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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

A Cautionary Tale

So members are we all sitting comfortably? Then I'll begin a cautionary tale for a cold and wet winter evening shall I?

The story is true, just some of the details have been changed to protect the innocent. It relates to a married, soon to be possibly divorced slotcar collector who should have known better having been in this boat once before (married and divorced previously). He has been married for about four years, I won't say happily because that would be a little bit of a tall tale in itself but at least he was content (or so he thought!). Well one day he wakes up and finds to his surprise the wife is not there. OK he thinks she got up early, afterall didn't she say something about going shopping with her friend? He therefore continues with his day, goes to work and returns home in the evening. Still no wife, he then has a bit more of a look around the house, hold on he thinks upon further investigation, where are some of my slotcars, particularly the valuable ones (he being a collector of such rare and exotic models)?

Anyway he then decides to try to phone the wife on her mobile, after all it is getting late and she is still not back, no reply, he keeps trying and still gets no response. In the meantime he has made contact with her "friend" that she was going shopping with that day and finds out that actually they never went out, she told her friend she could not go today!

Eventually his wife gets in touch and tells him she has left and has returned to her country of residence, leaving him with a depleted slotcar collection, several shillings short in the bank account, plus other issues concerning the jointly run business, to a coin a phrase, he is up a certain creek, not only without the paddle but it could be said without the canoe!

The moral of the tale then, is thus, whilst all our partners, wives and girlfriends may let us have our little hobbies and interests, which lets be honest cost considerable amounts of time and money we should not neglect "the other half" and perhaps every now and then pay them the attention they deserve and treat them accordingly, otherwise one day your collection could end up 3,000 miles away from you without your prior knowledge!

So until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nscg.co.uk

By Pete Simpson

This month proved to be another bumper visit for prototype and sign-off models on view at Margate so, rather than include all of the photos in this Journal's report, I've decided to ration them over the next couple hopefully in the same sequence as arrival into the UK. Whilst I was busy taking photos, Adrian was engaged in dismantling this year's displays, ready for the 2012 range. This means that the showroom will now be out of bounds until the New Year, thus making further 2011 visits unlikely although I'll continue to receive regular updates from the factory.

GT40 fans lookout! Two new releases are due to be with us soon: one for the USA market and one for us in the UK. For the collectors of



the USA only releases, the third of this year's models is another MK2 chassis #1031, C3231. This model represents the car that was placed 3rd in the 1966 Daytona 24 hour race driven by Mark Donohue and Walt Hansgen. Although the model depicts the livery of the actual car→





very well, unfortunately there is a small error: when raced at Daytona the rear inlet ducts had not been added. Theoretically Scalextric could have left these off the model, leaving two holes to be dealt with, but it does at least focus enthusiasts' attention on the number of minor changes that took place to these cars during the life of Ford's Le Mans venture. So, anyone that has ordered an example, through one of the UK distributors that import limited quantities of these cars, should have this one before too long, certainly before Christmas.

The rest of us also have another GT40 derivative for our collections. This model is of the same car that was previously produced as the very first Gulf sponsored car, chassis P1049, C2755, in the 1967 Daytona driven by Dick Thompson and Jackie Ickx. This new guise is as it was raced in 1970 at Sebring by Ray Heppenstall and Francis Grant. This car had a varied history, having been converted from road car to racer and back again on several occasions. Unfortunately, due to the chequered history, when raced in 1970 it had a slightly different, unidentified tail section which was close to the Scalextric GT40 moulding although the rear wheel arches were different. It certainly did not



have the rear air intakes. Unfortunately, it would seem that Scalextric have got this one not quite correct, as they have employed the MK2 rear body work. This is particularly odd as the first Scalextric incarnation had the early-style tail which would have been closer to the shape of this 1970 version. However, the livery looks to be spot on and is nice and crisp. If anyone is really disturbed by the rear body error, then it would be a fairly straight forward conversion to correct the rear styling by using a GT40 rear and modifying the air intakes and wheel arches. As this car was raced in at least six different liveries, each with various body modifications, this has to be one of the most risky cars to try and model. The latest release does have the correct drivers' door with the "Gurney" bulge and the correct radiator air outlet panel: both of these details differ from the car as raced in 1967. I'd guess that there are a few rivet counters out there ready to pounce on every error, but let's hope they don't live in greenhouses!



With the non DPR cars gradually being deposed from the range, it is slightly disconcerting that the balance of the 1966 Le Mans cars not yet released may never appear. Definitely time to lobby Scalextric for the missing models before the GT40 mouldings are retired.



Having referred to the non-UK releases, maybe a mention should be made of the other main market – Australia (OK, I've overlooked Spain). Earlier in the year I showed the four 2010 Australian V8 Supercar releases. As these are only available in Australia, obtaining any information is always tricky, the obvious route being to contact an Australian distributor. Cathy at Armchair Racer (armchairracer.com.au) kindly provided information on the two new releases they are expecting: confirmation of the other two is still awaited. This doesn't quite match the information on UK importers' sites where four 2011 cars are listed, but with different car allocations to what is expected down under. Hopefully next month I'll be able to clarify the matter, but for now here's an image of two of the four.

One other car of special interest is that of Craig Lowndes' Holden, C3161, which is only available in the Thundering V8 set, C1258SF. Examples of this car are three or four times the price of a normal solo release and the set is far too large to import into the UK. This is definitely one for serious collectors only.



The forthcoming Audi RR8, C3190, will emerge with a different livery to that shown in the catalogue as the number 22 car. The cars' owners indicated a preference for the sister car,



number 23, to that originally planned. Unfortunately the authorised model lacks some of the colour and could be described as a bit bland, with large areas of white reminiscent of the cheaper cars of the past.



Formula 1 enthusiasts are again accommodated this month with the pair of McLaren team Mercedes as raced this season. In a similar vein to the Petronas Mercedes cars reviewed last month, these are very close to the 2010 cars. The McLaren livery for this year is only a minor revision on the 2010 car. Doubtless, Scalextric will be criticised for employing the same moulding with minimal tampo changes but in reality their fate is in the hands of the race team. Collectors will need these to complete their range but if the 2010 cars are already being raced then purchase of ➡➡





these would be hard to justify. That said, they do look stunning and good representations of this year's cars. The two reference numbers are Hamilton #3, C3165 and Button #4, C3166.

Having satisfied the demand for rally versions of the Mini (not "Classic", just not BMW), Scalextric have turned their focus to a road version. The flower-power Mini is a generic representation of what might have been seen in Carnaby Street a few decades ago, possibly driven by a celebrity. It's refreshing to see the passenger engrossed in the shopping list, rather than an A to Z. Only minor changes have been made from earlier releases, so a few moulded details remain from the works cars, but it still makes for a rather nice period Mini.

Eagle eyed readers may notice that the superb dioramas against which this month's photos are taken differ from the usual Scalextric



race track. Alas, I cannot reveal their origin at this juncture but all will be revealed in the New Year. Meanwhile, I'll just send a surreptitious note of congratulations to their constructors, and an appreciative nod to Adrian for their use.

The new Digital Race Line set, C1275, is due in the shops soon, sporting a pair of Super Resistant Jaguar XKR GT3 racers. These are decorated in generic livery and are not intended to represent particular cars. Track length is a generous 630cm and includes a pair of straight lane changers. The Jag shown here, C3131, has actually been on display at Margate for some





months but I missed it! Checking back, previous photos show it in the background. Amazon seems to be the best option at present with it being offered, with free delivery, at a pre-order price of £160, £50 off the RRP. This is certainly an ideal introduction into digital racing and, at this price, may even be worth considering as a conversion set to upgrade from analogue.



As Jeremy complimented me on my (slightly perverse) appreciation of HO, I thought it was about time that I include further details of Scalextric's contribution to Hornby's Olympic 2012 aspirations. The Velodrome set, G1072, is now available in the shops and on-line, although not from the usual slot car specialists. Doubtless, as Scalextric fans are renowned for their observance of details, many (some, no-one?) may have noticed that the usual "Micro" logo has been trounced by the main stream Scalextric version. I can ensure readers that this is not an attempt to fool anyone into believing that the cycles are 1/32nd scale, but simply an opportunity to push the Scalextric brand into,



hopefully, a new market. The inclusion of this set in a Scalextric report could be questioned but as it appears in the catalogue, I thought that it deserved a mention. Having played with it for a few hours, I'm now convinced that it belongs. Prices seem to be varied to say the least: I've spotted several reputable websites selling for considerably more than Hornby's RRP of £69.99. As the set is on the fringe of the scope of the Scalextric brand, I can only assume that these traders are anticipating impulse purchases for those seeking Olympic orientated products. The track is a basic square oval: purists may prefer to assemble it as an oval by swapping the two short end straights into the sides, but this may spoil one aspect of the fun.⇒⇒





Remembering that anything Micro is fairly indestructible then the ability to fit this set onto a table top is a neat move. Sitting side by side with your competitor, whilst still being able to reach the whole track, is ideal. It is also nice not to have to squat on the floor – we're not all 10 years old!

After my experience with the Cars2 set, I took the precaution of cleaning the track prior to any running. As the cloth was barely marked it would seem that last month's set was a rogue and that not all sets are protected against corrosion quite so enthusiastically. One minor production problem was encountered, however: a small amount of moulding flash prevented the rotation of one rear wheel, significantly reducing the performance.

In contrast to racing Micro cars, where the throttle can often be held full-on for much of any circuit, the bikes require a considerably greater degree of finesse: too fast and the poor cyclist disappears over the top of the banking:

too slow and the bike topples down to the bottom. The speed balance has to be mastered whilst watching out for the competitor at the two pinch sections: it takes fine timing but an opponent can be gently nudged out of the way. The two lanes are reasonably well matched with a slightly higher speed being possible on the longer outer lane with the only penalty being that it takes longer to retrieve a cyclist from the floor when the inevitable happens. If the bicycles are replaced with a pair of Micro cars, then full throttle can nearly be held for the whole lap but be prepared to suffer furniture damage when one finally loses the fight against the laws of nature.

All in all a creditable addition to the Micro range even if the only means of variation would be to add sufficient track to create an Olympic road race circuit: emulating the nine circuits of Boxhill could be a challenge.

As I didn't include a photo of the Italian Job Minis, here's one to show how good they look.

Amongst the cars available to photograph



on my last Margate visit were a couple that may not arrive until early in 2012. Although it is too early to be certain which cars will appear before the year end, there are a few that are already looking threatened. Any that I've not yet seen are most likely going to be delayed, along with others that I have witnessed but which are simply taking too long to produce.

Without being alarmist, those most likely to slip into 2012 are the chrome plated Bugatti Veyron and Mercedes 722 Hypercar set, C3169A, (the solo Bugattis, C3173 and C3199, may still scrape in), the Stille R35 Nissan GT-R, C3184, the Panda Car Mini, C3213 and the Holden Torana L34 in 1974 livery, C3214. I'll update the list as I hear more, but it looks as though a lot of Q4 releases will become 2012 Q1, much the same as 2010 Q4 cars became the star of 2011. So, overall, we still get a year's worth of new models but just out of phase by a quarter.

That's all for this month, but there's still a few more tantalising morsels reserved for next month in what will be the final run up to Christmas and probably the last Hornby releases before the end of the year as already mentioned, so I hope you are prepared to revise your Christmas list at the last minute? ■

World Classics Pre 1970 Historic Euro-Jap Saloons 2011 Meeting

By Phil Insull

Sunday October 9th saw the sixth annual World Classics sponsored Historic saloon car meeting held at Wolves with all cars based on European and Japanese saloons manufactured prior to January 1st 1970 as per last year's successful event. The only changes for 2011 was a tightening up of the tyre width and ground clearance rules and again with separate classes for short and long wheel base cars all running in-line motors. What was new for 2011 was the Wolves International Track having a longer main straight with a dip and rise at the end before turning into a series of medium speed bends named the Tyrer Curves for Wolves stalwart Ian Tyrer who sadly passed away suddenly on September 9th. The new section adds around a second per lap to most classes lap times and it was perhaps no surprise to see over twenty drivers turn up during practice day on the Saturday to try and dial cars in for the Sunday meeting.

Sunday morning kicked off with a general practice session, followed by drivers briefing. During this time drivers had time to chat and hopefully part with a bit of cash as John Haywood from World Classics/Ocar, George



Concours second Bryan Kings Zephyr Zodiac

Turner from GT Models, Steve Ward from Penelope Pitlane and Gareth Jones (Choc Ice) from Chase Cars. Next up came the Ian Tyrer Memorial Trophy concours competition with all concours entries being scored out of twenty by six judges with the lowest score being dropped to give a mark out of a hundred. The eighteen entrants were as always of high quality standard and voting saw Martin De'Aths win for the second year running with his exquisite Alan Mann racing Ford Escort scoring a magnificent 90 points. Runner up for the second year in a row was Bryan Kings Alan Mann Zephyr



Concours Winner Martin (De'Aths) Ford Escort



Concours third Roy Pritchard's Hillman Imp



The Ian Tyrer Memorial Concours winning cars

Zodiac MKIII on 89 points with Roy Pritchard's Frazer Hillman Imp a close third on 84 points; also worthy of a mention was Pete Shepherd whose cracking looking MKI Cortina GT finished fourth on 82 points.

On to the racing and with the normal format of each driver running three minutes on each lane the total distances determined the finals they went into, with two sections one for short wheel base cars (Wheel base under 73mm) and one for longer wheel base cars. Qualifying was run in heats of four on the newly revised International Track and while some drivers were struggling with the new layout and general lack of grip due to the tracks "greenness" there were some close battles throughout the field and plenty of drivers grabbing some air through the new dip at the end of the main straight. After the forty qualifying heats drivers went into two sets of ladder finals depending on the class they ran in and their qualifying race distance.



Pete Shepherds Ford Cortina GT

In Short wheel base class the D final saw yours truly qualify to the next round with my Triumph Herald, Herbie having been loaned out to young Lewis Gough – but more on that in a moment. David Lawson's superb little Mini then won the C final to move up into the semi final, which was in turn won by Rob Wallader running the other Herbie built by Mark Cockerton and myself. In second place in the semi was Eddie Grice with his NSU TT which had undergone some late changes by Eddie to make it through scrutineering but was going really well. Rob and Eddie joined Roy Pritchard's (Imp) and birthday boy Lewis Gough (Beetle) in the final. The 50 lap final saw Lewis simply untouchable winning by a colossal 5 laps from Roy's Imp and Eddie edging out Rob to take a fighting third and prevent a home driver's whitewash in the SWB class.

There were seven ladder stages before the long wheel base final with the I final going to ➡➡



Birthday winner 16 year old Lewis Gough with his SWB trophy and "Herbie"

James Noake's Nissan bluebird after he'd suffered an earlier controller failure during the qualifying heats dropping him down the order. James went on to win the H, G, and F finals before being stopped by our very own club Chairman Malcolm Scotto (Jaguar MKII) who won the E Final. Slot.It Challenge front runner Lee Andrews (Jaguar MKII) had made a lighting early morning dash from a weekend on an assault course in Cornwall and had been somewhat below his normal performance although he duly swept to convincing wins in both the D and C finals to make it into the semi final. The semi saw visitor Chris Adams LWB "Bertie Beetle" lead Nick Huxley (Jaguar MKII) over the line to make it into the Grand Final with another quick visitor Dick Smith (Jaguar MKII) and Lee just missing out in the semi. The 50 lap grand final saw top qualifier Richard Welch (Jaguar MKII) and top visitor Mick Kerr (Mercedes 220SE) who had qualified 1-2 line up against Chris and Nick.

The long wheel base final started with Richard's Jaguars quickly settle into a rhythm that the others couldn't quite match as Mick, Chris and Nick traded places behind him. Richard was not going to be denied his first major "Classics" win and drove a near perfect race to win by over a lap from the battling Chris, with Nick a very close third and Mick just missing out on a podium place in fourth.



A very happy "Richey" Welch with his LWB winner's trophy and his MKII Jaguar

Thanks as ever go to our meeting sponsor John of World Classics/Ocar who's unswerving

support we have enjoyed for six years, to Steve, George, David Wisdom and David Lawson for agreeing to help with the Concours judging, to Malcolm Scotto and Rob Wallader for Race Control, Mark who kept us all supplied with drinks and food and organised the Acorns Raffle, all the rest of the Wolves guy's who all chipped in before, during and after the event to ensure it went smoothly and finally to all our friends from far and wide for taking the time and trouble to come and join in the meeting and hopefully enjoy the day. ■



P97570P

By David Lord

A couple of months ago saw the release of the latest two Mustangs from Pioneer, reference P032 and the P039.



These two cars have genuine '60s racing pedigree. The #2 car (P032), was driven by Dan Gurney at Watkins Glen in 1968.

Originally built by Kar Kraft and the Shelby company as a group 2 car and raced throughout the '68 season by various drivers: - Horst Welch and Allan Moffat at Daytona and Sebring, Parnelli Jones at Warbonnet Park and Dan Gurney at Wakens Glen and Castle Rock, unfortunately Dan notched up 2 DNFs. The car was also driven by David Pearson at Lime Rock.



Group 2 cars are differentiated by having larger discs up front and 10" rear discs, 9" floater hub assembly and Watts linkage with cross member, rear anti-swaybar and override trailing arms. Larger flared wheel arches, tunnel port 302 engines and high rise alloy intake manifold with 2 four barrel carbs.



Blue was not the original colour of the car, it first raced in white at Daytona and then in yellow for 6 races before being painted in the Shelby blue. ⇨⇨





After the '68 season the car was sold to Tom Tluski for 1 Dollar. And later sold to Matthew LaFond who sold the car in 2002 to the current owner Bill Ockerlund. Bill had the car fully restored to race in the Historic Trans Am series.



The #28 (P039) car was ordered by Dean Gregson in late '67 who at the time was Tasca team manager.

He drove the car as an independent through the '68 season in the 'A' sedan class and in '69 in the TA races.

This car is the one I have been waiting for,





I thought I would have to make my own version out of one of the Pioneer kits, but thankfully I don't have to make a hashed attempt and I can have properly done version to the high standards we are used to from Pioneer.

From the looks of this picture the car also raced in the 'A' class series back in '68. The car is currently owned and raced by Nick De Vitis in the Historic Trans Am series.

All the pictures and information here is courtesy of <http://www.historictransam.com/index.html> and <http://www.ponysite.de/>.

Hopefully I will have a little bit more to report on Pioneer prior to Christmas, but we will have to wait and see. ■

Now before you start writing letters to the Editor complaining that I have started recycling last month's article please let me explain why it will have a very familiar ring about it. This is mainly because I have built my own versions of quite a number of the cars I featured last time and the pictures this month are of my own cars. I start off with the two new releases from the Dave Yerbury AA Bodies range that I started with last month. The Ferrari 250TR I have also depicted as the #9 Gendebien / Trintignant entry from Le Mans 1957 however the Cooper T38 Jaguar I have chosen to depict as Tommy Sopwith's Equipe Endeavour car occasionally used by him during 1955. Registered YPK400 this car was intended to have a Turbomeca gas turbine engine fitted but sadly this fell through and Tommy settled for the tried and tested Jaguar XK engine. Results were poor at the time however the car lives on today and is frequently raced in historic meetings around the world.



AA Bodies Cooper T38 and Ferrari 250TR

Another car featured last month was GT Models 1960 Ferrari 246, George supplies the kit with decals for either the #20 Italian GP winning car of Phil Hill or the #18 second placed sister car of Ritchie Ginther. Being me I decided I wanted something slightly different and re-worked the decals to produce the #28 car driven by Wolfgang Von Tripps to 4th place at Oporto in the Portuguese GP. The kit is as ever superb and comes complete with chassis, and loads of detail parts, I used my favourite Slot.It gears, axles and guide with a Scaleauto motor and this time Pendle's PRS wire wheels as the brake drum mouldings supplied by GT Models are designed to fit the hubs.



GT Models 1960 Ferrari 246 Von Tripps

GT Models have another excellent new car on release in the form of the TWR developed Jaguar XJS, again the kit comes with chassis, roll cage, dashboard detail and quality decal set to allow you to build a number of versions but this time I chose the obvious one and built the JRA entered #10 car of John Goss and Armin Hahne that won at Bathurst in 1986. George has started to do a range of wheel inserts to fit popular allow wheels however these were not



GT Models JRA TWR Jaguar XJS Bathurst winner 1986

available at the time of going to press so I have fitted NSR BBS wheels for the time being and will replace them once I have bought a set of proper inserts from George, I also understand that George plans to do the group 44 version at some point in the future which should be equally gorgeous to behold.

Last month I featured Penelope Pitlane's

new Lotus 72D/E and Steve has provided a second kit with a re-worked rear wing and rear end, which I have built up into Graham Hill's Lotus 72 as the #14 Rob Walker Racing / Brooke Bond – OXO entry from the Mexican GP. in 1970. Hill qualified a respectable 8th however sadly he retired after just 4 laps due to overheating. This was a milestone in F1 as it



Penelope Pitlane Lotus 72 Rob Walker Racing 1970

represented the final appearance of Rob Walker's team as an entrant in his own right (The following season Rob took the Brooke Bond sponsorship to Team Surtees). Running gear is as before with P.P.'s F1 alloy wheels and Ortmann's Scalextric replacement F1 slicks.

The final "built it myself" is the BSR / Proto-Slot Maserati 250F Streamliner as driven by Jean Behra at Rheims in 1955, the chassis is a PCS32 with P.P. wheels and tyres. The car was not a success during its lifetime and chassis 2518 was eventually destroyed in a workshop fire at the Maserati works. The other de-ja-vu car is the Slot Classics light blue #171 Ferrari 250GT driven by Jacques Peron and Harry Schell to 4th overall in the 1957 Tour De France, this arrived in the last few days and as with all Slot Classics cars is simply stunning as you can see.



BSR Proto Maserati 250F Streamliner Jean Behra 1955



Slot Classics Ferrari 250GT 1957 Tour de France

More new RTR releases this month include the Le Mans Miniatures Alpine Renault A442 in the form of the #4 Calberson sponsored car driven by Ragnotti / Frequelin / Jabouille / Dohlem to 4th place overall at Le Mans in 1978 completing 358 laps some 11 laps behind the winning sister A442B. Cursa models have a new 1/32nd limited edition release in the form of the Escuderia Montjuich entered #1 Danone sponsored Lola BMW T296 driven by Juan Fernandez to win the 1983 Alcaniz race, this has a worldwide release of just 50 units.



Cursa Models 1983 Lola BMW T296 Limited Edition

My good friend Milan at MTR32 has built two new Spice SE90P's from the 1991 IMSA series for me the first being the #10 Hotchkiss Racing Pontiac powered #10 Wynn's car⇒⇒



MTR32 1991 Spice SE90P's

driven by Jim Adams and the second being the #33 Chevrolet powered Danka sponsored machine driven by Perry McCarthy to a best finish of 5th at Del Mar. As ever the quality is fantastic and the laser cut chassis are amongst the best I've ever seen. In addition to these two Milan has released his version of the Lea-Francis powered Connaught AL/SR #43 driven by McAlpine / Thompson at Le Mans in 1955 sadly this car retired after 9 hours with engine failure.

As reported last month MSC have released

the #3 Marlboro car of Zanini / Autet that finished 3rd in the 1986 European Championship rally Asturias complete with Marlboro decals for the over 18's to finish off the car properly. Also out are the #3 Subaru Impreza of McRae / Grist that finished 3rd on the 1998 Rally Monte Carlo this car is fitted



MTR32 1955 Connaught AL/SR



MSC 1998 Subaru Impreza and 1986 Ford RS200



V-Line Models 2010 Fiat Abarth 500 limited Edition

with the additional front light pod (non-working) and a white / black Limited Edition #7 Impreza albeit without any noticeable differences in equipment to the standard models. A new name



Scaleauto 1/24th scale Porsche 911GT3

appears in slot cars with V-Line Models who have released their first car, a 99 unit Limited Edition Fiat Abarth 500 as driven to 2nd place in the 2010 Alcaniz 500Km race by Jorge Lorenzo.

MRRC have two repaint Cobras as a light blue #14 and dark blue #11 version, while BRM have released a number of limited paint schemes for their new 1/24th scale Renault Mégane and finishing off this month we have the big bad 1/24th scale Porsche 911GT3 as the #96 Gulf / Moss racing entry from Scaleauto I'm hoping that Wolves emulate Pendle and introduce a regular race series for the 1/24th Scaleauto cars.

So that's all for another month, hopefully more next time for what will be the final report of 2011. ■

Chase Cars Dodge Monaco & Independent Suspension Chassis Review

By Phil Insull

Recently I purchased two excellent Dodge Monaco bodies from Gareth Jones (a.k.a. Choc-Ice) from Chase Cars. The cars were modelled by Gareth using a 3D CAD system and the resulting model is a police car made famous in a number of American films and TV programmes of the 1970s/1980s. Perhaps the most famous is of course Roscoe P. Coltrane's Sheriff's car from the Dukes of Hazzard and thanks to Gareth you can now build your own fleet of Hazzard County rozzers cars to chase down the General Lee of the Duke boys.



Roscoe in "Hot Pursuit" of the Duke Boys

The body kit comes with roof bar lights, clear glazing material, interior, Sheriff driver head, wheel inserts and decals for the Hazzard County P.D. You will see that I bought two, that's because the Dodge Monaco was also a co-star in one of my all time favourite films the "Blues Brothers". Driven by antihero blues singing brothers Jake (John Belushi) and Elwood (Dan Ackroyd) the black and white ex-mount prospect police car was their "Blues mobile" and featured in a number of chase scenes through the Detroit area. The conversion was simply a

paint job, some home-made decals and the two driver heads trimmed down with Jakes body being made from Blu-Tack.



Jake and Elwood in the Blues mobile

For my pair I used the PCS32 chassis which was a simple fit onto the bodies, equipping them with Scaleauto motors, Slot.It axles, gears and guide, Penelope Pitlane wheels and Ortmann tyres. Testing them at Wolves on the New International track they performed reasonably well lapping the new track in around 11.0 seconds and just needing a touch of weight just in front of the motor to ensure they re-slotted properly as they flew down the new dip at the end of the straight. Excellent fun though they both were there was something missing they were if anything too grippy, and didn't display the body roll and tail slides so dramatic on the on-screen versions. I needed an answer for this and here we cue Gareth with his superb independent suspension Chase Cars chassis.

Gareth came up to our Classic saloons meeting at Wolves and kindly loaned me one of his Dodge Monacos which he had built using his superb chassis. The amount of suspension⇒⇒





Chase Cars all independent suspension chassis

movement at each corner of these chassis is just incredible along with Ackerman style turning front wheels and roll movement for both the guide assembly and the motor pod assembly.



Close up of the Chase Cars chassis

Gareth's car was equipped with a stock Mabuchi type motor and used standard Ninco tyres front and rear, the effect is just incredible the cars body roll is phenomenal and opposite lock slides can be achieved with the tail right out while the front wheels steer on full lock. Most importantly however it is just such a blast to drive with onlookers all agreeing that it looked so realistic being able to roll and slide like the real thing. Now obviously the quickest way around corners is level and with as little slide as possible to allow you to get the power on as soon as you straighten up and this showed in the lap times being around 13.5 seconds and sure these times could be improved by grippier tyres, hotter motor and perhaps in the case at Wolves a deeper guide but to do so would be to entirely miss the point of this chassis.

It was designed specifically to recreate the kind of wallowing, sliding action many of us loved from the period cop shows and it does so beautifully. I gather Gareth is working on a period villain's car for the next release and to have two or more such chassis cars chasing one



Tail out opposite lock and body roll still pictures just don't do the chassis performance justice!



Full opposite lock drifting – amazing fun!



Roscoe tries to ram the General Lee off the road



A blur of sliding action on the Wolves rally infield

another around should be fantastic and I guarantee will bring a smile to even the most ardent “racer” once they get rolling.

Many thanks to Gareth for the loan of his amazing chassis car, I fully intend to build one this way myself in the near future and I hope it is an inspiration to you all there to have a go yourselves. ■



This month sees a trip back in time with the release of two familiar models but with totally new paint schemes.

Old & Not-so-old!

The ever-popular 'Classic' series extends with a new Porsche 356 "Testirosa" (50594) - *no, not Testarossa* - added to the line-up. This beautiful model car was designed over sixty years ago by Ferdinand Porsche, son of the company founder. More than sixteen thousand 356's were built between 1948 and 1966 covering the original design as well as A, B and C variants. The full size Testirosa liveried car is still going strong and is occasionally spotted in all its fifties-style glory at classic Porsche race meetings.

Moving forward a few decades, the BPR Global GT Series was borne from the collaboration of three race drivers following the demise of the World Sportscar Championship. Although it ran for just three years, it lives on through the FIA GT Championship. Cars that ran in the BPR series were initially Porsche and Venturi (the team car manufacturers of the founding drivers) but as its popularity grew, they were joined by the likes of Ferrari F40, Lotus Esprit, Jaguar XJ220 and the awesome McLaren F1 GTR. Ninco have reproduced the BBA Competition's McLaren F1 GTR sponsored by "Italjet" (50595) which competed in the BPR 4-Hours of Silverstone in May '96. This particular race featured other McLarens that Ninco have released such as those in Harrods, Gulf, West and Franck Muller liveries.

Brand Spanking New!

Ninco continue to develop their 1/28 scale offering with another new release this month. Following on from the recent commemorative Ninco World Cup car, this years' Catalunya car is also from the XLOT series. Available now through the new "eShop" section in the Club Ninco area of their website. The BMW M3 E30 "Rally Catalunya 2011" (60019) is offered on its own or in conjunction with previous cars only available to Club Ninco members; the Minardi F1 "No.20" (50199) or Ascari KZ1 "Club Car" (50443).



NINCO WORLD CUP 2011 – Report

The only slot car World Cup event continues to gather interest around the world with many countries being present for the final which was held this year in Cassa de la Salva, Spain. This is the seventh World Cup Final staged by Ninco which has seen finals in Spain including Gran Canaria, Italy, Germany and the UK.

National teams have been selected through knock-out competitions held in a variety of



countries or through open invitation. This year's Team UK was assembled from drivers that were willing to give up their own time to travel to Spain for the event. Generous sponsorship from slotcar enthusiast John Darby via his Darmech garage in the south-west in conjunction with cars and parts from UK distributor, ABGee ensured the UK's presence at this final.

With teams literally from around the world, one thing is certain... racing is of a very high standard. Each year a new and challenging circuit is specially designed and constructed for the event and this year was no exception with two massive 8-lane circuits uniquely intertwined to give a full 16-lane World Cup track for both N-Sport and XLOT finals.

As with previous years, the race weekend was split into sessions for Practice, Qualifying and Race although since 2009, these sessions have been split to incorporate Ninco's new 1/28th XLOT range.

Countries taking part this year included Andorra, Belgium, Holland, Italy, Portugal, South Africa, Spain and United Kingdom. It was expected that Finland, France, Germany, Sweden, Switzerland and the USA would field teams but unfortunately each of these pulled out for different reasons just weeks before the event. Late-entry "wild card" teams from Portugal and Spain along with a Ninco VIP team were drafted in to fill the empty lanes.

Specifications governing the vehicles used



for the competition were based on Ninco product with chosen cars being the Renault Megane Trophy for the 1/32nd scale race and the BMW M3 E30 for the 1/28th scale XLOT final. Motors and tyres for both categories were fixed but choice of gear ratios and car set-up was free to be determined by the team, as long as strict NWC guidelines were followed.

Two three-hour test sessions on the Friday allowed teams to fine tune their cars for best race performance before settling down to qualifying when grid positions were decided. Prior to qualifying (or "Super-Pole", as it is now known), all cars were checked for compliance to the NWC regulations. Ninco scrutineers meticulously check weights and dimensions before placing each race car in Parc Ferme. The next time the cars would feel the track beneath them would be for the Super-Pole shootout. Albert Ranera from Spain's Wild Card 2 "Cric Crac" team set an excellent 18.12 seconds fast lap to secure first choice of lane in the 1/32nd race. The XLOT pole time of 18.99 seconds was set by Sander Martens for Team Belgium. With all starting positions for both races settled, a good night's sleep had been earned before the main final races the following day. ➡





The 1/32nd scale final was the first competition to take place with regular updates of the race being reported via the exclusive Ninco World Cup website. This site shows pictures of all cars and racers (<http://nincoworldcup.blogspot.com/>) and is used on the run-up to the competition to announce dates, rules and news as well as retaining a history of previous Ninco World Cup finals.

Spain's "Palau" team (previous winners of the NWC) took an early lead and very quickly settled into a fast paced rhythm which no other team could break. However, the rest of the field were never far behind and the battle for the remaining podium places was hotly contested between other Spanish teams, the Italians and the Belgians. At the end of all 16 heats, less than twenty laps separated the top eight finishers with "Italy" holding on to second place from the closing Spanish "Cric Crac" team.

The 1/28th XLOT final was also a very closely fought race. Even after the first eight heats, there were just five laps between first and fifth place. The consistent lap times posted by



"Palau", who again found a perfect rhythm, saw them creep ahead from around three-quarter distance of the race. In the closing stages of the final, "Cric Crac" edged ahead of the third place battle between "Italy" and "Portugal" trading places right up to the very last heat of the race when Portugal moved up to take the final podium place.

In addition to team "Palau" achieving 'Double Champion' status, their team member Ignasi Baldominos managed to set Fastest Lap of both races with times of 17.97 and 19.13 seconds respectively. Race day finished with an award ceremony and presentation of special prizes for Best Decoration which went this year to Team Canarias.

Congratulations then to the winning Spanish team; a superb finish for the nation that has dominated the Ninco World Cup series and





even more impressive, the second time that Team Palau has won both 1/32nd and 1/28th finals.

Thanks go to every international team that have taken part in each of the NWC events to date. With continued support from around the globe, this well established contest should see many more finals ahead. Special thanks also to



the members of Ninco who make this event happen. They remain pleasant and professional throughout the entire event and along with every participant, are ambassadors for the hobby.

Can the reigning champions be defeated? We'll have to wait until the 2012 Ninco World Cup. ■

A Boyhood Dream Comes True

By Paul Pearson

Hello everybody, I am Paul Pearson and this is the story of how my boyhood dream finally came true. All my life I have always been fascinated with cars not the mechanical side of things, just driving them. Therefore I always wanted to be a racing driver or rally driver; but like most probably, my dad said “no you get a proper job”.

When I was about twelve years old my friend had a Scalextric set and I was invited round to play with it, it was just what I was looking for and I was instantly hooked. Back home I asked dad if I could have one for Christmas? The stock reply familiar to most kids followed - “we’ll see”. Christmas came and a Hornby train set turned up (Scalextric was a bit new a the time) I was a little bit disappointed but made the best of it at the time and consequently I did not get my Scalextric set then or any other Christmas following, but I always dreamt I would have one, one day. Anyway enough of my life history let’s get on with the story.

It all started three years ago when we had a new roof fitted, the loft was already floored, so I decided to panel the roof and make it into a proper room. After I had finished I suggested that I would like to construct a permanent

Scalextric to my good lady and to my great surprise she said “why don’t you it’s what you always wanted”.

This set the ball rolling and one day while I was out working (driving) I had time to kill in Stratford upon Avon. So I decided to go to the model shop and ask questions. The guy in the shop was great, he explained all about digital and how it was the way to go. He then said if you buy this set you have got everything you need to get started (four cars, controls, lane change, power pack, and figure of eight track) good value at £300, so I bought one. He then said “take it home and if it’s still what you want after 2 to 3 weeks I will come round and build you a basic circuit you won’t get tired of”. I was soon back, in the shop. Therefore “Wollescote International Racing Circuit” was born.

First let me give you some facts about the circuit: the length is about 70 to 80ft long. It has a mountain section and a grand prix section (supposedly based on Spa Francorchamps Belgian “I like to think”). The mountain section has a tunnel and undulates up and down, whereas the grand prix side is relatively flat (some slopes), with a raised pit lane. The circuit is run by Andy Wallace’s SDCC program (sound makes it more realistic), so a big thankyou to him. I run three classes of races these being Pro-types, Endurance and Minis. F1 style races don’t seem to suit this twisty track. The fastest lap is the Pro-types 8 to 9 seconds, then the endurance 9 to 10 seconds, last but not lest the Minis get around in 11 to 12 seconds. Now let’s do a lap and show you what is involved.

Grand Stand Straight

As we leave the start line we have a short downhill straight through the grand stands and past the pit lane exit, to Old Control Tower corner.





Old Control Tower Corner

Old Control Tower corner is a left handed corner with adverse camber, it is very difficult to handle at speed when coming off the fast start and finish straight.



Double Apex Boiler Corner

After a short downhill straight we enter the Double apex right hand corners, known as Boiler corner. These corners have been slightly banked to give better drive for the climb into the mountains via Lake Side-Loop.



Lake Side-Loop

Lake Side-Loop is a 360degree loop which climbs into the mountains, (if you get the drive right out of Boiler corner you can power all the way round). As you come onto the straight bridge there is a cross over which is useful for passing when you reach the Top Mountain straight after negotiating Windy corner.



Windy Corner and The Tunnel on Top Mountain Straight

After coping with the left handed Windy corner (highest point on the circuit), you are on the fast downhill slope through the tunnel, a good place to overtake (if you're brave enough in the tunnel), Leaving the tunnel short straight before reaching the first of the Four Sister hairpins.



The Four Sister Hairpins (Mary, Martha, Matilda and Marie)

These are four hairpins which descend the mountain, there is no room to overtake (except



Minis), but because there are four hairpins no racer gets an advantage. At the bottom there is a short straight leading to a right handed corner (lane change on corner) of Wollescote Hill.



Wollescote Hill

Wollescote Hill is better known to the driver as "Sausage Hill" because when I made my first piece of scenery everybody said it looked like a



sausage. At both the bottom and the top there is change over lanes, this is a good place to overtake slower cars. At the top we round the left handed of Wollescote Top Lake corner.

Wollescote Top Lake corner

Wollescote Top Lake corner is a nice easy sweeping left hander. The outside track is a good overtaking lane, as it leads on the Chicane Back Straight

Chicane Back Straight



This straight is the fastest on the circuit but it also goes past the pit lane entrance, so a chicane was put in to slow the cars before taking the pit lane entrance. This single track causes many a pile up (nobody wants to give way). This leads into the Pit Lane Cutting. ➡➡



Modelzone in Cambridge are pleased to announce that they will give all NSCC members 10% off all Scalextric items upon presentation of a valid NSCC club membership card. (excludes sale/reduced items).

Modelzone Cambridge
15 Fitzroy Street
Cambridge
CB1 1ER

01223 354 470

Pitt Lane Cutting

Pitt Lane Cutting is better known to the drivers as “Devil’s Elbow” it is the most difficult corner on the circuit. It is a tight left handed corner, which slopes away and most of the time it is blind to drivers, because of the pit lane bridge. Then this leads onto start and finish straight.

Start and Finish Straight



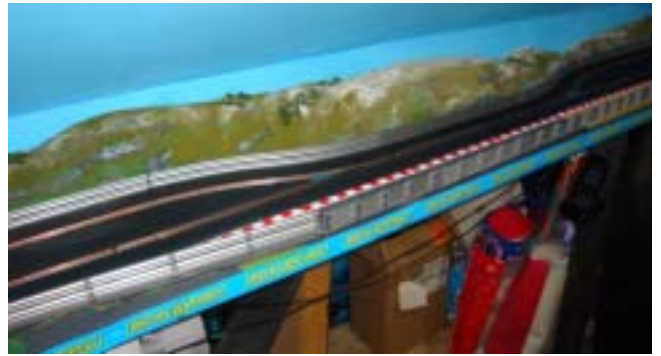
The start and finishing straight has a cross over lane change under the bridge then a right hand kink short straight before another right kink leading to the finish line.

Raised Pit Lane

The raised pit lane makes it easy to service the car when racing (double lane).

I hope you have enjoyed a lap of Wollescote circuit as much as I have describing it.

At this point I must say a big thank you to John who built the basic layout, Martyn Clews who did the IT work for me and Lee Reynolds who helped me build the rest of the scenery



(after lots of discussions). The biggest thank you of course goes to my good lady for her patience and encouragement.

It just goes to show a boyhood dream can come true, not only am I now a racing driver but I now own my own circuit. Alas I do have a problem though and that is a lack of competitors so if there are any NSCC members who live in my area Dudley, Stourbridge, Kidderminster, Quinton, Wolverhampton, or surrounding areas of the West Midlands (or even farther away if you wish to travel). Please contact me on to make arrangement for a racing evening or afternoon.■



email: ebaywatch@nsccl.co.uk

I think this month has marked the return of a few more buyers willing to pay “big bucks” so to speak, as prices seem to have firmed up on a few desirable collectable pieces particularly after another large collection has hit the market, but there are still many bargains to be found if you read on.

Well I think I have worked out what I am seeing in terms of listing numbers on the UK site and this is that the listings from both the UK and from sellers of other countries who will ship to UK appear. Hence, when I tick the UK only button the number of listings on the free listing weekend at the end of the month falls from around the 33,000 level (up incidentally by over 3,000 that weekend) to around the 16,000 level. However the number of completed listings is only 17,000 for UK only auctions and nearly 20,000 if I hit the worldwide button so I guess all these worldwide auctions are not seen on the completed listing screens on the UK site, or maybe there are loads of “shop” items where the item never seems to finish. Confused? Well I am a bit as well if it is any consolation, and it just makes it harder for the collector to know where to search for that elusive item. Lastly on the stats front I did a quick calculation on some of the final price of items sold on a prime time Sunday evening. On the last Sunday in October sales figures worked out at £3,800 between 6pm and 7pm, £7,400 between 7pm and 8pm and £4,200 8pm and 9pm though I suspect this profile may have been thrown out due to the clocks going back on that Sunday. Certainly these sales were an improvement over the previous Sunday when there had been 50% more listings but the corresponding amounts were £4,200, £3,900 and £5,500 for the same time slots.

Catalogues

This month catalogues seem to have found a new lease of life after being somewhat quiet during the summer. Whilst you always seem to be able to bid on a ‘60s number 5 catalogue for instance, others from that era and the ‘70s can prove more elusive. One such example was a nice first edition Scalextric catalogue that caught the bidders in buoyant mood and £103 was needed to secure that example on a Saturday night (280755601649). A complete one with price list but in a much poorer condition had made £38 some three days earlier (250912435120) and it will be interesting to see what the other number 1 catalogue listed at the time of writing eventually makes. A clean number 11 catalogue made £21 on Friday night but a 12,13 and 15 together only £22.35 on a Wednesday night (200666846584). The rarer 14th edition with logo in the top right but in near mint condition made good money the same Wednesday £26.55 (250915418312).

NSCC

Whilst NSCC Journals seem to attract very little enthusiasm from bidders and often remain unsold, the same can not be said of the cars. This month saw a red weekend TVR car from 2002 make £266.21 on a Sunday night (270834370820) but a Chaparral from 2009 did not attract any bids at the starting price of £249. The Chaparral car does seem to be unloved as two range presentation cars at £149 and £159 BIN remain untouched as well as the one currently at a £99 starting price. A MRRC mini eventually found a buyer at £145 on a BIN a week earlier after it was relisted (190587855362) Bidding on the recent NSCC Jaguar XKR was mixed with prices between £38 and £68⇒

depending on the day the car was being sold. A pair of NSCC Minis were snapped up for £110 BIN with a single green and white car making £62.09 on a Wednesday night whilst a grey boxed NSCC Datsun was left untouched at £120 BIN. Other NSCC related products spotted included a whisky presentation glass from the 2010 weekend that made a lowly £2.87 on a Wednesday morning (120785705579).

Bargains

Whilst it is often difficult to find every bargain I did a quick search on one particular recent release from Scalextric namely the Ford Focus C3203 in the purple Merckx livery. Whilst several were snapped up at a still bargain £26.99 to £30 BIN other more patient buyers can only have been happy to pick up brand new boxed cars as low as £18.00, £22.99, £23.01 and £24.55 on auctions during the month, showing perhaps how fragile the market is still at the moment for new product. One potential bargain though was a listing described as Vintage Original / Classic Scalextric (Track & Cars) that ended on a Saturday afternoon. It seemingly slipped under the radar of most bidders and as it included a sixties red Fiat, blue Ferrari and Black Mini with spot light, red Healey plus a few tatty more modern cars I would have thought it had made more than the £215 it did. Another job lot of nine cars and a truck from the '80s/'90s made a somewhat pricey £102 on first inspection but when you got a low loader with tailgate and also gold and silver Super Stox cars in the lot it probably resulted in one happy buyer. Another of the light blue Scooby body shells failed to ignite interest this month making only £1.71 on a Sunday afternoon.

Pricey?

Well there was keen interest in Auto Unions this month and not just in the cars. I was surprised enough to see an original '60s box make £113 on Sunday night (310353843271) but astounded a half hour later to see £72 being paid for the instruction sheet in a separate auction from the same seller (310353850265) That seller also managed to get £22.44 for an E5 Marshalls

spare roof light and bulb between the above auctions.

Sets

Following on from Pete Simpson's article last month about swapmeets you may be interested to know a very nice set 80 probably a little better than the one mentioned in his article made £35.99 plus £15 p&p on a Tuesday night this month. It also included a starter flag man. (270830386816). These set 80s have generally been fetching higher prices than this I would say at other times showing that perhaps he bagged a bargain! A set described as 1960s Scalextric set made £104.65 on a Thursday night but then it did include a blue Triumph TR4a and yellow Sunbeam Tiger but with damaged screens (270837506143) Not really sets as such but a set of 4 lane pitstop tracks made £127 one Sunday night (190589149608) but then only £90 exactly a week later when the pitlane controllers were included as well (370552628494) which again shows you need patience on eBay to get the best deal. Lastly I could not miss



mentioning the James Bond set which was basically a poor box with some track and instructions that made £190 on a Wednesday night early in the month (270824242099). A James Bond box on its own that had tape marks across it then made £206 a couple of days later (370547540760).

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

RARE BOXED SCALEXTRIC GRANDE BRIDGE SET £72.50 (Boxed example looked complete but no instructions on Saturday afternoon 350497528423)

Scalextric B/1 & B/2 Typhoon / Hurricane 2 x Rubber Drive Bands £11 (Looked like repro items bagged up in Scalextric style header on Saturday afternoon 190586485684)

Scalextric James Bond 190 SL Mercedes Baddy Spares Parts £51 (Baddy only with some paint missing on arm on Saturday afternoon 190586481198)

Vintage Triang Scalextric A222 Bridge Embankments Boxed NOS For Grande Bridge \$400 (BIN price from US seller but showing on UK eBay. The embankments looked very squashed! 270842083051)

Scalextric Exin C-37 Race-tuned BRM in the rarest blue jean version £300 (BIN on Thursday

night from Spanish seller showing on UK eBay 270835630117. A more common UK issue lighter blue boxed example made £142 a couple of hours earlier from different seller 250912481519)

RARE 1960s TRIANG SCALEXTRIC C99 FIAT 600. EXCELLENT. Made in Spain. £205 (Red with repro box on Sunday night)

Rare Scalextric TVR Speed 12 **EMPLOYEES CAR** 2000 MB. £130.25 (Sunday night 300610447725)

Scalextric Ford Falcon #17 C2520 **SHELL Johnson** 2006 MB £210 (Sunday night madness? 270834366940)

Scalextric Porsche 911 GT3R #44 C2469 Red GT MB. £192 (Same night as the Ford Falcon 300610441620)

Rare Scalextric Perris Bugatti 59 C95 Blue MB. £643 (Sunday night 300610431893)

Spanish Scalextric Chaparral GT **RARE LIGHT RED** C40 Race Tuned near MB £800 (One Chapparral that is liked it seems! On Sunday night 300610430628)

Scalextric Sp issue C036 Honda F1 blue vg/b L@@@K **RARE** £386 (Thursday night 250915756742)

MEGA RARE SCALEXTRIC C350 TYPE 2 WILLIAMS 1 OF ONLY 20 £42 (Black⇒⇒



engine and white cockpit on Sunday night
180743308352)

Lastly following on from last month about Scalextric merchandise I have some news of more products namely a couple of T shirts. Whilst our messages from Margate reporter has not been able to report whether they are fully licensed apparel or not, (but one certainly looks to have a reasonable copy of the sixties logo), if you take a look at the Argos website you should be able to find them if you search on Scalextric. Priced at £11.99 they are not going to appeal to everyone I would have thought, but if the pictures manage to make it to the Journal I think you will agree they would be some buyers in our ranks who maybe put it on their Christmas list?

Finally then, don't forget to send in those links to ebaywatch@nscc.co.uk. ■