



**No. 348 MARCH 2011**

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

## **Welcome Back To Some Old Friends**

This month I am pleased to report of the return of MRRC to our Club. As many may recall late last year there was some concern about the future of MRRC after the sad news of John Robinson's death, however the Company is now in the hands of H and T Motor Racing, and their contact Kurt Petri has introduced himself to us, the NSCC and not only agreed to advertise with us, but also to provide regular information, news and the odd review car for us, so thank you to Kurt and I am sure we all wish him well with MRRC. Of course some of this would not have occurred if it wasn't for our trusty Club Secretary, Stephen Barber visiting the recent German Toy Fair and introducing himself, promoting the Club and possibly twisting Kurt's arm a bit in the process so thanks as well to Stephen.

As you will see this month we now have confirmed our intention to hold an NSCC weekend event at the Heritage Motor Centre, Gaydon and enclose an application form for attendance at this event. Some members have already confirmed their interest in attending via email, but I would ask that this is firmed up by you submitting the enclosed form either via post or email so we can get an idea of final numbers of applicants, since places are limited. We will then be requiring your payment very soon after the deadline for applicants, once we have confirmed your attendance of course!

You will also see that this month is the opportunity to bid on one of last year's NSCC weekend cars, being the Mercedes McLaren 722 GT, bids are invited via myself (either post or email) for this very exclusive car, and the winning bid will be announce in the May Journal, you will of course also receive a certificate confirming the limited status of the car in your name (rather than someone else if of course you were to purchase one second hand!).

So time to conclude, but before I do, the final item which should also be enclosed in the envelope containing this Journal is of course the Annual Review, which of course summarises what has been happening over the last twelve or so months, what the Committee members have been doing, The Club financial report and plans for the future - happy reading!

So until next month

Jeremy



# MESSAGES FROM MARGATE



email: [factory@nsc.co.uk](mailto:factory@nsc.co.uk)

By Pete Simpson

The planned day of my monthly drive to Margate dawned dry, fresh and bright, clear sky with a gentle breeze. Traffic reports were favourable and I quite fancied an ice cream at the seaside. However, as all the Scalextric goodies were absent from the factory, being out on the road at the early season trade fairs, I decided to sit indoors and stare at the PC trying to gain inspiration instead. Actually it wasn't a case of scratching around for content as Adrian had already allowed me to take plenty of photos both in December and in January. Subsequent to this, Gareth Jex kindly offered his photos from the Nuremburg trade show. The Scalextric stand certainly looked good, featuring two circuits and comprehensive displays of the year's forthcoming releases.



A couple of previously closely guarded secrets came to light officially at the Nuremburg Trade Show. Previously protected by confidentiality is the 1/32<sup>nd</sup> version of Lightning McQueen. Many thanks to Gareth for grabbing an image



of the plain white prototype that was on show. NASCAR fans may now appreciate my comments of last month with regards to the modified rear wing, as this model will differ from the HO version produced for the initial film-inspired set. Another member that has been visiting foreign shores is Steve Barber. He scoured Germany in order to find the Mercedes Petronas set, "Comeback", C1268, solely to contribute to "Messages". Having procured these relatively rare examples, he kindly offered to bring them





along to the recent Milton Keynes swapmeet to enable me to grab some images. Although these were reasonably easy to find on German eBay when I looked, none of the sellers seem keen to ship to the UK. These “Start” cars differ from other offerings as they are factory tampo printed: this emulating the livery of last year’s cars of Schumacher and Rosberg. The track is the same layout as the “World Rally” set, being 430cm long, shorter than the “Champions” set by 110cm. If searching on German eBay be aware that half of the listings I’ve seen have had Micheala’s name spelled wrong!



A new set announced this year to coincide with the build up to London 2012 is the Olympic Velodrome. Initial prototype work has progressed to the point that a set was able to be shown at Nuremburg last month. The final



artwork for the track and supports has not yet been completed but here’s a preview of the core content illustrating what’s to come. The bicycles have been configured so they appear to stand alone, but are actually attached to small, Micro-based tractor units. It is probably premature, but the narrow drive units did look to be smaller than most other HO chassis so could find themselves being adapted for use in scratch building.

### Sets for 2011

Whilst on the subject of sets, I thought it might be a good idea to list all that’s coming this year. This seems a bit of a paradox as any Scalextric enthusiasts reading this will almost certainly already own some track, either based on a set or collected as required, so the significance of detailing sets could be regarded as minimal. Maybe for the sake of a comprehensive report on Scalextric it can be justified but don’t dismiss these sets without considering their value. As a child, poring over the pile of catalogues, writing in the prices and planning pocket money spending it became obvious that with each larger set, value for money grew. This hasn’t changed: try the exercise on the Platinum set. Don’t forget to refer to the Scalextric website for further bargains as withdrawn sets are still available at significant discount. The biggest drawback of increasing your layout by buying⇒⇒



a set is being limited to Standard Curves, but the second power supply can be usefully employed to remove the interdependency between the current drawn by each of the cars in analogue layouts.

## HO

So, from the beginning: HO. It may come as a surprise that there are as many HO sets on offer as there are normal 1/32<sup>nd</sup>: surely this must suggest that these are a successful venture for Hornby. Hopefully they are providing the



Set	Number	Track Length	Cars	Extras
My First Scalextric	G1030	256	Mini Cooper - Red & Yellow	
Power Champions	G1062	362+	Endurance Cars	Lap Counter
Need for Speed	G1058	370	Nissan 350Z x 2	
My Sims	G1061	314	Chaz & Morcubus	
GP Legends	G1070	362	Mercedes Petronas McLaren Mercedes	
McLaren MP4-12C	G1074	502	McLaren MP4-12C x 2	Lap Counter
Toy Story	G1063	404	Buzz & Woody	
Track Cycling Set	G1072	272	Team GB Olympic Cyclists x 2	
Disney / Pixar Cars 2	G1073	343	Lightning McQueen & Mystery car	

stepping stone for youngsters into the hobby. The range represents a good balance between existing and new introductions.

## Start

Moving onto 1/32<sup>nd</sup>, the Start sets continue but already we witness the deletion of one set: last year's Grand Prix set, C1250, has been replaced by "Champions". Could this become the first sought after example of Start for collectors?



Set	Number	Track Length	Cars	Extras
World Rally	C1249	430	Generic Rally	
GT Endurance	C1251	820	Generic LMP1	
Pro Racing Series	C1271	540	Generic GT	Lap Counter
Champions	C1267	540	Generic F1	
Cars 2	C1273	725	Lightning McQueen & Mystery Car	

## Race Sets

The normal 1/32<sup>nd</sup> sets are still offered in either Super Resistant or High Detail offerings, as well as divided between analogue and digital. I'll detail the new cars, as they arrive, in future articles but for now here's the full listing with a summary of cars, extras and most importantly, track length.

### Analogue Race Sets

⇒



Set	Number	Track Length	Cars	Extras
James Bond 007	C1254	650	Aston Martin BD5 Aston Martin BDS	SR SR
Turbo Flyers	C1279	532	Nissan GT-R Porsche 997 GT3 RS	SR SR
Vodafone McLaren Mercedes	C1253	676	Lewis Hamilton Jenson Button	HD HD
Full Throttle	C1279	855	Peugeot 908 HDI FAP Lola Aston Martin	HD HD
GT Force	C1274	676	Mercedes SLR McLaren 722GT Ford GT-R	HD HD
				Lap Counter



Set	Number	Track Length	Cars	Extras
Digital Race Line	C1275	630	Jaguar XKR x 2	SR
Triple Cup	C1223	454	Porsche 997 x 3	SR
Pro GT	C1260	676	Aston Martin DBR9 Porsche 911 GT3R Maserati MC12 Ford GT-R	HD HD HD HD
Digital Platinum	C1276	855	Porsche 997 x 2 Audi R8 x2 Lamborghini Gallardo x 2	SR SR SR
				6 Car Powerbase



## Anticipated New Arrivals

The following have been confirmed as due to arrive in February and March: Subaru police car, C3068, Jaguar XKR in orange and black, C3081, Chevy Camaro in Sunoco livery, C3106, Jag XKR in dark grey and white, C3131 and Porsche 997 Mad Butcher, C3132.



Just arrived as I write this, and currently still available from some on-line traders, are the latest four Australian V8 Supercars, two Ford



Falcons and two Holden Commodores. This may not be a fair match as only the Fords are DPR. Once again, thanks to Steve for risking exposing these to the inclement MK weather in the interests of the Journal.

Latest accessory for the Digital range is a pair of hand throttle extension leads, a worthwhile addition allowing extra reach to recover crashed cars.

I do have to admit to an error regarding the forthcoming D-Type release. It won't be the



1956 Le Mans car, as I stated last month, but instead the following year's winner will be replicated. This, the number 3 car, it was still driven by Ron Flockhart (so I was half right) but shared with Ivor Bueb, the 1955 winner. This model will be further modified to include the larger screen as the revised rules dictated.

### **Obituary**

For many who attend swapmeets, much of the pleasure is the opportunity to chat with like minded slot car fans: whether acquiring bargains or selling their wares, all share an enthusiasm for our hobby. Before I took over "Messages" I declared my interest in other aspects of modelling and because of this I have followed the developments at Slot Track Scenics. Karen and I first met David and Roy a few years ago, when their first tentative offerings were displayed, and had a thoroughly enjoyable discussion of their objectives. Over the years we have always stopped by, purchased the occasional item and enjoyed a friendly chat about products, market and future expansion plans. It is with much regret that we learnt of the recent loss of Roy to stomach cancer and would like to extend our best wishes to his family and friends at this time. ■





The big news from SCX at the German Toy fair this year was the end of production of SCX classic track! The track, originally made by Scalextric back in 1958 and then Exin in Spain has now been replaced by a new track. Basically the track used in SCX Digital will now be sold in analogue sets and all the curves, straights etc. will be available along with a converter track piece allowing classic track to be built into layouts. The new track is wider, the slot has side protectors, the surface is slightly grippier, easier to push together and is grey. It also allows easier transition from analogue to digital. All the current digital track sections will also work like the bridge and single lane etc. A new “Time Manager” was also announced – basically a 2 lane timing bridge designed to fit the new track. The new track system will be on sale from April/May with sets available and a demonstration track for anyone to have a go on at the Gaydon UK Slot Car Festival in May.

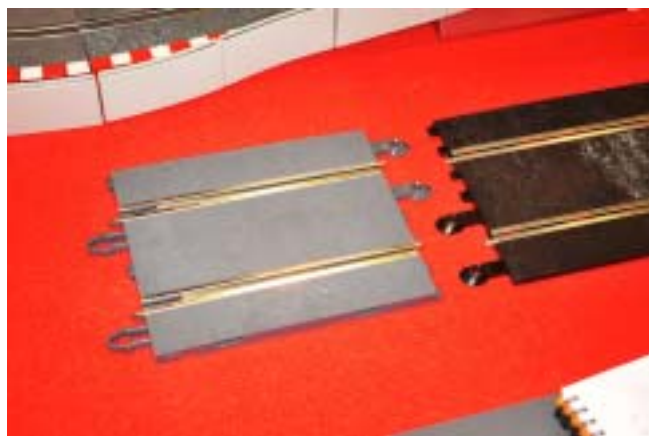
A copy of the entire new catalogue for SCX can be viewed on their website [www.SXC.es](http://www.SXC.es).



Worth a look as the numbering system for most things seems to have changed. Most cars now appear to be as such – A10037X300 for ease I’m referring to them simply as A10037 (A = Analogue, D = Digital, C = Compact).

Last month I reported on releases for the first quarter so I will try to keep this month’s information to cars not reported on to date. Following the same running order as the catalogue.

Firstly there are two new Moto GP bikes; being a Honda “Pedrosa” Ref: A10044 and Suzuki “Capirossi” Ref: A10045.





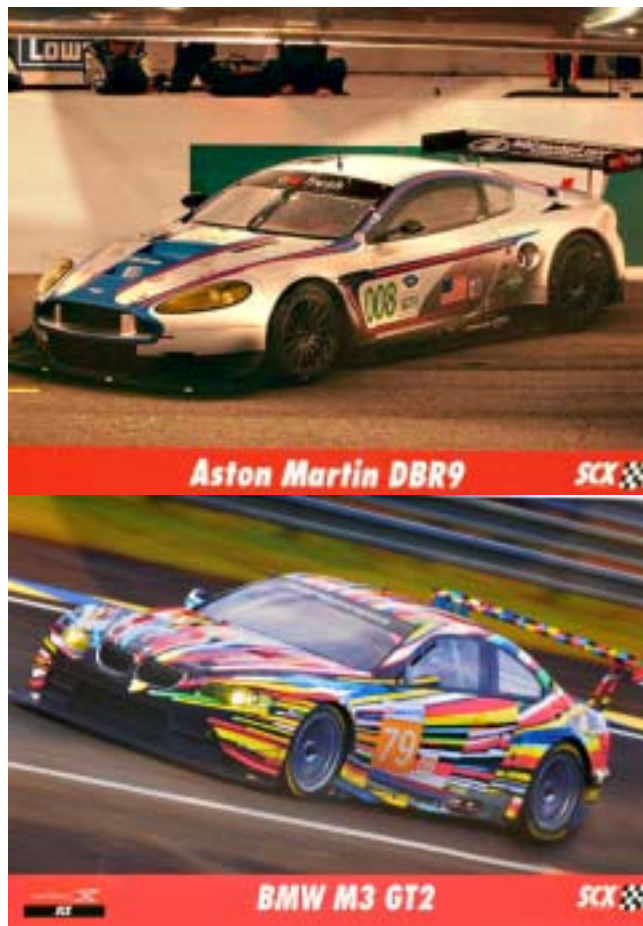


These are followed by new F1 models and liveries; Vodafone McLaren Mercedes MP4-26 “2011 decoration” Ref: A/10031, Renault Lotus F1 Ref: A/D10040 and Renault F1 2010 “Kubica” Ref: A/D10024.



Some new Endurances racers are being released; a Jaguar RSR XKRS Ref: A/D10034 and new liveries for the Porsche 911 GT3 Cup Ref: A10037.

There is an Aston Martin DBR9 Ref: A/D10036, BMW M3 GT2 Ref: A/D10033, Chevrolet Corvette C6R Ref: 64890, Renault Megane Trophy Ref: A10035, Seat Toledo GT



Ref: 64900, Peugeot 908 HDI FAP Ref: A10026, Audi R10 Ref: A10027 and a new model Mercedes Benz SLS AMG (C197) #7 Ref: A/D10030 and #8 Ref: A/D10054.



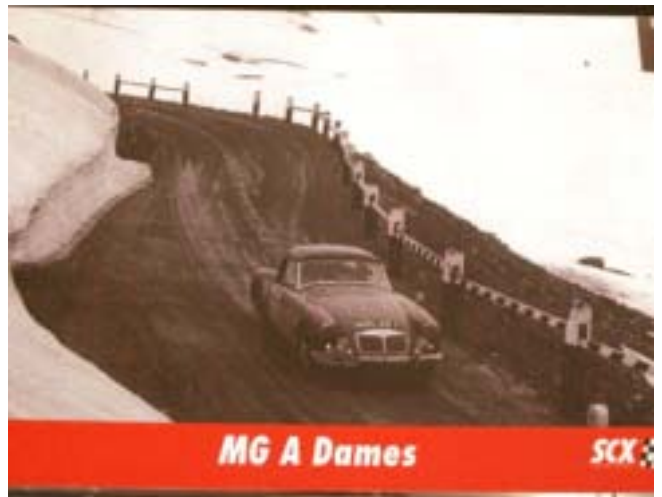
A reported initially, there is a new rally cars being the Ford Fiesta Ref: A/D10029 plus new liveries on Subaru Impreza WRC “McRae” Ref: A10050 and the recently available Citroën C4 WRC “Solberg” Rally Japan Ref: 64820.

In the classic range we have a new livery on the Plymouth AAR Cuda Ref: A/D10048, Fiat 124 Spyder Ref: 64860, Citroën DS19





“Montecarlo” Ref: A10025, Renault 5 Turbo Ref: 64850, Ford Sierra RS Cosworth “McRae” (clean and muddy versions) Ref: 64830 and two new classic models; MG MGA “Montecarlo”



Ref: A10032 and MG MGA “Dames” Ref: A10039. As previously reported the Vintage car this year is the Renault Alpine 2000 “Banco Occidental” and this will be available in the UK



this time.

In SCX Digital many of the new liveries will be available including the Aston Martin, Fiesta and both Cudas and a new car is the BMW M3 Safety Car which can be programmed as a “hindrance Car” or “normal Car” Ref: D10051.







In the Compact range many of the cars I showed you last year, that were only available in the USA as twin packs, are now available in the UK.



Also on display was the range of SCX 'Construblock' (to me and you Lego, but they



can't say that!). The sets include buildings and cars that you build yourselves and SCX Compact track (including some cross over/junction sections). The first set is a Police Station set with two cars Ref: C10012X500. Other cars and vehicles are available.

And finally a shot of the underside of the new SCX 2CV showing the 4 wheel drive set up and a confirmation that a Limited Edition (200 units) BMW M3 car was made for the Toy Fair, it's liveried in the Spanish brand so no pictures – sorry.

Following on from the Toy Fair I arranged to see Tecnitoy's at their offices in Barcelona where I was allowed to photograph the prototype for the Renault F1 Car. It's still in mock up stage with handmade decals etc., but I thought you might like to see it. ■





While I have been pretty busy in the old workshop catching up on some of my backlog of kits and projects I am going to leave some of these until next month as of course February is dominated by news from the Nuremberg Toy Fair. I must give my thanks for information and pictures to my friends Gareth Jex and Gary from MRE who both attended this year's fair and came back with loads of first class information and pictures on the forthcoming slot releases for 2011.



**Penelope Pitlane Mercedes W154/M163**

Before I launch into what was on show at Nuremberg however let's look at some of the rest of the specialist makes. Last month I told you about Penelope Pitlane's new Mercedes W154/M163 which is now on release. I built mine using PP's chassis and standard wire wheels with deeper profile tyres as I'd tried with the suggested larger PP Bentley/Alfa type wires and they didn't look quite right to me. I'm sure Steve is right and I'm wrong on this but sometimes you just go with what looks better to your eyes rather than what is totally scale (you don't often hear me say that!). I based mine on

Herman Lang's 1939 Eifelrennen winning #16 machine complete with the red nose band more normally associated with Carraciola's cars. The kits is beautiful and very light and even my stock PSR motored one ran reasonably quickly on the Wolves International track so I'm sure with the PP In-line Competition chassis and Slot.It Flat 6R motor there will be some at the sharp end of the field in this year's Early Bird GP. at Wolves.



**Slot Classic Pegaso Z102 Berlinetta Ensa 2 Special**

Slot Classics have released their latest new car this being the 1953 Pegaso Z102 Berlinetta Ensa 2 Special, affectionately known as Cangrejo (The Crab) the car was driven to sixth place by Celso Fernandez in the XIII Rabassada Hill Climb. The two different starting numbers visible on the car are quite correct as the event was cancelled due to heavy rain and rescheduled with all entries having both the original start number (In this case 126) and the new start number on the front competition plate (84). Quality and finish is superb as ever with loads of photo etched and white metal detailing parts with even the air intake vents open in front of the windscreen.

MTR32 have released a second Audi R8LMS



**Proto Slot BSR Ferrari 166 Abarth**

GT3 this time the red white and blue Molecule sponsored 2010 FIA series #22 entry as driven by Americans Gausch and Patterson. Also new is the 1999 European Mountain Championship Osella PA20 BMW as driven by Nesti an unusual choice for sure but a very striking looking car none the less.



**Avant Slot Mitsubishi Evo X (Gareth Jex)**

Over in France and Chris at Proto Slot Kit has news of a future release for Circuit Routiers of a Porsche 924 GTR from Le Mans 1981, and a 1960 Corvette for Casa Slot racing. Pendle have a supply of the Proto Slot / BSR 1958 Lister Jaguar and 1953 Ferrari 166 Abarth Spyder kits. The Listers can be done as the green/yellow works entries or the white/blue Cunningham cars, while the Ferrari is available in either red or silver from the Bologna-Raticosta race. GMC / MMK's Mercedes Transporter should now be available along with their new Porsche 907LH from Le Mans 1967. MMK are in the process of releasing their FIAT Bertolotti Transporter in both Ferrari and

Maserati team versions and will be available as un-painted kit, pre-painted kit or RTR and they have announced a Mercedes 540K Coupe as their next proposed release. Top Slot have announced plans for 2011 which include a Pegaso Z102 Spyder Touring Carrera Panamericana, Pegaso Z102 Berlinetta Saoutchick Series 1, Mercedes 540K Special Roadster, Mercedes W196 Streamlined, Mercedes 300 SL Prototype, Mercedes 540 Autobahn Kourier, Mercedes 300 SL street car, and Mercedes 300 SL Roadster. Numbers will be limited to 400 and will be available in the UK through Pendle Slot Racing.



**Avant Slot Kremer Porsche's (Gareth Jex)**

On to Nuremberg then and Avant Slot had the new yellow, black, and red Peugeot 207 #21 from the 2010 Rally San Remo IRC round driven by Belgian Neuville and details of the 2010 Sebastien Ogier car to follow. On the rally side were examples of the upcoming #4 Advan black /red Mitsubishi Evo X driven by Nutahara, with a multicoloured Dani Sola car to follow and the Impreza WRC group N Tokyo concept car with a white/green Ojeda 2010 version to follow that. There will be Yacco and Red Renault versions of the Alpine A310, Vatanen Rothmans liveried and Sainz Valeo liveried versions of the Opel Manta, and four new liveries of the Mitsubishi Lancer Dakar car. There are two new versions of the Quad bikes in 2008/9 Dakar schemes and KTM and Veka sponsored versions of the mighty MAN Dakar trucks. Rounding off the rally cars are the Peugeot 307s in red works, yellow Pirelli and⇒



blue OMV liveries. On the circuit racing side, new and available now is the blue #31 Team Essex Porsche RS Spyder driven at Le Mans in 2010 by Danish trio Nielsen / Elgaard / Maassen, with yellow/red DHL 2009 ALMS and white/green Team Essex 2009 versions to come. There will be two Porsche 997 RSRs in Matmut and Profilate X colour schemes, Peugeot 908 HDi FAPs in Pescarolo and Matmut colours, a Pescarolo Mazda LMS, Team Kolles Audi LMP 10s and two Lotus Elise GT1s in black street and Le Mans Team Thai liveries. Finally from Avant we expect the FAT Turbo, STP and Repsol 1996 Kremer Porsches along with the Mirage GR8 in Gulf, JCB and Gitanes colours. More details of all these will be brought to you through the year.



**Le Mans Miniatures Renault Matra Espace F1 (Gareth Jex)**

Le Mans miniatures had some exciting items with the four current releases of the #27, 28, 29, and 30 Team Alpine A220s from Le Mans 1968. The forthcoming range includes the Panhard CD, Alpine A310, '72 Matra 670s, Mirage GR8s, Peugeot 905 Evo, Audi R10 and most interesting the Renault Matra Espace F1. Alongside the cars were a number of new figures including a very realistic looking Alfred Neubauer.

MRRC had the new classic Porsche 911s available in mustard #72 and red #80 colours with details of the expected Cheetahs and various new colours for existing models including a Targa top Porsche 910. Team Slot have a new



**MRRC Porsche 911**

livery for the Toyota Celica GT4 ST185 along with details of a new Opel Ascona 400 and yet more Alpine A310s (They seem a very popular choices for manufacturers).

While MSC in addition to the two RS200s and the fantastic pair of MG Metro 6R4s that are now on release they had a prototype version of the Porsche 959. Interestingly the Didier Auriol 6R4 appears in its correct Export 33 colours and logos so clearly we can cope with lager advertising on models but not ciggy's what a mad world we live in! (Sorry, sorry, write out 1,000 times – "I must not get on my hobby horse!").



**MSC Metro 6R4's**

BRM have a Taka Q livery version of the 1/24<sup>th</sup> scale Toyota CV88 along with pre-production versions of the new Renault Mégane Cup cars in big detail 1/24<sup>th</sup> scale. While following on from last month's news that PSK are doing a 1/43<sup>rd</sup> slot conversion kit for static models, Japanese brand Kyosho are set to launch their range of 1/43<sup>rd</sup> slot cars with well detailed





**BRM 1/24<sup>th</sup> scale Mégane Cup car (Gareth Jex)**

looking Porsche 956, Mazda 787 and Aston Martin DB9R. Faro are following up their Tatra open wheeler with a Tatra T602 sports car, and reckon that the Skoda Fabia S2000 is not far away from production and should be followed by the Skoda R130 and later in the year a 4WD Lada Niva.



**Faro Skoda Fabia (Gareth Jex)**

Scale Auto had three prototype 1/32<sup>nd</sup> scale cars in the form of the Jaguar XK8 GT3, Mercedes SLS GT3 and the Honda HSU 010 GT, while in 1/24<sup>th</sup> scale they displayed what looked like a pre-production BMW M3 GTR and a prototype SLS GT3. Slot.It had pre-production versions of four different GT40s, #35 silver/green Nissan 390GT1 LH, #98 Toyota CV88, #8 Marlboro Porsche 956, #40

EMI McLaren F1GTR, #18 Mazda 787, and blue #148 Alfa 33 along with prototypes of the new Lancia and Lola due towards the end of the year – I'll bring you photographs and more details in next month's Forza Slot.It. NSR had the new Porsche 997 in pink, green, red and yellow trimmed Slotlandia versions along with some tasty future race liveries including a Jagermeister version. There are a variety of new liveries for the P68, 917 and GT40 including an open top GT40 and the pre-production versions of their new Corvette C6Rs due to be released fairly soon.



**NSR Corvette C6R (Gareth Jex)**

That's all for this month apart from saying thanks again to Gareth for kind permission to use his pictures. ■

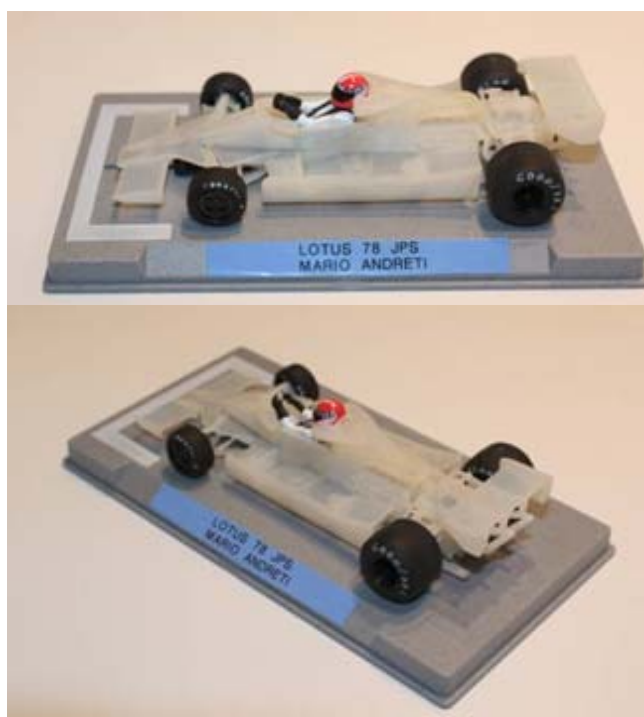


So Chris Evans attributes his current passion for car collecting to the Scalextric Mini Clubman he was bought by his parents as a child. For the collector, he says in an article in the Mail On Sunday (13<sup>th</sup> February) the general rule is that what you have that's little when you are little, you want bigger when you are big. A cautionary tale for parents! I never had a Scalextric Mini Clubman as a child: but then I am older than Mr Evans. I do have a few in my collection now, but no Ferraris in my garage. What does that tell us?

A lot that happened on the motoring front when I was growing up is now being celebrated in significant anniversaries. For example there are several motoring milestones this year that the slotcar manufacturers could help to celebrate by launching special editions. Taking Jaguar for example; it is 60 years since the C Type was introduced (not that I remember that) and 50 years since the E Type was launched at the Geneva show. Next month we take the opportunity to celebrate the 40<sup>th</sup> anniversary of the film Le Mans starring, of course, Steve

McQueen (himself an avid car collector) by looking at some of the cars that featured in this classic film as replicated by Fly.

Sadly there was not much encouraging news from Fly at the Nuremburg the Toy Fair as they were not officially represented there. This was in contrast to last year when there was a special edition white Ferrari F40 (F03301) issued to celebrate the event. (Of course the aforementioned Chris Evans used to own a number of white Ferraris). However, courtesy of Stephen Barber and Gareth Jex we have a picture of a plain white (!) Lotus 78 that they both spied at the show. In November last year, Fly on the Wall reported that the classic Lotus 78 in JPS colours was likely to go ahead in⇒





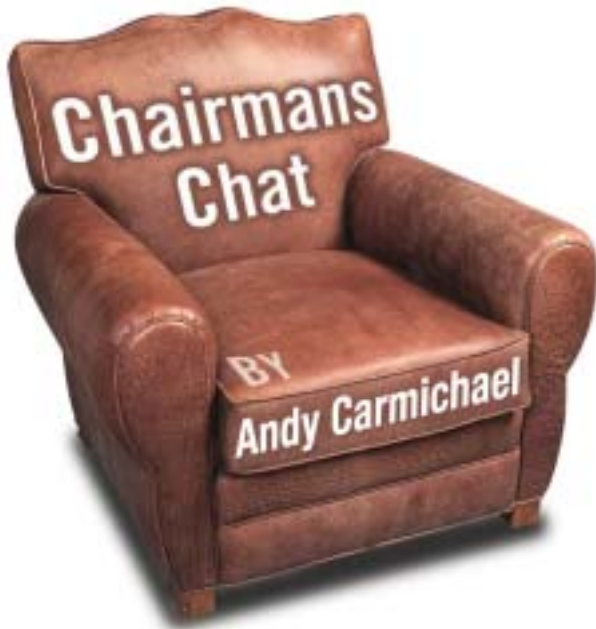
2011. Will it now ever go into production? The real 78 was first shown to the public in late 1976, Mario Andretti won the F-1 World Championship for Colin Chapman and Lotus in 1978. They started the season with the Lotus 78 and switched to the Lotus 79 after a few races. Ronnie Peterson, Mario's team mate, was killed at Monza during the race start in 1978. The Lotus 78 powered by a Ford Cosworth engine was the first true ground effects car and the Lotus 79 refined it more. Mario and Ronnie ran away with the F1 Championship with these great cars.

Also on show was a prototype of the forthcoming Fiat Punto, however news on the release date of this was available, but let's hope it is soon, I do however have a picture of it as supplied by Stephen Barber.

With no new Fly cars coming into this country so far this year, stocks with dealers seem to be getting low. You may draw your own conclusions from this disappointing situation but we will bring any news next month along with a feature on the Le Mans film. In the meantime, I have received my Le Mans DVD in the post from Amazon as it is a few years since I have seen the film and I need to do some research. ■







A very brief Chairman's chat this month but with some important items to bring to your attention, as follows:

### **Club Weekend May 20th to 22nd 2011 – BOOK NOW**

This month you should find in your Journal an application form for the Club weekend which is timed to run alongside the Slot Festival at the Heritage Motor Centre near Gaydon. For those of you unfamiliar with the venue it houses what is described as the 'Greatest collection of classic, vintage and veteran British cars'. Entry to the weekend will include access to the Sunday Slot Festival and the Museum which on its own is must to visit, so there will be loads to do on both days.

In summary there are different options for the weekend, share with some one close (double room), share with another member or a not so intimate weekend (twin room) or for those living nearby or with not so understanding partners, the option of Club meal and event attendance only.

What needs to be emphasised is that people will be expected to be involved in the whole weekend and give time to promote our great Club on the Sunday.

### **Auction at Slot Car Festival**

The Festival on Sunday will see an auction run by Aston's who are based in Dudley, this will a

on-line as well as terrestrial auction and the auctioneers have offered a special discount for the event for NSCC Members of 5% which is excellent value. So all of you with something special to sell, advertise free in our Journal or go world wide for a minimal sum. For more information see [www.astonsauctioneers.co.uk](http://www.astonsauctioneers.co.uk) or the Slot Festival advert in the Journal.

### **NSCC Chrome Ford GT**

The first new members have now been signed up as a result of the Chrome Ford GT Promotion to recruit new people into the fold. Remember you need to sign up three new people, not someone who did not rejoin last year and after confirmation of the three new members you will be entitled to buy the chrome Car for £75.

### **NSCC Hornby Weekend Mercedes SLR – Rare Car YOURS FOR THE OFFER**

This month there is a very special offer, the Club is offering a 2010 NSCC Hornby McLaren Mercedes SLR Weekend Car to the highest sealed bid within the Club. There were only 48 of these models produced with unique roundel number and club logo, they are a rare beast. A Range Presentation car is a similar model but produced in larger numbers and they fetch in the £150-200 region, so please place bids appropriately. This is an opportunity for those members who could not attend, such as people Overseas and them north of Hadrian's Wall to have a chance at getting a very rare car.

Now the rules are simple as follows;

**1) YOU MUST BE A SIGNED UP AND PAID UP MEMBER**, this is a members only offer.

2) Your bid must be with the Editor by letter or e mail by 30<sup>th</sup> April 2011.

3) Bid increments should be in £10 blocks, so no eBay sniper bids of £201.01p please!

All funds raised will go to the Club and if Paypal is used the charges will have to be passed on to the bidder.

Finally, my preferred contact address is still and I wish you a happy March, as yet I have had no disasters this month!!!





By David Lord

PITSTOP

Well, I didn't manage to get anything in last month's edition, so this is the first Pitstop of the year.

I'm glad to say that the three models that were expected for Christmas made it off the boat on time and a few of you hopefully got them in your stockings.

This month's Pitstop mainly shows a few pictures of the new cars close up to show the incredible detail they have.

### P005 Bengal Charger



I think you'll agree an absolutely stunning looking model with a suitably mean looking driver. The Mag 500 wheels are spot on and the vinyl roof looks great. The "Bengal" chrome badge is clear and precise sited on the front wings. I haven't seen many, but I suspect that these models also have a variation of hand



positions for the drivers. Hope you can make out that my one has one hand on the gear stick.

As you can see from the side shot, this is one big car and just fits in the box. Look at that rear end, it makes J. LO's look small!

### P029 and P030 Mustang Fastbacks



"Southern Ford Dealers" in white and blue. Both high detail cars, as we have come to expect from Pioneer. You almost feel your looking at a real car with that dashboard. Again, my version of the P029 has one hand on the gear stick, whereas the P030 has both hands on the wheel.

The guy driving the blue car has gone for the goggle strap over the helmet and the crispness of the painting on the seatbelt is perfect.

⇒





### **P031 'Stealth Charger' and P034 Metallic Blue Charger**

Since the start of the year we have also been treated to two other releases of the '68 Charger. P031 'Stealth Charger' in satin black with grey/



silver rear deck stripes and P034 period metallic blue with white vinyl roof and rear deck stripes.

These cars are both street versions as the racing Chargers will need slight re-tooling to get them to look right.



### **P019 '69 Charger**

Also just announced is the P019, this is the first of the Pioneer '69 Chargers.

I call it cherry red, but I could be wrong. I think we will just have to wait and see what the official Pioneer name for it is. As far as I can tell this car should be with us sometime in March.



### **Kit Cars**

Just as I think that is it, I get a 'stop press' moment, back by popular demand, due for a







March release date are the white kits. This time accompanied by the 'Shelby red' and 'Shelby blue' ones.

The blue kit comes with one decal sheet and the red kit with three. These are rumoured to be available in March too.

red rear deck stripes, but had them changed for the released model. The P034 has had its roof changed from blue to white. Both models have been released under the 'J code' badge.

Thats it for another month, hopefully, more news soon, so until then enjoy your collecting and/ or racing! ■



### Rare and Exotic

For those of you that are collecting the rare Pioneer cars there are a couple of pre production run P031 and P034s out there, but not many. The P031 looks like it started life with



# The Passion and Interest Begins!

**By Sandy Fraser**

**D**ecember 1958 marked the beginning of my involvement with Scalextric. My cousin had been given one of the first sets, with rubber track and tinplate cars, as a Christmas present. Upon seeing the cars running around the track I was awestruck. I have always been an automobile enthusiast, as a youngster I could accurately identify makes of cars and like many young boys played endlessly with Dinkys. However, the advent of Scalextric changed everything for here was the opportunity to come as close to the real thing as possible. This reaction was obviously a common one as the success of Scalextric over the years has proved. I was eighteen at the time and attending

university so a few years passed before any real involvement was possible.

By the fall of 1963 I was in my first year of teaching, single and living at home. The local hobby shop stocked Scalextric and in order to promote the new Plexytrack, the owner ran a weekend competition. For a dollar fee you could run ten laps on a small track at the rear of the shop. The cars were Coopers and timing was by a stopwatch. The prize was any Scalextric set in stock. You could enter as many times as you wished so there were quite a few of us hanging around watching the results and trying again if our time was bettered. In the end I was the winner and chose set V3 with the two Bentleys







and oval track representing Brooklands. Soon after assembling set V3 I acquired the Alfa Romeo and still have all three of these vintage cars. Others cars were added and the rest, as they say, is history.

As happened everywhere during the heyday of Scalextric, local clubs were formed and races held and we were no different. Such was our enthusiasm that I remember almost ruining a budding romance when the girl involved mistakenly thought I was seeing another when,



in fact, I was attending race nights. The misperception was cleared up but is classic evidence of the precarious relationship between girlfriends/wives and Scalextric enthusiasts. I am pleased to report my wife enthusiastically supports my slotcar hobby and when we downsized houses she insisted a room in our new townhouse be dedicated to my Scalextric track and collection. She also insisted I house our 1953 MG in the single car garage and our own cars park outside, a major concession given our Canadian winters. I'm a lucky man to have such an understanding wife.

There probably isn't much difference between my life with Scalextric and that of other enthusiasts. Marriage, career and family resulted in a long fallow period where other considerations rightfully took precedence over the hobby. Occasionally during that time the track would be temporarily set up but, for the most part, track and cars remained in storage. However the "empty nest" stage of life arrived resulting in a renaissance of Scalextric activity. When we moved to our current house the →



dedicated room mentioned previously allowed scope for a large layout, workspace and display units to house my collection which hovers around 180 cars from various manufacturers. After a few iterations I finally settled on a four lane design that roughly follows the suggested club layout in the fourth edition of “Triang Scalextric Track Circuits and Racing Rules” brochure. You can see from the photos that I’ve tried to keep everything in period including borders, fencing, buildings and accessories. The only concession to modernity is the track which is the Sport version.

Much to my delight, other slot car enthusiasts in our small community began to come out of the woodwork. We now have a small club of about nine members and we race every second Thursday night rotating through the five, four lane, tracks we have between us one

of which is wood. Initially we kept the results from each night averaging the individual’s number of points per race night to determine the champion at the end of the season. We had the usual debates over out of the box versus modified cars, magnets versus non magnets etc. and over time felt things were getting too competitive. We’ve now settled on a format where results are recorded only for that night and there is no overall championship. To ease things further, each car remains in its lane and drivers rotate through the lanes so that everyone drives every car. We run two series, a timed endurance and a ten lap sprint. De-slotted cars are replaced on the track. The host determines the cars to be used that night so variety abounds. For example, the last time we ran at my track Typhoon motorcycles ran the endurance! It all makes for a great deal of fun and anybody overhearing us would think a bunch of twelve year olds were at play! Just further proof that men are simply little boys who grew bigger.

Now doubt many of you reading this have similar stories. Personally, I would love to hear them and learn of the various track layouts and collections that exist among us. So I encourage you to put fingers to keyboards, get out your digital cameras and share your Scalextric experiences. ■





# German Toy Fair Report

By Gareth Jex

I have on several occasions visited and report from the London Toy Fair and every time I was disappointed with the displays and information on offer. Basically what happens (or happened) was that the London show was historically a couple of weeks before the German show and manufacturers were, understandably, reluctant to release information until Germany. Over the years the London show has really dropped down the pecking order and is now a much smaller event.

I gave up going to the London event a few years back and promised myself that I would visit the German show one day. The opportunity to go to Germany presented itself towards the end of 2010 with an invitation from Tecnitoys and the possibility of sharing costs with Steve from AEC (SCX UK Distributor). Now or never, so I looked into the costs and quickly decided that the cheapest route would be to drive. Tunnel and local B&B booked (as cheap as I could find) and we were ready.

Pre-show I contacted all the manufacturers I had contact details for and tried to arrange meetings at specific times during the one day I would have. Most of the manufacturers replied quickly and meetings were set up. I obtained press accreditation via Slotforum and my passes duly arrived. Game on.

It's a fair drive to Nuremburg and we set off at 4.30am from my house, stopping only to re-fuel both the car and our stomachs, we arrived outside the B&B bang on 4.30pm local time (11 hours door to door). Having a press pass did have a couple of benefits, including free, close to entrance parking and early access to the halls so we arrived early, in fact a little too early as some of the stands were not manned when I started taking pictures!

The show is huge and fills every hall of the exhibition centre (think the NEC Birmingham on a really good day and then some – ALL the halls!). Over 2,600 exhibitors from around the

world, over 1 million products of which approximately 70'000 are brand new. I was only there to see slotcars and thankfully, apart from one exhibitor all were located in one hall. Most of the major slotcar manufactures had their own stands or were co-exhibiting with their German distributors. I had meetings with the following companies; Auto Art, Avant Slot, BRM, Carrera, DS, Faro, Kyosho, Le Mans Minatures, Ninco, Racer, SCX, Scaleauto, Scalextric, Slot.It, Speed ISS, Top Slot, MSC, NSR and Revell. Fly and MRRC were at the show, but I missed them. Cartronic were also at the show, but I didn't get the opportunity (or have the desire) to see them. Teamslot did not exhibit, but I did arrange a post show visit to their factory in Spain – see Slotforum for this article.

Considering the doom and gloom recently spoken about the state of the world and our hobby (from a financial perspective) it was encouraging to see so many slot exhibitors and so many new products available. With so many other desirable motor car based toys (RC, Die Cast etc.) on display, slots really needed to show off and in most cases they did. In terms of presence and physical size, local company Carrera were huge with an enclosed space accessed by invitation only, Scalextric next (with Airfix) and then SCX. Ninco's stand had ➡➡



The Brochures collected at the event!



**Dave and the Carrera Ferrari “bread van”**

more RC stuff than slots. All the other manufacturers had small stands some with test tracks and most shared with other similar companies. I had a very, very busy day and didn't stop. How different companies treated me (as a member of the press) was interesting, some went above and beyond and others simply didn't really have the time. I do understand that companies are there to sell to customers, but one



**Avant Danni**

way of selling is to ensure good (generally free) advertising via talking to the press. It amazed me that many companies didn't have simple press releases either printed or electronically with photos, information and news items. Some were fantastic and made my job very easy – Avant Slot wins this prize! USB drive with everything on it! Other companies simply handed over the 2011 brochure and didn't have any new items on display. I know how much it costs to exhibit at a show like the Toy Fair and I fail to understand why some of the most simple things are not considered, but hey what do I know!

It was also very noticeable how some companies were passionate or knowledgeable about slotcars or motorsport and others who simply saw the items as products to be sold in boxes. Again this makes a huge difference. Probably no prizes for guessing who wins that prize, Slot.It have always been passionate about endurance racers and Maurizio's knowledge



**Topslots Mercedes Prototype**



**Faro Lada Niva Prototype**





**MSC Porsche 959**

really shines when he discusses his product (I just wish he made rally cars!). Most of the smaller companies were very good at explaining their product to me even more so when I knew very little about the type of cars they make – Racer, BRM and Le Mans Miniatures are superb examples. NSR were also very happy to spend quality time demonstrating their product and they came at it from the slotcar side first, but they fully understand the importance of getting details correct and showed me some of the 1,000s of bodies they destroyed following on-line criticism of the Ford GT40 (they re-tooled the entire production run).

It's fair to say I was given almost VIP treatment at Carrera. As I mentioned their stand was huge with every product on display and several large tracks for 1:24, 1:32 and the Go range. They have recently recruited a slotcar hobbyist (his words not mine) to promote their products to North America. David Kennedy gave me a full tour including refreshments! Not only that, when we had finished they kindly drove me to a competitors stand in another hall in their VIP Porsche Cayenne and collected me later – now that's nice! Needless to say their range is vast and the market share in Germany virtually total.

Czech Republic manufacturer Faro were once again at the show and had prototypes of several products many of which we have seen before, in conversation with them it was clear that they hoped to move into production as soon as possible with their, mainly, Skoda cars. Best to keep an eye on the MRE website for information from Faro.



**Racer Prototype "Trasporter" modelled by Marco**

New to the slotcar market is Kyosho, who launched their new 1:43<sup>rd</sup> scale system at the show. Well known to the die cast and RC community, their product certainly looked very well considered and very high quality. They were open to suggestions and feedback and all the items were being thoroughly tested by enthusiastic locals at the end of the day (i.e. beer in hand!).

Rather than me go on about each and every manufacturer each of the NSCC factory liaisons guys has got some of my photographs from the show and will report in their own columns. I have included some of my pictures from the show, either personal favorites or things that I think will be of interest and not seen before.

I'll go again next year, but really need to have two days at the event to cover it fully.

My own personal highlights include the following, of course everyone has their own preferences, but these are mine anyway:

Avant – Special Edition/race prepared⇒⇒



**Slot.It Digital System**

Porsche 'Dani Orozco' (Spanish Slot Champion racer).

Carrera – VIP Lift, Ferrari 'Breadvan' and most of the Go range.

Faro – Skoda Fabia and Lada – if they ever get made.

Le Mans Miniatures – Renault F1 MPV – crazy.



**Scalextric MGB Pre Production**



**Scalextric Ford RS200 Mock Up**

MSC – The new Metro 6R4 liveries, Subaru WRC cars and the new Porsche 959 Group B.

NSR – The Porsche 911's – very pretty.

Racer – The Ferrari transporter.

Scalextric – The MGB – stunning and long overdue, Ford RS200 – very nice.

SCX – The 2CV – mad, but different and the new track system.

Slot.It – to be honest any of the cars look great, but the passion for his Oxygen digital system wins.

Top slot – the prototypes for Mercedes were stunning.

And of course you always get some low lights of any event and these for me, included;

Cars behind glass or plastic showcases!

Very heavy bag full of brochures – USBs and CDs are much lighter, which perhaps may be remedied by next year, but who knows as many people often prefer a hard copy of a brochure! ■



**SCX 2CV On Display**



# There are still goodies to be found out there!

By Andy Carmichael

I don't know about you but over recent years I have found it increasingly difficult to find good old fashioned bargains or unusual finds out there? Boot sales have become manic where everyone buys everything, which they see to make a buck on and the old faithful advert in a paper draws very little. A quick plug here for our Journal, you can advertise for FREE in the Journal as a private member with up to £1,000 worth (could now be £1,500.....help Ed ...I'm not up to date here!) of goodies and hit an audience of collectors directly and with out supporting one of the big monopolies. I'm sounding like Chairman Mau here but I do tire of paying, what I feel are over inflated percentages to companies like eBay and Paypal as good as they are. Sorry went a bit off track there..... now where was I?

The Internet looks increasingly like the place to go and it is one such recent event I would like to share with you. I was viewing the online catalogue for a up and coming auction and there was what I can only describe as a large lot of Airfix slot cars with a tray of spares and disassembled cars. My eye was drawn to a blurred image of a four spoke wheel trim on a chassis and years of anorak research said ' King Nell that looks like the wheel of a MRRC four wheel drive Felday Ford'. Now to many this will mean little but to me it was a ooooooh errr moment.....Mrs C has just piped in 'I wish you had more of them Hun'.....folks she is still available for a good swap if anyone's interested. Now MRRC .....Model Road Racing Cars...are arguably the oldest miniature electric car manufacturing company that Britain gave birth to, they were certainly about in 1954.....that's older than my Brother! Felday Engineering developed the real cars as a series of concept designs including a four wheel drive racing car,

and it was this car in the form of the Felday Ford V that MRRC chose as a platform for one of their four wheel drive slot cars. Now we are not talking an elastic band driving a separate axle which has become the norm in most modern all wheel drive slots, nope, MRRC built a motor that drove differentials front and rear and a chassis system that gave steering to the front wheels.

Fitted with ball races on all drive shafts the design was an engineers dream. Now MRRC only ever made three 4WD models and the most common is the Mercedes 154, now when I say common .....it's still an unusual beast⇒ especially in good condition. Incidentally I chose the name Mercedes for my daughter and Mrs C thinks this was in tribute to the MRRC model, I don't know how she can say such things but apparently the registrar would not put 154 on the birth certificate.

So back to the plot.....what do you do....a blurred image on an Internet site with auction house miles away? .....you probably guessed at the next available opportunity I drove to the auction house to examine the lot. I could write a separate article upon the journey there and back, what a nightmare but to the point I arrived and eagerly got to view the lot. I scoured through looking for the chassis, BINGO !!! There she was, pretty dilapidated but a MRRC Felday Ford looking very unloved or appreciated, a strong desire over took to make her mine! Now my new love was amongst a load of other cars so I examined all and did a quick pricing of what to bid, in order to win, hmmmmmm large absentee bid left and I went home wondering if I would ever see her again. I know this is sounding like the final scene in 'Brief Encounter' but one of the things that's so exciting about collecting is finding those special things.



Well I won the auction.....only just, a few extra pounds and I would have lost. I suffered the awful round trip to collect my find and for several days I pawed over my lot like Gollum, sorting out what can go and what will come into the collection. Now amongst the lot was a partially assembled Airfix Auto Union which I picked up and kept looking at, something was wrong and I could not see what? It took several days for the penny to drop.....the Auto union was in a nice shiny white plastic and I had only ever seen it in yellow and grey.....DOH .....the Homer Simpson moment hit home.....I had been so obsessed and focused on the Felday that the other rarity had become invisible to me. I just wondered how many times that has happened to us as collectors, the focus on the quest has stopped us seeing the peripherals?

So as one of lifes slot car learning lessons I have promised to try and not be over focused and see what else is on the table! Happy hunting and some pictures attached of my two babies! ■







Some beautiful new 1/32<sup>nd</sup> scale releases this month (*all of them 'Lightning' versions*) and a totally new mould for the 1/28<sup>th</sup> XLOT range alongside news of forthcoming models which are sure to get your pulses racing!

### **Right Here, Right Now!**

Let's get started with the Lamborghini Murcielago "Blancpain" (50569). This black and white GT racer takes its name from a 19<sup>th</sup> century spirited bull that fought with such passion, the matador gave it the rare honour of sparing its life. The bull was later presented to

a local breeder – Don Antonio Miura, and so began the famous Miura line of fighting bulls! This Ninco model replicates Reiter Engineering's Blancpain Lamborghini Murcielago 670 R-S car driven by Peter Kox and Christopher Haase during last year's FIA GT1 World Championship round at the Nurburgring. They drove with similar passion and spirit to achieve a podium finish and lift the team to second place on the leader board.

The brightest release for this month just has to be the Renault Mégane driven by Rafael Unzueta (50556). The bright green⇒⇒





body with yellow flashes looks as if it will glow in the dark! I remember seeing it at the World Renault Series at Silverstone last year and as I recall, the only Spanish driver on the grid, started from the rear but fought on, making up seven places to finish 15<sup>th</sup>. To ensure the Blue Jumeirah Team's car is noticed on the track, a menacing set of shark teeth are painted in the front spoiler. Offset with shiny alloy wheels this Lightning version of the Mégane is ready to eat the opposition!

For GT endurance racing, Ninco's latest Audi R8 LMS (50546) in the striking silver and red livery of the ABT Audi SportsLine Team is

the one to have this month. Again, this model is treated to Lightning specification visible on the outside only from the bright silver one-piece alloys. This number 99 car has four top drivers listed over the doors; Rockenfeller, Stippler and Basseng from Germany and Fassier from Switzerland. Over the past couple of years Audi has enlisted these guys along with other top GT and Endurance racers in their effort to dominate such events as the 24-hour races at LeMans and the Nurburgring.

Moving to the XLOT range, this month sees the first BMW M3 E30 released in the Warsteiner / M-Sport livery of the number 15







car driven by Roberto Ravaglia. From early karting success, Ravaglia went on to win a string of championship titles including two European, one World, one German (DTM) and three Italian Touring Car Championships between 1986 and 1993 (*'92 being the only year he didn't take home the silverware*). Since retiring as a driver he now runs his own race team using BMW machines, currently competing in the WTCC. As mentioned in February's edition, XLOT is to offer both metal and plastic chassis and the M3 will be the first of the XLOT range to be made available with the choice; product reference numbers are 60007 for Metal and 60012 for Flex. The same running gear, *motor, pinion, drive belt and gear wheel* feature but the 'Flex' chassis will restrict the amount of adjustment and therefore limit fine-tuning the chassis to gain that competitive edge.

### **A Good Year Ahead...**

Many announcements of new models and developments were made at the recent Toy Fair in Germany and a browse through the 2011

Ninco catalogue supports this. Packed with over eighty pages of product, more than half is dedicated to slot. (*As soon as catalogues become available, I'll let you know*).

### **The Black Stuff,.. or Brown,.. or White!**

A superb array of sets are lined up for this year with trusty 'track only' sets such as the "Starter Pro", "Master Track" and "Four Lane" system offering layouts from 8.5 to 26.5 meters in length - *that's 87 feet!!* In addition, complete track/car/controller sets include the new Mégane➡



(Eurocup Mégane - 20155), Mustang (Mustang Showdown - 20154) and the Audi R8 competes with a new model for Ninco, the Mercedes SLS, in the Autobahn Racers (20156) set. The 'Track Pieces' section includes details of the recently introduced 50mm straight and "R5" (Radius 5) curve as well as over 20 other types of track covering Asphalt, Raid and Snow surfaces.

### Going Digital?

The new-style Chip Decoder is displayed within the eight pages showing N-Digital product from starter sets through to individual track pieces. The N-Digital system allows up to eight cars to race the same circuit and with instant compatibility to standard track pieces, the Multilane Sensor track is a useful addition enabling the finish line to extend beyond the standard 2-lanes. A variety of add-on packs give plenty of scope for converting from analogue to digital and growing the layout with multiple lanes, control tower and pit-stop.

### All New XLOTs

2011 brings a whole new line-up of four cars to the XLOT series. With the development of the plastic 'Flex' chassis, it appears Ninco will focus much attention to this series. The Lancia Stratos cannot fail to generate interest through its iconic status especially in the famous red, white and green Alitalia (60014/60015) livery. The same model will also be released in the Pirelli (60016/60017) colours and the bodyshell will be available in plain white as a spare (61810). This month's BMW M3 "Warsteiner" will be joined later in the year by the "7-Up" livery of Ponce Motorsport and again as a plain white bodyshell. Liveried cars are all scheduled for



release with the option of either 'Metal' or 'Flex' chassis and will carry separate reference numbers.

Spares for the XLOT range include a new motor XL2 (61602) and a choice of soft to hard compound tyres with shore ratings from the soft A20 to hard A60. Accompanying the new cars launched, new hubcaps for alloy wheels are listed and the catalogue also shows new one-piece, 10-spoke alloys.

### Home Racers

Forever conscious of the green-roots of racing, the Ninco-1 series of cars are squarely aimed at encouraging beginners. The high resistance to impact, rear seated magnet and lower powered motor make this range perfect for novice racers as well as being suitable for smaller home circuits. Design of the Ninco-1 range gives more space inside the car as there is no interior detail and so it is an ideal platform for taking the first steps to N-Digital. Detail on the bodies is not compromised in any way as all Ninco-1 bodies are compatible with their Ninco-S siblings.

As well as new liveries for the Mégane, Mustang and Corvette, totally new models are planned to be introduced this year including a Ford Fiesta, Seat Leon and Chevrolet Camaro.

### Competition Racers

Ninco-S has evolved as the range for 1/32<sup>nd</sup> scale competition racing. New for 2011 include reliveries of the popular Ford GT and Lamborghini Murcielago as well as current versions of the Citroën C4 Mégane and Audi R8. The Fiesta, Leon, Camaro and Diablo make the transition from Ninco-1 but there are some fantastic new models in the making. Spoilt for choice, I'll address them as they appear in the catalogue. First up is the Mercedes SLS GT3, a purposeful looking GT car which I'd bet will handle as good as it looks! Next is the Lancia 037 – another instantly recognisable rally car from the golden era of rallying. The catalogue shows it in the classic "Martini" colours – definitely one for this year's wish list. Still on a rally theme, the Ford Sierra Cosworth is planned. With its large 'whale-fin' spoiler to aid



rear grip and handling, it's another excellent choice for slot-rally enthusiasts.

A comprehensive range of Racing and ProRace spares are listed for tuning your car including three types of chassis now offered; Standard being the straight forward replacement, ProRace having better impact resistance and special motor fixing holes and the new Motor Mount which features an independent cradle securely housing the motor and rear drivetrain. Tyres now include the "zero-grip" slicks for reduced friction on the front wheels.

### **Best Ninco Product...**

Thank you to those who took the trouble to send me details of your favourite Ninco product from last year. The most comprehensive entry I received was from Steve Ainscow who has earned himself the Vintage edition McLaren F1 GTR.

Thanks Steve, I agree with your choice of the Ninco-S Mégane Lightning and you put some very valid reasons for your choice. Steve writes:-

"The original Mégane Trophy has long been a big favourite, not only a good looking car with plenty of paint schemes (as my collection will testify), but also an excellent club racer. In the standard saloon car class at my club, Viking, the Mégane Trophy has for a long time been the bench mark car. Quick, straight out of the box and easy to tune, the Mégane's stable platform makes it a very forgiving drive and regular winner. Then Ninco seemed to stop releasing them! Prices on eBay soared, we saw re-releases of the Ford Focus (Munchies), Lancer (Red Bull), Porsche 997 (Entrecalles) and Toyota Supra (Tom's). All existing moulds hitting the shops at good prices but no Megane. Something was afoot and the 2010 catalogue gave us the answer; there was to be a new Ninco Megane! If it was to replace the old Trophy for us club racers, it would have to be good. Expectations were high.

As details were released, it became clear it had a very high spec and hence price to match. Alloy wheels would rule it out of the standard

class that its predecessor had dominated for so long, so it would have to race at Viking in the "Super" class against some top competition from the likes of NSR and Spirit. After a long wait I finally got my hands on one at the Brooklands event (*unusually for me, paying full price!*). On getting it home, I stripped it down to find a completely new chassis design and the beautiful new Ninco alloys fitted. I had of course seen some pictures but that is not the same as having it on the bench in front of you. It has the NC12 motor rated at 23,500rpm fitted in a triangulated pod to allow some movement and a very light body. Gears were much finer and more precise than the early alloy ones fitted to my ProRace Megane Trophy and alignment was provided by two alloy collars held by grub screws rather than the traditional plastic collar. Lubed up and with new pair of silicon tyres fitted, off to the club track the very next day. I'd always wondered why Viking race on Mondays but now I know! Initial impressions were great - still the same forgiving handling but more⇒ responsive. OK, let's see what it can really do? Then as happened to so many it died! First an alloy wheel came loose then a few minutes later the crown gear gave up. Gutted! Despite having read about early problems on the interweb, I hadn't tightened the grub screws and they came loose, so not a good start. All secured and back on track it goes really well. I missed the Super Saloon Cass for 2010 but will have to wait until August 2011 to enter it at Viking in the Super Saloon Class.

To sum up, easily the most eagerly awaited release of 2010 and with the new innovations it has lived up to expectations as a replacement for the much loved "old" Megane Trophy. Great that it is available in the ATAG livery, really bright orange so it stands out on the track, a real bonus for me!!"

So again Steve, well said and thank you for your input.

### **DTM Revival**

I understand the first round of the DTM Revival at GT Raceway was well attended by 16 racers and an enjoyable day racing was had by

all. Two rounds of six heats led to two semis and three finals. Well done to all those who took part in reviving some of Ninco's best early cars. Round 2 is scheduled for 27<sup>th</sup> March at the Molesey circuit – Good luck guys (*Tape your power cable down as I might pop in to watch some racing!*).

### **UK Slot Car Festival**

As previously reported, the UK largest slot festival this year takes place on Sunday May 22<sup>nd</sup> 2011 at the Heritage Motor Centre, Gaydon, Warwickshire. Organisation is gathering pace and selections will soon be made from NSCC members wishing to represent Ninco during a feature endurance race. If you would like the chance to get involved, please contact me as soon as possible. Further information can be found on [www.ukslotcarfestival.co.uk](http://www.ukslotcarfestival.co.uk). ■



**email: ebaywatch@nsc.co.uk**

I guess eBay must be wanting to boost sales and listings this month as there have been two weekends of free listing days that has sent listing numbers soaring at month end to around the 16,000 level on UK eBay. Unfortunately as I explained in my column earlier this year I have not had the time to trawl the other country sites so it is only the UK listings that have been again reviewed this month. Although cutbacks and tightening of consumer belts seem to be in the newspaper headlines daily it seems, there some sellers are still getting some very good money for items on eBay, but in general and as always with a little patience there are bargains to be had as can be seen in some of the items this month. For instance the Slot It Ferrari F40 Spanish 2010 Championship model that made £123 last month was listed with one seller at a BIN price of £219 but a couple on auction only fetched £60 (120681647997) and £68 during the month from different sellers. Indeed if you looked around outside of eBay at some of the main dealers sites both here and abroad prices can be a bit keener and I was pleasantly surprised to find the Porsche 956KH Warsteiner liveried car in blue and white made for the 2010 Euro Championship at less than high the price of £240 seen on eBay last month.

### **Nee Nah**

After reporting the rather high price of a “white tyred” Scalextric Range Rover model in a previous column, the same trick did not work quite as well this month, but another “rare” one still fetched £31. Indeed it seems police cars with the working sirens and lights seem to be particularly hot at the moment with up to £59.10 being paid for a used Digital chipped Range Rover on Wednesday night (270704286480). Another example described as digital but

actually without a chip if you read the small print, fetched £45 on Sunday night (330527807908) and indeed most Police Range Rovers were over the £30 mark from my observations with the Ford Focus Police version attracting bidding in the range £20 to £25. Surprisingly though, a Jersey States of Jersey police car only made £72 on a Sunday night (200573580167) when nearly double that has been seen in recent times and yet a Subaru police car made a staggering £107 on a Wednesday evening early in the month (280624555268) Should Scalextric have got their new Police Subaru out for Christmas rather than delaying it until early this year I wonder?

### **AutoArt/HPI**

It maybe mentioned elsewhere in the Journal, but in case it isn't, it seems that the UK distributor for AutoArt has run into difficulty and as a result there has been some stock sold off to dealers which is presenting itself with some cracking deals for these highly detailed cars both on and off eBay. So my tip for this month is don't hang around if you want one of these road liveried supercars as they are available for around £20 currently, though it must be said the Bugatti and classic Jaguar's are fetching a little more with one red and black Veyron being chased up to £47 on Saturday night. (300529824289) With stock being cleared similarly on HPI cars at the moment (as I believe HPI are pulling out of slot cars for good) it meant prices both on eBay and at one discount retailer on the high street have fallen and meant you could pick up a Nissan Skyline R32 or R34 quite easily this month for £15 to £20. Now is probably the best time to get one of these nicely modelled cars if you were waiting for a chance on trying these cars on the cheap. ⇨⇨

## Catalogues

Scalextric catalogues in particular seem one area where sale prices are strong for certain issues currently, but the Scalextric Racer club magazine and old NSCC Journals seem unloved as 99p starts are generally attracting no bidders. It seems the late 20s issued catalogues are particularly hot and top prices spotted were for a number 27 in excellent condition with price list making £49.02 on a Sunday morning (140514693209) and a number 26 in good but not mint condition £35.56 on a Thursday night (390290202279) I think a number 2 in excellent condition with price list was better value at £42.95 on a Sunday lunch time though don't you? (140511945304) though you could have paid £56.50 for one on a Thursday night. Talking of 60s material I thought I had spotted a potential bargain in the general badge category but the chequered flying flag badge went for a surprising £33.50 as an early bidder chased the price up days before the end on a Sunday lunchtime. (390286145358) Later in the month an example in Scalextric category did not attract a bid at £20.

## Prototypes

An interesting story was behind some rare prototype stuff this month in that one seller (so the story goes) had managed to obtain some early Scalextric body colour samples and mould flushes from a person who used to supply the inks and dyes to the Margate factory. Top money went on a clear 1275GT Mini mould flush body to a single bid of £299 (220735797800) followed by a plain Black Subaru which was tampoed on the roof with "Happy Birthday Lyn 50 today" at £160.99 (220739187484) Both were sold on consecutive Sunday nights. Other items from the same seller included a plain yellow C122 Mini body shell at £51.07 (220735796823), and C52 Escort body shells, with a white one making £20.99 (220735795873) and a plain black one £36.99 (220735795503) Another different collectable (Thanks Graham for the spot) was a Red Bull Formula 1 slot car giving away by Red Bull Racing apparently in 2006 to other teams to paint and race at the San Marino Grand Prix.

It did not say the make but was probably a Carrera model, but at £58.51 it was probably a bargain for the avid F1 collector. Check out 150553737500).

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

RARE Fly Venturi 600 E11 Le Mans 96 MB Ltd Edition £49.75 (MB example and bit of a bargain on Sunday night at the end of the month 300526874055)

FLY. VIPER OFFICIAL PACE CAR. REF. E-2 £421.50 (MB example on Sunday night from Spanish seller on UK eBay 320660518739)

SLOT IT PORSCHE 956C LE MANS '85 #7 CW07 1:32 NEW £39.99 (NewMan latest LE car to single bid on Sunday night 390292318686)

NINCO porsche 356 cabrio - ltd edition (MiltonKeynes25) £52 (BIN Special edition Ninco car commemorating 25 years of Milton Keynes swapmeets similar to 91008 LE model but with soft top down 250775250989)

Scalextric Lotus Power Sledge C8 WHITE £52.50 (Lovely white example from "prototype seller" but missing driver and mirrors on Sunday night 220735792998)

1:32 Slot Car Shelby GT-350 67 LE MANS MINT SEALED £43.89 (Thursday night big spender? 150563517135)

1960's 1/32 Airfix Vauxhall Viva with spare body £86 (restoration project on Thursday night 220741288139)

Vintage Scalextric Ferrari GT 330 C 41 Made in Spain £92 (unboxed red example on Tuesday night 300525597412)

scalextric assortment £193.88 (Mainly old 70's and 80's scrappers but several bidders spotted the TC600 lurking in the pile 250771197232)

Scalextric Jaguar XJ220 rare £118.67 (Plain lighter green model on Monday afternoon 180618363362)

scalextric car aston martin original james bond £328.88 (Missing roof and passenger but body looked fairly free from marks on Sunday morning 250775143421)

Rare Pre-Production Escort XR3i car £225.69 (Grey model on Saturday night 130488911536)

Pink Kar Fifth Anniversary Bugatti/Auto Union





Set £600 (single bid on Wednesday night for LE set of 200 given to dealers in 2000 120684715673)

LUC ALPHAND GT ENDURANCE SET  
RARE PORSCHE GT3R C1127 £139.77 (LE Toys R Us French set on Tuesday night in excellent condition including no 72 car. 280629249222)

Lastly, not everything is at it seems as on first glance an “old Scalextric spares” listing included 60’s controllers, banking wedges and building steps with a blue Bugatti body shell stuck in the middle should have set the bidding on fire and been a bargain at £56.95 on a Monday night, (220739786441) but as it was an Airfix shell I hope the winning bidder was not disappointed but I think the seller must have been pleased! ■