were Jack Fairman and Kenneth McAlpine and two cars were built for private owners, another streamliner for Leslie Marr and an open wheeler for Rob Walker. There were a few successes in minor events (including first and third in the Brighton Speed Trials – not much F1 opposition there!) but in the British GP Fairman non-started and

the other three (Rob Walker's car shared by Tony Rolt and Peter Walker) were completely outclassed. Towards the end of the season the efficient but vulnerable and expensive to repair streamlined bodywork was ditched in favour of a more conventional style, but this meant revising the fuel tankage to just one large tail tank which didn't do much for the handling.

Although they had picked up some minor placings, for financial reasons the team seriously considered pulling out at the end of 1955 but were at the last minute invited to run in the postponed non-championship Syracuse Grand Prix in October as the organisers were short of entries and offered tempting starting money. Drivers had to be recruited last minute and from a limited choice Connaught picked the experienced Les Leston and rookie dentist Tony Brooks – neither of whom had so much as sat in a Grand Prix car before.

After various trials and tribulations the Connaught racing car transporters (ex London Transport Green Line coaches) reached Sicily (nearly 2,000 miles and some fairly rural roads away!) where the two drivers, who had flown out, were learning the circuit on hired Vespa scooters. Come practice and the Connaughts, Brooks in B1 an open wheeler and Leston in B2, a streamliner, were restricted to limited laps lest they blow an engine and lose the starting money. However, this left Brooks on pole in front of three works Maseratis, though Leston was on the fifth row after practice problems and with the streamliner more difficult to position for tight lines.

Come the race, although beaten away by the three Maseratis, after a fierce dice with Musso Brooks, carrying number 22, had passed them all by lap 12 and drove away to win by 51 seconds. Hooray, first GP win for a green British racing car since 1924!

This was the high point of Connaught's fortunes and although the win prompted them to soldier on for a couple more years that Alta engine was never powerful or reliable enough to make the most of the chassis and there wasn't any money to replace it so minor placings were all that ever came their way. ■



Welcome to the first Forza Slot.It of 2011 and information on the 2011 releases, some are carried over from the 2010 release schedule.

CA09d Porsche 956KH #8 Mugello 1983 winner Johansson / Wollek.

CA18a Ford GT40 #24 Sebring 1966 Hill / Stewart.

CA15b Mazda 787B #18 Le Mans 1991 Johansson / Kennedy / Sandro-Sala.

CW09 Ford GT40 #6 Le Mans Winner 1969 Ickx / Oliver.

CA19a Toyota 88C #98 Daytona 1989 Olson / Cord / Bren.

CA12c Audi R8C #10 Le Mans 1999 Weaver / Wallace / McCarthy.

CA14d Nissan R390 GT1 #33 Le Mans 1998 Kurosawa / Motoyama / Kageyama.

CA20a Ford MKII #6 Le Mans 1966 Andretti / Bianchi.

CA10e McLaren F1GTR #40 Le Mans 1998 Sugden / Auberien / O'Rourke.

CA17b Porsche 962KH #17 Winner Spa 1986 Boutsen / Jelinski.

CW10 Ford MKII Winner Le Mans 1966 Amon / McLaren.

CA16b Chaparral 2E #66 2nd Riverside 1966 Hall.

CA11d Alfa Romeo 33/3 #148 Trento-Bondone 1971 "Riccardone" / Benelli.

CA15c Mazda 787B #202 JSPC 1991 Kennedy / Yorino.

CA21a Lancia LC2/85 #24 Le Mans 1988 Frey / Marozzo / Randaccio.

CA22a Lola B09/60 #11 Le Mans 2010 Pirro / Drayson / Cocker.

CA07d Jaguar XJR6 (To be announced).

New releases this month include the Limited Edition (2,500 units) CW08 Chaparral 2E Laguna Seca Set. The two cars depicted are the



CW08 Chaparral 2E Laguna Seca Winners Set

winning #65 machine of Phil Hill and the #66 car of team owner Jim Hall. Amazingly this result at the Monterey Grand Prix round on October 16th 1966 represented the innovative teams highest point in the Can-Am series despite coming close a number of times the Texas based outfit never managed to win in the Can-Am series again. Beautifully presented in a white flip up presentation box the two cars come complete with spare impact resistant wings for racing. The models are similar to the earlier single releases with markings and drivers colourings specific to this race. Inside the box is a photo of Phil Hill taking the chequered flag and some ➡➡



CW08 in more detail

information regarding the cars and the race itself, and of course each one contains a credit card style certificate with the Limited Edition series number on it. All in all a lovely set however one glaring error does spring out with the photo on the box showing the prominent wing end plates on the high mounted wing, however the wings provided on the models have no end plates. This will detract from the models authenticity for the purist like myself. Performance wise I have chosen not to run mine

but as the set up is identical to the earlier single cars I can't see that it will be any different, and as more of a collectors set, will many people want to risk damaging them on the track?

The next two new models are most definitely ones for the track in the form of the McLaren F1GTR "Raw" Evo 6 reference CA10R1 and the Nissan R390 GT1 "Raw" Evo 6 reference CA14R1. Both are moulded in bright orange plain livery the new car benefits from 22K Flat 6 Angle Winder Evo 6 motor set



CA10R1 McLaren F1 GTR Raw



CA14R1 Nissan R390 GT1 Raw

ups, 11:25 pinion/crown gear ratio's, 15.8 Aluminium rear wheels with 20 x 9.5 high grip tyres, zero grip front tyres and spare lightweight lexan racing interiors. I haven't got my sticky paws on them yet although I know a number of the Slot.It UK Challenge big guns are already putting them through their paces in preparation for the 2011 series, so you can assume that there is a benefit in terms of performance.



CA14b Nissan R390 GT1 #32 Calsonic

Finally this month we have another Nissan R390 GT1 reference CA14b. This is the striking blue and white #32 Calsonic liveried car which finished a fine third at Le Mans in 1998 in the hands of Japanese drivers Suzuki / Hoshino / Kageyama. Markings appear to be perfect to the real machine with seven different tampon printed colours making up the detailed livery. In my opinion this is the best of the R390 GT1 colour schemes and certainly one of the most historically successful cars in real life. I particularly like the engine detail visible through the rear canopy, and while the cockpit is typically mainly black in keeping with the period the quality and driver detail is as ever top notch. The model is powered by a 21.5K inline 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 in keeping with earlier versions motor set up and type, ratios, wheels, magnets, tyres and guides



Close up of the engine bay detail

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.

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

Dioramas

Pete Simpson

Rumour has it that not all slotcars are thrashed to within a braid's breadth of their existence and that often they spend their long, dust gathering lives cocooned and stored away in perpetuity for descendants to maximise their eBay income. Buy, put away, children sell. Surely this is not what Fred had in mind? Even if the collection is not for racing, more enjoyment can be had by creating realistic dioramas to display or photograph some of the superb models that are on offer. Before embarking on constructing a diorama it is necessary to think carefully about its intended purpose. In this article I have concentrated on those proposed as backdrops for photographing cars rather than as a means of displaying them. Although the basic methods are the same, experience shows that a diorama that is to be used as a photographic setting always needs to be larger than expected in order to ensure that an image can be fully framed without the need to subsequently edit out unwanted surroundings. The number of cars, and their positioning, also needs to be settled at an early stage. One trick is to study the photos of real cars and determine



what you would like to capture. For inspiration take a look at others' efforts: some traders on eBay have taken a little effort to ensure their offerings are well presented. Of course, cars can be successfully photographed on a piece of track with buildings as a backdrop but adding extra realism with further scenic construction can be rewarding.

The layout for the photo of the SLR 722 GT collection, as shown in the January Journal, determined the size of the scene as it was necessary to include five cars. Whatever is planned, be careful to ensure that the





background will be greater than the final framed image as this will make subsequent cropping significantly easier.



Construction can be straightforward as very little loading will be placed on the up-stands: old off-cuts of wood, chipboard or MDF can all be used. Solid wood is easiest as the parts can be screwed together whereas with thinner materials, some bracing may be required to augment the glued joints, especially if only a single vertical wall is to be included. For maximum flexibility in positioning the camera it may be desirable to avoid including an end wall. PVA adhesives, such as Unibond, are generally stronger than the materials being bonded so very little additional reinforcing is required, even when using thinner materials. In order for the cars to be photographed sitting level, the guide needs to be accommodated. In

my first attempts I carefully milled slots for the guides but I then realised that a circular hole is perfectly adequate as it will be covered by the car anyway. This hole should be bored to accommodate the largest envisaged guide, bearing in mind that to enlarge it once scatter materials have been laid will not be so easy. Give the construction ample time to cure before painting it all over to balance the wood. As the diorama is likely to be fairly large it will probably need to be stored away in the loft or garage: if the timber is only painted on the visible faces it is likely to warp as only one side would be sealed. The colour used is not too important as it will all be covered but a darker base is less likely to be evident if any areas do show through.

Now the fun part begins - starting to add landscaping materials. Banks can be built up using polystyrene scraps cut to shape, kerbs can be created by overlaying pieces of thin ply, walls can be decorated with printed papers and bushes and hedges are readily available as scenic materials. The area where cars are to sit needs to be very flat as 1/32 cars will quickly appear odd if even a small difference in level exists so choose a fine gravel, or a printed paving paper, to create any road surface: many OO track ballasts are too coarse for use here. A more natural finish can be achieved by mixing gravels of different shades so that a varied colour results: remember that much of this will either be out of shot or out of focus so there's no need to treat it as a life-time model railway project! The walls in this example were created by downloading brickwork paper from the web: there's plenty to choose from but finding examples in a suitable scale can take a while as most are in 1/12 for doll's houses. In order to →





avoid gaps along the edges, these were stuck in place prior to adding any other scenic materials, using aerosol spray mount. Fixing scatter materials is straightforward once the correct method is understood. For the initial application, paint the area with PVA adhesive then simply shake the material into place and allow the glue to dry. Not all of the area will be sufficiently covered and not all of the material will be adequately bonded in place. This is where a hand spray is required. I have found that the best ones to use are those currently on sale containing kitchen and window cleaners as they can pass a dilute PVA solution without blockages: garden sprayers tend to block too easily. Simply dilute PVA about 50 to 1 with water and apply sparingly over the area and apply some more scatter material then allow it to dry for 24 hours before repeating. If too much moisture is applied the dyes from the scatter materials can run, not always with desirable effects! Care also needs to be taken not to get the wallpapers damp as they are prone to bubble and may not shrink back once dried. With any wet process, learn to walk away and leave to dry: trying to smooth surfaces at this stage is likely to result in the scatter material clumping. As in the case of the gravel, varying the colour of grass and shrub materials slightly creates a much



more realistic effect. In this way a good surface can be gradually built up with a variegated colouring. It is a good idea to shake off the final coat once fully cured. It gets a bit tiresome, but the finished effect will look good and hopefully not shed bits every time it is touched. A light spray with hair lacquer provides a final seal. Remember to decorate the bases of any model people so they blend into the diorama surface: planning is required to determine where they are to stand and blend in. Other items can also be added to provide a feel of realism such as fencing or buildings.



Take a look at the Slot Track Scenics range at www.slottrackscenics.co.uk for inspiration, tips and an ever growing range of accessories. The ideal photo of a slot car is to get as much of the subject as possible in focus, whilst having the background slightly blurred. This can be achieved by careful selection of exposure settings: the smaller the aperture (higher f-number) the greater the depth of field that remains in focus. However, the key to all photography is light: lots of it at the right colour





temperature. This will allow the greatest flexibility of aperture size and exposure time as well as producing the correct colour balance. A tripod will allow photos to be taken in less than perfect conditions as the exposure time can be extended whilst still using a fairly small aperture. Even a fully automated, compact camera will provide perfectly acceptable images in bright conditions. Try and avoid direct sunlight as shadows soon become too dark: a bright day but with an overcast sky is ideal.

With most photography now being digital, images are easily cropped to the required proportions and minor errors corrected: Any unused car-locations, where the guide hole is visible, can be hidden by cloning the surrounding area into the void: particularly easy if the surface is gravel, but not quite so easy on paved areas.

Hopefully this will inspire a few to create some nice slot car photos to send in for Jeremy to include in a future Journal? ■



Firstly may I wish you all a very Happy New Year and my apologies to you all, for this chat should have appeared last month and contains some exciting ideas and proposals that have been agreed and finalised at the last Committee meeting. In true Carmichael fashion I received a rather large unwanted Christmas present, a little early on the 22nd with a large flood at my house in the Peak Park. A thirty pence washer decided to expire in the central heating header tank resulting in around two gallons of water a minute over flowing onto the ceiling below, unfortunately not discovered for about nine hours. At such times few words can express the sentiments felt, but the words from a cult film come close 'Grand FUBAR' (loosely translated destruction beyond all recognition). I must have shot an Albatross or something as for me 2010 had more disasters than I care to recall, however for you as members this has meant I have focused on home rather than Club issues for the past five weeks. I apologise to anyone travelling through Mayfield near Ashbourne at just before midnight on New Years Eve that may have seen a man in his kilt bearing his arse and saying 'farewell' to 2010, any resemblance of the character to Mr Chair is totally coincidental.

So I hear you ask 'What's New for 2011 ??'

Well there are at least six points to advise all our members of as follows, with some general

information and leaving out some of the more specific things as they are currently in discussion among the Committee.

1. NSCC Tampo Printed Chrome Ford GT40.



The Club has commissioned forty very special Ford GT40s which should be available around March 2011, however these cars are not for general sale, they require members to do some work on behalf of the Club and promote it, let me explain further.

The Club is trying something new here as an encouragement to get you the members of our fine Club to go out there and recruit further members, in summary if you recruit three new members you can purchase one of these Ford GT40s for £75. The models are Tampo printed with NSCC Logo and a very appropriate racing number. There will be very specific set of rules for obtaining the car, it is only one car per household or member and the people recruited must be genuine new members, not rejoiners, friends or the neighbours cat. The objective is to legitimately promote the Club, get fresh members and of course the Club will benefit from the income. The decision of the Committee in awarding the cars will be final and the cars are



on a first come first served basis. The new members obviously have to have paid etc. before the car is purchased by the proposer.

A development example of the car was on view at the NSCC Hornby Weekend last November displayed in the correct NSCC box, which drew a lot of interest and questions from members.

2. NSCC Weekend at Heritage Slot Festival.

The Club is planning to hold its next weekend from Friday 20th to Sunday 22nd May 2011 and the Sunday will be alongside the Slotcar Festival at the Heritage Motor Centre (see page 23 of last month's Journal about the Festival). The Club has booked a hotel near the Festival so that it can have Saturday as a private event including an NSCC Dinner but with Sunday showing the Club publicly at the Festival. The cost of the weekend will include a ticket to the Festival and time for members to have a look at the event, however attendees will be expected to give two hours on the Sunday to promoting the Club and press gangwhoops I mean recruiting new members and selling the benefits of the Club. We have plans to run some unusual racing publicly on the Sunday, which should challenge the best racers, this could be a phenomenal weekend and one not to miss. Ooooh and I nearly forgot we have a Limited Edition car for attendees, but this will be presented on the Sunday Evening!

We are also looking at block booking tickets for Gaydon at £7 plus 50p post for our members, this is cheaper than on the door or from the organisers direct, so if you are interested you need to send cheque (payable to the NSCC) to Shaun Bennett (address as stated on the back page of the Journal) with your name and address details along with how many tickets you require so that when we get enough applicants we can block buy them. It's going to be non profit for Club but I believe another Club benefit for our members.

3. Sale of the last Lotus Eliges.

This was mentioned last month by our faithful Editor, the remaining stock of the Lotus Eliges are on offer to the membership for the sum of £45, this is the offer of an additional car per

member again on a first come first served basis.

4. 30th Anniversary Jaguar and something different!

Not to be confused with Monty Python and its *'now for something completely different'*, this is just a different offering. Some members have asked for the NSCC 30th Anniversary Jaguar in the Hornby Box to accompany their Club boxed car. In an effort to be fair, all members can have an additional Jaguar for £36 in the Hornby box or £42 in the NSCC Pack. Again this is the offer of one additional car per paid up member. As ever with all things to do with money please send to Shaun Bennett in order to place your order.

5. Spare 30th Anniversary Hornby Boxes.

The Club has been selling the spare Crystal cases for the Jaguar for some months and it appears we have been under selling them, with this in mind the cases will now be sold at £5 each, orders agreed prior to price increase will be honoured. Please bare in mind all funds go to your Club and investment in more goodies for you! So in essence it will all come back to you as benefits in future projects.

6. 2011 Northern Swapmeet.

For those who thought the Northern Swapmeet had been forgotten then please rest assured it has not, however there have been problems especially around the venue with the preferred site no longer being available. It is now proposed that the event will run on the 19th June 2011, several months later than intended and will most likely be in the area of Osset which is just off the M62 in Gods Country. By delaying this Swapmeet it does however prevent events running too close and potentially interfering with each other.

Well that brings me to the end of another Chairman's Chat and some of the key announcements, which were agreed at the last Meeting that took place on Sunday 12th December 2010.

The problem with my NSCC email address continues and in an effort to remedy this I'm in the process of changing providers, so currently my preferred address at present is

Happy collecting and racing but Finally, my tip for the year...check your ball cock. ■

GT Models - Car Reviews

By Phil Insull

Following on from last month's review of the Lancia D24 I was informed by George that he actually does several variations on the Lancia D24 kit including one for Piero Taruffi's #76 Targa Florio winner, he spotted that I'd used the Fangio Nurburgring kit instead and tells me that there are some differences in the body mouldings- amazing!

This month I have finished three of George's excellent kits, these being the McLaren M1A, MGB GT, and Austin Healey "froggy" Sprite. The McLaren is as per the kit and based on the first sports car designed and built by Bruce McLaren racing cars Limited in 1964. Built around a Traco prepared aluminium block 4.0 litres Oldsmobile V8 the M1A sought to improve upon the heavily modified Zerex special Cooper that Bruce had been campaigning in

sports car racing up to that point. The M1A made its debut at Mosport in 1964 featuring livery and artwork by famed artist Michael Turner. The black and silver #47 machine qualified 2nd behind Jim Hall's Chaparral 2 and scorched into the lead where it stayed for 55 laps. Bruce was then slowed by throttle linkage failure and had to pit for repairs, which dropped him back to 7th place. Following a storming comeback drive Bruce smashed the existing track record some seven times on his way to a 3rd place podium behind the eventual winner Pedro Rodriguez. The M1A went on to be a successful car including customer versions produced by Elva but was always hampered by a lack of grunt from the Oldsmobile power plant compared to the Chevrolets used by other teams.



McLaren M1A Mosport 1964





McLaren M1A the competitions view

The kit comprises of body shell, cockpit and driver, two part chassis, clear and resin detailing parts and of course decals so all you need to build it are suitable Mabuchi type motor (I used Pendle Slot racing's own) axles, bearings, guide, gears, wheels and tyres and paints. I tend to use mainly Slot.It parts although standard Scalextric bits are just fine. For wheels I used Penelope Pitlane alloys with their 6 spoke wobble web inserts painted black however George has now started doing a range of suitable resin wheels and inserts for some of his cars including the M1A. I was somewhat sceptical about resin wheels although having tried them on the M8B I'm building they seem fine. My only concern is that while they push fit tightly to properly secure them on the axles you need a touch of super glue this means that the only way you can then properly true and round off the tyres is on a machine that takes the whole axle assembly rather than a single wheel Hudy. The inserts are all spot on and can be used in a variety of manufacturers alloy hubs if desired. For painting I used Halfords grey primer followed by Hornby's gloss black acrylic spray for the top coats and hand painted Revell aluminium for the tub sections and under the front of the nose. Following assembly and application of the decals I sealed the whole thing with a couple of coats of Klear. This superbly curvy creation of the sixties certainly looks very accurate to the real thing and the quality of GT Models kits is excellent. Sturdy enough to race and yet sharp and light resin with no need to Dremel down the weight and great value for money.



MGB GT Club Racer

The next kit was the road going version of the MGB GT (GT Models also do the Sebring car which I will be building and reviewing at a later date). Again the kit is very complete with shell, chassis, interior, driver, white metal grille, and bumpers and a set of clubman decals. The moulding work is as expected super crisp and I chose to base mine on pictures of a club racer from the United States which after the undercoat was sprayed with several coats Halfords metallic Ford sage green. Mechanically I again used the PSR Mabuchi, with Slot.It axles, gears and guide and a set of PSR wire wheels and tyres. The end result looks great and just like the "clubbie" racer I based it on, however there are literally hundreds of clubman MGB GT's you can choose to do, or of course road and rally versions if you prefer. If you want to do the wide arched Sebring version as I have said GT Models do a separate model for this.⇒⇒



MGB GT's classic lines



Austin Healey Sprite

The last but not least of the trio is the very cute Austin Healey “Frogeye” Sprite. Now George freely admits that the starting point for this model was the old Airfix kit body, however it has been extensively modified by George to produce a wide arched race version and as with all GT Models comes with resin chassis, interior, driver, screen, decals and detailing parts. These include a typical modern style roll cage that these cars must be fitted with to run in historic events these days, however I personally don’t think they look right on the real cars so I chose to build mine without to represent the car as it

would have raced in its prime. Again a trawl of the net gave me a suitable clubman subject and mine was sprayed with Hornby’s gloss red and I used Penelope Pitlane 13” wheels with Minilite insert and their decals to produce the #25 car shown. Slot.It mechanicals are used although you will need to cut down the axles to size but as with all GT Models I have built the assembly really is very straight forward and the end results are top notch.

On to the tracks then and given my choice of stock PSR motors the trio were never going to be a Slot.It challenger but all of them handled very well on the Wolves International track with no particular vices. The MGB GT and Sprite turned in regular laps around 11 seconds, while the M1A was a little quicker around the 10 second mark. Fitted with magnets on a steel rail rally track all three simply flew round and was very hard to de-slot but my favourite was the Sprite as it was so small it could hurtle through the chicanes without lifting. My final opinion all three are simply great models and would be ideal additions for builders and collectors or with a scratch built brass or PCB chassis could easily be turned into absolute rockets by the quick guys doing the historic type races, something for everyone then – I can’t wait to build the next GT Model keep ‘em coming! ■



Cute Frogeye

NSCC CHRISTMAS COMPETITION 2010 - ANSWERS AND RESULTS

By the Editor

So the answers were all submitted on time by those that entered, but before I reveal this years winners, here are the answers as advised by Peter Simpson. Yes, we know some of the questions potentially had alternative answers, but these are the answers we wanted:-

1. What are the three USA-only releases for 2010? - Dan Gurney GT40, C3066, Camaro Z28, C3065 and Green Dodge, C3064.

2. When cars were manufactured in Hong Kong, in the 1960s, how many designs were produced? - 6 No, Ford GT 40, C77, AC Cobra, C78, Front Engined Offenhauser, C79, Rear Engined Offenhauser, C80, Sunbeam Tiger, C83 Triumph TR4a, C84.

3. How many track systems have there been? - Digital is included as part of Sport? 6 No - Sport, Micro, Jump Jockey, Super 124, Classic, Rubber.

4. How many of the Ford GT40s entered for Le Mans 1966 have been modelled by Scalextric? - 9 No (4 more to go!) Listed in order of results - not all were finishers. #2 Black, #1 Pale Blue, #5 Gold, #3 Red, (Not) #14, Red, (Not) #15 White, #59 White, (Not) #60 White, #7 Silver - Alan Mann, #6 Blue, #8 Yellow - Alan Mann, #4 Bronze, (Not) #12, Pale Blue.

5. What are Hornby cars sold as in Spain? - Superslot.

6. How many UK releases have had more than 4 wheels? - 11 No, Sulkeys C419 & C420, March - 6-wheeler C129 & C131, Road Train Low Loader C302, Road Train Transporters C301 & C370, Rebel & Racing Rigs C319 & C320 / C336 & C337, NOT Tyrrell - P34 C48 was not released. only as Spanish release C4054.

7. What was the last version of the Electra sold as? - Tiger Special C13.

8. How many HO chassis have there been? - 2 No - MR1 (Early) and Micro (Current).

9. How many HO track pieces have been manufactured - not counting colour variations? 13 No - Straights (3), diverging island, chicane, hairpin, lap counter, wiggly, curves (2 - 90 & 45), vertical bend, power / start, cross-over.

10. Which year did catalogue 9 represent? - 1968.

11. What was the name of the first system to control cars to deviate from the groove? - You Steer.

12. What is the name of the Australian race series for which special cars are produced? - V8 Supercars Australia.

13. Who is the current chairman of Hornby? - Neil Johnson.

14. What was the lap record set at Brooklands and by which car? - 2 hours 2 minutes, Set by: C2994 Aston Martin DBS By beating: C2632 Mercedes Benz SLR McLaren.

15. What car was C1? - Alpine Renault.

16. Which cars were sold as Formula Junior, before being relabelled as F2? - Cooper Austin C66 and Lotus C67.

17. How many non-current release SCALEXTRIC cars from his collection has Peter managed to picture in the "Messages from Margate" articles? - 9 No - Electra (September), Javelin (September), Starsky and Hutch Ford Torino (August), Starsky and Hutch Baddies Corvette (August), Austin Healey 3000 (August), Offy FE (August), GT40 #9 (August), GT40 #5 (August), Cougar (September), NOT HO Astons as current models, NOT the AutoArt Jag D-Type, Not the D Type pictured at Margate.

18. For how much did C95, Bugatti sell in 1968 in Canada (Canadian dollars) and UK? - \$16 and UK was £2-8-0.

19. For how much did C79, Front Engined Offy, sell one year later, in 1969, catalogue 10, also in Canada and UK? - \$8 and UK was 17s 6d.

20. What is significant about C54 Lotus produced in 1960? - First plastic car.
21. In which year did Fred Francis sell Minimodels to the Lines Brothers (Tri-Ang)? - 1958, November.
22. In which year did DMB (Dunbee – Combex - Marx) acquire Lines Brothers? - 1972.
23. How many new models were released during the 1970s? - 46.
24. In which year was Hornby Hobbies Limited formed? - 1980.
25. What is the lap record speed (within 5 mph) for the Brooklands Outer Circuit and when was it set? 1935, speed 143.44mph.
26. Which was the first model of a turbocharged Formula 1 car? - Renault RS-01.
27. When the first MotoGP sets were released in the early 2000s, which rider featured in all three sets produced the first year? - Valentino Rossi.
28. Which were the first two Spanish cars to appear in a UK catalogue? - Fiat 600 and Mercedes 250SL, 1968.
29. When Super 124 came out in 1968, Scalextric had already been producing vehicles to 1/24 scale for five years. What were they? - Go Karts.
30. What colour was the track used in the Spiderman set? - White.

So congratulations to the following winners, the 1st, 2nd and 3rd placed entrants will receive their prize direct from Hornby, all I can say is the first prize is a mystery set and the other two prizes are mystery cars! The other winners will receive their prizes from me, being Carrera cars, Slot Track Scenic accessories and Slotcar Portal Discs, please allow me time to post them!

- 1st Place - Richard Snell
- 2nd Place - Iain Mackay
- 3rd Place - Brian Atkinson
- 4th Place - Dave Haystead
- 5th Place - Graham Smith
- 6th Place - Trevor Pearson
- 7th Place - Gary Buesnel
- 8th Place - Dave Mappin

Thankyou to all who entered and if you didn't win this time, hopefully you may be luckier in the next competition. ■



email: ebaywatch@nscc.co.uk

A year ago I wrote about the free listing day in the middle of the month that had boosted listings to around the 13000 level and here we are a year later at the same level at the end of the month without any James May effect or free listing days since the beginning of the month. I decided to investigate further whether my gut feeling that spending was less this year was true or not so I set about comparing the listing information I had saved for the 4th Sunday from 2010, (Jan 24th) with the 4th Sunday in 2011 (Jan 23rd) as it is best to compare similar days of the week. This was no quick task but threw up some interesting results. By my reckoning for the 24 hour period from 9.00am on Sunday to 9.00am Monday morning in 2010 there had been approx 3,800 listings of which there was £52,000 of actual sales with approx £27,000 of unsold BIN (Buy It Now) listings. 2011 has seen a significant fall in listings to 2,400 which resulted in £33,000 of sales, with approx £17,000 of unsold BIN listings. So although sales are down significantly, the average sale price achieved when you crunch the numbers is virtually the same at the £13.70 to £13.75 level. Similarly, the amount in percentage terms remaining unsold against sales achieved is also the same at around 52%. So do you value your collection at the same price as last year if you have a cross section of slot stuff I wonder? Despite this fall in overall sales, slot cars seem to be bucking the trend then from this snapshot, where as prices have been on average lower for many sellers on eBay in other categories it has been reported. This however has not stopped eBay posting \$9.2 billion of revenues for 2010 (\$8.7b in 2009) largely helped by Paypal it reported, and is not surprising giving the fee increases for selling that have been seen this past year.

Lotus

Carrying on from last month the Scalextric Lotus 49 remains in demand fetching around the £100 mark for both the green and red car versions on several occasions though the green version could be picked up for around £70 with some patience. A couple of the “Gold Leaf” did hit the £125 mark at the end of the month. (280621785307) However, there was one bargain? with a green set “year of legends” car on its own fetching £45.99 on a Friday night (110639686581) As a result of these prices there does seem a lot of interest in the recently released dark blue Jo Sifert car C3092 which is becoming hard to find at discounted prices on eBay, so as I said a year ago make sure you get your Lotus fairly quickly if you don’t want to pay over the odds. This demand has also had an effect on the first released no 5 Eagle Weslake with some opportunistic pricing of £99.99 BIN from one major seller but showing that you can still get a bargain some lucky punter managed to secure one for £31 on a Sunday evening (250758697615)

Vanquish

There was some renewed activity with Vanquish MG cars particularly on the F1 front with a red and gold Lotus 72 described only as Lotus 72 F1 car making £235 on a Monday morning (200561978388) and the black and gold 72D model a more realistic £128 from the same seller. (Just to show it was no fluke another red and gold car made £220 on a Tuesday night later in the month.) On the same morning from a different seller an orange McLaren M8B #4 car realised £63.78 (270687384654) and a white BRM P154 surprisingly only £32.20 (270687383684).

⇒⇒

Slot.It

A couple of special Slot.It cars caught my eye this month. First was a mainly white with red side liveried Ferrari F40 Spanish 2010 Championship model that made £123 on Friday Lunchtime (150541580531). Another special that went beyond my bidding limit was for a Porsche 956KH Warsteiner liveried car but in blue and white made for the 2010 Euro Championship that fetched £240 on Monday afternoon (150546643549). A similarly liveried Porsche but with yellow replacing the blue made for the 2009 European 24hr series hit £194 a few days later on Sunday night (180614134144).

Figures etc.

Figures seem to have caught buyers attention this month, particularly painted ones, with a group of 11 Scalextric grandstand seated figures making £98 on Thursday night (280618947153) and a selection of 115 figures making £185 a day later (160535400404). Earlier in the month a set of 15 rows of seated spectators had made £99 as well showing these prices were no fluke! Staying on the scenery theme a very nice Refreshment Kiosk made £94 on Sunday night a week into the New Year after an excellent boxed example had made £95 a few hours earlier as well. (180606824005) Same seller had a very early rubber base A/238 Time keepers hut, all complete but not boxed that also made a good price of £127.75 the same night (180606822938) To complete a good night of sales for the seller a Grandstand A/209 not including people made a £119 180606821166 and this after selling a very nice MM/A224 Paddock complete with PT/50 convertor tracks a whopping £275 on "Swindon Sunday" (180604404908) A near pristine pair of fences and gate set A225 & A226 attracted keen bidding and made £67 on a Wednesday morning (220727178059). Catching my eye and interestingly coinciding with the new set of Gerry Anderson postage stamps released this month here in the UK was a nice looking pink Lady Penelope's 1/24 Fab 1 Thunderbirds car built from a kit and still with original box. It made £72.09 on Sunday night. Check out 220716337843.

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

SCALEXTRIC PROMOTIONAL LEAFLET - 1960's £11.05 (Mint small colour leaflet, 8.5" x 5" from 1963/4 on Monday night 160527050693)

Scalextric Vintage Stickers Sheets - Flags/Pit & Car No £12.50 (2 flag sheets and 1 number on Monday night 230568754479)

SCALEXTRIC RARE VINTAGE F/302 "TV CAMERA & CREW SET" £58 (Boxed rubber base example Monday night. Low price maybe as seller would only ship to UK? 250751851074)

SCALEXTRIC CAR FERRARI F40 1990S BRAND NEW MUST SEE!!!! £19.99 (Not sold on Monday night. Had original mirrors still sealed and came with original mailing box and flyer sheet that car was sent out as a "freebie" by Scalextric on the 90's 250750066694. Relisted and sold for £14.99 to a single bid.)

TRIANG SCALEXTRIC F/303 STARTER ON ROSTRUM. MINT BOXED. £29 (Red and blue logo box including inner packaging on Monday night 180606824541 2 mins earlier an earlier type box example made £28.76 190486411944)

SCALEXTRIC MEXICAN MUSTANG DRAGS WHITE EXIN MEX MEXICO £16 (Bargain maybe with £10 P&P from Mexican seller on UK eBay on Tuesday night. Motor support broken on chassis though. Similar yellow model made £19.99 with single bid on Tuesday)

scalextric C68 aston martin marshal car boxed £156.99 (Red model but described as **REPLICA** in repro box on Sunday night. 220716357791)

scalextric TC 850 fiat abarth coupe boxed EXIN superb £560 (Red model with small repair to boot area on Sunday night 220717332336)

scalextric ferrari 1/24 driver mint ex shop condition £72 (Bagged example on Sunday night 220716333430)

Scalextric Porsche 917K £13 (Bargain Fly Team Gunston model slightly used on Monday



night. However loads of small holes had been drilled in the side of the bodywork to make it go faster. Any racers out there tried that trick? 190495037635)

SCALEXTRIC RANGE ROVER POLICE rare white tyre version! £62 (Swap the tyres to white ones from the drift set and hey presto double your price on Sunday night it seems! 370477798134. Seller had managed to get another white tyre version to sell as well unsurprisingly).

1968 Plymouth Shutdown Slot Car Set Road Runner & GTX \$602 (Drag set giving away to

Plymouth car buyers in 1968. US seller in US eBay showing on UK site as well on Sunday night. Check out artwork on 360338702962)

Lastly the new Scalextric Range Presentation Audi R8 has been appearing with about a dozen already listed. After starting at £181.90 the price seemed to top out at around the £225 level with a BIN (110637683922) before falling a bit towards the end of the month to a more sensible figure of around £160. I reckon this price will fall further for the patient buyer, based on last year's Mercedes model, but maybe I will be proved wrong – let's see. ■

1964 Elva BMW MK VII

By Dave Yerbury

The creator of this successful little sports car was Frank Nichols. It was originally designed for the under 1100cc class to take on the Lotus 23. However, with a great chassis and good handling, the works cars ran with an enlarged 1800cc BMW engine. Tony Lanfranchi as works driver had a great amount of success with this combination and even against more powerful opposition he won the 1964 Autosport Championship.

A lot of MK7 Elvas were sold to private entrants, mainly in the States. There was also success at home, notably Trevor Taylor in the Aurora Gears racing car and Keith St John in the Radio London sponsored car.

The chassis was made up as a space frame using small diameter steel tubing making it very rigid. Fully independent front and rear suspension units were mounted using coil spring dampers. Elva cast their own magnesium wheels which also had disc brakes all round. Many options were available for the rear mounted engine, from a Lotus-Ford-Cosworth through to a Nerus tuned BMW 2 litre giving around 180 bhp. With either option Hewland had a choice of two gear boxes available: the cheaper 4 speed or the 5 speed crash box with quick change final drive gears. The car was most

noticeable for its distinctive front air intakes. This was not for styling purposes alone as it fed the two front mounted radiators either side of the spare wheel. The works cars were always immaculately turned out for racing in a deep green paint work. With a BMW engine fitted, the car would carry a BMW badge under the Elva one on the front bonnet.

Elva also supplied a number of cars fitted with a Porsche 2 litre flat 8 engines. In this guise in 1964, Herbert Muller would go on to take second place in the European Hill Climbing Championship.

In early 1964 Elva was taken over by the Lambretta-Trojan Group and an ill-fated attempt to produce the GT 160 coupé was doomed by the heavy body and the fact it was uneconomical to build. Elva then commenced manufacture of the McLaren Group 7 sports racing cars. This lasted until 1971 when McLaren withdrew from this form of racing. The final cars made by Elva were the BMW powered Mk 8 of 1965 and the Mk 8s of 1966.

This is a small car so I have fitted a Ninco Porsche 356 chassis with narrow wheels and tyres from an MRRC Ford 3 litre. Painted in a dark green it would make a nice addition to the pre 1966 sports car class. ■

