



No. 361 APRIL 2012

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	6
Kits 'N' Bobs.....	10
Shipment From Spain.....	14
Carrera Corner.....	17
Jaguar XK120.....	19
Wolves Early Birds.....	22
NSCC Quiz.....	25
Fly On The Wall.....	28
Forza Slot.It.....	31
FLy Review.....	35
Retro F1 Racing.....	37
Ninco News.....	41
A Scalextric Collector.....	45
Ebay Watch.....	47



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

The Slot Car Festival 20th May 2012

Well this month I have news about the NSCC attendance at the forthcoming Slot Car Festival to be held at the Heritage Motor Centre on 20th May 2012.

As last year, we are supporting this great event and shall be running three tracks for the general public. We have again decided to use the opportunity to hold a small gathering of NSCC members (including their partners, wives or girlfriends) at the Glebe Hotel on the Saturday night, to join the Committee for a social evening at the hotel and the Slot Car Festival on Sunday. As part of the package you will get your Saturday night's accommodation, the Saturday evening meal, breakfast on Sunday morning and free entry to attend the event on the Sunday. All we ask in return is that at the event on Sunday you give us an hour or two of your time to assist in marshalling the tracks being run by us. As an added incentive we will also provide attendees with a Limited Edition event T-shirt, similar to last year and a further 'surprise' gift to you from the NSCC Committee, of which I will say no more now.

The number of attendees to this weekend is strictly limited to a total of 25 people, this is based on the number of applicants last year, in the event we are oversubscribed we will select attendees based on a random draw.

The cost for attendance is £120 per person based on two sharing either a twin or double room, should you wish to have a single room the cost is £150. Please complete the enclosed application form and return it to me via post or email no later than the **30th April 2012**. I will notify you within the following week whether you have been successful or not and we will expect your payment immediately after you have been advised of your attendance. Once you have been notified and paid I will provide further details of the weekend to you directly.

Last year's event was very enjoyable but was hard work for those who attended, this year should be different due to improvements in the organisation of the event, so do apply and hopefully join us for great weekend at a great event.

So until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

Things are still looking optimistic at Hornby with yet another new moulding on display this month and several other models having progressed to the sign off stage.



Last month I pictured the pair of cars from the Classic Rallycross Champions Limited Edition boxed set, C3267A, and was criticised for not providing adequate coverage of the Ford RS200. OK, no argument there: I admit that I was rather taken with the Metro and, after all, it was another of this year's new mouldings. So,



to redress the balance, here are a couple more shots of the Schanche RS and the box in which the pair will be presented.

Nicely continuing the theme, another Ford RS200 was on display when I visited Margate in March. This new release, C3319, was not included in the catalogue and will only be available through Collectors Centre outlets.



This is a road going version with only a driver installed so will be an ideal base car to which a fantasy scheme can be added to increase a digital Rallycross entry list. This form of Motorsport should be represented very well in the Digital format as passing was often limited to a few places with only a single lane being



viable over the dirt sections. The observant will spot that the number plate very nearly matches the reference number and the initials of a Hornby employee.

In the next month's Journal Peter Solari will reported on the 12 hour charity event at Bolwextric: I was so inspired by his lighting on the Porsches that I'm hoping to be able to fit a full bank of LED lights to the rally versions of the RS200 and Metro due out later in the year. Doubtless an article detailing the fitting will follow, but only if I succeed!

The Camaro pictured in February as a white prototype appears to have been a bit of a hybrid. Upon closer inspection of this year's catalogue, the two versions of the Camaro will represent different models: G.T.R and G.S.R. The first to be with us is the G.T.R version, identified by the rear wing. This model will represent the car run in the 2011 GRAND AM Rolex Sports Car Series by Stevenson Motorsport, as driven by Robin Liddell and Jan Magnussen at last year's



Daytona 24 hour race. The livery looks as sharp as ever but, compared to images of this car on the web, it should be riding a bit lower with the wheels tucked under the arches giving a much more aggressive stance. Unfortunately this would compromise the performance due to the need to narrow the track but in magnet form this wouldn't be a problem. For this year's Daytona race the livery remained substantially the same but with the team name replacing the charity logo. Good results for the start of a new season with a 4th in class and 14th overall.

The model appears to be very close to the images in the catalogue, with the team proudly supporting the "Hope for the Warriors" charity, appropriate as recent NSCC events have seen representation from our own Help for Heroes charity.

⇒





The second car to be produced later this year, C3258, is a Retro livery based on the classic Sunoco sponsored cars of the 1970s, as raced in late 2009. I'll provide more details once the prototype is available to photograph.

So, returning to the white prototype: it had the interior of the High Detailed version, C3289, but lacked the rear wing making the body shell the Super Resistant version of C3258. Maybe this is one to look out for at the 2012 Hornby Weekend, perhaps?

For lovers of classic circuit racers there will be another Morris Mini, C3302. Representing the car of Bob Holden, as run in the 1966 Australian Touring Car Championship, it sports



some rather odd orange spots. If anyone knows why, please drop me a mail. Anyway, it makes it distinctive and our antipodean members will doubtless appreciate the opportunity to race it against last year's Cortina, C3210.



Although I included photos of this year's D-Type, C3205, in the January report, I couldn't resist including another couple of different views here. The model has moved closer to production, this being the final approved version: any differences from the initial car seen in November must be minor as I couldn't spot any.



One car to be deleted from this year's range has already been declared: it is C3276, the Nissan GT-R modelling the 2012 Playstation GT Academy car.

Don't despair as it is destined to be replaced with another model, which will doubtlessly have a wider appeal. More details in a few months once the prototype has been seen.

Last month, having been planning my garage layout, I rediscovered the range of buildings and scenic elements that are available. This month, whilst struggling with getting as much track as possible into the conservatory, but still maintaining a reasonable sense of circuit flow, I actually referred to the catalogue to see if there was anything else I'd overlooked. There



regularly lapped by the faster Prototype cars but should be solid enough to avoid being punted off. The rules dictated that the car selected had to have run at Le Mans between 2006 and 2011, had to have lights fitted, for running in the dark during the night time period, and must have only three drivers: some challenge considering the NSCC team's experience of a 12 hour race! I'll bring more news of "our" team's activities next month.

it was: the small segment Radius 1 curves. With the advent of Sport Track, the old 90 degree Radius 1 curves were modified to increase the radius of the inner lane slightly. Whilst this is a noble attempt to reduce the incidence of creating a turn that is bordering on being too tight, the associated sideswipe straights which have to be used in conjunction in order to move the inner lane out, defeat the whole *raison d'être* of these curves: to create a compact circuit. Never fear, Scalextric still supply 45 and 22.5 degree Radius 1 curves with the standard lane spacing: C8202 and C8278 respectively. By employing these a bend can be tightened just enough to avoid an obstacle without upsetting the flow too much. Borders for all these curves are available but need to be trimmed for the smaller angles. The inner is C8296 with an arc of 180 degrees and the outer is C8240 which encompasses 45 degrees.

By the time this is published, the Slot.It Oxygen Digital 24 Le Mans race will have been contested, on 31st March. This system, whilst compatible with Scalextric Digital chips, allows the running of twenty cars on the same circuit – all trying to avoid contact. A Scalextric team was entered using the Corvette C6R, running in the GT class, so stood a good chance of being



Finally, a word of warning for those contemplating minor repairs to old slot cars. Last month I had the misfortune to damage part of the front suspension of my reliable (always last) Dallara. All that was required was a small dab of glue to rectify the loss of a small plastic lug, thereby restoring the integrity of the front axle. Sadly, I chose the wrong glue for the job and it ate the front of the chassis rendering it illegible for further club use: I was able to conduct a repair, but outside the spirit of club rules. The photo above shows the effects on a Scalextric Ferrari of each of four readily available adhesives: most attacked the plastic to various degrees and the one which didn't wasn't much use for repairs, its only deployment would be in preventing motors from coming loose. So, take care and try adhesives on an old car before committing to your pride and joy. ■





This month I start off with news from my old friend David Yerbury at AA Models who is about to release three new body kits these being the 1955 Ferrari 121LM, the 1955 Frazer Nash Sebring LM and the Porsche 718RSK all of which can be done in a number of different Le Mans versions. David is just awaiting the finished items and hopefully I can bring you his pictures next time. Similarly Gareth (AKA Choc-Ice) at Chase cars is in the pre-production stage with his new Cadillac and is hoping to have this and possibly the 1977 Dodge (for a proper Blues mobile) ready in time for the Gaydon Slot Festival. George Turner at GT Models is also busy working on new projects to try and get them ready for Gaydon these hopefully will include the Group 44 XJS and the Alfa Romeo 158. Finally Steve Ward at Penelope Pitlane is putting the final touches on a new MG Midget /Austin Sprite kit that has a both hard top and grille options (not the frog-eye) Steve has a new chassis to go with this kit and it should hopefully be available by the MRE Classic Le Mans event at Wolves on Sunday April 29th.



Model Masters Opel Commodore B GS/E

Right enough of cars you can't yet buy here's some you can from Dave Capelen's new SMK Slotcar concern comes a proper scale TR7 and a Clan Crusader along with a back catalogue of kits formerly offered by FPF Models. Time has stopped me from building the pair this month but I hope to have them done for next time. One car I have built is the Opel Commodore B GS/E from Model Masters. This kit depicts the Rhorl / Berger #22 entry from the Monte in 1973, while Walter would go on to some memorable successes in later years this time the car sadly retired from the event. A nice kit I have fitted mine to a PCS32 chassis for a very simple build, and I am obliged to Sean at PSR for bringing a limited number of these kits into the UK.



Beardog pre-production McLaren M16E in fantasy Penske livery

Just to show there is some train of thought in my ramblings PSR have a new kit available in the form of reference SR3201 this being a Group 4 De Tomaso Pantera GTS with decals to produce the #33 car of Chasseuil/Vinatier from Le Mans 1972, sadly for them the Sachs sponsored car lasted just three laps before

suffering cylinder head failure. Also via PSR comes three new offerings from Top Slot the first of these being a limited 1954 Rheims GP box set containing the #18 Fangio car and a special cardboard backdrop and room for the separate Kling and Hermann cars to be displayed. The other two are both Pegaso with a Z102 Saoutchick 2a special in silver and red two tone and the red and yellow #54 Z102 Monaco Berlinetta from the Ensa GP. One car I have managed to complete albeit several years late is the Beardog M16 done in Penske colours, this body is a pre-production one and was kindly sent to me some years ago from America by Beardog who had completed the run and had no more, I've just got round to finishing it using a Fly March chassis. The good news is the kits and the proper chassis kit has been re-released by Beardog in recent months and can be obtained via AB Slot sport in the UK or through Electric Dreams in the United States.



Le Mans Miniatures 1964 GT40 Phil Hill and Bruce McLaren

Last time I brought you news of three new works GT40 entries from Le Mans in 1964 well they are here already, as stated last time they are the #10 Phil Hill/ McLaren car that retired after one hundred and ninety two laps (gearbox), the #11 Ginther/ Gregory car after sixty three laps (gearbox) and the #12 Atwood/ Schlesser car (catching fire) after fifty eight laps.

I know that over the years quite a few Ferrari fans have been longing for a slot version of the 330 LM Berlinetta well the wait is over as Chris at Proto Slot Kit has announced they are to produce the #12 Sears/Salmon Le Mans entry from 1963. The British pair faired pretty well in



Pre-Add Maserati 4CL

a car entered by Colonel Ronnie Hoare finishing 5th overall and 2nd in GT class covering some three hundred and fourteen laps in total. No exact release date yet but expect it to be sometime in May. I know I haven't paid much attention to them in the past but I purchased a couple of interesting new fibreglass body kits from Betta and Classic at the recent Wolves Early Birds GP meeting one being their brand new 1/24th scale Honda RA300 F1 car. Betta and Classic have been going for years and continue to cover a wide range of famous and infamous cars often overlooked by other manufacturers in both 1/24 and 1/32 scales. Another new one from them in 1/24 is the 1958 Vanwall and they also now have a website where you can check out their very reasonably priced range of bodies and slot parts at <http://bettaandclassic.com>. While on this subject I know some people who moan about detail ➡➡



Nono-Slot Lotus 98T and Brabham BT55

levels on fibreglass bodies like B and C and AA but you must remember that yes while they may take a bit more work and skill than some kits they are considerably cheaper than most, being fibreglass they are a lot tougher for racing purposes than resin, and are intended as a good starting point for a modeller to begin from not as an almost RTR shelf queen done for you. If you want high end quality with engine details and removable panels then be prepared to pay as much as forty times the price in some cases!

I haven't been totally idle this month having started to build up a number of my old Pre-Add kits, sadly no longer available unless you happen to find one on eBay, in addition I have built two new complete kits from Italian producers Nono-Slot these being the #12 Ayrton Senna Lotus 98T Renault and the Ricardo Patrese #7 Brabham BMW BT55. Both use the same steel chassis system with a full resin body kit that includes a spare front and rear wing set for both cars and full decals. Both have gone together pretty easily and both run really well on the Wolves International track. In addition to these two Nono-Slot also offer the Lotus Honda 99T, McLaren Tag MP4/2c, Williams Honda FW11, and Ferrari F187 in kit and RTR versions as well as RTR versions of the Ayrton Senna and Johnny Cecotto's, Toleman-Hart TG184s.



Octane Renault 11 Portugal 1987.

On to RTR's and Octane have produced a second livery for their Renault 11 Turbo group A rally car this time the #4 yellow and white works colours as driven by Ragnotti/ Thimonier in the rally of Portugal 1987, while Team Slot



Team Slot Renault 5 Turbo 1983

have a new livery of their Renault 5 Turbo as the #3 entry on the 1983 Tour Course "Rally R.A.C.E." driven by Spanish duo Ortiz/ Minguez.

Avant slot have released a white kit version of their Lotus Elite GT1 and have released pictures of their Opel Manta in #3 Rothmans livery as driven to 2nd place in the 1983 Manx International by Vatanen/ Harryman, which should be with us very soon. NSR have released their silver coloured Audi R18 test car, along with a #43 Sandeman sponsored Porsche 917K and a #25 Gulf sponsored Mosler MT900R, while Revell-Monogram have released the #6 1966 Richmond winning Dodge Charger of NASCAR legend David Pearson. The Cotton Owens entered car was the third Dodge the team had used during their successful 1966



Revell-Monogram 1966 Dodge Charger David Pearson

Championship winning year having started with a 64 model then the 65 and finally the 66 Charger. Pearson claimed the first of his three NASCAR titles during a year that saw the team claim fifteen wins and seven poles.



MTR32 Camaro GT-R

Last but by no means least my good friend Milan at MTR32 has been busy again this time producing his own Toyota CV90's with both the #37 Taka-Q Suzuki/Dumfries/Ravaglia and the #36 Minolta Lees/Ogawa/Sekiya entries from Le Mans 1990. The former retiring due to an accident on lap sixty four while the latter finished a creditable 6th covering three hundred and forty seven laps. In addition to these two he has a new Camaro GT-R in the guise of the 2012 Daytona #88 Autohaus / Flex box sponsored entry of Milner/ Marsh/Edwards/ Taylor. Superbly detailed using Milan's lightweight bodies coupled to his excellent racing chassis if you haven't already got one of his cars allow yourself to be tempted by one of these gems. ■



SHIPMENT FROM SPAIN

By Gareth Jex



email: shipmentfromspain@nsccl.co.uk

Lots of rumours and comments regarding the future and current running/ownership of Tecnitoys in Spain at the moment, in terms of official comments from Spain I have heard nothing, but they are continuing to release new products now and their 2012 catalogue has been released with new product information and liveries. The SCX Worldwide website/forum has also been down for several days which has added to concern, but I'm told that this is not connected to any changes simply a technical issue - time will tell.

A quick heads up on the product I very briefly mentioned last month, the Seat Barcelona Taxi. This is still a Spain only model, but Pendle Slot Racing managed to get some in stock (now sold out) along with another older Spain only release; Seat Leon WTCC #11 = Gabriele Tarquini Ref 63540.

The Citroen DS3 has arrived and is in the shops, I tested one straight from the box at the recent Wolves Slot Rally – SlotRallyGB event. The new motor has plenty of grunt and the car runs well, more work on set up/weight is required to stop the front end tipping (biting in) on corners, but I feel confident that this works with a little loosening of the front axle or grinding down the front tyres. Running with magnet this is not an issue and I'm told that the DS3 is very quick.

Looking forward to 2012 the following cars/liveries are all in the 2012 catalogue (which you can download from www.scxuk.com). I'm only listing/showing the cars that I have not mentioned before in previous articles. Just a

quick reminder that all new sets come with the new track system. You can use an adaptor to connect to SCX classic (and Scalextric Classic), but this is a separate piece Ref A10015X2 "Converter Track" (there are two sections in the pack).

As I write this report I have just learnt that the Vintage release Mercedes Benz 190SL has been cancelled.

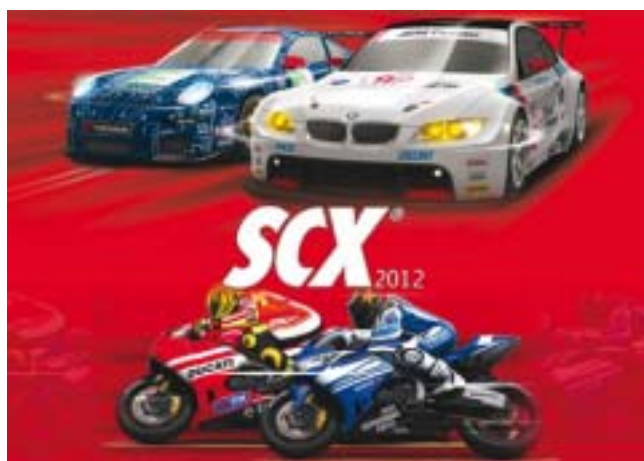
New Sets

Several new sets are shown including;

"C1 Speed Limit" – Ref; A10063X5 - A simple Oval basic set with F1 Cars being the McLaren Mercedes MP4-26 "Button" and a Lotus Renault.

"C2 Moto GP" – Ref; A10055X5 - A figure of eight track with two Moto GP bikes (that tilt!) – Ducati and Yamaha.

"C3 Rally of Sweden" – Ref; A10096X5 - An extended figure of eight with rally cars being the Ford Fiesta and Citroen DS3. Interestingly the DS3 looks like a new livery "Sweden" from



the box art and not the Argentina livery released already, but time will tell if it is a different livery, so best wait. Also in the set is a welcome return of the “Rally Box” and accessory Tent.

The SCX Digital sets have also been upgraded with new cars in them including; BMW M3 GT2, Chevrolet C6R and a Mercedes SLS. As far as I can see only one new SCX Digital track section – “Changeover Track” Ref B10099X2 has been added to the range.

Bikes and Cars

Moving onto to new cars, bikes and liveries, firstly there are two new Moto GP Bikes/liveries one Honda MotoGP “2012 Decoration” – Ref; A10072X3 and the other a Ducati MotoGP “2012 Decoration” – Ref; A10088X3.



Two further F1 cars have been added to the range, these being a McLaren Mercedes MP4-26 “Vodafone McLaren Mercedes F1” – Ref; A10080X3 and a Lotus Renault GP “2011 Decoration” – Ref; A10079X3.



The GT/Touring Cars have been revealed with five new releases, including the Mercedes Benz SLS AMG (C197) “Sonax” – Ref; A10071X3, a BMW M3 GT2 – Ref; A10078X3, a Chevrolet Corvette C6R – Ref; A10075X3, a Porsche 911



RSR “Blue prototype/CAD image” – Ref; A10090X3 and a Audi R18 “White prototype/CAD image” – Ref; A10091X3.

Only the one new rally release being the Ford Fiesta RS WRC “2011 Decoration” – Ref; A10092X3.

Ford Fiesta RS WRC

RALLY Ref. A10092X3



NEW
3rd Quarter



2011 Decoration

Renault 4L "Montecarlo"

CLASSICS Ref. A10070X3



NEW
3rd Quarter



Renault Alpine A110 "Montecarlo"

CLASSICS Ref. A10082X3



NEW
3rd Quarter



Finally the classic range has been enhanced with a Seat Fura "Schweppes" – Ref; A10074X3 and Renault 4L "Monte Carlo" – Ref; A10070X3, the catalogue shows a CAD model prototype, but previously released images have shown the car in Blue "Monte Carlo Rallye" livery I'm not sure if the car will be released in the original or more recent "Historique" livery. In addition we also have a Renault Alpine A110 "Monte Carlo" – Ref; A10074X3 (Pink RTL #60 and finally a Seat Panda "Flick" – Ref; A10077X3 (Blue #60).

Seat Fura "Schweppes"

CLASSICS Ref. A10074X3



NEW
2nd Quarter



Seat Panda

CLASSICS Ref. A10077X3



NEW
3rd Quarter



Overall I think it's fair to say it's a tight year for new releases, several new cars have recently been released and previously reported in the Journal. As always there is a chance that new products and liveries will be announced during the year, if I hear of any I will let you know. It's interesting to note that whilst all new track and set will be shipped in the new track style, several of the older track accessories are still listed including the Rally Chrono Pack, Off Road Extension, Off Road Suspension Bridge, Pit Box, Chicane and banked curves – old stock I guess. Several accessories that were due for release last year and not delivered are still in the catalogue including the Time Manager.

There are no new cars shown in the Pro or Compact ranges.

Finally, SCX continue to sponsor the SlotRallyGB Championship and AEC recently hosted round one at their headquarters, which was a superb event with all the various track styles used, my thanks to them for putting on such a great event. We will also be at the forthcoming Slot Car Festival at Gaydon, so come along and have a go! ■



Email: carreracorner@nsc.co.uk



These are the new releases from Carrera for April with pictures of the models and the cars that they are based upon.

In Ferrari's first official announcement of the 458 Italia, the car was described as the successor to the F430 but arising from an entirely new design, incorporating technologies developed from the company's experience in Formula 1. The body was designed by Pininfarina. The mid engine V8 458 Italia was voted Supercar of the Year by Top Gear in 2009. Carrera have produced two examples of GT2 race cars. Hopefully these model cars will not catch fire as the real ones were prone to doing.

Firstly we have Ferrari 458 Italia GT2 which is the 2011 Risi Competizione Race Car carrying number 62. Carrera reference number: CA27383. Sadly, Risi Competizione has elected not to enter the Mobil 1 Twelve Hours of Sebring. The team has not confirmed a programme for the remainder of 2012 and options are still being considered.



The second Ferrari 458 Italia GT2 is the 2011 Hankook Team Farnbacher Race number 123. The drivers were Dominik Farnbacher, Allan Simonsen and Jaime Melo Jr. Carrera reference number: CA27384. ➡





There were approximately five to seven Lola T222s built in 1971, depending on the source; these cars had a Chevrolet V8 engine. Carrera reference number CA27351 depicts the yellow Lola T222 as driven in the 2011 Orwell Supersports Cup by Timo Scheibner carrying race number 4. This car is the Ecurie Bonner car in which Vic Elford finished third in the 1971 Interserie race at Hockenheim.



Unfortunately 2011 was an indifferent season for McLaren Mercedes but they are the team to beat so far this season. Lewis Hamilton's Vodafone McLaren Mercedes 2011 race car,

number 3 is now available, Carrera reference number CA27394. I am not sure quite why the release of the car we pictured last month, is so far behind the F1 calendar. Let's hope that Lewis returns to form this year.



Thanks to Pete Binger from The Hobby Company for his assistance in compiling this article. That's all for this month. ■

1953 Jaguar XK120 Hardtop - My City's Finest Export

By Dave Wisdom

Beginning life in 1948 at Jaguar's Holbrook Lane plant the XK120 was later constructed at the company's infamous Browns Lane base from 1951 until 1954. The car represents a truly golden era in sports car design and style and is indeed an icon of its period and most certainly one of the finest cars ever to emerge from the City of Coventry. My late Granddad (a former coal miner from the North East) later worked in the upholstery department at Browns Lane applying his finer craft making skills to a number of Jaguar models including the XK120. At the time I was far too young to appreciate this, but nowadays feel proud to think a little of his original craftsmanship may still exist within the remaining number of Jaguar XK120s that survive today.

This 1:32 version has been constructed to take part in the 2012 Wolverhampton Classic Le Mans event scheduled to take place at the Wolverhampton Scalextric Club on April 29th. The resin bodyshell was purchased from A2M Resin Models in Spain. The body required considerable work and a significant amount of surplus resin was removed in order to reduce weight. I also removed the door pillars, quarter light pillars, front and rear bumpers. Shut lines

were carved a little deeper and the whole body was then sanded and washed thoroughly in warm, soapy water.

Several coats of grey plastic primer were applied and sanded accordingly. The body was allowed to cure for a day or two and then followed by further several coats of Highland Green. Again, the paint was allowed to harden for a few days before continuing.

Additional detail was then applied using bits of waste 'photo etch' sprues to make quarter light pillars. Further 'chrome' trim was made using fuse and florist's wire. This was then attached to the windscreen and door frames. The exhaust tailpipes are made from alloy tubing and attached to the chassis frame using additional wire. I've not included a full interior, but I have managed to squeeze in an almost complete driver constructed from various body parts from the spares box. The driver's arms were made from Milliput, which enabled them to be sculptured into an appropriate position on the steering wheel. The seats were taken from an old plastic 1:32 kit and painted deep red to represent the red leather upholstery.

Although the bodyshell came supplied with vac form windows, I made my own from transparent plastic salvaged from the plethora of unnecessary 'packaging' we seem to receive in ➡➡





increasing amounts these days. Having said that, I tend to hoard all kinds of stuff as you never know when it might come in useful for modelling detail parts.

The body is set upon a Penelope Pitlane In-Line chassis. Power and motion is achieved by way of an NSR Evo 21k motor; Slot.It crown and Slot.It pinion.

This model is not intended to represent a specific car, rather an interpretation of how an XK120 Hardtop may have looked like if it were to have raced at Le Mans. With this in mind, I've attached a couple of extra driving lights and 'double' bonnet retaining straps to help with the

rigours of long distance racing. The raw bodyshell included rear wheel covers as per the road going model. I had intended retaining these in place, but decided to remove them as the car is supposed to represent a racing version. In doing so, this also allows all four of the beautifully engineered wire wheels supplied by Peter Seager-Thomas to be fully exposed. Peter's wheels are truly exquisite and most certainly add a genuine 'magic' touch to any model.

I painted the wheels to match the bodywork in keeping with period fashion and in order to achieve the appearance of how an XK120 may have looked during the mid 1950s. ■



Wolves Early Birds Grand Prix 2012

By Phil Insull

Sunday 4th March 2012 saw the annual Pendle Slot Racing sponsored Early Birds Grand Prix meeting held at Wolves with all cars based on World Championship or European Championship Grand Prix cars that raced prior to the end of the 2.5 litre formula in 1961 as per several previous year's successful events. The only real difference for 2012 was the retirement of Mac Pinches as event organiser as Mac has decided that for now at least the appeal of slot racing has faded and he's off enjoying other past times. Mac's successful rules from previous years were retained with just a metrication exercise on the measurements from the old imperial sizes. Saturday practice saw a turn out of around twenty plus folk with plenty of fevered preparations of cars for the following day, followed by an enjoyable meal for around sixteen of us at the local Table Table.

Sunday morning kicked off around 8:15am with a general practice session, followed by the drivers' briefing. During this time drivers had time to chat and peruse the wares from Steve of Penelope Pitlane, Colin from RS Slot Racing, Charlie of Betta and Classic, David of SMK slot cars and also a bring and sell table manned by the Wolves. Next up came the 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 one hundred. The twenty one entrants were as always of high quality standard however the runaway winner was first time entrant Dave Lowe with his stunning British Racing Partnership BRM P25. Wolves regular Dave used his scale model aircraft engineering skills to build a car from a Dave Jones body shell, visiting Donnington to get pictures of the real thing he then made all his own parts such as suspension coils and arms, dashboard, steering wheel, driver and even the knurled alloy plate that sits behind the drivers head. The quality was superb and has certainly raised the already high standards even higher.



Concours Winner Dave Lowe's British Racing Partnership BRM P25



Concours 2nd Pete Emery's Auto Union D-Type

A worthy second was Pete Emery's Auto Union D-Type complete with engine and steering box detail below removable panels, and third was Mike Wall's Alfa Romeo 308, very close behind in fourth was Paul Cash with his offset Maserati 250F, Jon Grainger with his very pretty Ferrari F500 and myself in sixth with a GT Models Ferrari 246.

On to the racing and with the normal format of each driver running three minutes on



Concours 3rd Mike Wall's Alfa Romeo 308



Concours 4th Paul Cash's Offset Maserati 250F

each of the four lanes with the total distances determining the finals they went into. There was some great racing during the qualifying heats although some like myself struggled badly for grip with my Ortmann tyres which had been so



Concours 5th Jon Grainger's Ferrari F500



Concours 6th My GT Models based Ferrari 246 Dino

good in the weeks prior to the event suddenly fading after about a minutes racing. However the experts showed us the way with plenty of big names at the sharp end of the field headed by the ever smiling Mike Thompson and Robbie Davies who both gave master classes in the art of racing smoothly and quickly. The ladder finals again saw some excellent racing culminating in the semi final which saw the remarkable Lewis Gough with a Bugatti which he had built himself and the evergreen Mick Kerr join his fellow Wellingborough regular Mike Thompson and Robbie "D" in the grand final. Due to my only mistake of the day on race control we ended up with a two part twenty five lap grand final instead of a fifty lapper. However Mike Thompson kept his cool under



A very happy Mike Thompson receives his well deserved Winners trophy from Malcolm



Penelope Pitlane's new display stand showing some of Steve's wares

enormous pressure from Lewis to take a richly deserved win, with poor Robbie suffering an unexplained off during the second half of the final having been right up with Mike during part one. The Raffle in aid of Acorns was followed by the presentations by our club Chairman Malcolm Scotto and amazingly we all headed home by 4:30pm.

Thanks as ever go to our meeting sponsor Pendle Slot Racing who's regular event support we have enjoyed for many years, to my five fellow concours judges for agreeing to help with the concours to my co-helpers Rob Wallader and Ian James for Race Control, Bill Charters and Robbie Davies for doing the scrutineering and not forgetting Malcolm's son Ian who kept us all supplied with drinks and food. A special thank you to Pendle and all the aforementioned trade guys and our good friend Alexis who as ever gave generously for prizes for the Acorns

Raffle and to the rest of the Wolves guys 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 trouble to come and join in the meeting and hopefully enjoy the day. ■

NSCC Spring Time Quiz - Part 1

By Pete "Quiz Master" Simpson

Whilst not wishing to ostracise any new members that may not have seen last year's Journals, this month's quiz is rooted in facts reported in recent "Messages": for next month's second instalment I'll expand the horizon to embrace the other slot car brands.

The quiz will be in two parts so keep your answers for next month's part then submit your completed answers by post or email to the Editor no later than the 31st May 2012.

The winner will be the one with the most correct answers and in the event of any tie a random selection of all correct answers will be made. The Editors decision is final and winners will be notified by the end of June 2012 with their prizes being sent out by then also.

Our thanks go to the kind donators of some of the prizes for this quiz, most of who are advertisers in the Journal and supporters of the NSCC.

1. Which Hornby employees have Started to be immortalised?
2. How many models of Bumblebee, according to the initial box art, may have been produced?
3. Which forthcoming range is not in the 2012 catalogue?
4. What is the longest running item in the catalogue?
5. How many versions of the McLaren MP4-12C are in the 2012 catalogue?
6. Which 1960's group can be seen pondering the stability of the plastics employed in, and admiring the fine lines of, early Scalextric racers?
7. Which company, whose LMP2 car has been represented by Scalextric, developed the 722GT?
8. How long does it take to fit a chip into DPR saloon car?
9. Which non car event is represented by an HO set?
10. What are the two most common materials used for slot car bodies manufactured by specialist companies?
11. Which car is to be resurrected to represent the transportation of a fictitious crime fighter?
12. To what do the letters on the underpan of Scalextric cars refer?

Tie-breaker

13. Why is the Ninco Mosler:

- i) So fast (Preview question from next month!)?
- ii) Impossible for me to control (could be related to i!)?





Shortly to be released by FlySlot is the JPS Lotus 78, reference number FS058103. This is the car in which the Swede Gunnar Nilsson won the 1977 Belgium GP after qualifying third. In Belgium Nilsson won his first Grand Prix victory at a rain soaked Zolder, driving around the outside of Niki Lauda's Ferrari with twenty laps to go. Sadly and perhaps ironically, at a time when F1 was still highly dangerous, Nilsson died not whilst racing but of cancer the following year.



There are three more cars due in the next few weeks from FlySlot. First is the BMW M1 as driven by Edgar Dören, Martin Birrane and Jean Paul Libert in the 1985 Le Mans 24 hours, Fly reference number FS051101. Joining it will be another BMW M1 this time from the 1980 Le Mans 24 hours and finished in the striking Marlboro livery. This is the car as driven by Hans Stuck, Hans Burger and Dominique Lacaud. Fly reference number FS051102. Finally the stunning full Martini liveried Porsche 917K as driven by Vic Elford and Gerard Larousse in the Spa 1,000k in 1971 (not 1975 as stated in some adverts for this model). This car





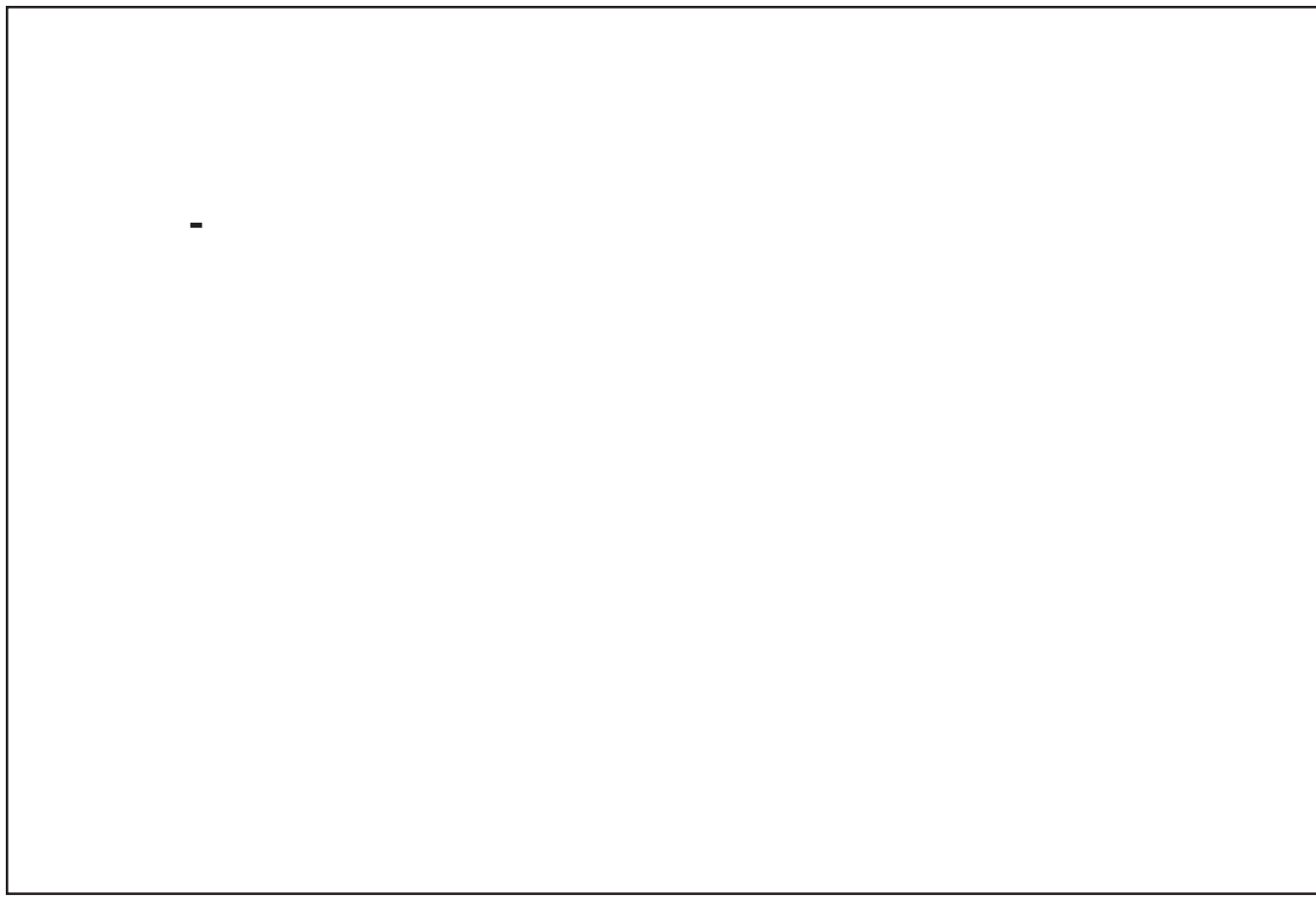
did not finish the race which was won by another 917K driven by Pedro Rodriguez/Jackie Oliver. The Fly reference number is FS005105. These are further new models due from Fly later this year: Kremer Porsche CK5 Group C car, Rondeau M379; the Group C car that won at Le Mans, Porsche 935 Group 5 car and the Ferrari 512BB Group 5 car.



The following are previously unannounced new models in the Alpha series: Porsche 917LH, Lola T70 GT, Ford GT40 and the Porsche GT1 98. We have pictures of the actual models where available and pictures of some of the cars they are based upon.

There is amazing news that Fly has managed to get sound to work in a slot car and this will be an option on the soon to be released Alpha Series Porsche 997RSR! I have not heard it myself but I am told that it is better than might be expected. There will be more news and pricing as soon as I get it.

Thanks, as ever, to Terry Smith from Gaugemaster for his assistance in compiling this article. ■



This month sees the release of a new model from Slot.It with the Lancia LC2/85 and a great second livery for the recently launched Toyota 88C.



CA21b Lancia LC2/85 pre-production prototype

I am indebted to UK importers AB Gee Limited for not only supplying the review car reference CA21A but also a pre-production prototype of the upcoming CA21B version for me to photograph and try out.



CA21a Lancia LC2/85 (88) Dollop Racing

The production car CA21A is based on the #24 Dollop Racing entry from Le Mans 1988. Sponsored by West cigarettes and driven by Randaccio / Marozzo / Frey the car ran fairly well until finally being sidelined by engine problems after two hundred and fifty five laps. Designed and developed by Gianpaolo Dallara the LC2/85 (88) as it was known by then had been passed over to Dollop Racing by the Lancia works and the 3-litre V8 engine already somewhat fragile could not cope with the reliability of the latest Jaguars and Porsches. The West based livery is reproduced with Slot.It's now expected high level of detail and accuracy with what appears to be nine different tampo printed colours with some extremely sharp fine printing on some of the smaller sponsors logo's even on tricky curved areas of the model. External detail parts include aerial, filler caps, grilles, mirrors, lights, wiper and tow points and the cockpit while typically for these cars is mainly black still includes plenty of fine



CA21a Lancia LC2/85 (88) overhead view in the pits

detail and a full driver figure. The driver and helmet are well done although I'm struggling to positively identify which of the trio it is although the closest match of helmet colours I could find during my research seems to suggest Jean-Pierre Frey.

Despite all the detail Slot.It have managed to get the body weight down to just 16.4g and thanks to the Evo 6 chassis the standard car weighs just 64g in total. Dimensionally the model is 148mm long, 62mm wide, 30 mm high with a wheelbase of 84mm. Rear wheels are the new 16.6mm alloy type while the fronts are plastic and both have the correct black five spoke inserts and Dunlop Denloc tampos printed tyres. Power is supplied via the standard offset inline 21,500 rpm motor with a 9:27 pinion/ crown gear ratio with a new type longer nose screw fit guide and a new motor mount. As ever it is fully compatible with the angle winder, side winder, boxer, flat 6, SSD, lights, magnet and Oxygen upgrades that are available. In terms of equipment, dimensions and shape I couldn't see any real differences between the production version CA21A and the pre-production prototype CA21B the only difference being that oh so stunning Martini livery on the 1985 works car done in eight different colours. The prototype accurately reproduces the #5 car of Baldi/Wollek/Patrese that won the shortened Spa 1000Kms race in 1985 flagged on lap one hundred and twenty two following the sad demise of Stefan Bellof in a race accident on lap seventy seven.

In terms of performance I took the two cars to the Wolves International track and put the



CA21b prototype front view

production version through its paces along with the new Toyota. In the past I have always found it necessary to change from the standard guide to a Slot.It deep track guide for the Wolves track but the new guide in the Lancia (and also in the Toyota) seemed much better suited than the old type and I found no need to change them in either car. Both the Lancia and the Toyota seemed very forgiving to drive and I managed 9.3 seconds with both on the red lane which is pretty good for me with a standard out of the box car. As ever one of the lads had the standard Lancia going quicker than me within a couple of laps and as normal when the true racers get their hands on them and set them up with their preferred rubber/motor/configuration I'm sure the quick guys will chop a couple of seconds of my times with ease.

In short then another great new model from Slot.It but I do have one criticism in that the Lancia's back wing is actually attached to the car on top of the diagonal fins extending from the upper rear bodywork rather than on the very



CA21b prototype top view



CA21b prototype side view note how low this car is

fine twin centre post, done I assume for strength and robustness during racing. This would be fine except that on both the pre-production and the production cars the rear wing has a very slight bow in the middle which means that there is a visible gap between the centre posts and the underside of the wing they are supposed to carry which does detract slightly from an otherwise faultless slot car.

The other release as I have mentioned is reference CA19b this being the Toyota 88C depicting the Toyota Team Tom's #37 car from Le Mans 1988. Sponsored by Taka-Q the yellow, white and black machine was piloted by Barilla/Needell/Ogawa and finished 24th on 283 laps some one hundred and eleven laps behind the winning Jaguar.



CA19b Toyota close up

The model again is very well reproduced with seven sharp clear tampo printed colours giving a very good representation of the real livery and detail parts including mirrors, wiper, aerial, grilles, tow points, air ducts badges and lights all adding to the realism. Again the cockpit is well detailed although as normal with race cars the colour is predominantly black. The full length driver figure from what I can gather is depicted as Barilla with Taka-Q Team Tom's overalls. Wheels are the new 16.5mm alloy rears and plastic fronts with correct white five spoke patterns and yellow centre nuts with Bridgestone Potenza tyre lettering. Power again is via an offset inline 21,500 rpm motor with a 9:27 pinion/ crown gear ratio with the new motor mount and the new shape long nose screw fit guide and as ever fully compatible with the usual

upgrades. Dimensions are length 148mm, height 31mm, wheel base 84mm, width 62mm and weight now just 70g in standard form thanks to a lighter 18.4g body and the new lighter Evo 6 chassis and motor mount. As you will see earlier in the article the standard set up is pretty quick straight from the box and I was pleased to set near identical times to the new Lancia with the Toyota. For anyone looking back at lap times please bear in mind the changes to the Wolves track since I reviewed the first Toyota (8.7 seconds) has added around a second per lap to the lap times so a 9.3 for me is pretty good.



CA19b Toyota in the Le Mans pits

For me the Taka-Q livery is one of my all time favourites on a group C car and the Dome developed Toyota 88C a great looking car any way so these two reasons alone were enough to make me buy it, throw in better performance from the changes Slot.It have introduced and that's the icing on the cake.

Finally the first round of the Pendle Slot Racing Slot.It Challenge took part at GT Raceway on Sunday March 11th with Julian Edwards (Moseley) winning the GT class from Nic Hirst (Pendle), Lewis Gough (Wolves), and Neil Hirst (Pendle) and the newly introduced Classics class saw another Julian Edwards win this time from Graham Thoburn (GT Raceway), Jack Thoburn (Pendle) and Phil Field (Hereford). The next round is at North Staffs on Sunday 15th April.

That's all for this time be back again in two months with more news from Slot.It. ■



Return of the MAN Racing Trucks

By Paul Croker

The year is 1985, the location Silverstone Grand Prix Circuit. This is when I first saw 5.5 Tonne commercial trucks racing around a race track at 100mph (limited for safety). Ever since then I have had an interest in truck racing, and have watched it develop over the years. Well you can imagine the joy when I found out that Fly had announced that they were going to make racing trucks. I could only hope that they were going to be of a much better standard than the offerings of Scalextric, and I was not to be disappointed.

Fly's offerings initially were based on the full size trucks that were raced between the years 1995 to 2001, from the manufacturers of Sisu, Mercedes Benz and MAN, which were to be joined at a later date by the manufacturer of Buggyra for the years 2001 to 2003.

Fly continued to produce many liveries from these four manufacturers including many special editions, up until their difficulties in 2008 when production of the infamous trucks ceased. Until now, truck fans have had somewhat of a drought having to rely on stockists' ever decreasing stocks and eBay to supplement our appetite. Then, late last year, Flyslot announced that they were going to release two new liveries based on the MAN

truck. As always, Fly exceeded the estimated delivery time, and they did not reach our shores until late February 2012.

Was the wait worth it?

On receiving my first truck, which was the silver MAN TR-1400 Nurburgring 2005 (ref. 203102), I was sadly disappointed. Firstly, Flyslot had done away with their lovely crystal lids and cardboard sleeve, and replaced it with a cardboard box, and one of the original bases on which the GB track logo had been melted out, leaving a rough file like finish. The disappointment didn't stop there. I noticed that the driver's protective safety net and the metal etched grill below the windscreen were not there as Fly obviously deciding that these were no longer required! So further comparison between one of Fly's older trucks was undertaken.

My comparison between the two trucks revealed this number of differences:-

1. The thin black/silver springs that represent wiring looms have been changed too larger diameter bright orange!
2. Bumper behind front fairing not fitted.
3. Radiator expansion tank on rear of cab now has spring attached to it instead of rubber tube.
4. Exhaust pipes from the turbo chargers are all now a bright gold colour, instead of the two tone silver and bronze items of before.
5. At the rear of the engine the three fine red springs have been replaced with coarse blue and red springs.
6. Front and rear wheels sprayed in all over dull silver, not showing the bolt detail.
7. The motor now comes with no sticker.
8. GB track logo again melted out on lower surface of chassis.
9. 9-tooth plastic pinion instead of 10-tooth brass.

⇒



Some of the real action of truck racing





Despite the changes still a nice model but too expensive in my view!

The enclosed photographs of the MAN Truck of Egon Allgeauer Ref. FS203101, shows some of the changes that Flyslot have done to the newly produced product as listed above, I am sure you can see what I have commented on.

Putting all this aside, the tampo printing and spray finish were of excellent quality, but still did not give the impression of a model that has a R.R.P. of nearly £55.

Ready...steady...STOP!

Well, the moment had arrived to put the truck onto the track. Full of anticipation and magnet removed, we sped off down the straight into the first corner, the second corner, the third corner and that's when it came to a grinding halt. I removed the truck from the track to investigate why it seemed to have developed the inability to go round the track. Upon investigation, I had found that the contrate gear had slid across the axle, allowing the inside of the right hand tyre to jam up against the chassis. I applied some thumb pressure, and the contrate slid back across rather too easily. I placed the truck back on the track, and sure enough within three more corners, the contrate had slid across the axle again and the truck had ground to a halt. So it was off to the workshop to rectify this problem, which I did with a slightly modified 28-tooth grub screwed Fly contrate gear.

Back to the track, this time we successfully completed many laps, with no problems whatsoever. The tyres seem to be of a slightly



The rear view again showing the changes made to earlier releases

softer compound to the previous tyres, thus giving extremely good grip, and thus does away for the requirement for any ballast weight to be added.

The past, present or future?

In conclusion, it is great to see the trucks back in production, but sadly Flyslot seem to be relying on their past quality products to get them through this difficult period. The real racing trucks have changed somewhat from the mouldings that Flyslot offer. This would make a great opportunity for other manufacturers to come onto the scene with new up to date mouldings and an improved standard of quality that we now come to expect from manufacturers of slot cars. Would I purchase future Flyslot trucks? The answer is yes, purely because no one else produces trucks, but I would be looking for heavily discounted items as the R.R.P. of £55 is too high a price to pay for poor quality.

In future articles I will show you some of the simple modifications you can do to improve your driving experience and a small project that I have under taken, which is why there is no picture of the silver MAN model in this article.

If this has got you interested in truck racing why not visit the British Truck Racing Association website or pop along to Brands hatch on the 21st and 22nd of April to see the real thing. ■

Retro F1 Racing at Bearwood Scalextric Club

By Graham Pritchard

Here at Bearwood Scalextric Club, Ian Howard (who is one of our newest members) has come up with the brilliant idea of “why don’t we race 1970s Scalextric cars in our club calendar” ?

The ones we are talking about include the C121 ELF Tyrrell, C126 JPS Lotus and C129 March Ford to name but a few and they all have one thing in common in that they are all powered by the good old Johnson 111 motor.

Now, believe me or not but over the 20+ years that I have been racing Scalextric we have never actually raced these cars before at the club. The biggest reason for this is that when I originally started out in 1990 the SCX Ferrari F1/87 was out and that had basically killed off any existing cars chances of winning due to its superior performance.

So, with the power of eBay, new tyres were sought (via Slot Car Wales) and the cars were put on the track and suddenly we rediscovered what it was like in the ‘70s to race the then “state of the art” Formula 1 cars of that era, an era where the tyres were big and the rule book was small according to some commentators of the period.

This was also an era where the driver was more important than the designer and where vivid imaginations shaped the cars rather than the wind tunnel according to Ian!



Again, believe me or not, they do actually go better than you’d think the biggest reason being that they are nothing like the Metro or XR3 to drive at all!

Now, Ian will freely admit that he is in love with anything “70s F1” and so when he also ran by me the idea of running a mini series within several of the local clubs here in the West Midlands I said “why not” and so the “Heart of England Johnson Formula F1” racing series was born with rounds to be held at Wolverhampton Slot Car Club and Great Barr Slot Car Club as well as a couple of rounds at our own club. (This move allows us to hold races on Plexytrack, Ninco Track and Wooden Tracks thereby making the racing more varied as not all of the cars will go the same on all of the tracks).

Ian says “*The Johnson Formula*” ethos sets out to revisit a golden age of Motorsport to celebrate the diversity of design of the Grand Prix Cars of 1970 to 1980 and to keep the



formula low “tech” and cheap to compete in but still allowing some limited forms of modification to add interest and spice to the racing.”

So, after several hours of discussion Ian and I came up with a basic set of rules and regulations (which you can find on Slotforum) for the championship but along the way we were also influenced to a degree by the “keep it standard” or “should we modify them” scenario.

Again, after much experimentation and consultation with others we concluded that by stiffening up the front axle by use of a small piece of brass tube (remember that these cars had been designed to go around those infamous banked curves) which the axle now runs within together with a slight lowering of the ride height then you could get these cars to run as good as an F1/87.

You can imagine Ian’s face when confronted by a full grid of these cars (a kid in a sweet shop – not half!). Check-out the pictures to see what I mean, how long has it been since you saw as many old F1 cars actually being used rather than just sitting on a shelf?

Now, the keen eyed amongst you might have noticed that there seems to be a few cars there



that were not in the Scalextric catalogues of the time, and yes, you are right, there are some reliveried cars there as well as some scratch built ones amongst the cars that we are racing. (Indycals from the USA have supplied most of the decals but some have also been home made).

Take for instance the fleet of Tyrrells that Ian has amassed, the 6-wheeler is scratch built from a C121 donor whereas a couple of the others are either repaints or remodelled versions of C121 or C135 Tyrrells.

He has also turned his hand to remodelling a C129 March into the orange March that you see in the pictures as well. And, to top that, the blue and gold Wolf actually started out as a yellow Renault RS01!





Ian has very kindly offered to write a small series of articles as a follow on to this article to show how these amazing transformations took place so that those amongst us who have the desire to “build their own” can see how it was done and hopefully then attempt their own.

Now everyone has their cars ready to use, we (at the time of writing this article) are really looking forward to the first round of the Championship which will take place at Wolverhampton Slot Car Club on Sunday 22

April. There are also three further rounds planned for Sunday 6 May and Sunday 24 June at Bearwood Scalextric Club together with a final round at Great Barr Slot Car Club on Sunday 19 August.

There are still places available for anyone wishing to enter this Championship so if you are interested then please contact me on either 01384 561532 or by email which is graham@psjcoltd.co.uk. Entry fees are £5.00/round = £10:00 (being two rounds per day). (Under 16 year old competitors can enjoy a full days racing at a reduced fee of £6:00). ➡➡





Besides the usual race day awards additional trophies will be presented at the conclusion of the championship to 1st, 2nd and 3rd overall.

In parallel to the main Grand Prix championship, points will be awarded to junior drivers (who are aged 16 or under on Monday 20th August 2012) which will count towards a separate Under 16's Junior Championship.

Ian has also got a Bulletin Board running on Slotforum should you wish to keep up to date with the Championship as it progresses, search for "Heart of England" or follow the link here: <http://www.slotforum.com/forums/index.php?showtopic=60691&pid=680669&st=0&#entry680669>

Another of our members has described this as a "forgotten class" and if you step back from today's world of "fast is good, but even faster is even better" given that we now all seem to race Slot.It and NSR etc. and cast your mind back many years ago then this was all that we had to race when we were kids.

The small amount of "tweaking" that has been done has only really brought them up to the specification that they would be made to today, i.e. with a rigid front axle, realistic ride height and new tyres.

The only thing we haven't done is updated the motor, which once you've cleaned it up and



re-oiled it is more than adequate for racing. All in all it has been a brilliant idea to turn back the clock and go retro racing - Nice one Ian!

The Heart of England Classic Grand Prix Championship Race Calendar 2012 is as follows:
Rounds 1 and 2. Wolverhampton Slot Car Club. Sunday 22nd April 2012.

Rounds 3 and 4. Bearwood Scalextric Club. Sunday 6th May 2012.

Rounds 5 and 6. Bearwood Scalextric Club. Sunday 24th June 2012.

Rounds 7 and 8. Great Barr Slot Car Club. Sunday 19th August 2012.

Formula 1 with a '70s Twist !





Ninco returned to their HQ following a successful Toy Fair 2012 at Nuremberg and are now settling into managing their production schedule for the rest of the year. As with previous years, Ninco chose the Toy Fair to announce the new products they have invested many months developing.

No strings attached!

This year, the talk of the stand was the release of their new “WiCo” wireless racing controller (10413). The catalogue (*currently available to download via the internet*) states “Goodbye tangled cables!” as this system gives the driver the freedom to roam around the circuit without being tied to any particular point by a cable. Ninco have used the latest 2.4Ghz technology, found in radio control, to enable a range of up

to thirty meters from the base without experiencing any interference from other wireless controllers. Features included within the WiCo allow the direction to be changed and speed to be adjusted to suit beginner or expert racers.

Game, Set and Match

Ninco sets offer fantastic value for money and this year Ninco continue to offer a huge range of options from starter sets to massive 2 and 4-lane layouts giving 16 metres (*that's over 52 feet*) of track length. The Starter-Pro WiCo (20162) set is their smallest offering but still has 7.8 metres (*25 feet*) of track, barriers, bridge supports and now includes the WiCo wireless controller system. Complete sets with cars are also offered with the WiCo system; these include Camaro Challenge (20166), Autobahn Racers with Mercedes SLS and Audi R8 (20167) and the Master Sport (20169) with the Lotus Exige supplied in two different liveries.

Track layouts cater for asphalt rallying through the “Rally” (20161) set which includes three pairs of crossover sections. The “Off Road” (20158) set is made up entirely of rough terrain surface of Raid track. It has three Dune sections with supports for constructing truly challenging courses.

Other complete race sets that utilise standard controllers still have a place in the Ninco range; these are the Mustang Showdown (20154), and Eurocup Megane (20155) sets. As with the WiCo packages, all set cars are perfectly matched to keep the racing tight bringing maximum enjoyment to the hobby.



Generation "N"

N-Digital is still the new generation of slot and all of the track kits are neatly presented in the catalogue. Benefits of the N-Digital system (*apart from the ability to change lane*) are the extended game play options that offer seven different race modes;

- 1) Grand Prix, speed racing in laps.
- 2) World Rally, individual race times.
- 3) Fastest Lap, pole position shoot-out.
- 4) Non-Stop, endurance racing.
- 5) Pit-Stop, endurance with pit-stop strategy.
- 6) Arcade Group, eliminator style racing.
- 7) Arcade Single, individual racing against the console.

Again, a Master Track set (40104) offers great value with over 14 metres of track, digital power base and lane change-over sections. Digital Chip Decoders (40304) are easy to install/uninstall allowing analogue cars to be used on an N-Digital layout.

Performance Enhancing Drug

Although Ninco cars are excellent straight from the box, all can be further tuned to give improved performance whether it's from adding higher powered motors or fitting precision engineered components such as axles, bearings and wheels. A comprehensive list of spares including their ProRace range is detailed within their 2012 catalogue. In addition to those listed, Ninco have recently announced a new range of "XGears" with 26, 29 or 31 'straight' teeth suitable for combining with different pinions giving a variety of gear ratios to suit the demands of any track layout. I wonder if these parts should carry a government health warning; I've found going down this road can be quite addictive, swapping and changing components to achieve the optimum setup for a particular circuit.

The Big Boys

Whilst XLOT did not feature on their stand this year, the 1/28th scale slot cars do have a place in their catalogue with a full page dedicated to the spares available. The XLOT series has attracted much discussion since its launch three years ago.



This 'new' scale was selected to enable the cars to accommodate new & innovative designs surrounding the drive-train and setup whilst allowing them to be raced on narrower track systems than the Ninco product. Models offered until now have been the Porsche 997, Ferrari 430 and BMW M3 E30, each of which have been released in at least three different liveries.

Last year, Ninco had two special edition XLOT cars, both BMWs; the first celebrated the Ninco World Cup and the second represented the RACC Rally Catalunya 2011 car – a collectable series that Ninco have issued since 1994.

A Glimpse Into The Future

Back to the world of 1/32nd scale, the catalogue shows a selection of cars that are due for release this season. Starting with Ninco-1, three liveries are pictured of the new Chevrolet Camaro. As mentioned above, these cars are also part of the Camaro Challenge race set. These new models are released in analogue and digital format and are highly robust entry level race cars. In fact the Camaro body design incorporates the window which is painted on rather than being made out of tinted 'glass'; *another first for Ninco!* It's worth noting that the Ninco-1 range includes the

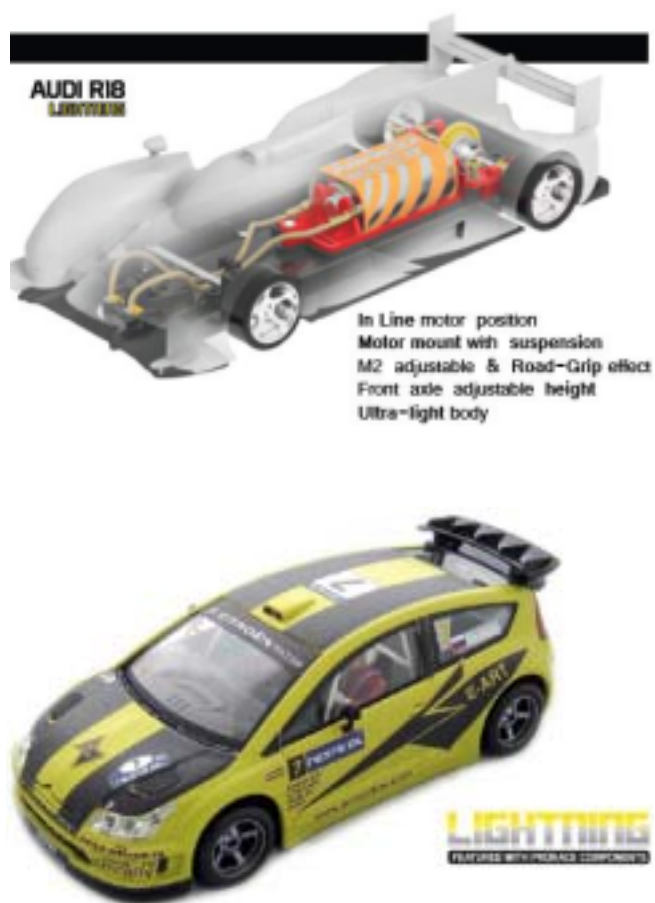


“Plus” versions that incorporate some performance enhancing components.

Stepping up another gear, we move to the standard Ninco-S or Ninco Sport range. Cars shown in this section are the beautiful Lancia 037, the fabulous E-Type Jaguar, and the ‘jelly-mould’ Ford Sierra Cosworth. Each of these models are pictured in four different race liveries. With no more than one of each shown as the actual Ninco car, all other pictures show the real car in race action.

The final section is dedicated to the flagship Lightning range. This series offers cars equipped with competition specification parts pre-fitted making these exceptionally quick out of the box. All of Ninco’s latest innovation will be found in the Lightning range with lightweight interiors, machined wheels, precision axles and motor pods with suspension bringing improved handling and creating the ability to shave precious seconds off lap times. The Lightning line-up shows the new Mercedes SLS, Citroën C4 and Audi R18 in at least two liveries each as future releases to look out for.

It is interesting to note there are no part numbers listed against any of these pictures.



Changing reference numbers have been a bone of contention in the past (particularly with traders) where numbers are issued at launch, only to be changed as production is accommodated for release. This way, a more accurate release of reference numbers will be achieved.

A Special Year For Cobra



Last month the Club announced fantastic news about the forthcoming release of the 50th Anniversary AC Cobra that Ninco are delighted to be involved with. It is a beautiful model and is sure to be highly sought after by Cobra fans and enthusiasts. It's a '*crowd puller*' at any event or motor show and beyond the track, the Cobra also has an impressive list of film credits such as "Lock, Stock & Two Smoking Barrels", "Charlie's Angels" and "Gone in Sixty Seconds"; it is therefore likely to appeal to an even wider audience!

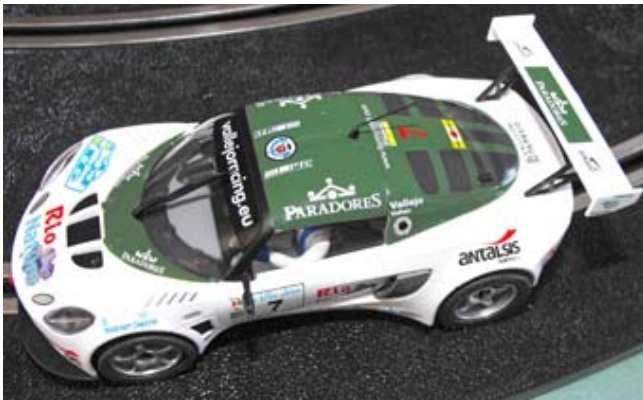
Fellow slot car publication "Mas Slot" also celebrates a milestone in its history this year as February 2002 saw its first publication. Now celebrating their 10th Anniversary, they have chosen the Ninco Cobra for a special Anniversary edition car.

⇒⇒

Recent Arrivals

With the arrival of Spring has come the rebirth of some superb cars and racer's favourites.

The long awaited Lotus Exige has been treated to a make over and has landed in the white and green #7 "Vallejo" (50540) livery. The reference number was first listed against a Red Bull version but I suspect licensing rights have played a part in this number being allocated to the latest release. Features of the Exige include crash resistant mirrors, sprung guide and the compact NC-9 motor in angle-winder position.



GT racers have a choice of two; the Lamborghini Murcielago "Amprex" (50592) or Ford GT "Osram" (50593). Both come fitted with NC-12 Crusher+ motors which are rated to 23,500rpm at 14.8volts. Full Lightning specification means they also have lightweight Lexan interiors, ProRace alloy wheels and motor-mount style chassis.

For classic enthusiasts, there is a delightful Corvette "Black" (50583). High gloss black paintwork, white hood and plenty of chrome detail makes this car *almost* too nice to race!

April Cool

Now that British Summer Time is upon us, a number of cool releases are planned for this month. The recently launched Ninco-1 Plus Mercedes SLS GT3 is now available in the "Team Holland" (55053) livery to challenge the all German silver arrow from earlier this year. Both are evenly matched with NC-9 Sparker motors held within the new motor pod chassis. For an unfair advantage over these models, the "Viage" (50578) Lightning version houses the more powerful NC-12 motor as well as having

an extra long guide blade, precision wheels and Lexan interior. With this on the track, temperatures are guaranteed to soar!

Continuing with the Lightning theme, next to strike is the Audi R8 "Total" (50597). The white body is decorated with splashes of colour from main sponsors Total and DHL. Again, alloy wheels and lightweight interior are standard at this level and the NC-12 motor packs more than enough power to deliver this car safely to the end of an endurance race.

The E-Type Jaguar has caused quite a stir in the classic class and this month's "British Green" (50599) race liveried roadster with new wider sport tyres adorning the rear wheels will help feed the need for alternative liveries.

A surprise announcement this month is that of the Porsche 550 Spyder. The "Red" (50601) edition sports a broad twin white stripe along the centre with #2 roundels on each of its two doors.

Just one addition to the rally scene this month but definitely worth taking a closer look at; The Citroën C4 "Novikov" (50598) Lightning is sure to light up any rally circuit. Already a competition favourite, this now includes alloy wheels to maintain contact with the rough rally terrain assisted by independent ProShock suspension. The NC-14 Speeder+ motor provides the power to all four wheels which are dressed with new compound tyres making this the most sure footed rally car out there.

Tweaks and Treats

Spares are announced every so often and most outlets will keep a good stock of Ninco parts. As well as the new XGears (80251, 80252 and 80253) and new slick tyres (80523) mentioned above, Suspension screw kits (80913) are available for fitting to the motor pods. A welcome return of the light kits are also available with the "Xenon Lights Kit" (80912) replacing the earlier Light Kit (80907). I had great fun recently competing in a Porsche Cup style, 12-hour endurance where a third of the race was conducted in complete darkness. Only thanks to the Ninco lighting were we able to run this "night stage"! A full report next month. ■

A Scalextric Collectors Tale

By Andy Smith

As with many fellow slot car enthusiasts it all began one Christmas as a child, in my case back in 1977 when I was the proud recipient of a Scalextric 200 set, being the figure of eight banked track with the black and white Shadow F1 cars.

My friends also owned Scalextric sets so we were soon joining forces and creating tracks that ran through several rooms in the house and in some cases out into the garden. What great fun we had, modifying and spraying up cars and driving them to destruction. Thank goodness I wasn't born fifteen years earlier otherwise we could have been trashing James Bond sets!

My obsession with slot cars began to wane as my teens approached and girls all of a sudden became a lot more interesting. In fairness, I did try to purchase the Scalextric catalogue every year only to be disappointed by what looked like jelly moulds on wheels which ensured I was not tempted back into the hobby until I had grown up!

Back in the year 2000 I dropped into my local model shop in Derby, C & B Models, just for a casual browse to kill a bit of time. The enthusiastic lad behind the counter showed a blue "cigar" box which had Scalextric Sport written on it, opening it up not to reveal a jelly mould from the eighties but a beautiful Ford GT40 in the Gulf colours, which I had to buy

there and then. This was the start of something expensive, very expensive, and twelve years later I've finally decided on what I now collect after going through several different phases of not really being sure.

At first, I thought it was just Scalextric as these were the only cars to be found in the various model shops and they always seemed to be in short supply so I assumed they were rare and I therefore purchased every car that I could find. I then found that a world of slot cars existed on the internet and I needed to buy the various special and Limited Editions from Fly, Ninco, SCX as well as Scalextric cars from ➡➡



TVR Collection



SLN Audi Collection



Overseas Cars

their Racer Club, and then eBay led me to Hornby Range Presentation cars and then I found the NSCC and their fantastic cars.

Like a drug addiction, this collecting was getting seriously out of hand and where to store and display all these cars an issue. Did I really need the Ninco Catalonia Limited Edition rally car every year, or the SCX Vintage re-release every 12 months, and numerous Fly and Scalextric cars in cardboard presentation boxes? Australian V8 Supercars, USA only releases, plain white cars, and German GT40's from Scalextric. Were these all really Limited Editions which would increase in value?

I carried on regardless and purchased my first Scalextric Promo Car via eBay, being a City Challenge Big Ben TVR. I then realized there were two different designs in different colours which I would need to track down. My promo car collection now stands at some forty two cars and out of all my collecting these continue to be my favourite. If anyone has the International Sales Conference cars please let me know!!

I am also a member of the Dutch SLN Club which I would urge you to join as our "sister club" and although I cannot understand their Journal I do like to look at the pictures! You also get the opportunity to purchase their Club cars, of which I think I have managed to acquire most of them, including the Audi TT test samples for their 10th Anniversary although the yellow Porsche Boxster was subsequently chosen as the car to celebrate the event.

As well as continuing to buy everything and anything I started to buy what a few of refer to as "funnies". These can be untampoed, pre – production prototype, prototype, colour tests, mould flushes and engineering samples, but all

'blooming' expensive cars. This was when I decided that I would only collect Scalextric cars that you cannot buy in the shops and a mass clear out ensured, with thanks to Derek Cooper and Steve Cannon for taking them off my hands rather than me trying to sell them all on eBay which would have took months and months and the thought of queuing up at the post office to dispatch them was just too much.

All my SCX, Fly, and Ninco cars have gone and only my Scalextric cars that you cannot buy in the shops remain, well, except for the Slot.It cars as they are just so good to look at. I have restrained myself with Slot.It by just collecting the Le Mans Winners in their orange cigar boxes, and all of the Jaguars because they are one of my favourite cars of all time along with the Lola T70 (please make some Mr. Ferrari of Slot.It). Oh and yes, the Porsche 956s, Ferrari F40s and Ford GT40 which have been produced for the European Endurance Championships.

So the slimmed down collection now stands at some two hundred and fifty cars but I can honestly say that I do genuinely enjoy dusting each and every one of them! ■

&
 Stephen Langford

Hello everybody! I hope life is treating you as well as it is treating me. There has been more to review with two free listings this month that have kept me busy. As a result, prices have been a bit weak, it seems to me, but there have been a few items as usual still hitting the highs. Firstly, I must apologise about the paddock item 180805117454 mentioned last month as it went for a healthy £162.77, and not the bargain £72.00 I reported! I am glad someone is keeping an eye on me, and do remember to keep sending the links to the eBay Watch email.

McLaren MP4-12C

Three examples to describe this month. The first item is 250995096171, which was a Scalextric Club car, that was snapped up for £65.00 on the nose, best offer. The next was a Dutch Club car version (item 230753180437, 148 of 150), that went for a single bid of £98.95 on Sunday night. Another one (300666845609, 80 of 150) a few days earlier made £101.00, though £80.00 seemed nearer the mark for others sold. On to the range presentation versions then, and £200.00 BIN was not attracting buyers, but one sold on auction for £147.53 (150777474754) on Sunday night.

Collectors' pieces.

A Scalextric Fiat TC 850 Coupe in blue (220961427157) in a Spanish box was listed at £379.00 BIN, but no sale. Why is this? Is it the colour putting buyers off? or is it the price? A red Planeta Miticos version though was snapped up for £35.00 BIN (230755336612) on a Friday morning. I did spot a C99 white Fiat (300674030466) that attracted twenty bids and was sold at £219.99. Following on from the

recent NSCC tin plate article, I spotted a red Healey from a Spanish seller sold for £740.00 after eleven bids. The same seller also managed to get £710.00 for a "BMW M1 20 ANIVERSARIO EXIN PEANA MINT BOX DIRECT OF FACTORY EXIN" – yes, it was supposed to be very rare as it was in a box and is not usually found in a box according to the seller. On to Fleischmann models then, and a couple of Ferrari F1 cars caught my eye (390319168479 red, 390319168481 blue) but at £195.00 and £150.00 BIN respectively they did not sell.

One set fetching the money though to a single bid of \$1,000 on a Monday night from a US seller was a Bryan Nascar set. (170804219044) Supposedly unused, though the box itself was in a distressed state the main attraction must have been the red and black Chevrolet Montecarlo where 150 were reportedly made.

Bugatti

With thirteen bids to take it to £519.05 (150761184121) a lovely finished off red De Havilland model from the early '80s, with history, listed by the seller, will surely take pride of place in the new custodian's collection. A couple of days earlier, another one had sold for £595.00 BIN (220961199608). A blue boxed Perris example from a Swiss seller made a surprising £461.00 on a Wednesday night (300677091607). I hope the buyer was not disappointed with the "Scalextric Bugatti red C70 spares or repairs", item 280844831237 from a brand new seller, as it looked very much like a resin body shell only, and sold for £335.00 after thirty seven bids.

And now for "the Holy Grail" of the slot ➡➡

car world. An original 1960's Scalextric C70 Bugatti Type59 in totally original condition without any replacement parts whatsoever. "This is a very exclusive car" and is offered for sale in a non-negotiable deal at a stunning price of £12,000.00, although the vendor may consider a part-exchange for a classic vehicle within the same price range. The vendor purchased this car in 1985. The item comes complete with paperwork and has a great deal of provenance, but I'm not sure about that price. This model was mentioned for sale on Carandclassic.co.uk and also on Slotforum as for sale at the above price. Link is <http://www.carandclassic.co.uk/car/C276736>.

Complete circuits and trackside buildings

First off, I would like to draw your attention to item 170787872362, vintage 1960s Triang Scalextric trackside buildings, sold for a best offer £20.00. I feel that the buyer here got away with an excellent deal, as the buildings were a pit counter, which appeared in very good condition, starter on rostrum and drivers' list building with spare name boards etc., all of which appear very tidy. All in all, a good buy. Of late we appear to be seeing a selection of built up complete circuits for sale, some at very expensive prices, and some not so. Giant Scalextric fantastic layout, with cars, and scenery, software race management, this was sold after three bids for a premium of £510.00. The circuit was clearly as advertised, being very big and in as new condition, I would say worth every penny. Another one I came across was a similar item(190648625375), a very large circuit with full digital controls and software and three cars. Eight bids took this item to sell at £102.00. More than very reasonable, in my view.

Magazines

Following on from the article in last month's Journal about magazines by David Yerbury, it was interesting to see the issues make an appearance on eBay. David's Fairy Godmother does exist as the missing magazine Miniature Autoworld September 1965 was listed. Indeed all the issues were available at least once during

the month. Had someone been reading his article I wonder? Keen bidding saw that September issue sell for US\$22.38 from a New Zealand seller on a Wednesday night. (251017740818) A week later the very same version from a UK seller made only 99p with a single bidder (220982465045). Five other monthly issues were picked up the same night for the 99p start price. Just to show what a topsy turvy world prices are from one week to the next, the December '65 and May '65 issues that had gone unsold at US\$7 from the NZ seller made £20.99 and £16.67 from the UK seller the week after. (220982475288 & 220981791499) Most prices were in the £4 to £10 range if you had some competition in the bidding. Miniature Auto magazine showed similar mixed results from week to week though with perhaps a little stronger bidding. Top dollar so to speak went to a Jan '68 example at \$27 (380420389318) whilst a couple of days before a Dec '67 issue (180816269179) made £17 on a Monday afternoon. The biggest prices were achieved with the Model Roads and Racing magazines with £62 needed to secure a May '64 example on a Monday night (180816390011) but then only £5 was needed eight days later with item 220981712115 which included the four page news supplement. (Does David know about these supplements I wonder?).

Prices to ponder

VINTAGE 1960'S SCALEXTRIC TWIN AUTO SCREAMS £66 (Excellent boxed example 251014402713).

Scalextric MINI 1275 GT £107 (Blue example with black stripe and according to one of our learned friends on Slotforum the car is genuine. Same seller had another blue example with a white stripe that made £103.56 120873291556 and 120873290541).

Scalextric MINT / BOXED BENTLEY "POWER and the GLORY" livery RARE 1 of 5 ! £128.40 (Seller had five of the P&G series for sale not a special edition of five 300681322162). PIONEER SLOT CAR J-CODE SPECIAL BULLITT MUSTANG TEST CAR SILVER #10 - ONE ONLY!! £204 (Sold theSaturday

night item reference 400284170205).

Pioneer J Code Slot Car '68 All Blue Dodge Charger R/T 1 of only 17 £112 (Monday night 170797263902).

Slot it Very Rare 1 of 12 in UK Porsche 962 Jagermeister Slot Car EU2011 SISC03 (Gold car for European Endurance Championship 2011. Thursday night 110845156727) sold at £138.00.

COCHES SLOT SCALEXTRIC COLECCION DE MAS DE 800 COCHES NUEVOS A ESTRENAR €29000 (Spanish seller relisted this at € 20,000.

SCALEXTRIC STARKY & HUTCH C2553 Ford Gran Torino 1976 - LAST ONE IN STOCK £110.99 (Single bid on Wednesday night 320870967236).

SLOT CAR DISPLAY CASES NEW £9.05 (Looked like those Ferrero Rocher boxes x 6 160751413074).

SCALEXTRIC C442 BRABHAMS TYPE 1 PRINT ERROR & TYPE 2 CORRECT SPELLING V-RARE £76 ("TYPE 1 SAYS **YOUR** AND ON TYPE 2 IT SAYS CORRECTLY **YOU'RE** ONLY A HANDFUL OF TYPE 1s LEFT THE FACTORY AS IT WAS NOTICE PRIOR TO SENDING TO RETAILERS" 330695351413).

Funny of the Month

Something different for those who like to add a bit of variety to their scenic layout was "WHEN YOU'VE GOTTA GO - YOU'VE GOTTA GO ! FUN FIGURE of WOMAN UNABLE TO WAIT !" £12 (Painted resin figure propped against a portaloo if you needed more details! item No. 370596276088 Seller had some other interesting figures as well, still to be sold at time of writing). ■

