Well my fellow members another year is almost over, and so we are all look now looking forward to 2015 and what it may bring? It has again been a busy month since the last Journal with the Orpington swapmeet and the Ramsgate weekend occurring in November, the last two major events from a Club perspective of the year.

Both events went well and were praised by all those who attended, so now we have a brief lull before the next event, being the Swindon swapmeet on the 4th January, fortunately organised by Robert Learmouth and not me, so I can now take a rest for the rest of this year and perhaps enjoy the season of goodwill.

The Ramsgate weekend really was a great event this year with a good mix of socialising, racing and of course buying those all important slot car goodies, so thank you to Hornby for their help in allowing us access to their factory, their presentation and of course access to the bargains! Special thanks of course to Adrian Norman who again gave up his entire weekend to attend the event and for bringing along the new ARC power base etc.

Of course thanks also to all those attended the event and who took part in the weekend of racing, it is obviously an important part of the weekend to participate and of course thanks to those who dug deep when it came to the auction, I understand that something around six thousand pounds was raised for Hornby’s nominated Charity, I myself contributed to this total rather more than I had planned to do! A full report is within this Journal, kindly written by weekend “newbie” Robert Davidson with photographs by, it would appear are resident event photographer, Andrew Moreby, so thankyou for your efforts this year at all the events. On a personal note the efforts of organising the weekend are more than rewarded when you see everyone having a good time and enjoying themselves.

Finally then, the last thing for me to do, is to wish you all a merry Christmas and a happy New Year, I hope you get something slot car related and I look forward to seeing you next year at one of the many events planned for 2015.

Until next month.

Jeremy
By Pete Simpson

This month’s report came close to being devoid of content due to Scalextric only having a few releases from this year’s catalogue to clear the approval stage. However, at the eleventh hour, I found enough suitable material for another instalment.

2014 F1 Cars

One might believe that, with Formula One being the only motor sport that the BBC regularly screens, Scalextric would have seized the free advertising and launched this year’s models into the shops as the flag dropped at the start of the Australian Grand Prix. This scenario couldn’t be too difficult after all, as they are only decoration variants of the last few years’ single seater offerings. Many youngsters, being keen to emulate their heroes dicing and crashing in miniature, would surely be eager to augment their stables with the latest subtle livery changes, blindly pursuing their desires oblivious to the unchanged mouldings. A case of “Race on Sunday – Buy on Monday”, maybe?

Sadly, this wasn’t possible due to the complexities of licensing, its pitfalls and the
opportunity for potential litigation. As a result, everyone suffers and the hard work of the Scalextric designers goes unnoticed: a whole year has passed whilst the interested parties have had to be convinced that no damage will occur to their brands by misrepresentation on a toy car. The mere detail that the cars do not correctly represent the shape of those they emulate is of little importance as long as the shade of a corporate colour is accurately replicated. As a result of negotiations the decision was taken not to pursue the release of the McLaren and to limit this year’s release to the Lotus.

It would be a shame if this is destined to suffer poor sales, ignored by buyers who might be inclined to await the release of the 2015 models. Scalextric have, within the parameters dictated by the wicked world in which they trade, persevered to maintain a token offering which represent the pinnacle of technologically advanced racing machines. Let’s hope that in their dedication to produce models which attempt to span the whole range of motorsports they don’t jeopardise the goal of long term prosperity.

Having waited far too long for this version of Romain Grosjean’s 2014 car, I can report that it does look striking, is DPR, is fitted with the slimline FF motor and is very fast, even with magnetic drag to inhibit progress. Maybe this is one form of slot car where magnets should be encouraged: if the real world of adhesion and maximum speed are to be emulated then less powerful motors with adjustable magnetic grip could prove to be an engaging combination.

The Lotus, C3518, is a subtly revised livery when compared to the 2013 cars of Raikkonen and Grosjean. As the previous body shape has been retained, the decoration has to be a compromise, especially in the vicinity of the nose and front wing, but it appears to capture the general layout well within the constraints of the moulding.

**McLaren MP4-12C**

This is the penultimate of the 2014 cars to emerge. As it is a revised colour version of the existing McLaren, I didn’t see the model submitted for approval, presumably as there were very few aspects of C3278 for the design team to endorse! This SR car is bright yellow unadorned with any race livery, so free of licensing complications, and hence is offered at a selling price of only £30.
The final sign off for this year is this Dodge street version muscle car, C3537. The colour may not be to everyone’s taste but it’s certainly distinctive! The photo in the catalogue is a rendering of a real car so did not have the bonnet scoop that is usually fitted to this model: the Scalextric version restores the correct air intake for the Six Pack T/A. The moniker refers to the triple, two barrel carbs that were fitted to the road going version of the 340CI V8 to produce power in the order of 300BHP. The High Detailed model is DPR and is fitted with lights front and rear. This would make an ideal addition to last year’s Law Enforcer set, C1310, as an alternative target for the police Audi.

**Veyron**

This one is a bit of a mystery? Initially I thought it was either a car from the Digital Racer set, C1327, or a car for 2015 that I shouldn’t be reporting! Either way, the flat dark blue contrasting with the gloss pale blue complements the Bugatti’s shape very well. The confusion arose as the scheme is so different from the car shown on the box art that it appeared to be a new car. Unfortunately there was not a set available to open. Fortunately, the NSCC Hornby weekend arrived so I was surrounded by experts in the special releases: it transpired that this car is available in a Toys R Us set, Hypercars. The set retails for £99 and contains 462cm of track, a crossover and a similar Bugatti in red and silver which appears to be the same as the solo SR release C3527.

**Simpsons Set**

I think the biggest delay in producing this set can be attributed to deciding where the apostrophe belongs, if at all. In my case, it’ll be after the “s”, but for other families that could be inappropriate.

The artwork currently shown on the Scalextric website for G1117 differs from that shown in the catalogue: the two single seat cars will be new mouldings rather than any of the existing F1 types. I’ve not seen the models yet but it should be in the shops just as this is published.

If Micro doesn’t satisfy your fascination with
The Simpsons, then consider replacement drivers for the Quick Build cars, Lego produce a range that includes most of the key characters that will conveniently replace the Scalextric people.

**ARC ONE**

A special bonus for this year is the release of the ARC ONE App Race Control Powerbase set, C8433. This contains all the components that are required to enable your Scalextric layout to communicate with a Smart device such as an Apple iPad, iPhone, iPod or any other tablet running Android OS version 4.4 or above. For £39 you get the track section, two hand throttles, a power supply and a support for your wireless device. I’ve had a brief play with the system and can vouch for the facilities provided for race control and data collection. If simply considered as a replacement for a standard lap counter its purchase can be justified but with all added ability to collect race data and display on various devices it falls into the “must have” category.

**Airfix Cars**

Turning to alternative subjects for modelling, there are plenty of Airfix plastic kits that have been produced over the years that are suitable for conversion to slot cars. These kits fall into two distinct categories: the traditional Airfix models, many of which date from the 1960s and the newer models which share design strategy with some of the Scalextric range. Although it is often possible to obtain the most obscure of the old models at reasonable cost at swapmeets or from eBay, these have regularly been reissued by Hornby so there is no need to pay a premium for a rare plastic bagged example. However, even the most expensive kit could be justified if the vehicle has not been produced by any other manufacturer. The most expensive seem to be the Bond Bug and the Beach Buggy: although most Bugs go for exorbitant prices, a complete Bugle Beach Buggy kit, including driver and...
passenger for £45 may not be so expensive if you’ve dreamed of owning one. The modern profile cars, which share the same subjects as the RTR Scalextric models, are a cheap way to source a body if a scratch built or aftermarket chassis is to be used, although care needs to be taken to ensure that the costs justify the work.

The real benefit of the car kits is to produce subjects that are unavailable elsewhere, often to a very high standard. Budget racers can be produced simply by employing an old slot car chassis with a matching wheelbase but fantastic models can be produced if additional detailing is added resulting in stunning racers. One of the two examples shown here, constructed by Peter Seager-Thomas, has wheels alone which cost more than many complete slot cars and take countless hours of work to complete.

There is a noteworthy aspect to consider before bouncing your handiwork off the floor: whereas Scalextric cars are moulded in ABS, Airfix employs polystyrene which is far less resilient. However, a major advantage for modellers is that polystyrene accepts readily available paints and glues better than ABS.

In discussion with Martin Ridge, Airfix Development Manager, I discovered that much of the tooling for the older Airfix cars still exists, although not to the standard expected by customers. Older modellers accept that kits need a degree of fettling in order to produce an acceptable result but younger enthusiasts now expect a much higher quality of fit straight from the box. I had wondered why so many of the aircraft which I remember from my youth are announced as being newly tooled. It transpires that Hornby have been making significant investment in tooling in order to ensure that the
quality of favourite subjects is commensurate with expectations rather than simply relying on brand loyalty. Before buying an apparently cheap version of a kit, it is worth checking if it has not been the subject of a revised release: the quality of moulding, the fit of parts and level of detail will certainly be worth the extra expenditure. Unfortunately, 1/32nd scale car kits are unlikely to sell in the huge quantities witnessed by model aircraft and retooling of our old favourites appears improbable so be prepared to exert a bit more effort on one of those eBay bargains.

Hornby On-line
Just as a final observation: when visiting the Scalextric website be prepared to search for a subject by more than one avenue before giving up as it would seem that there are discrepancies between viewing by “New”, car class or manufacturer. The McLaren, C3278, caused me some concern when I failed to find it listed as McLaren although it appeared under the 2014 release list, only to disappear and remain elusive at the time of writing. A Google search quickly located several retailers that have stock, but no links to the Scalextric website.

As ever, many thanks to Adrian for his support but this month I must extend my gratitude to the whole of Darren’s Scalextric team as well as to Martin for a comprehensive synopsis of the latest Airfix model status. So all that is left for me to do, is to wish you all a merry Christmas and a happy New Year, and hope to see you in January 2015.
I am writing this as the 2014 F1 season has reached its dramatic conclusion with Lewis Hamilton becoming the first British driver for more than 40 years to win a second Formula 1 World Title and helping his team win the Constructors’ Championship. It is perhaps appropriate then that this month we feature F1.

Carrera have launched a Ferrari and Red Bull set; Formula Mania. Whilst these cars have not fared so well this season, this is the only 1/32 set featuring these two F1 licenses available for Christmas gifts, so if you want to race Sebastian Vettel or Fernando Alonso on Christmas day, this is the set for you. This set, reference number CA25203, features: 1/32 Evolution Ferrari and Red Bull F1 cars, exclusively from Carrera, 4.5m figure of 8 extra wide track which avoids cars touching as they overtake, two hand controllers, a mains adaptor and crash barriers.
This new set is available now from your favourite supplier and would make a nice present for any F1 enthusiast or maybe to enhance your own collection. Alternatively, the highly detailed cars can be bought separately; CA27465 is the Red Bull RB9 and CA 27466 is the Ferrari F138. Both cars are digitally upgradable using the appropriate chip and the recommended retail price is £29.99 each.

A further reminder that, of course you can follow Carrera on Facebook, go to Carrera uk slot racing.

Thanks again to Pete Binger from The Hobby Company www.hobbyco.net the UK distributors for Carrera, for his help in compiling this column.

It is hard to believe that 2014 is almost over. We look forward to more exciting releases from Carrera next year. As to whether the F1 season will be exciting it remains to be seen. We may well be two teams down with Marussia and Caterham falling victims to ever increasing costs?

Finally, merry Christmas and a happy New Year to all collectors and racers out there.
The final new releases for 2014 were outlined in the October and November issues so as we approach the closing days of this year, I bring you reports from two recent competitions and a great shot of the new Mosler “Genii” (50651).

Looking forward to 2015, Ninco start the year with a presence at the two leading toy fairs in the world.

Essential Attendance

Before the second week of next year starts, Ninco will have travelled over 10,000km (6,250 miles) from Barcelona to attend the “Hong Kong Toys and Games Fair”: the largest toy industry event in the region and second largest in the world. Taking place from the 12th to 15th January 2015, it is also the first event of the new calendar year and a chance for companies to showcase what lies ahead.

Within a week of returning to their Spanish H.Q., Ninco will set off across Europe to Nuremberg for the “Spielwarenmesse”, the world’s largest toy fair with approximately 2,700 exhibitors from more than 60 countries. The fair runs from 28th January through to 2nd February 2015 and is considered to be the most important event on the international toy industry calendar. I will bring you updates from both exhibitions as soon as I receive it!

NWC’14 – Spectacular!

November saw the Ninco World Cup being held in Medina Sidonia close to the Spanish race circuit of Jerez. It was a great shame that many international teams failed to compete but fortunately there was no shortage of interest from other national teams ensuring all 16 lanes were filled. The 2 x 57-meter circuit was assembled in a huge pavilion offering greater space for teams to prepare and maintain their
cars. It also provided a place for everyone to mix socially, sharing local cuisine and exchanging stories of their race experiences.

Saturday gave the opportunity to learn the track and tune the cars with every team being allowed 5 minutes practice on each of the sixteen lanes. This year saw a bit of a departure from the norm with the race spread across both days. Following practice, every car was placed in ‘parc ferme’ where they remained until the race start, handled only by the teams during scruteneering. At this time, the track remained open for teams to continue practice so they could maintain focus right up to the Super Pole qualifying session. A great shoot out gave Spanish teams Palau Hobby and Palau (Cat) first and third position, split by host team Medina. Within an hour of qualifying, the race began, seeing a hotly contested first six heats before breaking for a well earned night’s sleep.

Racing resumed at 9am on Sunday morning with Palau leading the field and Medina a very close second. Throughout the remaining ten heats, teams exchanged places battling for the lead and Medina crept ahead in heat 11. However, Palau driver Ignasi Baldominos put in some really hot laps reclaiming the lead for his team and earning himself the “Slot Car Today” trophy for fastest lap of the competition with a scorching 10.52s lap.

Whilst Palau kept their cool, disaster struck host team Medina when the German team crashed into the rear of Medina’s car, wrecking the chassis. A quick repair got them back on track but the damage caused the car to slow and as other teams took advantage, they slipped down to a finishing position of sixth.

Throughout the race, Slot Club Costa del Sol from Malaga battled problems to finish the competition in a fantastic second place with the second Palau team filling the remaining podium place. Other notable finishes were Germany’s 8th overall (their highest finish), just 23 laps ahead of Portugal. France and Andorra took 14th and 15th spots respectively.

Congratulations then to Team Palau Hobby for winning the Ninco World Cup 2014, their second consecutive win following victory last year in Portugal. Ninco and their partners put on a superb event. A huge “Thank-You” to the organisers and people of Medina Sidonia who supported the event, one of the best attended...
NWCs of recent times. Finally, a special mention to photographer, Jose Luís Roldán Sosa for providing some excellent pictures of the event.

**Speed for Need!**

For a number of years now, the Bolwextric club in Petersfield have held endurance events in support of various charities. This year’s competition coincided with BBC’s Children in Need and so funds raised were passed on to this great cause.

Six teams battled it out for the 2014 Charity Endurance Trophy and weapons of choice supplied by Gaugemaster, were Ninco-1 Corvettes. As a past contestant in this competition, I can say from experience it is held in great spirit with plenty of fun and playful banter!

The start of the nine hour endurance race began promptly at 9am on Sunday 16th November. As previously, all cars are run “as new” and having been randomly allotted to teams, it is up to them if they choose to pit for tuning or just race when the lights turn green. Teams are free to adopt their own strategies throughout the day, with some opting for regular driver changeovers, whilst others persevering with longer stints with the controller.

Racing was closely contested with the Ninco-1 cars demonstrating their robustness and durability by surviving the day with just a few missing door mirrors and the occasional team tyre change, hardly surprising as even in the full-size world, Corvettes can be pretty harsh on their rear tyres.

As the nine hours ticked by, a total of 15,460 laps was accrued (I’m reliably informed this equals 380 actual miles). “Pit Stop Pansies” won the race clocking up 2,716 laps, just 17 ahead of second place finishers “Reigning Chumps”. “Team Epic” held off “Team Chang” for third place with “Gaugemaster” and “Tonies Boys” completing the field. Just 350 laps separated first and sixth place teams with a fastest lap of the day being measured at 10.109s. It always amazes me just how close these endurance races can be and I would encourage anyone who hasn’t had the pleasure of competing in such an event to make 2015 the year you give it a go.

On behalf of Ninco and UK distributor Gaugemaster (who have supported me with information to make my contribution to the Journal possible each month), I wish you all a very merry Christmas and a happy New Year!
This month we have a variety of new releases from Fly, firstly a beautiful model of the Lotus 78. This will possibly be the last version of the JPS livery as we have now moved on to the 1978 season and the car modelled is the T car from that season Austrian GP. The Lotus 79 was proving to be a bit troublesome at some tracks so Lotus took the previous season’s car to many of the races and this is what Flyslot have modelled here. The more observant of you will have spotted that this is the first model to carry the Olympus branding on the side pods; a name that would appear on Lotus cars for many seasons from this time and sets this apart from all previous releases of this livery. FS058107 is a must have for collectors of Lotus and JPS liverys and of course of most people’s favourite Swedish driver, the late Ronnie Peterson.

Since their reintroduction the racing trucks have seen an on-going increase in popularity and the latest releases show the importance of these models as two teams have picked up on them and made special editions. Lion Truck Racing based in Lyon was so pleased that Fly was to release a model of their MAN race truck number 44, FS203106 price £59.99, that they asked them to do a limited run of the other of the team’s trucks. Fly duly obliged and produced a short run of Lion’s truck number 66 which is reference FS203108. Both are available in the UK but expect the 66 truck to be in very short supply baring in mind its special commission.
The other team to spot that Fly was producing a model of their truck was the Tankpool24 Truck Racing Team whose driver Ellen Lohr was celebrating her 25th year in the sport. They contacted Fly who duly produced a Limited Edition version of this truck with Ellen’s anniversary logo on it, and again this will be in very short supply and is reference FS202103B.

Finally this month there is an interesting concept that has been heard of before but not quite in this format, Fly Kits. What we have this time is in fact two completely made up cars supplied with two spare decorated body shells. This of course means racers can swap the bodies over if they choose, replace the body on an older version that might need a freshen up or buy the parts to finish off the other two shells. The kit is based on the Lister Storm which has not been available for many years and comes in four very attractive and popular liveries. The best part is that FS018101 comes for the same price, £49.95, as one standard Fly release. If the pre-orders are anything to go by expect Fly to release different versions of this concept in the future.

Thanks once again, to Terry Smith from Gaugemaster www.gaugemaster.com for his help in compiling this column and merry Christmas to all readers.
NSR, it is fair to say are still suffering from the loss of their founder Salvatore and the subsequent resignation of Giovanni has left us with no new tooling this year. The promise of new products for 2014 has unfortunately not yet materialised, but prototypes of the next three models were shown at the Slot Festival at Gaydon back in May and we are expecting a release schedule for them in the new year.

In the meanwhile the brand has had to survive on re-liveries with various success depending on subject matter.

The latest releases have been the NSR1181AW Corvette C6R Luc Alphand Adventures sponsored car, and the timeless Mosler in Castrol livery, which is a fantasy livery and not based on a real race car, although those fans of Forza Motorsport on the Xbox may have seen this on a virtual race car. The latter does get a bit complicated as the model is offered in six configurations and therefore part numbers, but most will plump for the latest EVO5 anglewinder chassis which is NSR1184AW. The car is available in sidewinder and in-line formats in both EVO5 form and also in the previous EVO3 version along with an anglewinder as well.

Soon to be in your favourite slot store will be NSR1185AW the McDonalds Racing Porsche 997 from the 2011 Zolder 24 hrs driven by the Belgian team of Bouillon/ Tavernier/ Ryheul/ Meulders, starting from 22nd on the grid they eventually finished in 9th position in what was a race of attrition, with only 13 of the 32 starters completing the 24 hours.

More importantly their first new classic release for some time the Ford GT40. Often referred to as the MKI to differentiate it from its bigger engined MKII brother this will be the first time NSR have offered this version which has a completely different rear engine cover as in the photo.
Out by the time you read this, the Ford GT40 will be launched in NSR’s earlier tradition of kit form first as NSR1188SW. The model is fitted like all of the classic range with the 20K Shark motor and expect a whole range of fully detailed models of this iconic sports racer next year.

So to conclude, hopefully you will all get the perfect Christmas present, slot car related of course and we can all look forward to a New Year with lots of new releases. So in the meantime wishing you all a very merry festive season and I hope you enjoy yourselves during the holidays.
Racer are quiet at the moment hence you have not had any updates from me for a few months, however there is quite a program of releases building up in their Sideways range.

Due out by the time you read this will be RCSW31 the BASF Sponsored Sauber BMW M1 driven by Hans Stuck, Jean-Pierre Jarier and Helmut Henzler in the 1981 Le Mans 24 hours, although not for long as the car was retired with accident damage after only 57 laps.

As usual the car comes complete with Slot.it Boxer Motor, gears and rear axle and in this attractive livery should prove popular with the slot community who race these Group 5 models.

Next to be released RCSW32 will be their next Porsche offering, the 935/77a in the very popular and collectable Jagermeister livery, the real car raced in the 1978 DRM and was driven Manfred Schurti for the Max Moritz Racing Team, the season got off to a bad start with a couple of DNFs, but gradually improved as the season progressed and he notched up two wins and a further two 2nd places, eventually finishing 8th overall in the Championship. Hot on its heals will be their second offering from the famed Stuttgart based sports car manufacturer the 935/K2.

The K2 was a non factory version of the 935 prepared by the famed Kremer race team.
and its bodywork differed from the factory offering which Sideways will faithfully replicate. The model RCSW33 will be in the Valiant livery as raced in the 1977 DRM by Kremer and driven by Frechman Bob Wollek to 2nd overall in that year’s Championship finishing on the podium no less than eleven times including five wins. Expect both versions of this Porsche very early next year.

Before both of these however will be RCSW34 the 935/78 Moby Dick which appeared at the 1982 Le Mans 24 hrs carrying backing from J.David.

The car was entered by the all British team John Fitzpatrick Racing, with the team owner driving in the race along with David Hobbs, the pair not only winning the IMSA GTX Class, but finishing 4th overall.

It’s a fantastic looking model with the livery suiting this car well and I’m sure it will take pride of place in many slot car collectors and racers homes.

Hopefully we will have lots of new releases and models in the forthcoming year, so wishing you all a very happy Christmas and New Year.
Ciao everyone and welcome to this month’s Forza Slot.it. I think I will start with an apology this month as some of the information I supplied you with last month was incorrect. To be more specific... I was under the impression that the SICW15 box for the Targa Florio Alfa Romeo Winners 1971 cars (SICA11f/g) would be available as a separate item as mentioned on the backing card of SICA11f that I had just purchased and from an email I received directly from Slot.it. Unfortunately this would appear not to be the case as I have looked around the web for said box (not found) and I have spoken with Gary at MRE who has kindly looked into this for me as well from a dealer’s perspective. To the best of our knowledge, the SICW15 box will not be offered as a separate item but – if you can still find one – you should purchase the current SICW15 that comes with the SICA11f Alfa Romeo #5 car inside as standard. Gary at MRE has sold out and no more SICW15 cars/boxes are available from the distributors AB Gee as they have sold out of their stock and no more are available. Bottom line, if you are waiting for a box (like me!) then tough (I would suggest) and if you still wish to purchase SICW15 then you had best be quick! Having said all that I have just checked the Slot.it website and that is still advertising the box as a separate item so hopefully that is all clear now?

So, to start off this month properly I thought I would go back to last month’s article (again!) and add in a picture of a real Mercedes C9. The week after I finished the article I found myself at a loose end in Stuttgart on the Friday afternoon whilst waiting for the flight home so I spent a couple of hours in the Mercedes Museum. I must say it is well worth the trip if you are in the area with a reasonable €10 entry fee that included an audio device to listen to as you walked around the exhibits and you got to keep the neck strap at the end! For anyone who is not in the Stuttgart area for a visit then why not try the one down at Brooklands? Somewhat smaller but still worth a trip as well and you can drive real Mercedes (fast) cars for an additional fee of course.

So here we are at December and I’m sure many/all of us will be after something slot related on the 25th so what can Santa’s little Slot.it elf bring you? There have been quite a few Slot.it cars released/just about to be released since last month and it is possible that one or...
two more will appear by the time this month’s NSCC Journal reaches you, so here is what I know to date of writing this article:

SICA02g Porsche 956LH Le Mans 1984 in the Australian tyre retailer Bob Jane T-Marts vibrant orange coloured #34 – out now and this month’s ramblings car.

SICA10h McLaren F1 GTR #39 Le Mans 1997 in Gulf colours – sure to be popular with a release date of 9th December.

SICA29a Audi R18 TDI LM #4 Le Mans 2013 – this is the eagerly awaited arrival of the new 4WD chassis from Slot.it that I raved about when I saw it put through its paces at Gaydon earlier this year by Maurizio. Hopefully here soon early in the New Year – get your order in now!

A new car announcement is the next McLaren M8D SICA26d as driven by Bob Bondurant at Mosport in 1971. Release date TBA.

SICW18 Matra MS670B No.7 Le Mans Winner 1974 Le Mans Winner Collection, Limited Edition as driven by Henri Pescarolo and Gérard Larrousse – a must have if you are collecting this series of cars – that would be me for one then! with a release date of 24th November.

And to help you on the scenery side, Le Mans Miniatures are producing a set of six figures for the Matra Le Mans Team that would go perfectly with this model in your pit lane. Each figure will be available separately with the team manager and five mechanics in brightly coloured yellow and red team overalls.

New Slot.it spare parts available now:
CS02b1 - 956LH body kit.
CS02t-60b - 956 LH / KH chassis AW compatible EVO6.
CS05b1 - C9 body kit.
CS10b1 - F1 GTR body kit.
SP37 - Pre-cut brass tabs for LMP pick-ups (6x).
KK10b - Anglewinder 1.0mm offset conversion kit.
KK14c - Flat Anglewinder 1.0mm Offset Conversion Kit.
SCP201ai - SCP2 Universal analogue Controller, Home Racing (replaces controllers SCP201a and SCP201i).
SCP201bc - Universal analogue Cartridge, home use (replaces cartridges SCP01b and SCP01c).

And from Policar the following spare parts should be in the retailers now:
Car Body Spares:

Kit01 - 312 PB body kit
Pro Axle System - Wheels:
PWH1217-Pl - Pl Ø16x11.7 early 70’s F1 rear wheels, 0.8g, (4x).
PWH1218-Pl - Pl Ø13.8x7.9 early 70’s F1 front wheels, 0.5g, (4x).
PWH1234-Al - Al Ø16x11.7 early 70’s F1 rear wheels, M2 grub, 1.8g, (2x).
Pro Axle System - Other parts:
PCS02i - Lotus 72 kit wheel inserts (2+2x).

Pro Tyres:
PPT1219F22 - F22 compound, early 70’s F1 rear tyres, dwg 1219 (4x).
PPT1220C1 - C1 compound, early 70’s F1 front tyres, dwg 1220 (4x).

My featured car for this month is the latest just released and landed on my home desk Porsche 956LH SICA02g No 34 Le Mans runner from 1984 as driven by Larry Perkins and the legendary Peter Brock, both Australian. This model is the first of the new packaging.
mentioned last month so now that I have a real sample to look at I compared it with the older packaging. Is it any different really? Yes the “eye” cut out is now the other way round so you can see more of the front of the car and logos have moved around but the bottom line is that I would have to agree that the new carbon black interior does make the car stand out better and does improve the overall aesthetic appearance of the model in the box so job well done.

Where to start on the rest of the model? Tricky in some ways as how many Porsche Group C 9xx variants do you count that Slot.it have produced? I am probably wrong but I think it is at least 30 and counting so I will stick with the theme of SICA02 of which we have been treated to a/b/c/d/e/f and this one – g. Looking closely at this very orange, but in a nice way, Bob Jane T-Marts decorated car I was quickly drawn to the yellowy boxing kangaroo with red gloves on the rear deck! Pity the car real car didn’t have a few more on it as it looks quite fun and, dare I say it, typically Australian! The Bob Jane T-Mart logo is also very prominent and accurately displayed on the nose and engine cover of the car as well as all the other sponsor logos. From pictures I was able to find on the web then the orange colour looks correct as well as the logo placement and yellow coach lines down the flanks and round the cockpit area. All the sponsor logos and details, as is the norm for Slot.it models, tampo printing is spot on all over with no breaks, smudges of “bleeding” in printing even with some small Dunlop logos and name on the flanks near the exhaust outlets that straddle some (false) venting – perfect.

Being as this is a new chassis (more later) I thought it would be a good idea to compare the body to the previous “f” release as well. Note that SICA02f is a straight 956 but SICA02g is the 956LH model so I was expecting a few detail changes. Well I looked, looked again and again but the only real differences I could find were: vent details on the top body just in front of the rear wheels, single aerial on the roof and the wing mirrors being higher on the new model and that’s it to my eyes – but then again I have never been much good at spot the difference! OK the tyres have Goodyear (old) and Dunlop (new) on them but the wheel rims are the same silver with exquisitely detailed multispoke gold coloured inners – fantastic detail. The lights at the front also look spot on (no pun intended!?) and I particularly like the double arm single wiper blade as well even if it does look a little on the over scale side.

Moving inside the cockpit and you are greeted with the very green helmet design of driver Larry Perkins gripping the wheel, I would have preferred Pete myself! Larry has plain white racing overalls and gloves with a single
orange band on each arm and nicely detailed 4 point racing harness holding him securely in place. If only you could see it better, the driver’s console of dials is well represented as well as a second seat of sorts and what looks like a metal box of tricks in the passenger foot well. It really is great detail just so hard to see and appreciate fully.

According to the Slot.it website this is a new chassis: CS02t-60b and a new body that weighs just 17 grams. Comparing this to the previous SICA02f that is a saving of 4 grams which amounts to approx. 5% reduction in weight that in the model or real racing world is quite a lot. Comparing body tops of the two cars from the inside shows several places where the plastic internals of the cockpit area have been reduced to save some of the weight. Comparing the chassis’ of the two cars is a bit harder as whilst there are several minor differences there are also some significant ones. The major ones for me would be the channels down the inside of the older car where the motor wire is pushed in are solid but on the newer model only one is solid and the others are now little posts spaced out to hold the wire in place. Another would be that the older car is one moulding but the newer one has the flat section aft of the rear wheels pushed and heat welded on. Finally when both bodies and chassis are reassembled the older one is a snug fit whereas the newer body/chassis combination has something like about a 1mm-ish clearance all the way round. I guess all these things add up to 4 grams then?

The chassis/body is held together by two screws fore and aft with little washers and the motor mount is held securely in place by four screws. There is also the possibility of adjusting the height of the front axle as well changing the motor for sidewinder, in-line boxer or anglewinder propulsion if that’s what takes your racing fancy. You also have the option to delve into Slot.it’s extensive parts bin of hot tune up parts to tweak your car to your favoured racing requirements. The standard running gear, as per the information supplied from the Slot.it website, consists of: in-line reverse 0.5mm offset V12/3 21.5k rpm motor and mounting, length 146mm, height 32mm, wheel centres 84mm, width 62mm, weight 67 grams, 9/28 pinion/gear ratio, 15.8x8.2 front and 16.5x8.2 rear rims/tyres and with a Neodymium magnet situated in the rear mounted location at the rear of the motor with the option to move to a second position directly in front of the motor. Look back at last month’s article and you will see that these dimensions are almost exactly the same as the Merc C9, so parity in the real world as well as the model one!

My conclusion for this latest Porsche 956 from Slot.it then would be top marks apart from the minor gaps at either end of where the top wing joins the bodywork and the slightly off centre placement of the visor/logo strip on the windscreen. I could mention the lack of lights again but... these are only minor things and you do have to look a little so for me it is just another fab Porsche 956 to join the rest of my Group C racing stable that one day I may get time to whizz round my home track when time and the weather permits!

That’s all for this month but once again a big “Thank You” to Adrian at AB Gee for his continued support of the NSCG, everyone at Slot.it for updates on current and future product releases and Gary at MRE who resolved the SICW15 box mystery! happy Christmas, happy New Year, Ciao and arrivederci till 2015!
To start with, I’ve recently been to the Wolverhampton club again for their “Brooklands” event, but before that here’s a bit more from the October event that we didn’t have room for last month and first up is Steve Ward’s latest offering from Penelope Pitlane.

The “Thinwall Special” which sounds like a sandwich to me but it isn’t. I’ve also included a photograph of some of Steve’s range of cars, and it’s totally amazing how these “cottage industry” guys manage to build up such a large and diverse range of cars for all of us to buy isn’t it? From “Babbs” to Classic Saloons to Karts in this case, oh and with many F1 cars from several eras thrown in as well, maybe it’s time to treat yourself or drop sufficient hints to “those doing the buying” in order that you may have a merry Christmas building your latest resin kit.

Now, and this really is “hot news” near the end of November it was announced that Steve Ward of Penelope Pitlane (PP) had decided to retire and so Sean of Pendle Slot Racing (PSR) has decided to take over the entire range of PP products including resurrecting those older models that were currently unavailable like the Healey SR, Connaught and the Birkin Bentley, yes it will be a “slow process” given that there are
over 40 individual models but in time the whole range should be “on the shelf” at PSR together with several new products also like an angle-winder chassis together with a new chassis that will accept the short shaft slim-line (ie FF) motor and if all goes to plan there should also be some new bodies for 2015 as well.

So, all of this must surely mean that the PP range of items must now be the most complete range of scratch building items that you can buy and now throw in Sean’s own range of PCS wheels etc. I think you cannot wish for more, can you?

So, if all of the above “hot news” was not enough, then there is also even more “hot news” concerning a certain long time friend of mine called Mac Pinches as he has also decided to team up with Sean of PSR to re-launch his range of scratch building bodies as well!

Mac used to race at our club in the ‘90s and when we were forced to leave our old room at the Harry Mitchell Centre, Mac started going to the Wolverhampton club as it was closer to where he lived, but he also started to produce his own range of body shells from hand carved “masters” that he had made himself. This range of cars became known as “Pre-Ad” cars, i.e. before the cars became adorned with advertising and this then led to the first “Early Birds” meeting at Wolverhampton way back in 2005 that I told you about in the Journal earlier in the year.

Anyway, back to 2014 now, and under Sean’s close supervision Mac’s range of 25 bodies will receive a very careful “make over” and with some subtle updating of the finer detailing where necessary in order to bring them up to the standard that we have all come to expect today they will then be modified internally in order to accept the appropriate Penelope Pitlane chassis as well which is going to mean that anyone making a car for any of the “retro” race meetings that run in the coming years will be so easy it will be untrue!

In 2015 it is hoped that at least half a dozen bodies will become available including one that Mac himself remastered but then never put back into production, but again, this re-working will undoubtedly be a “slow process” but as you can imagine with 42 + 25 “new” (to PSR) bodies to re-work it cannot be done “overnight”, but in time what an amazing position we will be in and all because of the amazing foresight and skills of Steve Ward and Mac Pinches. So, “cheers guys”, without people like you the slot racing world would be a very poorer place for sure and if Sean wasn’t so enthusiastic about “all things slot” either then it truly would be a worse place for sure. (Sean would also like to thank Steve and Mac for putting their faith in him and all at PSR for allowing them to carry on with these cars in the future).

Now, you will probably also remember that George Turner was at the October Wolves event and I grabbed these pictures of his tremendous range of cars as well and just how George and his accomplice manage to turn them out so quickly is beyond most peoples’ comprehension especially as they now have a racetrack to play on, sorry to test the cars on, as well.

Generally we’ve covered what cars have been released month by month with the Chaparrals being the latest in the long line of cars that he has made this year so I wonder what is in store for 2015 then George?

“W ell Graham, we have been thinking ahead to next year and what to make. We already have three models underway, at one stage or another, these are the Embiricos Bentley, the 1964 Le Man Bizzarrini and the Le Man Talbot Lago. I think most people know that these models are underway, but as usual it is a mystery even to me when they will be finished.

The J2 Allard is a possibility and I have also...”
been thinking about starting a ZacSpeed MkII Escort, which I think would make a great slot car. A good Mk I Escort would also be a nice addition.

A few models will also be updated and probably the most requested one will be a newer, hopefully more effective MG K3 with mudguards. There may even be a couple of surprises.

There are still a lot of cars to do so I will definitely be keeping busy.

Now, before I go I’d just like to wish you all a very merry Christmas and a happy New Year and thank you for buying my cars.”

2014 WOLVES “BROOKLANDS” EVENT

Now, the Wolves Brooklands event and yes, there is even some (even though it is very slight compared to the real thing) banking on the Wolves track in order to make the event even more realistic!

As this event clashed with the finale to the real world 2014 F1 Series together with several other reasons the overall attendance today was down a bit to be honest but the Isle of Man “regulars” including (joint meeting sponsor) Dave Capelan and fellow NSCC member Steve Morrow still made the trip together with many of the other “regulars” that have attended these events in recent years.

Many people “doubled up” in the racing and so got to race two cars on the day as well, which was a nice touch by the organisers and this meant that there were loads of very nice cars for me to get some pictures of as you will see.

I didn’t actually race in this one to be honest, but my mate James did with his car complete
with the “obligatory” PP chassis and the “necessary” Ortmann Tyres as distributed in the UK by Colin Spark of RS Slot Racing.

The day’s racing was split up into two classes and allowed some very unusual and sometimes very odd looking cars to be run which made a very nice change from the “usual” GP/ F1 type cars that are usually raced at these open meetings at Wolves. Anyway, at the end of the day the final results were as follows:

**CONCOURS**
2. Chris Adams (Austin 100 HP).
3. Chris Adams (Wolseley 1907).

**CLASS 1 – BROOKLANDS & PRE WAR**
1. Ian James (Stutz Indy Roadster).
2. Dick Smith (Parry Thomas Special).
3. Mark Witham (Alfa 1750 Roadster).
4. Phil Field (Delage 1.5L GP).

**CLASS 2 – DONNINGTON GRAND PRIX**
1. Phil Field.
2. Mark Witham.
3. Dick Smith.
4. Mike Thomson.

As usual this event will be back in two years time if all goes to plan, so why not start building a car now?

**SLOT RACING ABROAD**
I’ve recently “made friends” via Slotforum with a guy called Bob Chapman over in Canada so here are a few photographs of his home track.
which is in his garage I bet you wish you’d got one like that too don’t you?

PSR MORRIS MINOR
I’ve recently bought the latest Pendle Slot Racing resin kit that being the Morris Minor and they’ve also just done the Ford Escort RS2000 as well but I thought I’d stick to one at a time for now!

Anyway, just like Sean says in the description it is a very nice model indeed with no air holes or warping at all but it is a tad heavy compared to the Volvo Estate to be honest, but no more

2014 HORNBY WEEKEND
Whilst I didn’t go to this myself, Bearwood Club members Nigel (Mr. NSCC EBay) Pedley and Emma Humpage did. Emma ended up winning the Ladies Race and an absolutely superb Trophy! Only trouble is she has to return it next year, so you’d better not eBay it then Nigel!
than any other resin kit and I’d say that the quality is easily up there with the George Turner stuff for certain due to the way it has been made, and that just makes it so much easier for people like me and you to do an easy and rewarding job in getting it up and running.

I wanted to make mine a bit of a custom car rather than a standard ‘60s spec one so I hope that you like my take on it after trawling the www for pics I finally chose metallic purple.

You get vac-formed windows, a nice black vac-formed interior, two very nice chromed headlights and a standard Hornby ‘90s driver’s head which I changed for a George Turner one in the end.

The front axle mounts are ready moulded into the body and so is the front PCS chassis mounting and the rear one is actually already set up for the PSC chassis as well, which I didn’t realise at first to be honest, you just need to trim the sides down a fraction and it will then sit very nicely inside the body and onto the preformed “steps” in the body, which you can always lower a bit as well if you want to, to make the car sit even lower on the track!

However, instead of trimming the PCS front-part (ie the guide mounting bit) down to fit in with the pre-moulded front axle mounts I chose to use one from the front of one of the Hornby F1 cars as it is so narrow it just fits inside (it was a Williams Renault one as per Damon Hill) there was a spoiler attached at the front which you just need to cut off and it then attaches with a single screw through the PCS chassis as normal.

Having painted the body, one thing I would say for certain is to make sure that you wash and scrub (with Scotchbrite/ green saucepan scourer) all of the body especially the deep grooves by the wings and underneath the bumpers as well, as once the paint goes on then any mould release agent that has not been removed will end up spoiling your paint finish by making it look like “glossy resin” rather than the paint colour it should be.
Unfortunately after painting the car I noticed a couple of these on my body, talk about learning by your mistakes, but they are not too bad in reality, so once it was dry I then inkwashed the grill to add depth and highlighted a few areas like door handles etc. as well as the lights and then built up the rest of the car as usual.

I also filed out the front axle mounts slightly so as to lower the front of the car slightly to give it a more “custom” look (You can make up your own mind whether Sean looks “impressed” or “depressed” by it in photograph!).

Now, as I have chosen to do a “custom” version then the search for some suitable wheels and tyres became the next task, and luckily some recent purchases off my mate Colin Spark of RS Slot Racing (see his advert at the back of the Journal each month) when he was at the recent Wolverhampton Slot Car Club Classic Saloons meeting were just the job! (The ref is 006 37B and they are 18x6mm and are sold in packs of four for £12 currently as I write this).

I tried other “standard” Hornby wheels but they just didn’t look right but these do because of the more “old fashioned” larger tyre profile and smaller wheel hub I think. (Yes, I know they should have inserts but I actually like them better without to be honest).

I’ve been meaning to mention Colin’s stuff for a couple of months now as he sells a tremendous range of wheels and tyres together with inserts and chassis so please take a look at his website as well as Pendles’ etc. when you are looking for parts to scratch build, you never know, he might just have what you are looking for?

So, all in all one very nice “Moggie” that was very easy to put together and hardly needed any prep at all prior to painting it short of removing the odd bit of “flash” in the window apertures and the compulsory “good wash and brush up” (which I failed miserably with) before you get the paint tin out. So, would I recommend it? You bet, this is a great model of the famous “Moggie” and well worth adding to your collection.

Also as we ran out of room last month, here are a couple of pictures of JamesNoakes class winning Beetle from the recent Wolves Saloons event, again sorry James!

AND FINALLY................
Right, I suppose I’d better leave some room in the Journal for everyone else now and so until 2015 “merry Christmas” to you all and many thanks to George Turner, Steve Ward, Steve Wright, Sean at PSR and everyone else who has provided me with information and inspiration to be able to come up with something every month for Jeremy and yourselves. I hope that it’s not been “too much” for everyone each month.
Firstly I would like to say a big thank you to everyone involved with the NSCC/Hornby weekend, the Committee members for organising an outstanding weekend in every way, and fellow NSCC members for making us feel very welcome.

Being a relative newbie, I have had a rapidly growing interest in Scalextric over the past five years, and have been a member of the NSCC for nearly three years, in those last few years I became curious about the NSCC weekend which other members regularly referred too, So I made the decision that this year it was time to see for myself what it was all about. So after putting my name down, I was delighted to find out I had a place, and now just had to convince my wife (Sarah) that it would be a nice weekend away, she was initially apprehensive, but the idea of a child free weekend anywhere was too appealing to resist.

So we off loaded the children late Friday afternoon, and we began our trip from Leeds, with the daunting prospect of tackling Friday traffic and the Thames crossing, but needless to say the journey was trouble free and we arrived at hotel just after nine, and found our way to the pub not long after, which was a result. On entering the pub we were met with a host of friendly faces, and spent the remainder of the evening chatting with fellow enthusiasts.

Saturday morning came around pretty quick, we went down for Breakfast, which was delicious, and prepared for the 09:00 bus trip to the Hornby Visitor Centre. When we arrived, there were a few quick introductions before leading us to a selection of heavily reduced goodies that had been specially arranged for us. We picked up a few nice cars at £10 or so each, which was a great deal and meant we now had something to appease the children when we got home. We were then treated to a presentation from the team at Hornby, where they discussed the complete process of identifying products they feel the market wants and how this then leads on through the design, concept and manufacturing steps to get the items on the shelf. This was very insightful and really makes you appreciate the effort that is consumed through this lengthy process. There were also some discussions about the self critical view Hornby have taken over the past 12 months, and how they are putting steps in place to try and address the needs of each of their stakeholder groups going forward, which all sounded promising and was generally well received by all in the group.

After some further shopping in the Visitors Centre we had a short bus trip back to the hotel for a very nice lunch where we were placed into our teams, and then the racing began. This was the first time I or Sarah had raced on any tracks other than the small sets we’d lay out on the living room floor at Christmas time. We
thought the layouts were fantastic, and it was
great having marshals to put the cars back on,
this made a nice change to scurrying over the
living room floor to retrieve a car; there was a
four lane analogue track, which we both felt was
the trickiest, a two/three lane digital track with
four cars running, and then an A.R.C. track. As
much as I struggle to admit it, I think Sarah put
me to shame in the racing (I might have to get
some practice in if we get a place next year!).

After a good few hours we finished the
racing for the day and then had a couple of
hours to spare before our evening meal, this was
a great opportunity to have a chat with people
and discuss a few items I had taken from my
collection. We then all got ready and met for our
three course evening meal, which was
exceptional.

Adrian Norman was then presented with
the NSCC trophy for the member who has
contributed the most to the Club for the year,
something which I think no one could disagree
with and then we had a quiz on some past eBay
auction results which was fun, and finally, after
a couple more drinks we had the auction,
which contained a number of interesting lots
donated by Hornby, including various pre-
production items and design work. We were
successful with our bidding on a few lots, and
there were some interesting results with the added bonus that most of the proceeds were going to Hornby’s nominated charity. A total of some £7,000 was raised, some of which was on behalf of the NSCC and the Club coffers! Everyone seemed to have fun, and Richard (acting as auctioneer) did a good job of dealing with any hecklers. This then led into another late night in the pub; once again it was great to spend a night in the pub talking Scalextric.

The next morning we both awoke with a slightly sore head and set about trying to recall what we had bought the day before, and locating the nearest cash point. Once this was sorted we were back down for some more racing, the caution from the day before was now subsiding and we were both now ‘trying’ to be a bit more competitive. Sarah even took part in the ladies race which was a six car race on the digital layout, the race was very well marshalled and could easily have been the inspiration for the destruction derby set recently produced by Scalextric. Sarah finished fifth, but was very relieved to not finish last. But I must say all weekend everyone was racing in very good spirit and it seemed that fun was had by all.

Shortly after, we unfortunately had to head off early to get home in time for the children being dropped off. I hasten to add this was not to avoid the humiliation of where our team finished in the overall standings for the weekend, and which was won by Team Sanderson overall by a mere twenty nine laps.

So we collected my weekend car, said our goodbyes and hit the road home, where we both discussed how much we had really enjoyed the whole weekend and how we look forward to the possibility of returning next year.

So thank you very much to everyone involved in the whole weekend, you do an outstanding job, everything seemed well organised and all ran very smoothly (except for the small time difference on the bus drivers’ part or was it Shaun’s?).

In summary a weekend of Scalextric based fun with fantastic accommodation, great food, sufficient alcohol and outstanding company = a perfect weekend.

I would highly recommend the weekend to any NSCC member who has never experienced it, you would not be disappointed!
For collectors of this Spanish brand it’s great news to hear that SRC are back. After a year with no new releases and three different CEO’s we are pleased to see that this Madrid based company is back with a new image and logo producing their high quality models again.

The first two releases could not be based on more different cars, a Le Mans prototype and small Targa topped car based on a VW Beetle chassis! We had been informed that production of all future SRC cars will be limited to just 1,020 units worldwide with 20 of those being allocated to SRC themselves. What we didn’t know is that not only will each car come with its own separate numbered backing card but the chassis of each model itself will also carry the same number.

First car up is the Lola T600 which was a sports prototype designed for both the new Group C and IMSA regulations being formulated in the early 1980’s, and the first model being the 1981 Le Mans entry driven by Guy Edwards, Emilio de Villota and Juan Fernandez. The model SRC01701 carries Unipart as its primary sponsor and the bodywork is fitted with a host of etched metal parts such as grilles, tow hooks and spoiler supports making this a highly detailed model. IMSA versions, without the rear wheel spats, are to follow but this is a wonderful representation of an early Group C car that has never been modelled before.

The 914 was collaboration between Porsche and VW basically a Porsche 4 cylinder engine in
the back of a Beetle chassis cloaked in a pretty Targa top body. Later versions, the 914/6 would feature Porsches famed flat 6 engine but that is subject of another future SRC release. This model is based on a car that was entered in the 1973 Targa Florio race and is wonderful representation of the original car. Like the Lola it has a sidewinder configuration and the chassis in SRC02001 handles the high powered motor very well, I think this little car will surprise many by its performance.

Due out by the time you read this will be SRC’s third new release SRC01401 which is the 1972 Le Mans winning Matra 670 as driven by Graham Hill and Henri Pescarolo. This is a different car to the 670B which they had already announced they were doing and certainly one for the collectors of Mr. Hill and Le Mans winners, who will want to add this to their collection. I am also pleased to see that it is Graham’s famous helmet which adorns the driver figure in this model. More new releases all due hopefully before Christmas will be the first of the 914/6’s, the Matra 670B and a IMSA Lola T600, so after a lay off it looks like SRC have been busy.
Having just returned from yet another great NSCC/Hornby weekend in Ramsgate I would like to thank everybody who attended and helped to make it such a memorable event. I hope that you all enjoyed it just as much as we did. The hotel sent the Club a very nice email by the way apologising for the Wi-Fi problems that some people experienced over the weekend and assured us it will be dealt with before the next planned weekend in 2015.

Membership Renewal
Moving on it is now that time of year and Christmas will soon be upon us. Its also time to renew your NSCC membership for 2015 so whatever you do during the festive season do remember to renew your membership. You can do this by post, online or call our membership secretary on 07792 782 183. The cost of membership has been kept the same level as last year and represents exceptional value for money with a full colour Club Journal each month, Limited Edition cars and Club events such as the NSCC Hornby weekend and the Milton Keynes swapmeet.

In addition 2015 promises to be an exciting year for the Club as we look forward to improving the Club in a number of key areas. The Committee met at the beginning of November and we looked at a number of ideas that we felt were important in helping to develop the Club in the future. Those ideas centred around increasing the membership, increasing the Club profile, improving the benefits of membership and also the Clubs position in our hobby as a whole. Some areas we felt needed to be looked at straight away.

Website and Web Presence
Martin Johnson on behalf of the Club will be working with Martin Kay in order to develop a new on line communications strategy for the Club. This will include a complete re vamp of the current NSCC website which is hoped will bring about significant improvements. The review will also look at the potential to develop a new members forum together with an exclusive trading site for NSCC members. Maximising the benefits of Facebook and Twitter for Club members will also be looked at.

Whatever changes are made the focus will entirely be on the potential benefits to members.

Club Merchandise is also an area that is currently being looked at with a view to a revamp but more on that later.

Limited Edition Club Cars
Club cars have always been an important part of the benefit of membership. During 2015 the Club will be producing new Limited Edition cars and currently the Committee is looking at a number of options. Once again more on that in the New Year.

However for now the Club will be producing 75 Limited edition Pioneer Mustangs in translucent yellow for the Milton Keynes swapmeet which is taking place on the 22nd February 2015. These cars will be for members only on a strictly first come first served basis. There is expected to be a high demand for these cars which is another good reason to make sure that you have renewed your membership as soon as you can.

On the subject of Limited Edition cars the Club also has around 48 Hornby Chrome GT40’s. These will be offered to members sometime in the new year at a cost of £75 each. Details will be published in due course with
members being invited to apply to purchase one of the cars. If they are over subscribed a ballot will take place in order to decide which members will be able to buy them.

**Northern Swapmeet**

On the subject of Limited Edition cars the Club is also looking to produce a special Limited Edition car for the new Northern swapmeet which is due to take place in 2015.

The Committee is committed to holding a Northern swapmeet in 2015 as the NSCC is a national Club and it is therefore important that we organise such an event in the North of England. However the future of this event will depend very much on the level of support from you the members, so please do support it otherwise we will not attempt any further events “up North” for a while.

Ossett was in my opinion the wrong location for a number of reasons and a new and more accessible location is now needed. There are a number of venues currently under consideration but if you know of one that you particularly feel might be suitable please suggest it.

**Honorary Club President**

The Committee are currently looking at various ways to increase the profile of the Club throughout the coming year as part of the ‘Way Forward’.

However on that subject we can now report that Fred Francis’s widow Diana has agreed to become the Honorary President of the NSCC. Jeremy had approached Diana at the recent Havant swapmeet and the Committee are currently discussing with Diana this new role. The Committee feel that this new appointment will bring considerable prestige to the Club in a number of ways and are looking forward to working with Diana in the future.

Well that’s it for now but let’s look forward to 2015 which I am sure will shape up into another great year both for the hobby and for our Club. I hope that Christmas brings you all your slot car wishes and I wish you and your families all the very best for Christmas and the New Year.
Graham Pritchard has mentioned to me a couple of times recently that Airfix car kits on eBay were hitting some amazing prices, so let’s take a look:

**Airfix 1/32 Static Car Kits Top Ten**

1. Bond Bug Kit on header card in bag £311.99 (321530013446).
2. ‘B’ Type Bus WW1 Pigeon Loft Built Conversion £165.00 (151442541157).
3. Morris Marina boxed £95.00 (171447122394).
4. Maserati Indy boxed £90.99 (351196309890).
5. Vauxhall Victor 2000 Estate boxed £90.00 (141434265208).
6. Ford Cortina on header card in bag £87.00 (151434265208).
7. Ford Capri boxed £83.00 (111425494546).
8. Ford Zodiac Night Prowler boxed £82.84 (380961065034).
10. Morris Mini Minor on header card in bag £77.00 (271630386370).

I wonder if the recent showing on TV of the episode of Wheeler Dealers where they restored a Bond Bug had anything to do with the high price achieved for the Airfix version? In fact a full size Bond Bug kit is cheaper by scale proportion as one was advertised on eBay for £2,650 (221606670603) – far less than 32 times the Airfix kit price, which would be £9,983.68!

Airfix have, of course, recently re-released their ‘B’ Type Bus kits and perhaps they should consider re-releasing more of the car kits too. Bubbling under the Top Ten was a built Jaguar Saloon at £68.00 (390951895352), a boxed Ford Zodiac at £67.47 (111447058242) which the seller said was the rare USA version, and an Aston Martin DB5 at £66.66 (151399482115), presumably just because it was in a “Red Stripe” box. Not Airfix, but similar to the Airfix articulated Ferrari racing team transporter (that sold for £52.00, 161450295601), was a fixed wheelbase Elf racing team transporter kit by Entex which sold at £62.00 (151434263286).

An Airfix Beach Buggy boxed kit made £59.40 (161399620372), a boxed Fire Engine and WW1 ‘B’ Type Bus kit sold together for £57.97 (311115829131), a built Austin Maxi made £56.00 (151432610867), a boxed Jaguar E-Type XKE surprisingly made £52.25 (111447054038), although it was also apparently the USA version, a 1/32 version of the ready-made Airfix Cromwell Tank (that would make a good slot...
conversion) sold for £52.09 (251636855066), and a built Renault Dauphine sold for £46.00 (390951905760). Trailing behind was a VW Beetle header card with bag kit that sold for £43.99 (111456866288), and a similarly bagged Vauxhall Viva for £43.20 (111456863030).

**Ford Capri**

Ford’s Chief Designer, Moray Callum apparently said at the Paris Motor Show recently, that he would like to bring back a replacement for the Ford Capri. It could just be a publicity stunt to publicise the release in the UK of a right hand drive version of the Mustang next year, but both sound like good news.

A Scalextric Capri with flames like the one pictured sold on eBay for £15.00 after just one bid (111510938541), while a General Lee liveried Capri remained unsold at £29.99 (261658947414).

**Lotus 7’s**

“I’m not a number, I’m a free man” said Patrick McGoohan famously before driving to freedom from Portmeirion in his Lotus Seven. There have been some more interesting Lotus and Caterham Sevens on eBay in the last few months.

What looked like a scratch built Seven with an open frame X04 style motor sold for £30.00 back in September (211171344968), and a nice pair of orange Taran and blue Evo Sevens sold for £33.00 (390951734857), although they had suffered some racing damage. A similar pair of race damaged Taran and Evo Sevens are available on ‘Buy it Now’ for £39.99 (351222265917). It’s reasonably easy to repair such damage on the Scalextric Sevens because spare windscreens, headlamps and the like are available on eBay, although you may need to be easy going on the colour scheme of your new components as the correct colour versions are not always obtainable. Another Taran Seven sold with a yellow Lotus Seven for £31.00 (321571357604).

The Taran Sevens have Tiger Stripes, a bit like the Tiger Special version of the Ford GT Roadster that sold for a respectable £42.50 despite appearing to be part painted with silver and yellow paint (201196165322). Another more pristine Tiger Special sold more recently for rather less at £18.50 (371187382424).
**NSCC eBay Top Ten**

2. Blue Hornby Weekend 2013 Caterham Seven undisclosed price (261617108304).
3. Blue Ford Escort XR3i £185.00 (271606807009).
4. Pair (Green and Silver) 1996 Rover SD1’s £129.00 (261653490666).
5. White Harlekijn GT40 £127.00 (181567361338).
7. Blue 2012 50th Anniversary AC Cobra £90.00 (301356170708).
8. Union Jack 2013 Gaydon Slot Festival E-Type Jaguar £88.12 (390951814859).
9. Grey Datsun 260Z £82.00 (271647871646).
10. Green 2010 Jaguar XKR £65.00 (181555801895).

Looks like the blue cars have it then, while 2013 was a good year for high rollers. Apparently the Harlekijn GT40 was one of just 40 made for the model shop of the same name in Holland. Not really an NSCC car then, but the seller included NSCC in his listing title so I’ve included it here. Other white cars available on eBay currently include Scalextric 1969 Ford Mustangs for £31.90 Buy it Now (121238534462).

**Monthly eBay Watch Top Ten**

2. Cox 1/24 Chaparral IF3 (ISO Fulcrum Chassis) Kit £1,011.63 (271627356708).
3. French Scalextric Green Aston Martin Marshal’s Car £1,000.00 (171524105936).
4. Wrenn 152 Five Boxed Cars, Track and Accessories £720.00 (221571465501).
5. Scalextric Go-Kart Set £595.00 (221573897933).
6. Aurora HO 31 Cars and Parts in Pit Box £586.99 (271655386235).
7. Racer Fiat Bartoletti Ferrari Transporter £504.18 (291269220291).
8. Scalextric Perris Blue Vintage Bugatti £500.00 (171518302792).
9. French Scalextric Yellow Ferrari Berlinetta 250GT £465.00 (221580205735).
10. Scalextric Platinum Digital Set £451.00 (111502726577).

Graham Hill v Sir Jackie Stewart eBay Top Ten (August-November 2014)

2. Scalextric Legends Jackie Stewart Tyrrell & Lotus 72 £126.20 (231322294013).
3. Racer Jackie Stewart & Chris Amon
**Ferrari 330P4** £72.58 (151453779682).
4. **SCX Vintage Graham Hill BRM P261** £69.95 (301107819377).
5. **Aurora AFX HO Jackie Stewart Set** £63.11 (221538797962).
7. **Tyco HO Jackie Stewart Ford F1** £56.80 (111504307587).
8. **Scalextric Graham Hill Lotus 49 No 7** £51.83 (191371874353).
9. **Scalextric Graham Hill Red Lotus 49 No 5** £47.00 (281445647376).
10. **Scalextric Graham Hill Red Lotus 49B** £44.99 (261611591476).
I’m enjoying this, so let’s carry on...
11. **SCX Vintage Jackie Stewart Tyrrell** £44.95 (251628362928).
12. **Cartrix Graham Hill Lotus 16** £40.74 (171374908975).
13. **Slot.it Graham Hill & Jackie Stewart Ford GT40 Sebring ’66** £34.71 (281378736944).
14. **SRC Graham Hill & John Surtees Ford Capri Paul Ricard ’71** £33.00 (371142754208).
15. **SRC Jackie Stewart & Francois Cevert Ford Capri Paul Ricard ’72** £27.42 (271336580887).
16. **Scratch-built Jackie Stewart Tyrrell F1** £26.01 (371173654467).
17. **Revell 1/24 Graham Hill Blue BRM** £24.09 (151390983246).
18. **Scalextric Graham Hill Lotus 49 No 7 Body Top Only** £21.95 (191364153808).
19. **Cox 1/24 Graham Hill incomplete BRM with Magnesium Chassis** £21.00 (171420964534).
20. **Scalextric Graham Hill Customised Embassy version of Shadow F1** £14.99 (141406917986).

Pretty well matched but I think Graham just clinched that one. Both Graham and Sir Jackie were awarded the OBE, and I’d imagine Graham would have been made a Knight too if he’d still been with us. From this 1962 picture it looks as though Graham was not always in first place, although to be fair it could have been a setup as Graham was helping publicise the movie release of “The Fast Lady” at the time.

I know how he felt, having gained less points myself recently than Emma Humage at one Bearwood Scalextric Club race meeting!

**Racing Classics**
The rarer blue and red Scalextric Racing Classics Bentley and Alfa Romeo have made a few appearances on eBay recently, reminding me just how nice these vintage cars are. A Red Alfa sold for £187.89 (231342554542), a Blue Bentley sold for £164.98 (231342544430), another Red Alfa for £120.79 (111507213357), and another Blue Bentley for just £82.00 (111507237917), while a Power and Glory Blue Alfa sold for £50.10 (331386721475) when relisted after receiving no bids originally at a starting price of £49.00 (331376574702).
Of more historic interest was the nice vintage Bentley V33 set box which had a “Grand Prix Racing Set GP.33 (temporary pack)” label on the side of it’s box so would presumably have held two Coopers originally, instead of the two Green Bentleys illustrated. It sold after 24 bids for £323.77 (261650599826) containing early Green Bentley and Blue Alfa cars with some issues. The Scalextric Bentley and Alfa were apparently based upon cars at the Beaulieu Motor Museum, according to early catalogues. These were, of course, followed by the now sought after Auto Union and Bugatti vintage cars, and perhaps it’s about time we had some more please Scalextric to accompany them. How about a Rolls Royce Silver Ghost, a Vauxhall Prince Henry or for us more common folks an Austin Seven or Model T Ford – there were plenty different versions of those to keep Scalextric busy for years! A nice range could be Brooklands Racers, or speed record cars like the Sunbeam and Bluebirds.

James Bond Parts
I wonder how many collectors try to make up a sixties Scalextric James Bond Set from the component parts? It looks like a few do, judging by the bids placed for just an 007 Mercedes instruction leaflet, which sold for £33.77 (40077048779). This was followed by a Repro 007 Sniper baddie selling for £44.01 (121430090244) then being relisted and sold again for £33.88 (121440504905), so perhaps the seller had reproduced two.

Weekend Watch
I was pleased to see more civilised behaviour this year during our annual Hornby Weekend visit to their factory shop, where cars in cracked display boxes were available at a tempting £15 each to members. The restriction of a maximum of ten cars each seemed reasonable too, and the visit was more relaxed without the feeding frenzy of everyone trying to grab cars from a single discounted pallet as happened last year. Unlike last year however, we were prevented from purchasing items from the discount room at the Hornby shop until our factory visit was over, as they also had a factory sale event taking place the same day, and I was told to put back a £30 Skyfall twin pack I picked up to buy. Unfortunately the public visitors on the same day to Hornby’s factory shop sale were obviously not limited in any way, however, and when I returned to the shop later I was confronted by a spotty youth guarding a whole pallet of Scalextric which included a load of track items and no less than 14 of the Skyfall twin packs, preventing me from buying one, and some Hyper Cars twin packs, which he smugly informed me were all sold. I asked him if his intention was to sell them on eBay and he said yes, and he agreed with me that his antics weren’t much good for collectors like me. In general though the weekend was excellent and very enjoyable, and at the end I waited with anticipation for the NSCC Weekend cars to be given out on the Sunday, but must admit I was disappointed to discover they had horrible toy-like opaque grey windows instead of a more realistic interior and driver, which would have made them much nicer and more collectable, in my opinion. Enough of The Grinch though, have a merry Christmas!