



**No. 371 FEBRUARY 2013**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Virgin on the Ridiculous!

This month I was genuinely struggling with what I could write about, perhaps the snow or perhaps something slot car related? However opportunity presented itself in recent events concerning my email, internet access and my provider, Virgin Media. Of course of all the worst weekends this could fail it would have to be at the end of the month when I am preparing the Journal!

It all started on the Friday when we noticed our emails were sporadic to say the least, sometimes they would send and receive, other times they would only send or receive and often would do neither. It got worse over the weekend until Sunday when it stopped working altogether. In addition we appeared to struggle with internet access and very slow speeds as well as losing all wireless connection capability on our phones. So I thought I had best ring the technical people at Virgin Media for advice, help and assistance.

I first rang them on Sunday afternoon, they accessed my computers, played with the settings, checked the external service connections, servers and so on all to no avail, after some two and half hours they suggested that the problem appeared to be at my end and suggested that by some pure coincidence two computers and two phones had magically changed settings and it was thus my fault?

I then consulted with our own IT man at work and Martin Kay who both advised that the problems were not likely to be at "my end", but sounded like a Virgin Media Server issue. So Monday night and another call to Virgin Media, this time a total of three and a half hours, I was passed to various departments, some of who were irrelevant to my problem, excuses came at me like machine gun fire, interestingly though none of the issues were their fault. It looked like a switch over to Sky was beckoning, but before that I had to ring one last department to try and see if it was now a software issue.

So Tuesday evening, having come home from work I thought I'd just try it all again....hang on it all works, so magically "my end" has fixed itself? Anyway we are all up and running again, no thanks to Virgin's technical support, and you have all got your Journal for February, so enjoy!

Until next month.

Jeremy



# MESSAGES FROM MARGATE

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

By Pete Simpson

After last month's overview of the 2013 range, I can now return to a few more details on the cars already seen at Margate. As I related in January, it would appear that Scalextric have got off to a flying start with a good number of the 2013 cars having already progressed to the sign-off stage. I've previously shown the second Sebring MGB, Adrian's MINI, the first Lotus Evora and prototypes for the Snow Speeder and the Snowmobile racers, so there are a few more revelations this month.



The two cars in the Fast and Furious Limited Edition boxed set, C3373A, Challenger and "F-Bomb" Camaro, will be High Detailed versions of the cars sold in the race set, C1309. The catalogue is a bit misleading as the same images are used for both items: however, if all the Key Features icons are studied, then it becomes clear. These combinations provide a good choice: for nearly the same money you can have either two highly detailed models or a complete set with crossover and flying leap and two Super Resistant versions. Obviously Scalextric would prefer if both options are covered.

Three cars that I overlooked last year were

the McLaren MP4-12Cs contained in the Pit Stop Challenge set, C1296, which continues to be available in 2013. This digital set comprises an apparently simple oval of 454cm but entertainment is added by the inclusion of the Pit Lane Game, straight lane changer, pit stop lane and three of Woking's finest GT race cars in McLaren Orange, Mercury Red and Titanium Silver.



The cars, although similar to solo releases, are unique: they each carry the patterned side panels and nice, big clear race numbers. It does seem slightly odd that the colours don't quite



match those of the control tower, although silver is probably close enough to white to cause little confusion.



The new Ford Fiesta RS WRC to be in the catalogue for this year, C3399, is that driven to 4th place by Finn Jari Matti Latvala, navigated by Miikka Anttila in the 2011 Rallye de France. This special paint scheme was first seen in France during testing in June 2011 and, due to fan's enthusiasm and permission from its main sponsors, Abu Dhabi and Castrol, Ford decided to replace the usual livery for the Rallye de France held at the end of September. It is in fact the same design as the more colourful version, released last year as C3300, but with a black



background and all the logos set to white. The other WRD Fiesta available in 2013 is the Eddie Stobart sponsored version, C3284. This was available last year but wasn't illustrated in the catalogue as it was a replacement for the planned ALM car of Evgeny Novikov.



In June of 2012 the unique Bugatti Veyron L'or Blanc visited London and was spotted outside the Dorchester Hotel in Mayfair: it had previously been seen a couple of months earlier in Paris. Reported to have cost its owner £1.6m,



this 1,000bhp, 253mph, 'White Gold' car really has to be the epitome of the current model. This car is known as the porcelain Veyron after the colours of the bodywork together with badges, interior trim elements, wheel centres and fuel cap being crafted from ceramics provided by German tea set manufacturer, Königliche Porzellan-Manufaktur (often referred to simply as KPM). Just imagine all the tacky, plastic parts of the interior being replaced by pure white porcelain and you'll get an impression of how special this car really is. The swirling scheme is intended as a tribute to the Stelvio Pass in Italy. Scalextric have captured the appearance superbly and have employed all the tools at their disposal for recreating the stunning scheme,

blending spray painting, tampo printing and decals. C3394 will make a colourful addition to the range of road cars available.



Whilst on the Veyron, my special, Australian solo release chrome model arrived just into the New Year. It has issue reference C3356 and comes in a standard case. The chrome is superb, without any blemishes or scratches. This one is likely to stay in its box to retain the finish.

The second car of the Australian Neptune Racing Team, the Mini Cooper "S" of Peter Manton, has passed sign-off, with only a couple of observations. Interestingly, the prototype had painted rather than chrome bumpers: I'll ➡➡



have to keep alert to see if the final release is adorned plated with bright work or if the internet can provide evidence of it being raced in this form. Don't forget that Minis are not DPR so this example, C3405, cannot readily be raced digitally against the Cortina, C3210, of team mate Jim McKeown. Doubtless our Australian cousins will be hoping for a Holden EH and a Ford Mustang 289 coupe to complete the team's circuit racing presence.

I'm sure (not!) that many will have spotted the RS200 in the race just seven minutes into *Fast and Furious 4*: another opportunity for a Scalextric relivity maybe? How about this year's fun quiz being to see which of Scalextric's cars can be spotted in the film series, maybe for the Easter quiz?

So until next month, let's hope Mr. Posty man keeps calling. ■

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Here are the latest 1:32 scale releases from Carrera which should be available by the time you read this.



There was no Carrera Corner in January, but in December we mentioned the Bill Thomas

Cheetah which raced in the Daytona Continental 24 hour race in 1964. Now we have CA27413 the Bill Thomas Cheetah Yeakel Racing. The car is finished in red and carries race number 8. This is the Alan Green Chevrolet Cheetah. The Cheetah was meant to be a Cobra killer. It was Corvette powered, with a custom designed



chassis and suspension. Unfortunately, the Cheetah never made production. A fire in the shop stopped production somewhere around the sixteenth car. Eleven cars were completed. Beyond that there is some speculation; however, at least eight cars survive.



Also mentioned in December was the bright red Alfa GTA Silhouette Race 1. January sees the release of another version of this car; CA27416 is Alfa GTA Silhouette Race 2. It is finished in yellow and white it carries race number 63. These race cars are based on the 1967 Alfa GTA.

The following two cars are USA models that the Hobby Company have brought for the UK

as Limited Edition releases. If you are a fan of NASCAR these will certainly be of interest to you. CA27398 is a Plymouth Superbird, race number 8, from 1972 and CA27397 is a Dodge Charger 500, race number 30, from 1969.

The Plymouth Superbird performed well on the NASCAR tracks. It was placed high in many races, winning eight of them. However, NASCAR banned the Superbird and all the other aerodynamic cars as officials were concerned with the dangerously high speeds as well as the huge wing and nose cone as the cars didn't look much like a stock car. The ban brought an end to the production of the Plymouth Superbird.

500 Dodge Chargers were sold in accordance with NASCAR rules. The Charger 500 was intended to eliminate the aerodynamic problems of its predecessors that hurt it in comparison to Ford's lower power but more slippery racing models. Unfortunately, it did not achieve the results expected of it on the NASCAR superspeedway circuits and lost to Ford Motor Company entrants, but it was successful on the shorter under 1 mile (1.6 km) tracks.

Thanks as ever to Pete Binger from the Hobby Company for his help in compiling this report. ■





**B**olwextric Slot Car Club in Hampshire is staging a 9-Hour Endurance race in the spirit of Goodwood next month. I had the pleasure of participating in their 12-hour charity race last year and I plan to join in the fun again this time round!

### **A Classic Event**

Entries will be from the Ninco Classic range such as AC Cobra, Austin Healey, Corvette C1, Ferrari 166 and TR250, Jaguar E-Type and XK120 as well as the Porsche 356 and 550; all using components as fitted on their original release with no modifications to chassis or body. Each team of three or four drivers must supply their own car, spares and Ninco tyres.

The event is scheduled to run from 10am to 7pm on 3<sup>rd</sup> March 2013 - more information is available from Bolwextric website direct ([www.bolwextric.co.uk](http://www.bolwextric.co.uk)) or via Slotforum ([www.slotforum.com](http://www.slotforum.com)).



the end of 2012, this great little model is based on a race prepared version of the road going British sports car originally produced in 1959. The car was assembled at the British Motor Corporation works in Abingdon and replaced the Austin Healey 100-6. The 3000 used a 2.9litre engine, boasted a sub-12 second 0-60 time and was capable of 115mph. This car in its rallying guise put BMC firmly on the map and remained competitive throughout it's development from Mark 1 to Mark 3. The→

### **Heavyweight Contender**

A possible entry for the above event is Ninco's Austin Healey 'Sport Red' (50608). Released at





“Big Healey” became the world’s first ‘homologation special’ and is still raced today in classic competitions around the world.



First appearances of the Ninco version show the car to be in correct proportion when compared to the full size car, measuring up at 121 long x 61 wide x 42 high (mm) with the wheelbase spot on at 73mm (full size car measuring 92 inches). The plain red paintwork’s only indication of sport is the twin narrow black stripes that run centrally from front to back and the large number 35 in roundels on doors and bonnet. Sponsorship is evident by just three small ‘stickers’ on each side from Castrol,



Champion and Dunlop – representative of the early sixties era. Other detail such as side grilles, registration plates and make/ model badges are neatly and clearly printed. There is even a leather retaining strap complete with buckles printed across the bonnet. Stripped of chrome bumpers (*no need to carry extra weight!*) the remaining chrome detail includes wipers, front and bonnet grilles, front light surrounds and rear over-riders.

The chassis holds a strong button magnet and the NC-14 Speeder+ motor that provides power to the rear wheels via an in-line configuration. Although the wheels are relatively narrow (*standard Classic “wire” wheels*) there is sufficient traction from the 20x7 tyres which maintain good contact with the track surface with help from the magnet. Removing this makes the car a little more unpredictable through tight and twisty sections of a circuit. Coupled with the basic chassis design that does not include suspension or independent motor pod, this results in a more realistic feel to the car when racing.

### **From Austin Healey to Austin Powers!**

The first release for 2013 is a striking Jaguar E-Type “Union Jack” (50620). Surely the



inspiration for this was the Austin Powers movie? (or perhaps a belated Jubilee celebration?). It's certainly going to get attention whether it's part of a static collection or dared to grace the track! The patriotic paintwork is accompanied by plenty of plated silverware including chromed wire wheels... "Yeah baby!"

### 24 Hours Le Mans Legend

This month sees the release of the Audi R18 'E-Tron Le Mans' Lightning (50619). This offers all the same refinements of the Lightning range but in a new livery. An overview of the 'Le Mans Winner 2011' (50612) appears later in the Journal. The Lightning version benefits from the more powerful NC-12 Crusher+ motor, alloy wheels and lightweight interior to ensure the car will last the distance of the most arduous endurance race. However, drivers need to add their own coffee in order to stay awake and focused for the entire race!

### Double Espresso

The slot car calendar is also graced with a double helping of iconic Italian stars from the world of Rally. The Lancia Stratos was announced last year to be included in the XLOT range. I'm really pleased to see this has

made it to the 1/32<sup>nd</sup> scale production plan as it remains one of my all time favourite rally cars. Ninco's first release is that of the number 5 'Pirelli' (50622) sponsored car driven by Fulvio Bacchelli with co-driver Arnoldo Bernacchini during the 1978 Monte Carlo Rally. A totally new body and chassis – the first from Ninco this year – adds to other well known marques from the rally circuit of that wonderful era. In place of the full size car's Ferrari Dino V6 engine is the NC-9 Sparker motor delivering 20,000rpm at 14.8Volts. Representative 15" wheel rims with 19x9mm front and 20x11 rear rally tyres remain in contact with all terrain surfaces through the all-round ProShock suspension.

Spare Chassis and Bodyshell (81812/81813) are also released in tandem with the launch of this brand new model, so if you can't wait for new liveries, why not create a unique or replica one on the plain white body yourself?

The second Italian treat this month is a re-livery of the Lancia 037, a rally car designed to Group B specifications; (the car took its name from the project number). Sponsored by Würth (50621), the car is again powered by the in-line NC-9 motor, has independent suspension and detailed interior.

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### **Americano**

Moving from rally to tarmac, there are two GT racers from the “good ol’ US of A” on offer this month. Both in Ninco-1 format, the first is a modern take on the muscle car – the new Chevrolet Camaro ‘Flame’ (55081). Ninco-1 is primarily aimed at novice racers so if your skills don’t impress, the yellow flames over purple body colours will certainly get your car noticed. (I’ve not been able to trace a real car painted like this but if you have, please let me know!). The in-line NC-11 motor provides enough power to help learn the craft of slot car racing and can be easily converted to N-Digital racing if desired.

The Corvette Z06R ‘Compuware’ (50622)



is also from the Ninco-1 class but this time the livery is based on that seen during last year’s American Le Mans Series (ALMS). The number 3 car was driven by team drivers Jan Magnussen, Antonio Garcia and Jordan Taylor. During the 2012 season, Compuware were the primary sponsor to Corvette Racing who are the most successful team to have competed in the ALMS.

### **International Toy Fair, Nurnberg, January 30<sup>th</sup> to February 4<sup>th</sup> 2013**

As this Journal goes to press, the International Toy Fair in Germany is underway. I aim to bring you all the news and hopefully some pictures from the Ninco stand in next month’s issue! ■





Not much to report this month but some very exciting developments are in the pipeline. Fly Slot are holding back all information until the International Nuremberg Toy Fair (30<sup>th</sup> January to 4<sup>th</sup> February), which is after the deadline for the Journal. However, I can advise that the next all new model from Fly will be the Ferrari BB (Berlinetta Boxer) 512 from the late 1970s. No further details about this model were available at the time of compiling this article.

I am told that by the next issue of the Journal, news will be out about an amazing range of cars that will rock the world of slot cars. It would appear that it is not just Red Bull that gives you wings! So start saving and watch this space.

Many thanks, as ever, to Terry Smith from Gaugemaster for his update this month, and hopefully together we will be able to bring you plenty of news and pictures next time. ■

# Ostorero

Pete Simpson

## Maserati 8CTF

Selecting a car to model can be influenced by many factors: a cheap resin body of an unusual subject, the car often dreamed of that has only just become available or the most recent release from a preferred model maker? The choice of this Maserati 8CTF was influenced by none of these aspects. A friend and I often meet to discuss slot cars and enjoy some informal racing; this can be tricky as he prefers the delicate, pre 1950's, single-seaters whereas I lean towards cars from 1950 onwards, favouring Le Mans prototypes. This means that we only have a few cars which are suitable for pitting against each other; a Group C car can reduce a 1930's MG back to kit status far too quickly!

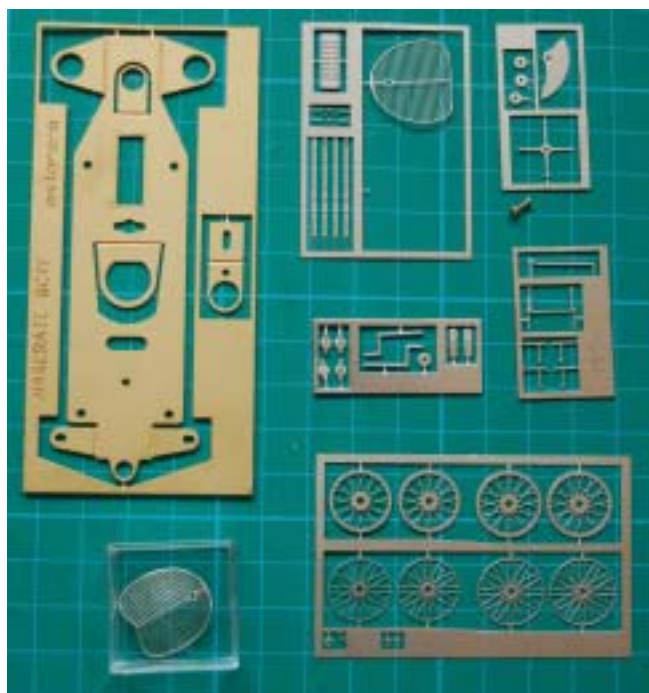
It was during a period of on-line research to resolve some discussion that we stumbled over this kit being sold by Papponi in Portugal; in fact they had two listed on eBay as BIN: one red, one black. Excellent, one each with which to test our driving skills on an even basis: I bagged the slightly non-conventional black example. At £68 each, including postage, they were on the upper end of usual kit purchases but they did look rather special.



I've often been tempted by the models of Ostorero but have been put-off by the price of the fully built examples; indeed, I wasn't aware that any were available as kits. Their range of Indianapolis Watson Roadsters is superb but they sell for about \$250, plus postage and insurance. I've now found that these too are available as kits for about \$140. The Scalextric Front Engined Offenhauser, C79 introduced in 1966, is a very passable representation of the marque.

The subject of this kit is the Maserati 8CTF as raced by Ted Horn at Indianapolis in 1947. Alas, it was not to be a year in which he won, finishing third behind the two Lou Moore Team mates, Bill Holland and Mauri Rose. Despite nine straight top four finishes, Ted never won at Indy although he set pole in 1947 and was





crowned National Champion in 1946, 7 and 8. Having demonstrated a lack of reliability when tuned to be competitive in European Grand Prix racing, these Maseratis came into their own in the USA: three were exported and between them won the Indy 500 twice with several well placed finishes. This car, chassis number 3032, constructed in 1938 was driven to victory in 1938 and 1940 by Wilbur Shaw as the Boyd Valve Special, with its Indy career continuing until 1950, although it failed to qualify. It has now been restored to its winning livery

On inspecting the kit contents it is immediately apparent why these models command such high prices: there are six sprues of metal etched parts, alloy wheels, fully detailed tyres, Slot.it motor and gears, resin detailing parts and a beautifully finished body. Only the lubricants required for smooth transmission have been omitted.

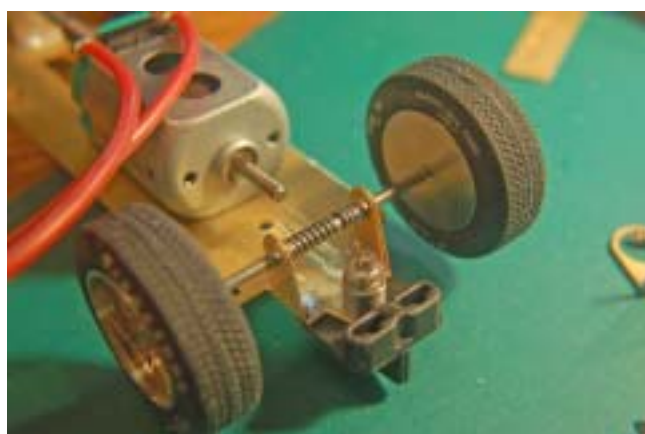
Having studied the annotated photographs supplied as instructions, I decided to start with the chassis. A nice touch is the inclusion of a hole to enable the finished car to be mounted in a display box: a Slot.it fixing key needs slight trimming to retain the finished model in one of their boxes. The brass, etched chassis is first bent to match the photos with the part-etched side on top. Ensure all parts are square before running a fillet of solder along all the bends to help prevent later movement. Although probably not



necessary, it is a simple expedient that should help protect against the odd crash. As the motor is front mounted, slight complication is caused by the addition of a prop shaft bearing. This is required to support the pinion and must be exactly in-line with the rear axle to avoid any additional drive-line friction. Each of the three brass bearings required its bore deburring: I actually took the opportunity to reduce the bearing surface widths slightly and, in the case of the prop bearing, increased the bore slightly by reaming to 0.080". These bearings were also soldered into place: insert the axle to ensure the bearings are true. Once completed, take care to ensure that all flux residues are removed as, over time, it will corrode the brass: not enough to significantly weaken the assembly but it will certainly spoil the look of a shiny chassis.

The first problem with the kit came with the installation of the motor: the screw provided to locate the front bracket was far too small. The better size to use is 10BA or possibly M2. Not a major issue but could I find a nut to fit my 10BA bolt?

The guide fitting employs a novel method –





a small spring above the chassis ensures that everything remains snug, with just enough play to avoid binding.

In order to avoid embarrassment later it is a good idea to file small flats where the wheel and contrate grub screws will locate: I've been caught out by this when racing at Croydon so have learnt by experience. Despite this, I was still caught out as I forgot to fully tighten the screw after a last minute tweak of the gearing: fortunately nobody noticed as the car was discretely recovered and returned to its box.

The front axle is held in the correct position by a method I'd not previously encountered: a spring is slipped over the central section to hold the axle correctly aligned between the chassis brackets. The trick is to bend the spring prior to fitting so that it grips the axle firmly. This axle is thinner than the common 3/32" at 1.5mm (0.060") diameter.

The wheels all have wire spoke inserts, but only the rears are large enough to require dishing prior to fitting. All look quite good, but the fronts lose some depth as the two etches lie flat. If wanted as a display model, more work could be conducted to improve the look – I was more concerned with ensuring that they stayed

in place: small dabs of superglue should suffice. I left my wheels in bare aluminium but the spokes stand out clear enough as they are nickel coloured.

The printing on the tyre sidewalls is superb but can rub off with too much handling. If the grub screw positions are marked on the inner faces of the wheels, the lettering can be arranged to avoid the section or tyre that needs to be peeled back to access the screws. This is a simple trick but one which can help to extend the life of the printing.

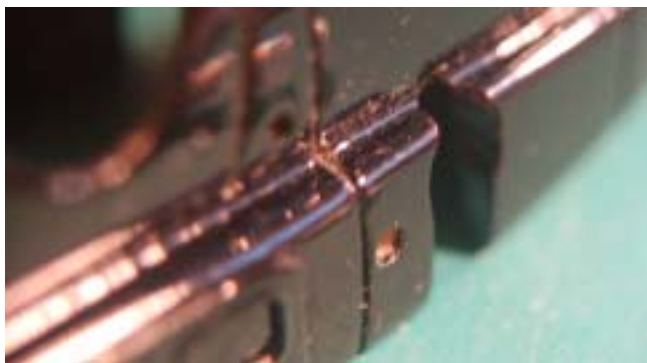
The tyres got a very light trueing as I didn't wish to remove any tread, but there were a few high spots which required removing.

For those requiring magnetic down force, the provision exists for a pair of magnets to be installed, one above the other, sandwiching a flange etched into the chassis. This is certainly a neat way to provide the option on a brass construction, mine will manage without.

Before starting the body detailing, check that it will fit snugly onto the chassis. I found that the rear axle rubbed the body forcing the decision to either add small spacers to raise the body or to relieve the offending resin. As mine was being built to race, there was only one way to go, the lower the better. A fine file made quick work of extending the axle-slot upwards by 0.040": no damage was done to the paint and the white was easily disguised using nothing more advanced than a black marker pen. A small amount of Dremmel work was required at the front to ensure that the guide didn't snag as it turned. Again, a marker pen soon covered the gleaming white resin.

The screws supplied in the kit for ➡➡





attaching the body to the chassis were not ideal: two different sizes, both with countersunk heads. I swapped these for four 8BA, reamed the chassis holes to suit and tapped the body. I've read other reports where the chassis holes have been filed into slots so the screws fitted: if misalignment is encountered it is better to fill the existing holes in the body and then re-drill to match the chassis.

Detailing the body is a real pleasure as the parts are beautifully etched and only require minimal cleaning-up. One vital tip – don't use superglue; the paint will react and develop a slight white bloom. Even when it is applied to the inside of the body it can migrate out and cause a reaction. Although it takes significantly longer use epoxy, just have another model on the go whilst allowing it to cure. Use white PVA glue for the windscreen: any excess will dry clear and be almost invisible. The resin parts were all removed from the sprues, cleaned up and



painted prior to fitting but the etched parts were fitted and then painted. Even the bonnet straps were easily painted in-situ and would be almost impossible to paint prior to bending during fitting. The kit came with two grilles: one still attached to the sprue but the other had already been cleaned up and formed to the correct dished shape.

Decals are limited to race numbers, Maserati logo and a team "sticker". All went on very easily with just enough give to accommodate the body curves and to be enticed into the bonnet louvres. It was only once complete that I realised that the team logos are in the wrong place: I found a photo on the web of the one on the driver's side actually being placed in position further forward than the instructions show.

Once the body is complete, mating it to the chassis is easy as all the work has already been



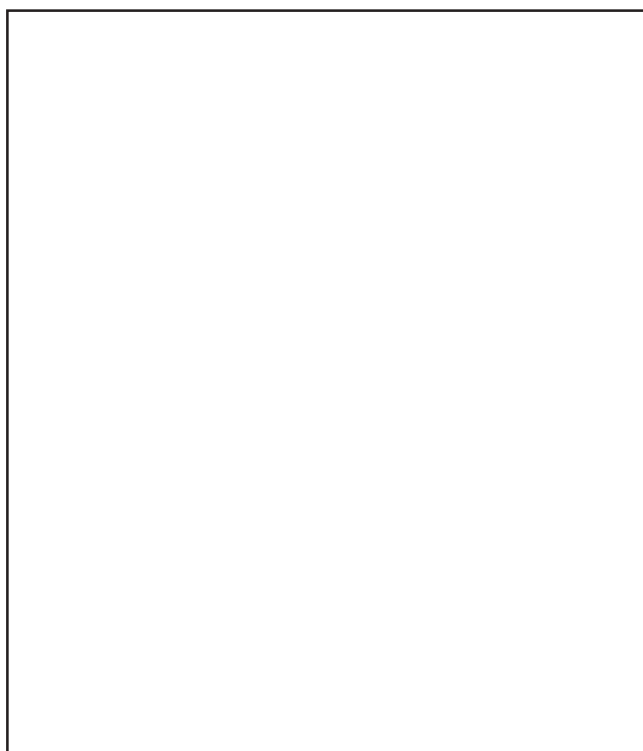


done. So onto the track. On my small home circuit it was a delight: power was plentiful allowing smooth drifting around the twisty sections. I'll only be able to judge the performance once it's pitted again my friend's old school racers.

This is the first resin bodied kit car that I've taken along to the Croydon track to try out. Fortunately I got there fairly early so I could avoid inadvertent clashes with others' race cars: the Maserati doesn't appear to be too fragile, but risks are still better avoided. Older cars are often painfully slow down the long main straight, bringing home just how fast the race cars really are, but this was a revelation. The Slot.it motor and gearing make for respectable lap times, although the extra height and weight (98gm) have to be treated with respect through the sweeping curves: too much enthusiasm was soon rewarded by a series of barrel rolls. As nothing came adrift, the experience was good fun. The car was purchased for home racing, not as a shelf queen, so repairs are expected. There is plenty of scope for tuning thanks to the vast range of Slot.it gears available and the possibility of lowering the body further over the chassis: I'm sure that mine is still sitting higher than the actual car did when run at Indy so the modification is easy to justify!

Although this appears to be quite a pricey

kit, when compared with an honest financial assessment of building a less comprehensive, cheaper, resin model it isn't too bad at all, especially for constructing during the winter months when painting may not be possible. As an experience, it is a delight to assemble and has resulted in a unique addition to the racing stable. Maybe I'll look out for a Watson Roadster if I get another business trip to the USA. ■





## Audi R18 "Le Mans Winner 2011" (50612)

By Peter Solari

In 2006, Audi introduced diesel to winning ways at the Le Mans 24-Hour race with their R10-TDI. Whilst diesel powered cars had previously competed in this event, the R10-TDI was the first sports car to actually triumph; and so began the reign of diesel. Audi claimed victory with this model three times in a row before a brief setback in 2009 when the R15-TDI was beset by incidents and technical issues throughout the season resulting in a highest place of third on the podium at Le Mans.

2010 saw a return to form with their improved R15-TDI-Plus and despite being out-qualified, all three Audis filled the podium at the end of the race with a one, two, three finish. This baton of high standard was passed to the new R18-TDI for the 2011 event and, in a truly gripping race which saw car numbers 1 and 3 crash out in spectacular style, Audi's Number 2 car brought the trophy home once more. To see how the day unfolded, I thoroughly recommend watching a documentary entitled "Truth in 24 (part 2) – Every Second Counts" – *it's currently available as a free download exclusively from iTunes.*

Last year, Audi pushed the boundaries even further by entering hybrid versions of the same car. These hybrids were known as the Audi R18 e-Tron Quattro and they notched up another first in the race's long history by taking the top

two spots with an R18-Ultra coming third! No wonder Audi are recognised as an innovative brand – indeed something that can also be said about Ninco. So, a Ninco Audi R18 TDI..? Is this a winning formula?

Stepping back to the R18s'debut at Le Mans, three cars were entered by the factory-backed Audi Sport Team. The Ninco model is based on the only surviving and ultimately winning car of the trio... car number 2, driven by Marcel Fassler, Andre Lotterer and Benoit Treluyer. Comparing the Ninco model to the full size car, everything looks in good proportion and a quick check on overall dimensions confirms this: length (146mm), width (63mm) and height (34mm). Weighing in at 90g, the car is described as "Lightened" and suggests its weight is less than the conventional Ninco-S model. The real R18 also used lightweight technology in its material and design branding this as the term "ultra" for future road and race cars.

The car is nicely lacquered giving a pre-race shine. Extremities of the car such as along the top edge of the engine cover mounted stabilisation fin, mirrors and front aero-fins are painted red as against yellow found on the number 3 sister car.

All sponsor logos and printing is crisp, clear and true to the real car. One area of the Ninco



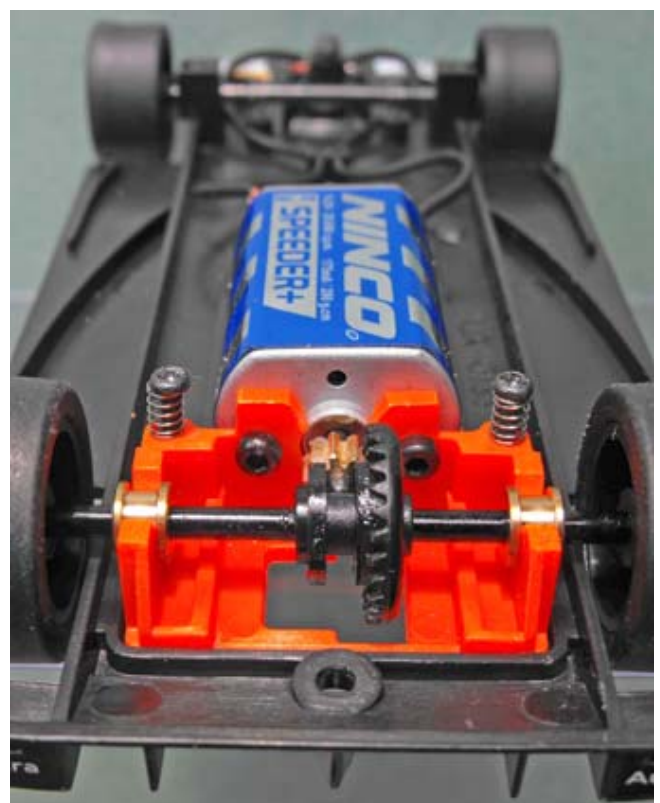


model which differs from the original design is the slight bulge behind the cockpit which is necessary to take the long-can motor beneath the body. This does not at all detract from the sleek look of the car and I imagine will mainly go un-noticed.

In any endurance race, the number of stops and time spent in the pit needs to be kept to a minimum. Ninco have designed the body and chassis to be separated by removing just two screws centred along the chassis, one at the front, one at the rear. Slackening of these fixings also



allows for even body-roll. The chassis houses the NC-14 Speeder+ motor (with quick-release connectors) which is capable of 20,600rpm at 14.8V; for general information, the Le Mans winner produced over 500bhp from its 3.7litre V6 Turbo Diesel Injection power plant. Ninco nicely bring together some excellent handling features within the chassis. The most noticeable is the 'orangey-red' floating motor-pod that firmly holds the motor and rear axle together providing an unwavering mesh between the motor pinion and crown gear. The motor is secured to the pod by two screws avoiding any twisting action of the motor in the chassis when power is applied. This assembly holds a bar-type super magnet positioned fairly central in the chassis to combine rear downforce without increasing the risk of de-slotting. It also includes an adjustable spring suspension allowing it to

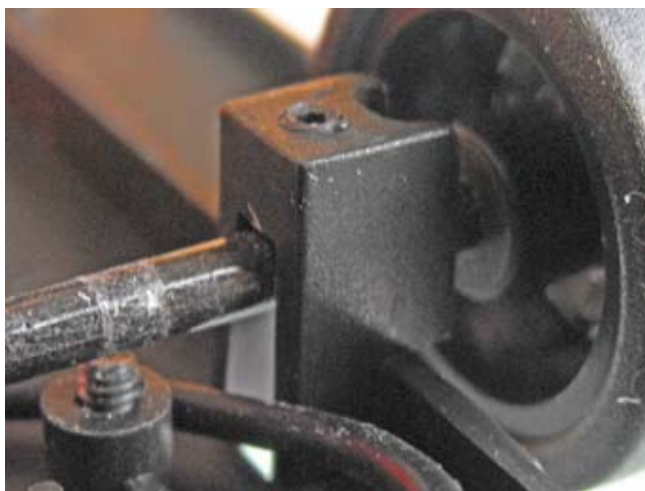




absorb minor undulations in track surface and removes the need for loosening the body from the chassis. The front axle can now be adjusted using small Allen screws to fix its rest height and restrict tilt.



Out of the box and unadjusted, performance is impressive, so much so, that I believe sliced bread is getting worried! The car sticks to the track, cornering effortlessly. Acceleration and braking (no doubt assisted/



hampered by the strong magnet) is responsive and the car feels like it could easily handle a higher powered motor. The car is more than a match for older endurance cars such as the McLaren, Mercedes and Mosler – all past rulers of the endurance circuit.

Visually, the car is impressive and the ‘tweakability’ (*is that a real word?*) has a definite attraction to out and out racers. I like the way slot cars are developing to allow governed adjustments without the introduction of “black magic” using tape, hot-melts and adhesives. With this model, Ninco certainly demonstrate progress through technology... or should I say “Vorsprung Durch Technik”. ■

# NSCC Christmas Quiz - Answers

By Jeremy Naylor

So after all your hard work and deliberations over the festive period on the 2012 Christmas Quiz I can now put you out of your misery and let you know the answers (as advised by Peter Simpson I hasten to add) and of course let you know whether you won anything for all your hard work?

The answers are as supplied to me, I believe one of the questions could have two answers due to the question perhaps being a bit ambiguous, but all entrants have been scored based on the "official" answers!

Here are the answers:

What fuel was used by this year's Le Mans winner?

Diesel.

What car did Adrian Norman race this year?

MINI.

Which of these have NOT been used as a car name?

All of them!

On which day is racing traditionally held at Brands Hatch?

Boxing Day.

Name the famous entrepreneur involved with Cobra cars?

Carroll.

How many cars are anticipated from Scalextric in 2013?

Sixty two.

Which Italian racing driver drove for Ferrari in the 1960s?

Nuvolari.

What is the latest car (at time of writing) to be released by George Turner?

MG K3.

Who is the highest scoring under 16 Great Barr Slot Car champion?

James Roberts.

Which digital track sections ceased with the 2012 catalogue?

Curved lane changers.

Which manufacturer has just introduced a Cobra as raced at Le Mans in 1963?

Carrera.

What's the iconic black and gold car for the 1970s?

JPS Lotus.

What lightweight material is used for suspension components?

Titanium.

Which venue normally plays host to the British GP?

Silverstone.

Which family member was responsible for the post-war recovery of a well known marque?

Ferry Porsche.

Name the marque that staged a recovery post WW2?

Porsche.

Name a famous Italian cake?

Panetone.

Which of the following is not a car model?

Turkey.

Which car was released by the Club as a seasonal special edition?

Jaguar.

Which was not a car manufacturer?

Parsley and Thyme.

The six winners of the quiz are in order:

- 1) David Yerbury
- 2) Joe Harrigan
- 3) Richard Snell
- 4) Dave Wilcock
- 5) Graham Pritchard
- 6) Trevor Pearson

Well done to you all, I will try to get your prizes out as soon as possible, at least before the end of the month, if you haven't received them please do email me and let me know, again thanks for entering and thanks to Adrian Norman/ Hornby for the prizes this year! ■

# HEART OF ENGLAND 1970s F1 CHAMPIONSHIP 2013

**By Graham Pritchard**

Following on from the very successful inaugural 2012 series of the same name I am very pleased to announce that BEARWOOD SCALEXTRIC CLUB has now taken over the administration of this event and the 2013 championship is now up and running.

The first round was due to be run at Wolverhampton Slot Car Club on 20th January but due to bad weather this was postponed and it will now be run later in the year, the exact date is to be advised.

This year the championship has been expanded to include the North Staffs Scalextric Racing Club so that we now have five venues for the series which gives us a very good mixture of wooden routed tracks, Ninco track and good old Plexy/Classic Scalextric track.

## **The 2013 series dates are:**

31st March 2013 - North Staffs Scalextric Racing Club.

26th May 2013 - Bearwood Scalextric Club.

23rd June 2013- Dudley Slot Car Club.

1st September 2013 - Great Barr Slot Car Club.

TBA - Wolverhampton Slot Car Club.

Entry fees are £5 per round for adults (£3

Under 16's) and with two rounds being run on the day at most if not all of the above rounds then there are plenty of rounds available from which you can gain points towards the overall championship (NB – not every round will count towards the Championship, so you don't need to do them all!).

The series is again based around Johnson 111 powered 1970s Scalextric F1 cars, remember those good old favourites from when you were a kid such as the C121 ELF Tyrrell, C126 JPS Lotus, C26 March Ford and C126 6-Wheeler March Ford, well they are all allowed in this series and so are many more!

All those old motors need is a bit of a clean and oiling, we tend to replace the original tyres with some “new old stock” ones that are freely available on the www or via eBay (we get ours from Slot Car Wales), then we file off the guide mounting boss so that it is flush with the underpan and finally we fit an axle tube so that the front axle runs true to the track and away we go (NB - You can do other bits and pieces so the above is just a short guide as to how to prep your cars – complete details of what is allowed and what isn't allowed together with all of the other rules are available on Slotforum or in the post via me if you do not have internet access).



The motor may be slow compared to a Ninco NC-5 etc. but once you've done a few laps then you'll definitely be surprised by how well they go.

We recently ran our annual "Senna Trophy" event with these cars and everyone agreed that they were superb to drive, in fact they were a very real and a very welcome change to the everyday Ninco and Slot.it cars that tend to dominate most club race nights nowadays it seems (It was the many smiling faces that gave it away I think).

So, if you fancy reliving the old days with some 1970s nostalgia then please feel free to join in with us at any of the above venues, whether you want to race or just to come along to watch the racing you will be more than welcome (Period dress is entirely optional).

Should you require any further information



then please have a look on Slotforum or send me an e-mail via , I am also contactable by phone on.

We call it "Retro Racing" with a 1970s twist. We also call it very good fun so go on, why not join us and give it a go! ■

# NSR P68 Kit

By Robin Caddy

You may recall from the January Journal that I predicted the NSR P68 would come to dominate the Classic Class at the club where I race. Fortunately such a prediction did not require me to adopt the stylings of a slot car Mystic Meg, it was simply common sense given how well these cars perform on the track. As it happens the “Classic Class” has evicted the P68 into a class of it’s own! Leaving me to try and make my GT40 competitive within more realistic parameters, and the P68 Kit that I had purchased from Top Slots ‘n’ Trains in desperate need of assembly. This was my first real attempt at putting together a kit, and as such I made a lot of mistakes that you will be delighted to learn from/smile knowingly at depending on your experience levels.



The usual display case arrives with a body, a chassis (fully loaded with motor, axles, wheels etc.) and a bag of plastic bits and bobs. There are no instructions included so it pays to take careful note of what there is included and try to work



out what it may all be. Some of it is not that obvious to start with, but some quick research on-line will soon solve any lingering doubts.

I used spray cans to paint the car, having settled on a colour scheme that I have started on a couple of Slot.it Jaguars I’m preparing already. I washed the parts to be painted in warm water just to make sure they were free from any large debris or anything which may affect the ability of the paint to adhere to the





surface. I opted to spray straight onto the plastic instead of using any kind of undercoat/primer. I sprayed into a large cardboard box in my garage, but got a slightly flatter result than previously with the Jaguars. I am putting this down to the colder ambient temperature and the fact there was a slightly damp atmosphere outside. I have heard this can affect the quality you will achieve and it seems to be the case. The spray cans were simply car paint from Halfords, "Rover Inca Yellow" and "Ford Purple Velvet". Working on the theory that dark colours will cover light better than the other way round I sprayed the whole body yellow. Leaving plenty of time for this to dry I then used the very useful Tamiya masking tape to cover the majority of the body. I also used Blu Tac to fill the little holes in the body for various parts to be attached through. You can not over-mask the bits you do not want to end up with a new colour. I thought I had done a solid job but still some small areas (in front of the driver near the front wing for example) have ended up with a dusting of purple they did not require.

This is the stage where I should have applied some decals and decided what I was going to use to create the shine (I was going to use Klear). However deadline for race night was approaching and I pressed on with completing the assembly of the rest of the body and interior. Using⇒





paints from Games Workshop for touching up and detailing )makes sense as I have plenty on the house anyway) and the appropriate small brushes. Having said that seeing these photos it's amazing how much detail I missed! Also with glue, do your research and do NOT expect windows/clear plastic parts to be OK with whatever super glue you happen to be using! I was so so careful and still made a right mess of it. A search on-line for "modelling supplies + cockpit glue" should yield useful advice.



Assembling the rear part of the body I must have accidentally smeared some glue onto the posts that hold the underside of the rear on, making the post not accept the lower part. In



trying to force the matter the post snapped, so had to be trimmed away totally, sadly this also caused a small crack in the outside of the body, which in racing became a little bigger (as can be seen in the picture). Lessons learned, I think I will probably get a replacement body for the P68 and make it as beautiful as possible (I still find the P68 a hard car to love the looks of).

So to the racing, and as mentioned it was a full grid of NSR P68s, and after five laps of practice I knew it would be off with the NSR tires and on with the Paul G's. The other guys at the club can definitely go faster on the NSR compound, but the Paul G's need less upkeep and respond in a way I am now fully accustomed to. As it happens I had a few heat wins and some fastest laps too, and with the new scoring system for 2013 came third overall on the evening. I must say I'm a total convert to the P68 on the track, after one night of racing it is





almost my favourite class (500s still have the edge for me) With a new body available for around £18 I think my NSR P68 will look better next time you see it, and I am really looking

forward to the next time it is P68 night at Balance Raceway. Lap times were second only to the NSR Mosler and it seems much more controllable to me. ■

**H**ello everybody! It's me again, I have just been dumped on by five years of snow in one night, but it's really improved the look of my back garden and now looks as pretty as everyone else's.

This month's action has seen a lot of activity regarding Scalextric items, which was very nice to see, after the desert we have been going through with page after page of red 'No Sales'. Again, I have gone with the flow, rather than splitting it down into separate sections.

### **Metal and tinplate**

Vintage Minimodels Scalex Maserati, yellow. BIN £39.00. Sold. Honest little machine, showing signs of its age, but nothing that a good clean wouldn't get rid of, less the driver though (360547530773).

Scalex Minimodels Tinplate MG TF, red, to restore. Seven bids, sold at £18.90. This item should have made more, looking a little sad at the moment, due to its age, but a handy chap with an interest in restoration could return it to its original glory (251211595407).

2X Scalextric Tinplate, Maserati 250F Minimodels. BIN £370.00. Sold. Excellent price, items look as though a good clean would see them right for another auction (121054269324), but saying that I noticed the seller has relisted these again as I write.

Scalextric 1957 Tinplate Maserati 250F, green, red nose. BIN £160.00. Sold. By the photograph, it was worth every penny and a little more possibly (261158843009).

Scalextric 1957 Tinplate Maserati 250F, red, yellow nose. BIN £170.00. Sold. As the previous item, (same vendor), item appears to be in excellent condition and is worth every penny of the selling price (261158839875). Again though a bit of a mystery here possibly as this seller has relisted both these items as well?

### **Scalextric Collectables**

Sunbeam Tiger, yellow. Eight bids, sold at £138.00 with a box (261147672874).

Triang Scalextric C84 Triumph TR 4A. Excellent/boxed, blue. One bid, sold at £160.00. Excellent money for an excellent car (121045469269).

Scalextric Triumph TR4, race tuned, C84, blue, rarer UK example. BIN best offer price £110.00. Sold. This item does not look up to the same standard as the previous one, looking a little jaded by comparison, and this being reflected in the price (150973086745).

Scalextric Vintage Triang C83 Sunbeam Tiger, rarer UK example, yellow. Twenty six bids, sold at £75.80. Well used, (and abused), and in my opinion a little expensive as a lot of chrome is, I think needed, and a new windscreen (160951977206).

Scalextric rare "swivel" race tuned BRM, C89, green, 1966 slot car, near mint body. BIN £78.00. Sold. Not a lot to say, except that there is no mention of a box therefore, for a 46 year old model its condition is amazing and well worth the money (300839702384).

Scalextric Lotus 16, C54, BRG. Seventeen bids, sold at £185.00. What can I say? Mint and boxed, well worth the money. Looks like it has never been played with (261148093503).

Scalextric Lotus C54, red. Nineteen bids, sold at £185.00. As the previous item, mint and boxed. Not much more to say. (261148092310).

Scalextric Matra Jet C2, blue/white. Seventeen bids, sold at £68.79. Very tidy model, complete with box, well worth the money. (261148091893).

Scalextric Austin Healey C74, BRG. Eight bids, sold at £95.78. Again, mint and boxed. Well worth the money (261148091458).

Scalextric BRM C59, BRG. Nine bids, sold at £94.61. Again, the same story, mint in box (261148090578).

Scalextric C62 Ferrari Shark-nose, red. C62. Fifteen bids, sold at £100.66. Mint and boxed. I don't know why, but I never thought I would see one of those at that sort of money (261148089174).

Scalextric Vanwall C53. Fourteen bids, sold at £142.00. From the photographic evidence, this model should be the top of the range, as is reflected in the price (261148079093). This seller does seem to have attracted the bidders on these last five items listed.

Vintage Scalextric MM/C63 Lotus 21, 1961, BRG, near mint, boxed. One bid, sold at £20.00. What can I say? This item looks to me as though it is not "nearly mint" at all but it is mint. I own one of these myself, which I bought as "nearly mint", but it's not as nice as this one. By today's prices, this should have gone for three times this figure (181041711546).

Scalextric C8 Lotus Indie with spoiler, "rare", red. Eleven bids, sold at £218.00. This item has certainly fetched the big money today. I should think both vendor and bidder are pleased with the result (281043926739).

Scalextric Collectable 4059 Lotus Martini Racing, no. 3, mint condition. BIN £60.00. Sold. And very nice too! I can foresee this particular model in three figures before too long. Good price, all parties satisfied I should think (200870556553).

Scalextric Rare Vintage C8 Lotus Indianapolis GP, race tuned, racing car, boxed, green. Twenty one bids, sold at £93.00. Like the previous item, all parties should be satisfied, I think. Pity about the state of the box though (190766530413).

Scalextric C60 Jaguar D Type, green, exc/b, fabulous! BIN £69.95. Sold. I have to admit, this item is correctly described; beautiful example in a very attractive shade of green, it's not BRG, more Lotus. Worth every penny (251214030175).

Triang (Exin) Scalextric C37 BRM. Made in Spain. Fourteen bids, sold at £84.66. Another item to keep both the vendor and buyer happy (121048582640).

Scalextric Collector Centre Escort Mk1 Mexico, C2937, orange, never removed from

box, still in factory bubble wrap. BIN £64.95. Sold. The way prices are going this year, they could easily have put another £20.00 on this, even so not a bad price (140902550294).

Scalextric Ford Escort RS1600 Mk1, car no. 1, Uniflo, colour gold, very rare, C29290. BNIB. BIN £49.95. Sold. This item was rather on the cheap side at this price, but, there again, vendor must be happy with it as they sold two at that price (150958395863).

Scalextric Ford Escort RS1600, C2643, Roger Clark/Tony Mason. Eleven bids, sold at £41.79. This model should have made more money, but, there again, that's auctions for you (271131363563).

Ford Escort RS1600, Collibri car, Scalextric, maroon and gold, car no. 1. Used. Eleven bids, sold at £24.66. Again, this car has gone "as cheap as chips". Still, another happy bidder (150972312992).

Collectable Scalextric C2643 Ford Escort RS1600 Uniflo, mint, boxed. Roger Clark/Tony Mason. BIN £45.00. Sold. As on a previous item on this list, in my opinion, it should have fetched more money, so, a happy vendor = happy buyer (190780605517).

Scalextric C052 Ford Escort RS1600, white, exc/bxd. BIN £39.95. Sold. This one does what it says on the tin. Earlier model than those previously described, but in very nice condition. Again, in my opinion, could have made more (251208756695).

Triang(Exin) Scalextric C41 Ferrari GT 330, white, excellent cond, boxed. Two bids, sold for £125.00. This is what it says on the tin and has gone for a healthy price. Vendor should be pleased (121045452103).

Triang(Exin) Scalextric C41 Ferrari GT330, red, excellent cond, boxed. Two bids, sold for £102.00. As with the previous one, this item is what it is; the only difference being that this one is red, which, in my opinion, gives it a little more sparkle. Surprisingly, it did not fetch as much money (121045450815).

Very rare Scalextric Super 1/24 24C501 Ferrari F1 car, red, plus original box. Thirty one bids, sold at £2,570.00. Wow! That's woken me up. Car and box look in very good condition, as

are most of this month's items that I have reported on here, a very good price for a very nice car (271133208002).

Very rare Scalextric Super 1/24 24C/500 Indianapolis Special Car, BRG and original box. Twenty two bids, sold at £840.00. As we very rarely see items of this type passing through the auction, they both are, as described, very rare, but, at the moment, I cannot see why one car is so much more valuable than the other (271133200860)?

Scalextric Collectable C82 Formula Junior Lotus. Made in France. Rare, orange, excellent condition. BIN £65.00. Sold. Nice to see this car doing so well. It has made good money here (200876778909).

Scalextric Collectable C81 Formula Junior Cooper. Made in France. Rare, yellow, excellent condition. BIN £65.00. Sold. This, and the previous item, from the same vendor. Both look as if they are in excellent condition, as described, but in both cases, boxes are not mentioned (190781910181).

Scalextric Triang Fiat TC600 C0031 Vintage 1960s, good condition. Thirty nine bids, sold at £214.00. Excellent price, the result of some very active bidding. Both vendor and successful bidder should be very pleased with the result (121049854608).

Scalextric SCX Fiat 600 Abarth, Gulf, ref. 61190. Brand new, mint and boxed, now rare. BIN £50.00. Sold. A very straightforward transaction on this car, as this is what it would have cost in a shop (150972610470).

Scalextric Limited Edition Preview Car, one of only 200 pcs. McLaren MP4-12C. Seven bids, sold at £68.66. This item is still holding it's head above water, but does seem to have slipped down the listings as regards the price being achieved (110997035518).

Scalextric Limited Edition Preview Car, one of only 200 pcs. McLaren MP4-12C. Six bids, sold at £77.36. Again, item fetched a little more than the previous one, but has still fallen down the ratings (110997035067).

Scalextric Limited Edition Preview Car, one of only 200 pcs. Audi R8. Three bids, sold at £60.00. This item, just as the previous two, has

slipped down the value ratings somewhat since first released. All three items are from the same vendor (110997030791).

Scalextric C3435 Caterham 7, Range Presentation 2013, Limited Edition, yellow, number 34 of 200. BIN £225.00. Sold. That's more like it! Price posted by the vendor, snapped up by the buyer (160956061937).

Scalextric Caterham 7, C3435, Limited Edition, Exclusive, yellow, no 127 of 200 pcs. Thirty bids, sold at £163.49. It's a shame this item did not make more (160952961115).

### Oddities

Very rare vintage Scalextric blue C88 Cooper, swivel guide base-Gamleys, 1960s. BIN £70.00. Sold. Should have given us the rest of the car for that amount of money, but somebody obviously needed one (251208829217).

Scalextric Senna Limited Edition Lotus Renault, with helmet detail, exclusive. BIN £75.00. Sold. Very exclusive item, made by Scalextric, limited edition of 1,500 units worldwide, to celebrate the return of this famous marque to Formula 1 in 2011. Extra detail on driver's helmet, I should think would make a very attractive display model, and will become a much sought after item. Worth every penny of the price as it appears to be the only one on eBay but it is cheaper on the Scalextric website at time of writing if you want one of these (221176034564).

OK. That's it from me for this month. See you on the dark side. ■

