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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Haven't We Been Busy!

Firstly this month, congratulations and well done to Mark Scale, Sean Fothergill, Steve Cannon and Roger Barker on another successful slot car event. I'm sure if you attended you would agree that it was a great event and if you didn't go then you missed a really superb day out and perhaps should make a note in your diary for next year, 12<sup>th</sup> May 2013 at the Heritage Motor Museum, which I understand promises to be even bigger with more to see and do.

We as Club were there running various tracks, promoting the Club around the event and even providing some children's entertainment in the form of some balloon "trickery" (thank you Kate). So on behalf of the Committee thank you to all those who assisted us on the day.

Moving on and you will see in this month's Journal the application form for the Hornby/ NSCC weekend in November to be held at Ramsgate, whilst some way off we have decided to get applications forms out now so that we can offer very reasonable credit terms, with the option of spreading payments (a popular option last year) over four months or if you wish or of course paying in one single instalment. We have asked that these forms are returned no later than 15<sup>th</sup> July 2012 with successful applicants being notified by the end of July 2012 so that payments can be made at the end of July, August, September and October.

Also as I write this I have taken delivery of some 312 Slot.it Lolas, we currently have sold about a third of these, Shaun Bennett will be contacting you shortly to arrange payment and collection/postage details for your car. The first event these cars can be collected will of course be the Ossett swapmeet in July.

Finally a personal thank you to JP and his family who attended the hotel at Gaydon with us, and as a birthday present to me, gave me a car from his stand at the swapmeet, it was gratefully received and much appreciated, also thanks to those on the day for my cake and Jon H. I am sorry about the state of your Swiss army knife, blame Andy Carmichael!

So until next month.

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

I knew it would happen: as soon as I got home from delivering last month's Journal article to Jeremy I got a mail from Adrian giving details on yet another new release. No worries, it may have missed May but it would be a good start for June. This was followed a couple of days later by information on a second stunner for 2012. However, I was slightly dismayed the following day when the Scalextric Club magazine arrived and I discovered that it featured an article on a new set but, as there was no mention of the solo releases, my euphoria soon returned! I take great delight in scanning Sue Pownall's excellent production and finding that I've beaten the official Scalextric Club magazine to a scoop. To be fair and honest, as the NSCC Journal is published every month, whereas the Hornby publication only arrives each quarter, I usually have a timing advantage. For those that didn't manage to get to Gaydon, here's Sue endeavouring to encourage new members to the Scalextric Club, despite assistance from our own Adrian.

## New Releases

The subjects of all this excitement are the new mouldings for this year's two WRC contenders. Whereas the Scalextric magazine focused on the set, which contains two Super Resistant versions, I had pre-release information on the two High Detail solo releases.



The set covered in the Scalextric Club publication, Rally Stage, C1295, pitches two of the 2011 WRC contenders, the Mini and the Fiesta, against each other. This provides the ideal beginning for these two new models, albeit in their Super Resistant incarnations.

Despite the real rally cars being four wheel-drive, the both models are rear wheel drive only. However, the sidewinder configuration and magnet should help to provide good on track performance.





The BMW Mini Countryman in the set is that of Dani Sordo and Carlos Del Barrio purported to be as raced in the 2011 Rally d'Italia. Call me picky, but it's not: it is the same car, registration 1 WRC, but as raced in Finland in July. Apart from slightly different sponsorship deals, a tiny clue is on the door sticker where the rally sponsor, Neste Oil, is displayed as part of the race number sticker. When raced in Italy this sticker read "Rally Italia Sardegna". It's a shame really as Dani and Carlos finished 6<sup>th</sup> in Sardinia but failed to complete the course in Finland. See, even LMP fans can spot the obvious!



When I spoke to Adrian about this minor error, he admitted that it was due to an 11<sup>th</sup> hour change in the selected livery: the catalogue photo was amended but the tiny little print was overlooked. Anyway, who cares about such trivia when the finished article looks so good? The car looks stunning; having a much more aggressive appearance than BMW's other efforts to



emulate the great British icon. With this model there is at least a degree of originality, even if it isn't exactly attractive.

The Ford Fiesta RS WRC set car is as entered by Ford Abu Dhabi World Rally Team, driven by Jari Matti Latava with fellow Finn Miikka Anttila in the navigator's seat. The Fiesta represents the car that finished 4<sup>th</sup> in Mexico last year and comparison with images on the web it looks to be a pretty accurate rendition.



The set includes 650cm of track, two curved crossovers and a bridge so is an ideal introduction to Scalextric for anyone moving on from Micro or Start. The image here is the box art before any text was added.



Clearly Scalextric wish to gain the maximum benefit from these new mouldings so several versions will be available. In addition to the set cars there will be two High Detail solo cars and two Super Resistant solo cars. Three versions were available when I visited Margate in May: SR set Mini, SR solo Mini and SR set Fiesta. The SR solo release of the Mini, C3285, will be the sister car to the set car: number 52 car of Kris Meeke and Paul Nagle, again as run in the 2011 Finland event.







The SR Fiesta, C3284, will feature a revised livery: I'll publish more details when they become available.

Scalextric will model both of the HD issues as dirty condition versions of the set car: Mini, C3301, race number 37 and the Fiesta, C3300, race number 4.



The second version of the new Camaro should soon be with us. This is the car, which was decorated, in the famous Sunoco livery by Stevenson Motorsports for promotional purposes. This is certainly a recognisable livery but not one in which the car was actually raced.



The model certainly makes for a nice companion to the earlier Sunoco releases: 1969 shape as C2399 and C2400 as well as the 1970 body style as C3106.

Fans of single seaters should soon be able to purchase the latest version of the Lotus 49, C3311. Resplendent in Gold Leaf colours, although devoid of any actual sponsor logos, this represents the car driven by Jim Clark in 1968 at the 3<sup>rd</sup> round of the Tasman series at Wigram where he finished in first position, winning the Lady Wigram Trophy. Research indicates that this was the first outing for the Lotus Team in these famous colours. These classic racers certainly look superb with plenty of fine detail but are easily damaged if driven beyond their limits. A simple solution is to remove the magnet and return to tail-out racing; this simple action reduces the cornering speeds and hence any resulting impact damage.



### Star Wars

Those that attended the Gaydon Festival will have seen the forthcoming Speeder bikes on display. There are three versions although there are variations between the set and solo releases. The two models in the Start set, Battle of Endor, C1288, will be Luke and a Storm Trooper whereas the solo releases of Luke, C3298, and Ewok Paploo, C3299, will be carrying laser-



effect weapons, higher detailed paint schemes and will sport Star Wars logos on camouflaged bases. The photos here show the early prototypes for the set versions of Luke and the Trooper and the solo release of Paploo. Collectors should note that the reference numbers for Luke and Paploo were reversed in the catalogue.



The chassis is based on the Micro motor and rear axle, cleverly adapted to run on Start or Sport track.



## V8 Supercars

Whilst checking for news on this year's planned Australian V8 Supercars I found a rather obvious website: [www.scalextrcv8supercars.com](http://www.scalextrcv8supercars.com). It is certainly worth a visit for fans of these cars as Joseph provides comprehensive details of all Scalextric V8 releases, including the controversial C3161 Lownes VE that was only available in a set. Best information on the two cars aimed specifically at the Australian market are a Ford Falcon FG, C3321, to represent the Stone Bros. SP Tools car, number 9, driven by Shane Van Gisbergen and the Holden Commodore VE of Team Vodafone, number 888 of Craig Lowndes, C3322. Further news is that Nissan will join the V8 Supercar series in 2013 so the potential exists for further new releases.



On his site he also shows lots of superb repaints: as many V8s have alcohol sponsorship deal, it's unlikely that these would ever be available. For us in the UK, repaints are a bit →





extravagant due to the cost of the cars but there are a few versions that were finished in plain, non sponsored colours that do appear on eBay regularly: expect to pay about £25 or £15 at swapmeets. Search for Scalextric V8 or Holden; I don't think a Ford version was produced. Decals are readily available for most liveries from Patto's Place so conversions should be reasonably easy.



### Non Catalogue Releases

The additional Beetle release for this year, C3361, which was not featured in this year's catalogue, is planned to represent the 1959 model, which took part in the 2007 Peking Paris Rally, bearing race number 101. It was driven by Brits Matthew and John Keeler to 24<sup>th</sup> place overall, 15<sup>th</sup> in the pre-1961 classification. Images are not too easy to find, but there are

some out there: the folks at the Endurance Rally Association ([www.pekingparis.com](http://www.pekingparis.com)) kindly agreed to allow the use of this image and any others from their website.



Next year competitors will be once again competing from Peking to Paris so log on and follow their progress: the entry list is already published, providing Scalextric two future Beetle liveries. How about taking time to study the site and select another vehicle for Scalextric's next classic rally car? Here's one that could be accommodated reasonably well with existing tooling: the 1969 Aston Martin DB6 of Jon and David Goodwin, which finished 9<sup>th</sup> overall in 2007, any ideas you may have please email me!



For the younger Scalextric fans there is one sad item to report this month: unfortunately the Olly set, J1000, has been delayed so is unlikely to be with us during 2012. On the brighter side, however, is news of a special Micro set; Grand Prix Stars, G1086, is a French only release but will doubtless be available from online sources. The equivalent UK release is G1091 and comprises Lotus Renault GP against the Vodafone McLaren Mercedes with 362cm of track: the French version will also have a McLaren, G2155W, and Lotus Renault, G2156W. I'll provide more details once I find someone selling it.

In the larger scale, Tesco will also be offering a special set, GT Sprint, C1290, with two SR cars: C3190W Audi R8 United Motorsports and C3180W Lamborghini Gallardo ATEC in yellow and black. Keep an eye on Tesco's online store for this one.

### Merchandise

In the last month I've spotted a few more items bearing the Hornby company logos, this time at John Lewis. They have wide range of merchandising products: metal enamel mugs, flasks, playing cards, wash bags and satchels are all available with a selection of the Hornby companies' logos. They all look to be good quality with the badges on the two bags being embroidered and stitched into place rather than being simply printed in position, with adequate space remaining to add other period patches.

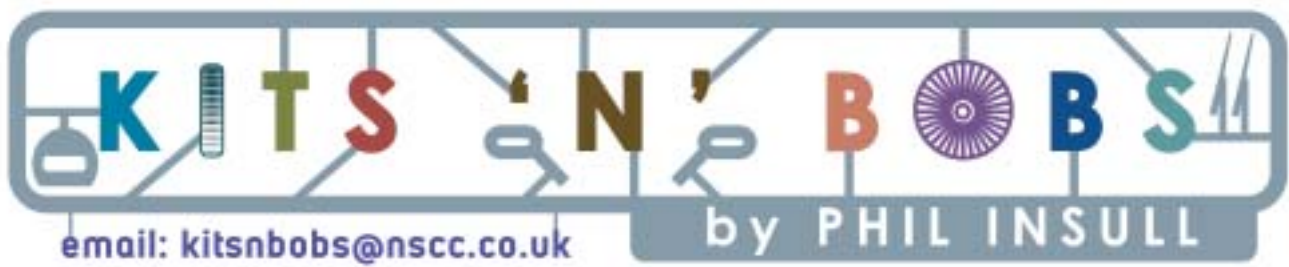


### Fund Raising

An important element of the Ramsgate weekend is the charity auction where everyone has an opportunity to own a vital element in the development of Scalextric products and donate money to Hornby's nominated charity, The Toy Trust. Last year saw a very generous group raise a pretty impressive sum. It was with great satisfaction that our Chairperson, Andy Carmichael, took the opportunity of publicly hand over a cheque for £7,000 to Adrian Norman of Hornby. The trust relies predominantly on the toy industry, and its friends, to raise money in order to help young disadvantaged and disabled children within the UK and abroad.



Finally Karen and I would like to thank the NSCC Committee and all the traders involved for organising yet another successful annual Slot Car Festival. Remember that these events have to be financially viable so can only be held if sufficient numbers attend and spend money: it only takes a couple of purchases for the entry fee to be offset against the postage of online purchases. ■



**W**ell the UK Slot Car Festival 2012 has been and gone and I must give credit to Sean and the organising team for putting together another superb event. Plenty for me to see and buy with loads of new releases and forthcoming items to be found.

be tempted to produce the Williams FW07D as a body to compliment his great chassis. One superb F1 car that he will be producing later this year is Jackie Stewart's Matra Cosworth, a pre-production version of which Steve had on display and it looked superb.



Penelope Pitlane Double six chassis

First up is Penelope Pitlane with some great new items, Firstly the MG Midget/ Austin Healey Sprite which is an exquisite kit complete with white metal parts to build a number of versions and options. Just as impressive is the new Clubman chassis that fits the Midget but is also ideal for small historic saloons and sports cars and can be used in either post fixing or side mounting methods for greater flexibility. Mine is currently in build and I will be bringing a review and pictures to you in the near future. Also new in the chassis department is Steve's six wheeler F1 Double Six chassis designed mainly to accept the Scalextric or fly March bodies and to seriously improve the performance. Steve's design allows for drive to all four rear wheels rather than the old Scalextric trailing rear pair, and I expect that at some future point Steve may



Penelope Pitlane upcoming Matra Cosworth

Gareth (AKA Choc-Ice) at Chase Cars was in attendance with examples of his excellent cars and a track for folks to try out his amazing



Chase Model Cars Blues mobile





**Chase Model Cars Gangsters' Cadillac**

flexible chassis. Designed to give the proper roll and slide characteristics of cars from film and television these are simply huge fun to drive and the body range now includes his proper Dodge "Blues mobile" (from the Blues Brothers movie) a sinister Gangster 74 Cadillac (Live and Let Die) and a GMC Van in two versions (Mr. T's van from the A-Team or Burt Reynolds Medivac van from the Cannonball Run movie). I have purchased all of these from Gareth and will again bring you reviews once they are completed.



**Chase Model Cars Mr. T's A-Team and Cannonball GMC Van**

George Turner at G.T Models has also been busy pre-Gaydon and has produced his magnificent Group 44 version of the Jaguar XJS, a new version of his Ford Falcon Sprint as the #49 1964 Monte Carlo Rally runner up driven by Bo Ljungfeldt, a super 1950 Alfa



**GT Models Jaguar XJS Group 44**

Romeo Tipo 158 which can be produced as one of the three "F's" or Reg Parnell's version from that hugely successful first World Championship season, and a wonderful rendition of the 1955 Lancia D50 with very cleverly designed side mounted pannier tanks. Also new from George was a chassis handling plate designed to complement and enhance the P.P. Competition-In-Line chassis and much lightened/ lowered racing versions of the Maserati 300S, Lancia D54, and Cheetah. George has taken the body weights down on these three by up to half from his original versions and also feature new lighter Lexan cockpit/drivers and lighter resin ancillaries such as side exhausts replacing white metal parts, while visually these cars retain all of George's high quality standards they should enable club racers to produce seriously quick historic cars, when coupled to a P.P. or scratch built racing chassis, also in the process of similar lightening/ lowering exercises are a couple of versions of the MGB, which should be available soon.

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**GT Models Alfa Romeo Tipo 158 and Lancia D50**

Coming away from Gaydon for a moment I have this month completed my two Steve Francis Volvo 122 Amazons and Rover P6. The white Amazon is a depiction of the Mikkola/Jarvi entry that finished 3<sup>rd</sup> on the 1967 1000 Lakes Rally, while I have also done a pale blue one based on my Brother Paul's first car JUY400D, which ferried me all over the country to speedway meetings as a youngster between 1977 and 1980. The Rover P6 was inspired by watching an old episode of the Sweeney and does have a working flashing top light; all three are built using PCS32 chassis with P.P. wheels, inserts on the Volvo's are from the kit and the ones on the Rover are P.P's Rostyle, I'll bring you a picture of the latter two next time. I'm currently part way through building Steve and Martin's new 1967 Honda RA300/1 "Hondola" which I'm also hoping to have ready for next time.



**Steve Francis/ SMK Volvo Amazon 1967 1000 Lakes**

Pictured next are my pair of Proto-Slot Kit "Jagsters" as I was too late to order the one with the PSK decals Chris kindly let me buy two plain ones, the first I have done as a livery based on the Mecom Racing colours of the 1960s and the second is based on the TWR Jags of the 1980s both using spare decals from my box of bits. I think they both look pretty good and perform pretty well with PCS32 Chassis and Slot.it mechanicals.

Two more finished cars are the 1967 Honda RA273 (Surtees) and Ferrari 312 (Amon) both built from Charlie Fitzpatrick's bodies chassis on both are P.P. with Scaleauto slim-line motors



**Proto-Slot Kit "Jagsters"**

and alloy wheels, tyres and inserts from RS Slot Racing's new range. Many thanks must go to Colin Spark and Pete Shepherd who patiently sorted out all the right parts for me at Gaydon and put up with me knocking parts over off their stand every five minutes. While I'm back at Gaydon Pendle Slot Racing had new versions of their MX5 developed from the original P.P. one Sean and the team have put a lot of effort into getting them how they want them and the results are very good indeed. PSR's stands also featured the new 1/24<sup>th</sup> scale bodies from Top Slot including various Pegaso, Ferrari P4, Ferrari 365 GTB and Lola T70 Spyder along with a pre-production prototype of the upcoming Scaleauto Honda HSV010GT which should be out in late July or early August according to Sean. Before leaving Gaydon I must mention Slot Track Scenics new pit lane wall sections which looked fantastic and is a great addition to their super range of trackside scenery.



**Fitzpatrick 1967 Honda RA273 and Ferrari 312**





**Pendle Slot Racing MX5**

Slot Classic's latest release the 1954 #42 OSCA MT4 is out now, this beautiful Morelli brothers Spyder bodied car was driven by Jacques Peron and Francesco Giardini and was running well until it collided during heavy rain in the last hour with the sister #43 car driven by Lance Macklin resulting in the retirement of the former and the subsequent disqualification of the latter for receiving outside assistance. MSC have released the Ayrton Senna test car version of their 6R4, Team Slot have a "Gaydon" Limited Edition Audi Quattro A2 kit in Jagermeister colours and Gareth Jex is in the process of developing a super looking Skoda S2000, which if I have understood it right will be available as a very limited Slot Rally GB release.

Milan at MTR32 has released a Porsche 962 as the #16 Dyson Racing IMSA car in Blaupunkt livery which placed 3<sup>rd</sup> in the 1988 Sebring 12 hours driven by Dyson/ Weaver/ Cobb, and he has two versions of the Corvette DP90 from the 2012 Daytona Test day these being the #90 Garcia/ Westbrook/Magnussen /Gavin and the #99 Fogarty/Gurney /Gidley machines that wound up 5<sup>th</sup> and 4<sup>th</sup> fastest respectively. NSR have four new liveries out this month these being the Ford P68 in Silver #6 fantasy livery. Audi R18 #1 of Bernhard/ Dumas/ Rockenfeller from Le Mans 2011, #97 Audi R8 GT3 in Play Station colours from Nurburgring 2009, and a #71 Porsche 997 RSR in red and white Coca Cola livery.

Sixties television Super Heroes are back in vogue with Polar Lights slot kits of the 1966 Bat Mobile and the Green Hornet's Black Beauty,



**Polar Lights Bat Mobile and Green Hornet's Black Beauty**

these cars use the existing Polar Lights 1/32<sup>nd</sup> static kit body shells combined to a heavy duty adjustable steel chassis, my only criticisms are the motors are a bit tame for such hefty cars and the tyres would have more grip if Polar Lights had chosen to make them from wood!

Finally this month we finish with news that Osterero are developing a modern generic F1 car with a range of decals to allow you to customise it as any car on the current F1 grid, this could be the ideal basis for a one make F1 series, while allowing F1 enthusiasts to fill in some blanks on their current grids by doing cars the major manufacturers shy away from. ■





No news on new releases from Fly this month. I had hoped to provide pictures of the new models we mentioned in May, in particular the DTM BMW M3, but nothing was available as of the Journal deadline. Images may appear on the Fly website or facebook pages in due course.

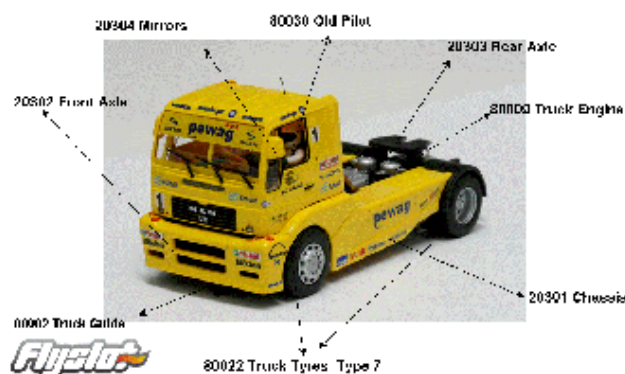
In the meantime, for those of you who race your Fly slot cars and trucks it is reassuring to know that a comprehensive list of replacement

parts is available to keep them on track. Even as a collector it is perhaps helpful to know that in case of accidental damage, your collection can be kept in original condition. The pictures show the extensive range of parts available for some models from the current range together with their reference numbers. They include axles, mirrors and even drivers (or pilots). Other parts are available including tyres and motors which are not necessarily model specific. ■

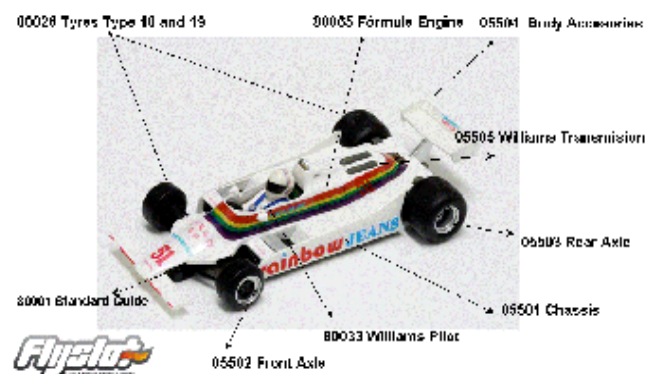
## 250LM



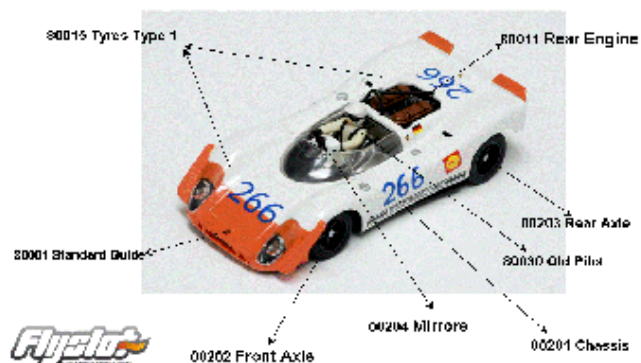
## MAN TR1400



## Williams FW 07



## PORSCHE 908/2





The past two months have seen the release of several new cars for Slot.it, including a much awaited foray into the world of modern LMP machinery.

The first model reference CA18b is based on the Team Claude Dubois entered #8 from Le Mans 1968. The car was the predominantly bright yellow national racing colour of Belgium and the drivers were Belgians Willie Mairesse and Jean Blaton who raced under the name of "Beurlys". Sadly for Blaton he would not get to drive the car in the race as Mairesse suffered a huge accident on the opening lap when following the traditional run and jump start the door had not been properly shut and flew open at high speed triggering the shunt. The unfortunate Mairesse would be in a coma for the following two weeks. The model of course depicts this simple but rather attractively coloured car as it appeared on the start grid and as ever



GT40 in the Wolves Esses

reproduces the sponsors logos and markings very accurately in four colour tampon printing. Quality details as ever include mirrors, wiper, lights, vents, filler caps, exhausts and grilles, with the a new even higher high standard full⇒



GT40 Top view you can see the vent holes in the seat



### GT40 round the high speed curve at Wolves

depth cockpit complete with Willie Mairesse at the wheel and even has the ventilation holes in the seat backs visible, just as they were on the real car. In terms of chassis and running gear there are a number of improvements compared to the earlier Slot.it GT40. While in standard form power is still provided by a side winder 21.5K motor, with 12:32 pinion/ergal gear ratio the gear is now of the newer plastic/alloy type 0.5mm offset rather than the old all metal gear and in conjunction with a new motor mount gives a slightly smoother mesh in my opinion. Also new is the guide, which is of the long nose type seen on all recent Slot.it models and I have found that at Wolves it means I no longer have to buy a deeper wood track guide as the new standard one keeps the nose of the car firmly planted in the slot (I always found the old standard ones to be too shallow at Wolves). The front axle is height adjustable as normal and a standard magnet is installed. Wheels are alloys at the rear with Goodyear tampo printed treaded tyres all round, brake disc inserts,



GT40 Rear end view on one of the Wolves rally Stages

correct six spoke black wheel inserts and silver knock off three eared spinners at the front and rear. Length is 133mm, height 30mm, wheelbase 75mm and width 60mm with standard weight at just 62g. The box also includes a couple of spare grub screws and an Allen key always handy for the pit box. Unlike most Slot.it cars the model can only be upgraded in side-winder configuration due to the chassis/ full cockpit detail of the model. It can of course be fitted with working lights, magnetic suspension, and SSD/Oxygen compatibility.

As far as performance goes in standard form the new GT40 gave lap times very similar to the previous versions reviewed albeit I found the new guide gave better front end stick, best lap time was 10.015 compared to 10.125 with the older version. In all a very good looking version of this classic car with decent performance. Many thanks to AB Gee Limited for supplying the GT40 review car.

The second new release is as I have mentioned much awaited Modern LMP car, reference CA22a the Lola B09/60. This is based on the #11 Drayson Racing entry at Le Mans in 2011 driven by Emanuele Pirro, Jonny Cocker, and Paul Drayson. The 650 b.h.p. 5.5 litre Judd V10 powered machine was run on Ethanol Bio-fuel hence the green livery and managed to complete two hundred and fifty four laps, which would have been 28<sup>th</sup> place had the distance covered been enough for it to be classified. The extremely funky two tone green livery is as always superbly well executed by Slot.it with what appears to be no fewer than ten



Lola B09/60 Cockpit Close up showing Pirro at the wheel





### Lola Sleek and low through the Wolves Esses

separate tampo-printed colours covering the various sponsorship logos. Additional details include a very crisp two plane, twin post rear wing, grilles, mirrors, lights, air scoops, wiper, and towing points. The cockpit contains a full length driver complete with Emanuele Pirro's helmet colours and a very well detailed steering wheel and dashboard.

The running gear is a 1.0 mm offset angle-winder with the standard car coming with a yellow 20.5 K version of the Flat-6R motor and has the normal compatibility with light weight interior magnet suspension, SSD/Oxygen, lights, etc. The chassis is as you would expect all new for this new model and utilises the new style long nose guide, motor and magnet mounts, 11 tooth pinion and 28 tooth alloy/ plastic composite gear. The rear hubs are alloy, with plastic fronts and correct styled silver multi-spoke inserts and Michelin logos tampo printed on the C1 tyres. Dimensions are 148mm long, 32mm high, 92mm wheel base, 63mm width and 76g weight in standard boxed form. Performance wise on the new Wolves track the Lola managed 9.6s in my hands and 9.2 in the hands of experienced racer Roy Pritchards, Roy then changed the rear wheels and tyres ending up with soft trued and glued Slot.it tyres on

lightweight alloy Slot.it air hubs and times began to tumble with me managing a best of 8.5 seconds, Roy down to 8.1 and Lewis Gough finally getting the quickest lap time of 7.8 seconds, with more practice and some further set up changes we all felt there would be more to come from this impressive car. However the session was not without a few minor issues, last weekend's Battle of the Manufacturers at Gaydon saw the Slot.it teams new Lola beaten into 3<sup>rd</sup> place not helped by issues with the new guide doing a complete 180 turn on a couple of occasions. While we didn't encounter this particular bugbear we did all experience ➡➡



Top view of the very pretty Lola B09/60 LMP



**Underside shot of the new Lola Chassis and standard set up**

moments where for some reason the Lola stuttered under acceleration from some of the corners at Wolves, no matter what we did we couldn't completely eradicate this and all three of us thought it was guide/ pick up related. Other issues were that the cockpit and one of the headlight assemblies simply fell out as we took the body off for some maintenance after the initial runs, having vibrated their way off the mounting lugs. Not an insurmountable problem but along with some early signs of gear wear it

does suggest there may be some excessive vibration at high speeds. Overall a super looking LMP, which can be made to run very quickly with some minor tweaks and definitely worth adding to your racing stable, but with speed comes some issues and expect to have to do some regular maintenance to keep the Lola in tip-top condition.

The third new release was issued on the very day I wrote this and so is not subject to review, but this is reference CA15c the #202 Mazda 787B as raced in the 1991 500Kms of Sugo by Japanese crew Takashi Yurino and Tetsuya Ota as part of that years All Japan Sports Prototype Championship. Very similar in livery to the Le Mans winning Renown car this one carries the same title sponsor and general colour scheme. Pictures of the car suggest that Slot.it's high standards of finish are being maintained and technical data would suggest similar running gear and layout to the earlier versions of this model.

Along with the Drayson Racing version of the Lola you can also buy the plain white kit version reference CA22Z-2 with the same spec



**CA15c Mazda 787B AJSPC 1991**





as the car reviewed, for those who prefer to do their own racing colours and last but not least a UK Slot Festival version of the Mazda in a red, white and blue livery of the new #202 Renown car, of which there are just 500 available via PSR.

Finally the second round of the 2012 UK Slot.it challenge took place since I last tickled the keyboard. At North Staffs track Lewis Gough of Wolves took 1<sup>st</sup> in the Seniors GT class, with Jack Thoburn (Pendle) 2<sup>nd</sup>, Neil Hirst (Pendle) 3<sup>rd</sup>, Julian Edwards (Moseley) 4<sup>th</sup>, Nic Hirst (Pendle) 5<sup>th</sup> and Richard Welch (Wolves) 6<sup>th</sup>. In the Classics category Julian Edwards made it two wins out of two rounds, with Neil Hirst 2<sup>nd</sup>, Nic Hirst 3<sup>rd</sup>, Tony Squires (North Staffs) 4<sup>th</sup>, Mark Wain (North Staffs) 5<sup>th</sup> and Lee Green (Moseley) 6<sup>th</sup>, while in the Juniors Matt Sharples of Wolves took the win with fellow Wolf Ashley Evans 2<sup>nd</sup>, Harry Smales (Pendle) 3<sup>rd</sup> and Archie Davis (Gainsborough) 4<sup>th</sup>. After two rounds the top ten in the tables currently are as follows.

### **Seniors GT:**

Lewis Gough 93 points, Julian Edwards 91 points, Nic Hirst 86 points, Neil Hirst 84 points, Jack Thoburn 84 points, Lee Green 76, Richard Welch 73 points, Steve Hills (Truespeed) 70 points, Andy Bartle (Wolves) 68 points and John Bailey (N Staffs) 65 points.

### **Classics:**

Julian Edwards 100 points, Neil Hirst 83 points, Jack Thoburn 80 points, Graeme Thoburn (GT Raceway) 79 points, Nic Hirst 79 points, Lee Green 78 points, Ian Newstead (Kilburn) 76 points, Steve Hills 72 points, Mark Wain 71 points, and Tony Squires 70 points.

### **Juniors:**

Harry Smales 35 points, Matt Sharples 20 points, Ashley Evans 17 points and Archie Davis 13 points.

That's all we have time for this month so till next time keep on Slotting It. ■

# Heart Of England Classic Formula 1 - Rounds 1 and 2

By Graham Pritchard

After what seems to have been forever since the initial launch day back in February, the 2012 Championship got under way very successfully on the 22nd April at Wolverhampton Slot Car Club with Round 1 taking place on the very fast and twisty Aldersley wooden/copper tape track and with Round 2 following closely on the larger and more at ease but also wooden/copper tape International circuit.

As well as representatives from the three central clubs of Bearwood, Wolverhampton and Great Barr we also had several racers from further afield so a big thank you to Dave and Sam Farrow from Wellingborough and Barry Davies from Llandrindod Wells for joining in with us on the day.

been there for ages – nice one lads, others would have just given up at the first hurdle I'm sure. As would be expected the Wolves locals (Andy Bartle, Lewis Gough and Rob Wallader) were flying around their home tracks, but some of the others were also doing quite well as well (James Noake, Dave Farrow and Will Charlton) - trouble is it takes a lot of practice to master another club's layout so in general you would expect the locals to do better but fear not every club will have a home round so your turn will come soon. The major thing that stuck out to me was the overall friendly atmosphere that was present all day. ➡➡



Event in full swing

It turns out some of the racers on the day usually race with Magnetraction so to be faced with two wooden tracks with no Magnetraction is somewhat of a challenge to say the least. Once a few minor issues with set up had been addressed their racers were lapping like they had



Yardley B.R.M passes the church



It was also great to see Ryan, Sam and James competing hard for the Under 16s title. Everyone was willing to help everyone else – how often do you see that nowadays? Cars were being loaned to others, spares were being interchanged in order to keep cars going and everyone was going out of their way to help each other – absolutely brilliant!

It was wonderful to see all of these classic Formula 1 cars going around at speeds that were certainly not slow by any means – just goes to show you that these Johnson 111 motors are still up to the job even though they are getting on for around 40 years old now!

Apart from the odd few breakdowns – pinions slipping on the motor shaft was a common one, but easily cured by degreasing and superglue, the cars ran very well and probably miles better than everyone expected to be honest – but come on these were the mainstay of Hornby Hobbies for many years so they can't be that bad can they?

There were lots of smiling faces and many rounds of applause and cheering in appreciation of some very close racing from fellow club members and new friends made on the day – twenty racers competed in the morning session but as Dave Parish of Bearwood had to leave at dinnertime then there were only nineteen racers at Round 2.

The racing format was distance racing together with ladder finals so that anyone who had underperformed during the heats (whether due to car problems or unfamiliarity with the track) could have a chance to storm back through the finals to make up for it. The A final was also staggered over two sessions with each racer being allowed two minutes on an inside lane and two minutes on an outside lane in order to give everyone an equal chance.

### **Results Round 1 - Aldersley Grand Prix (Wolverhampton)**

1. Andy Bartle - Tyrrell 007 - 25pts
2. Lewis Gough - Lotus 77 - 20pts
3. Rob Wallader - Williams FW07 - 16pts
4. James Noake \_ Lotus 72/Ferrari 312B - 13pts
5. Ryan Nightingale - Renault RS01 - 11pts

6. Will Charlton Brabham BT48 - 10pts
7. David Farrow - Ferrari 312B - 9pts
8. Nick Wixon - BRM P160 - 8pts
9. Graham Pritchard - Brabham BT49 - 7pts
10. Paul Munro - Ligier JS11 - 6pts
11. Dave Parish - Tyrrell 007 - 5pts
12. Ian Howard - Tyrrell 005/006 - 4pts
13. Barry Davies - Lotus 77 - 3pts
14. Ashley Evans BRM P160 - 2pts
15. James Roberts - Renault RS01 - 1pt
16. Gary Wright - Ferrari 312T3
17. Malcolm Scotto - Ferrari 312T
18. Ken Roberts - Tyrrell 007
19. Sam Farrow - BRM P160
20. Richard Woodward - Shadow DN1

### **Under 16s Championship**

1. Ryan Nightingale - Renault RS01 - 10pts
2. James Roberts - Renault RS01 - 8pts
3. Sam Farrow - BRM P160 - 6pts



**International Circuit**

### **Results Round 2 - International Circuit - Grand Prix (Wolverhampton)**

1. Andy Bartle - Tyrrell 007 - 25pts
2. Lewis Gough - Lotus 77 - 20pts
3. James Noake \_ Lotus 72/Ferrari 312B - 16pts
4. Rob Wallader - Williams FW07 - 13pts
5. David Farrow - Ferrari 312B - 11pts
6. Ryan Nightingale - Renault RS01 - 10pts
7. Graham Pritchard - Brabham BT49 - 9pts
8. Nick Wixon - BRM P160 - 8pts
9. Will Charlton Brabham BT48 - 7pts



**Round 1 finalists Left to right: Wallader (Williams FW07), Noake (Ferrari 312B), Gough (Lotus 77) and Bartle (Tyrrell 007)**

10. Ian Howard - Tyrrell 005/006 - 6pts
11. Sam Farrow - BRM P160 - 5pts
12. Paul Munro - Ligier JS11 - 4pts
13. Ashley Evans - Tyrrell 008 - 3pts
14. Barry Davies - Lotus 77 - 2pts
15. James Roberts - Renault RS01 - 1pt
16. Richard Woodward - Shadow DN1
17. Ken Roberts - Tyrrell 007
18. Gary Wright - Ferrari 312T3
19. Malcolm Scotto - Ferrari 312T
20. Dave Parish - Tyrrell 007 DNE Round 2.

### **Under 16s Championship**

1. Ryan Nightingale - Renault RS01 - 10pts



**Round 2 finalists Left to right: Noake (Lotus 72), Wallader (Williams FW07), Gough (Lotus 77) and Bartle (Tyrrell 007)**

2. Sam Farrow - BRM P160 - 8pts
3. James Roberts - Renault RS01 6pts

What seems like a dominant performance from Andy Bartle does not actually reflect the closeness of the racing between the top four drivers. Indeed the winning margin in Round 1 after fifty laps of racing was miniscule with Lewis Gough losing out to Bartle by a mere 0.7 seconds.

Rob Wallader was surely the driver of the day though. Using a borrowed Williams FW07 (from event organiser Ian Howard) he secured 3rd place in round 1 and 4th place after a “ding dong battle” with James Noake (Lotus 72) in round 2. Noake and Wallader were “trading paint” throughout race 2 and the two tangled four or five times in the final three laps of round 2 in a close, razors edge fight to the finish.

It was fantastic to see such incredibly close racing all day long and it's a tribute to everyone involved to see such clean sportsmanlike driving and marshalling throughout the day.



**Andy Bartle being presented with his winners trophies by Malcolm Scotto**

I have got to say a very big “thank you” to all at Wolverhampton for all their hard work in setting up for the day and running the race meetings, especially to all of the Wolves juniors whose unending gentlemanly conduct is a credit to Malcolm and everyone else there who has shown them the way forward in our slot car⇒⇒



world (And not forgetting Rob W on race control as well – some very entertaining race commentary indeed)!

So, the next two rounds are at Bearwood Scalextric Club (or more precisely Hadley Stadium, Bearwood B66 4ND) on Sunday 6th May.



**Bearwood International Raceway**

Thank you all again for attending the first 2 rounds at Wolverhampton and helping to make it the huge success that it was.

### **Championship Standings After Rounds 1 and 2**

1. Andy Bartle - Tyrrell 007 - 50pts
2. Lewis Gough - Lotus 77 - 20pts
- =3. James Noake \_ Lotus 72/Ferrari 312B - 29pts
- =3. Rob Wallader - Williams FW07 - 29pts
4. Ryan Nightingale - Renault RS01 - 21pts
5. Dave Farrow - Ferrari 312B - 20pts
6. Will Charlton Brabham BT48 - 17pts
- =7. Graham Pritchard - Brabham BT49 - 16pts
- =7. Nick Wixon - BRM P160 - 16pts
- =8. Ian Howard - Tyrrell 005/006 - 10pts
- =8. Paul Munro - Ligier JS11 - 10pts
- =9. Dave Parish - Tyrrell 007 - 5pts
- =9. Sam Farrow - BRM P160 - 5pts
- =9. Barry Davies - Lotus 77 - 5pts
- =9. Ashley Evans - BRM/Tyrrell 008 - 5pts
10. James Roberts - Renault RS01 - 2pt

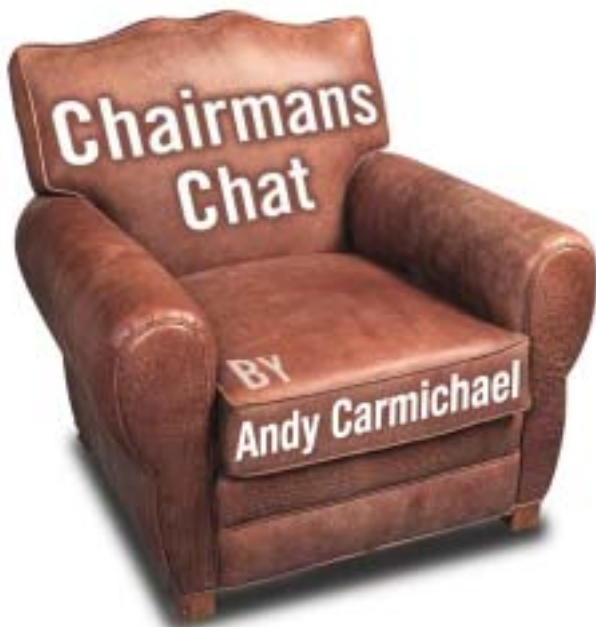
### **Under 16s Championship**

1. Ryan Nightingale - Renault RS01 - 20pts
- =2. Sam Farrow - BRM P160 - 14pts
- =2. James Roberts - Renault RS01 14pts



**The winners trophies and entrants cars**

I hope that the remaining rounds will be as enjoyable and competitive as Wolverhampton was. We look forward to seeing you all again then and I shall of course write further race reports and results for the Journal. ■



**T**his month I have quite a lot to update you upon including a summary of the most recent Committee meeting which happened at end of March. This year has been a very busy with the Club running the Milton Keynes Swapmeet, the launch of the joint project with the UK Cobra Replica Club, a Club car launched and our involvement with the UK Slot Festival, not to forget Northern Swapmeet at Ossett lurking on the horizon.

### **Ninco Anniversary Cobra**

In the March Journal a very special offer was made to members to apply for a Limited Edition Ninco AC Cobra, a project initiated by the UK Cobra Replica Club and supported by the NSCC. Our Club was allocated half the



production being 125 models and this was oversubscribed, we have been very fortunate in that the UKCRC has allowed us some of their allocation so we have been able to procure a model for every applicant. The first models were posted out by yours' truly on Thursday 26<sup>th</sup> April and so within the next few weeks all mail orders should have been processed along with those who nominated to collect at the Slot Festival. If you had arranged collection of your model at Ossett then please don't forget, Mrs Chair prefers not to have large amounts of Club stock decorating her front room and hall, it also puts some pressure on me to get the Vellolette LE out of the kitchen as she claims it's a male takeover bid!

This is a really great model and I'm pleased we could obtain one for every member who expressed an interest, I was though disappointed to see one member had already listed their example on eBay within 48 hours of dispatch at a starting price of £99. After developing many new grey hairs and spending almost every spare hour over the past week sorting out this project in order that members got their Holy Grail quickly, it appears that my labour was simply to become someone else's profit rather than an objet du désir. This really brings me back to the age old subject;

**WHAT ARE YOU DOING FOR THE CLUB? IF YOU ARE TAKING THE BENEFITS WHAT ARE YOU PUTTING BACK?**

It should not be the few giving long hours and the majority just taking the benefits. The success of our Club lays with you the members all contributing and what you do however small can make a difference. This could be anything such as distributing some of the Club's Swapmeet Flyers with your eBay sales or to pin them up in your local model shop. Every little bit helps, please e mail me at [chairman@nscc.co.uk](mailto:chairman@nscc.co.uk) or the promotions team on [promotions@nscc.co.uk](mailto:promotions@nscc.co.uk) if you can assist .....oooh dear I'm sounding like Lord Nelson expecting every man (and woman!) to do their duty, probably time for my rum ration.

⇒⇒





## **Committee Meeting –Sunday 25<sup>th</sup> March 2012**

As ever with Committee meetings there are areas I can't disclose around projects and confidential matters but here is a brief summary of what was a long day. As our Club takes on more projects and business then these meetings get longer with the amount of material that needs to be covered.

Northern Swapmeet at Ossett – Everything is set for Sunday 15<sup>th</sup> July for what promises to be a great local event, Mrs. Chair will be doing the food again and will hopefully be dishing up hot pork baps, bacon and our home produced egg cobs, coeliac and vegetarian menu. A special Auto Art Porsche Slot car has been commissioned for the event and will be the sister car to the Milton Keynes event model. These models are available at the event only and are likely to be sold out on the day, if you want one come along and enjoy the day, it is one model per member attending and if you want a particular certificate number then get in early.....cars go on sale when the event opens.

Slot Festival Sunday 20<sup>th</sup> May 2012 – Plans were discussed for the Club participation in the Slot Festival, this included a number of display tracks, a get together and meal the night before and the offer of a special something for members that assist the Club. Okay this may appear a form of bribery but it really is proving hard to get members to assist, we did manage to get the required number but it was a close run thing up to the event.

Hornby Hobbies NSCC Weekend – A debrief of last year's event was undertaken and feedback discussed around such issues as the auctions, ladies race and general event format. The Committee is keen the event develops and remains interesting and vibrant, there will be changes to the forthcoming bash and feedback acted upon. The Hotel is booked for this year and the Limited Edition Hornby Weekend Cars are in secure secret store under armed guard, okay slight exaggeration but plans are already laid for another great weekend. The last Ramsgate weekend raised £7,000 for Hornbys Charity, something attendees from last year

should be very proud to have supported. This month's Journal should have included an application form for this weekend, please follow the simple instructions in connection with your application.

Milton Keynes Swapmeet Debrief – A number of complaints/concerns were raised following the event which primarily focused on the temperature in the hall (it was really cold!), event layout and table positions. We hope to develop and improve the event for Sunday 17<sup>th</sup> February 2013 after consideration of these comments. Please put this in your diary and book a pass with your partner.

Member Complaint – A complaint from a long standing member was discussed and hopefully will be subject to publication in the near future.

Committee Elections – This September all the Committee positions are up for review and election, I for one would be happy for any member to stand against me or any of the Committee posts and feel it is healthy for any Committee to have new blood and ideas. Nominations can be made direct to the Club Secretary once the July Journal has been published with further information. **WHY DON'T YOU STAND FOR A POSITION?**

Membership Renewals and Direct Debits – A number of members are renewing late and since December 2011 some seventy five people have rejoined and this number continues to grow. It is apparent that the Club requires a system that encourages easy renewal and with this in mind an automatic renewal process is being researched and the Committee ask for your feedback upon this idea and the possibility of members setting up a direct debit with your bank? Please let us know what you think and I will report back to you when we have more information. I would suggest questions and comments should go to [membership@nsccl.co.uk](mailto:membership@nsccl.co.uk).

Future NSCC Club Cars – Last month we gave you the launch of the next Club car, the Slot.it Lola of which we have 312 and what a lovely model it is, certainly something different from previous releases, by the way these have all now arrived safely and are in our Surrey

warehouse awaiting the special credit cards. Once we receive the cards, Shaun Bennett will be in touch with members who have ordered them and arrange for your payment and subsequent collection or posting of the car. The first event they can be collected at is of course the Ossett swapmeet, further pictures of the actual car are somewhere else in this Journal and remember if you haven't yet ordered one, don't delay as they have been selling well.

Plans are also being discussed for several other models over the next 18 months. SO WATCH THIS SPACE!!

Club Finance and Budget Issues – For those of you who have studied the Club accounts and my column will know that the last few years have seen the Club eroding its cash assets and in effect spending more than it receives. Changes implemented by the Committee have now brought the Club Finances back in the black for 2012 although the we will have to see how the new postal charges effect expenditure. With finances back on track consideration is being given for setting a budget for the promotional team to use, this is still a subject of discussion but is a good indicator of the Club's current health.

This then is a summary of the key issues which were discussed.

Finally, I hope I saw as many of you as possible at the Slot Festival on 20<sup>th</sup> May, although we were all very busy on the day, my thanks on behalf of the Club of course go to the organisers being Mark Scale, Steve Cannon, Roger Barker and Sean Fothersgill as well as to the rest of the Committee for their time and effort, not only on the day but on the run up to to the event itself. Finally thanks to those members who helped on the day marshalling the tracks and generally circulating around the event promoting the Club, we did sign up some new members so our efforts were not in vain!

if I didn't see you then why not wander up to Ossett in July, eat some good food and claim your Limited Club Auto Art Porsche and have a chat then? You of course, by your attendance at the Ossett event will be supporting the Club and who knows you may even find a bargain from one of the sellers on the day. ■





# UK Slot Car Festival 2012

By Shaun Bennett

Sunday 20<sup>th</sup> May 2012 saw the NSCC at the 2012 UK Slot Car Festival, which was held at the Heritage Motor Centre, Gaydon, in Warwickshire. This is the second year that the event had been held at this superb venue, a fantastic combination of vintage cars downstairs and all things slot car upstairs for the visitor to enjoy.

The set up for the various participants was to be from 1pm on the Saturday, so it was an early start to load the car up with the boxes for the NSCC digital and analogue tracks we would be running along with the display cabinet of desirable NSCC cars produced over the years, for the 2½ hour journey up from East Anglia. On arrival I was met by Thera, Michel and Kees from the SLN, our sister club based in Holland, who would be sharing an area with us at the event and our Editor, Jeremy who gave me the news that our event room was currently being used until about 4pm, so we could not set up until then, but at least this meant we had a chance to have a good look around the Museum, something I missed last year.

During the afternoon things were moving at quite a pace, tracks were being set up in what seemed to be every available space, from the main hall and smaller rooms to the corridors and walkways, also the tables were being laid out for the swapmeet and Trade stands, so that the dealers could set up early on the Sunday morning. Mark Scale, Roger Barker, Steve Cannon and Sean Fothersgill seemed to be everywhere, while Julie Scale had, amongst many other tasks, the unenviable job of setting up a 4-lane Ninco track and attaching the barriers – not an easy job, as our Chairman, Andy Carmichael, found out (ask him about the white Ninco barriers next time you see him!). Elsewhere were truck racing tracks, You Steer, motorbikes, Scalextric 1/24<sup>th</sup>, drag racing, BSCRA, Scalextric digital, Slot.it Oxigen digital, HO layouts, several slot rally layouts where visitors could take part in the various stages for a exclusive competition on the day, including some amazing scenic ones, and the large Ninco Battle of The Manufacturers layout, to name but a few.





We left the Slot Festival area in full set up mode as we could not get into our room and went down to the more serene pace of the Museum. A stunning array of British motoring heritage awaited us, for example, Monte Carlo winning Minis, a prototype Rover estate and 4 seat TR7, Land speed record cars, cars from the world of motorsport in all shapes and sizes, Royal cars, vintage cars and even some model cars. I think I managed to bore Jeremy, and Andy Moreby who had now joined us, with my



constant 'I had one of those when I first passed my driving test' and 'my uncle/granddad/dad had one of those'. The museum is well worth a visit, even without a slot car event upstairs.

Eventually we went via the Cafeteria back upstairs where things were now taking shape. A short look at the Scale Models swapmeet tables, (where Richard Winter and our Editor helped me to part with some cash) and we were ready to set up in the NSCC room. We quickly arranged tables (thanks must go to Jon Hewitt⇒⇒





for his help) and started the construction of three tracks, one 4 car digital, one analogue including the Scalextric Loop the Loop track and rally loops, and one supplied by Mark Scale



that had been used in the forthcoming Film 'Rush', containing the original James Hunt McLaren and Nikki Lauda Ferrari (Our Editor took great pleasure in beating me on this track on Sunday with the McLaren). While we were doing this, Andy Smith and Andy Carmichael were busy setting up the NSCC/SLN table with Michel, Thera and Kees plus across the other side of the room, the NSCC car 'collection' table, where we would be distributing the recent pre ordered Snowy Jaguar and AC Cobras. All of a sudden it was all done, tracks were tested, the Minis did go round the Loop the Loop, and the two Andys carefully filled the display cabinet with the remaining NSCC cars. This received a lot of attention on Sunday, as it contained all the cars the NSCC has produced, from the much desired Red Alfa right up to the car for this year's forthcoming Ossett swapmeet in July.

So with the set up done, we retired to the Hotel, The Glebe, in the village of Barford. This is an old Manor House, and is very welcoming. News that West Ham had won the Championship play-off final cheered me up even more, and we gathered in the bar before our evening meal, meeting up with our Secretary Stephen Barber and his partner Sandi, who had bought the Snowy Jags with

them, Peter Simpson and Karen also joined us for a drink before dinner. It was nice to have a chance to catch up with everyone and chat with our Dutch friends, whose numbers had now been swelled by JP and his family, who had tables in the swapmeet. At this point I would like to say congratulations to JP and his wife on their Wedding Anniversary and Happy Birthday to our Editor Jeremy. After the meal, we again retired to the bar for what turned out to be a long evening, watching Chelsea win the Champions League and chatting about all things slot car related.

Sunday morning came rather quickly and after breakfast we returned to the Slot Car Festival, with us all now all decked out in our red Polo Shirts, ready for what turned out to be a very busy, hectic, but enjoyable day. We were given the event guide, a very nice magazine produced by Slot Car Mag, which was full of information on the hobby for visitors and contained a map of what was in each room and of course the NSCC two page article and advert to promote the Club. Richard James and Trish (Mrs. Membership Secretary), had joined us, our



event helpers were arriving to find out what time they were required to marshal the tracks while Thera, Michel and Kees had produced a selection of the SLN Club cars to display (I like the Range Rover). Also in our room were the guys from Vintage slot cars – the Scalextric licensed product producers, who had an array of Scalextric Mugs (Thera found out that you could have a name printed on one while you waited), phone cases, prints, etc., a track and display by Martin De'ath of scratch built cars including some from the movies such as Toy Story and Cars2, and Dave Campion's trade







table which seemed to be busy all day. And so it began at 10am sharp, people playing on the tracks, cars being picked up, mugs being bought, a couple of new members signed up, numerous chats about the cars in our cabinet and how much would we sell them for? Minis flying off the Loop the Loop track, sweets handed out to the kids (and our helpers), and in between a chance to wander round the event and the very busy swapmeet (more money spent). The Battle of Manufacturers was in full swing, Gareth Jex was manfully entering the times from the various Slot Rally stages into his computer, the



trade stands were busy, the manufacturer's stands had admiring visitors looking at the forthcoming releases, one of which I particularly liked being the Chase cars featuring the A-Team van among other things, and all of the tracks were surrounded by people waiting to have a go both kids and adults alike. The large Scalextric 6-car digital track seemed very popular, as did the Scalextric stand, where Adrian Norman found five minutes to show us the RS200/Metro rally cross cars (on my must have list) and the pale blue MG amongst other goodies. Another popular stand contained the Slot Car Festival





Limited Edition Slot.it Mazdas and a couple of other cars commemorating the event.

Eventually we returned to the NSCC room, still full of people, where we met up with Richard from Acorn Print, who prints our monthly Journal, and talked over several things including the recent increase in postage costs. All the while we were being asked where the balloon lady was, something which initially confused us? It turned out that Andy and Kate McGowan had arrived to help out on the tracks, and Kate had bought her balloon kit with her. Kate is very talented, and was busy making free balloon

characters and creations for the children (and not so little people). The poor lady was swamped, but survived the day and it was a very nice touch to help involve some of the younger attendees. Thank you Kate for your help.

Eventually, the day was drawing to an end, where did the time go? We had one last and very important job to do before we could start packing up and that was for our Chairman to present Adrian Norman with a cheque to the Toy Trust, Hornby's nominated charity, with the money raised being as a result of the Auction at the NSCC/Hornby weekend last November. Andy handed over a cheque for £7,000 in







front of Scalextric's stand, some photographs were taken of the smiling pair and that was it – over for another year.

A very big thank you to everyone who helped out, the organisers for putting on such a superb event, my fellow Committee members for their hard work both leading up to the event but also on the day and Andy Moreby for wandering



around and taking the various photographs you see here. Finally our thanks would not be complete without mentioning Paul Yates, who whilst not there on the day due to a well deserved holiday had travelled all the way to Suffolk from Sussex the week before the event to deliver the NSCC Digital track and Club cars to me at his time and own expense. ■

## NSCC CLUB CAR 2012

**Slot.it Lola B09/60 - SC22a**

**W**ell as mentioned elsewhere in the Journal we have taken delivery of this year's Club car the Slot.it Lola B09/60.

We have had a considerable number of members apply already for this car, but wish to remind members who haven't yet applied to do so soon as they are a Limited Edition of only 312 units.

We shall be contacting members who have applied for a car shortly to arrange payment and delivery, but for those who have not yet ordered, to perhaps tempt you here is a photograph of one of the actual cars.

To apply contact Shaun Bennett direct as per the contact details at the back of the Journal or complete the application form enclosed in last month's Journal. ■



# The Monza Gorilla - Building Brambilla's March 761

By Ian Howard

**V**ittorio Brambilla (11th November 1937 to 26th May 2001) was a Formula One driver from Italy who raced for the March, Surtees and Alfa Romeo teams. Particularly adept at driving in wet conditions, his nickname was "The Monza Gorilla", due to his often overly aggressive driving style and sense of machismo.

Now I know you can buy the Fly version of the 761 but where's the fun in that? I am going to take this 99 pence (yes 99 pence) wreck of a March-6 wheeler eBay bargain and convert it to



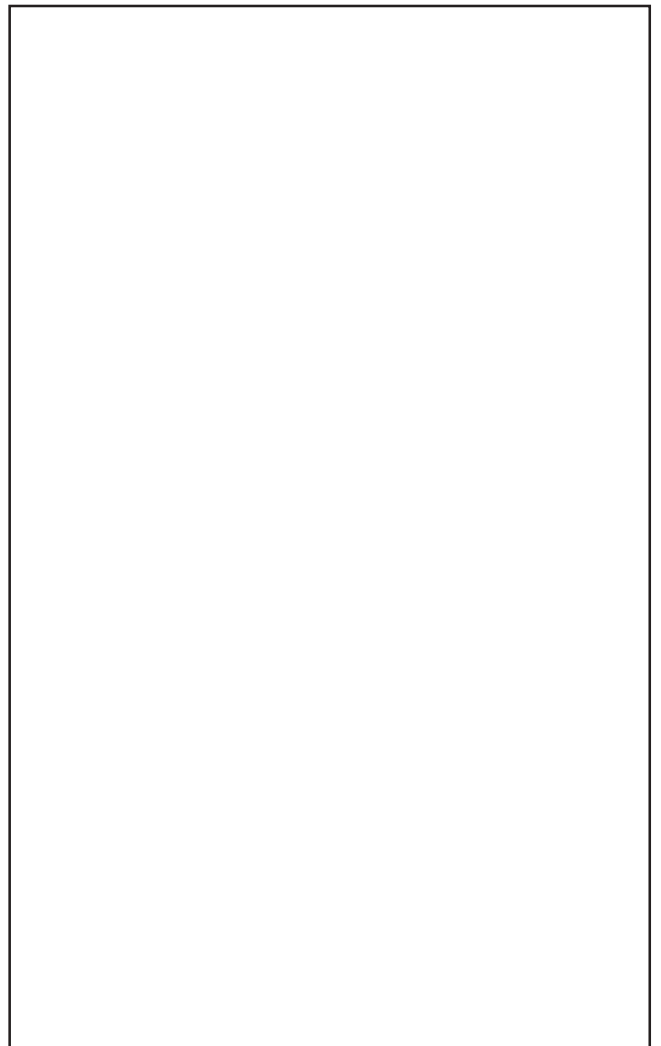
This picture demonstrates the issues. The current wheelbase just looks wrong and the rear tyre fouls on the side radiator moulding⇒⇒



a 4 wheel Johnson powered car to compete in the Heart of England Grand Prix Championship.

To start with there are some basic engineering problems to be sorted like:

1. Lowering the front end centre of gravity.
2. Realigning the motor to a horizontal axis.
3. Lengthening the wheelbase to accommodate the large Grand Prix tyre.
4. Raising the rear axle location to meet the new motor position and lower the rear centre of gravity.





as well as the fact that the nose is far too high to generate any decent level of handling characteristics.

Best to start at the front end and get the guide boss trimmed down and dispose of any un-neccessary plastic which might foul the motor wires. The phot below shows the problem.



The next photo shows the solution after some nifty Dremel work.



With the guide and body reinstalled you can begin to see how much lower that chassis will ride already. With the rear axle back in place you can see how much the rear axle locations have got to be moved, which will inevitably mean that the motor alignment will have to be changed also.



This photo shows the level of the problem  
It then occurred to me that all the geometry is already correct bar the engine centre line so I cut the chassis like so.





I then cut the engine section of the chassis so that the motor centreline would sit horizontally like so.



I used Aluminium tape to line up the chassis to one, lengthen the wheelbase and two, obtain the engine alignment. You can also see in this picture that the rear axle centre has gone upwards/backwards from its original position



which has saved a huge amount of heartache and complicated fettling gluing and Dremel work. The whole assembly is then “welded” together using a hot glue gun.

When screwed all back together you can begin to see that it’s beginning to take shape.



I’m not going to overdo it but the driver figure is in an absurd place in the shell, so after some more nifty Dremel work I’ve cut the figure out like so.



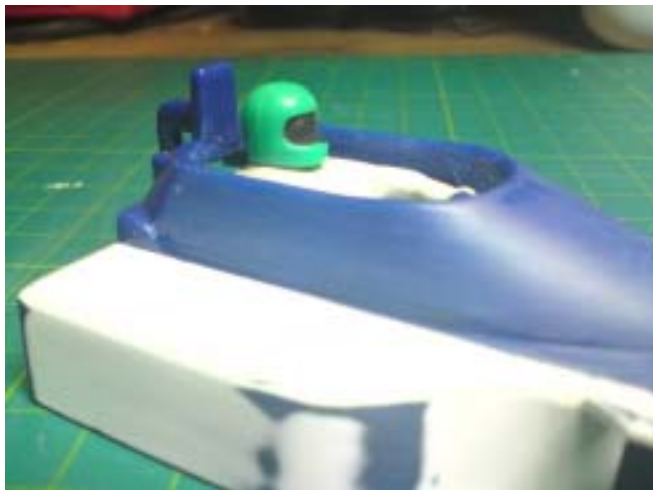
I cleaned up the cockpit area and smoothed out the rough edges that the Dremel left behind.

The idea being that after the engine realignment I’ll be able to place the figure lower down in a more realistic place in the cockpit. Somewhere about here should be about right, I then fabricated the beginnings of the airbox from sections of Plasticard.

⇒⇒



Here's a closer look at the airbox which I built up with Milliputt to build in the curves and extend the intake slightly.



I finished the airbox with some Milliputt and routed a hole into it for the air intake. The airbox was then painted using Orange Humbrol acrylic along with the shell. The engine cover was sprayed black and dry brushed it with some silver to highlight some details.



I've put it together loosely so you can begin to see how it's going to look.

I've got this amazing Aluminium adhesive tape that is great for wings, so I've covered the rear wing to disguise the original livery.





I've also added a bit more detail to the engine cover, with plug leads, radiator detail, and some painted details.



Onto some home made decals. Simply download an image from Google images. Copy and paste into MS Paint. Change the



background from white to orange. Tidy up image edges pixel by pixel in 800% zoom in paint, and hey presto!

Its then a simple case of cutting the paper, home-made decals and dressing the bodyshell.

The trick is to use an UBER SHARP Xacto type knife to get a clean cut. That way you don't have to apply too much pressure and therefore you get a nice precise cut.



Then (and you ain't going to believe this bit) I use Pritt Stick to glue them into place on the shell.





The red and green stripes either side of the spanner near the cockpit are carefully cut pieces of coloured insulating tape. Works quite well I think.

Onto fashioning “The Monza Gorilla” himself by adding some detail to the original driver.



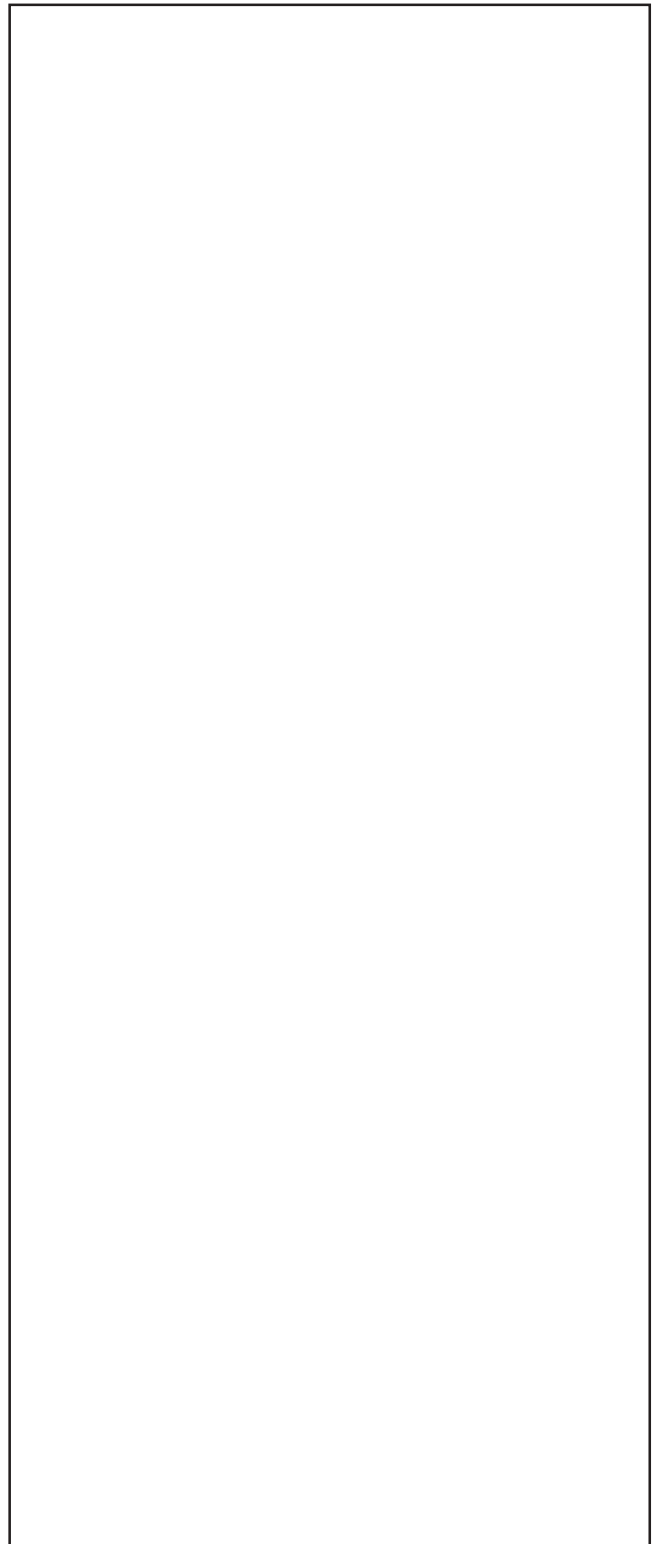
Its then a simple case of a coat of clear lacquer to finish and seal in the decals and fabricating the roll hoop (gardening wire) and a rear wing mounting (plasticard).

Here it is . . .



After initial testing here's the “Monza Gorilla” at Bearwood Raceway. Some mild adjustment to be made but a good first outing with an 11.2 sec fastest lap which was improved greatly by the addition of a front axle tube.

I'm really pleased with the finished car and it only cost tuppence ha'penny! ■



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Hi everyone! I hope you are all basking in the sunshine and the warmth provided free by Mother Nature? Again, after spending a month observing the pages of eBay slot cars and associated items, it is possible that you can almost see the state of the economy, as selling and buying styles have most certainly altered in the last four weeks. The most popular things bought seem to be the middle of the range quality items, (the lower end of the range will sell anyway.) We do also still have the top end of the range where sellers still like a gamble on someone out there paying stratospheric prices for certain items.

This month has, once more, shown early tinplate models coming out of the woodwork. With that in mind, as last month, we will start with them.

### Metal/Tinplate

Firstly item 251046166775, Vintage Triang/Scalextric tinplate cars with drivers. This received a number of bids and thirteen of them took it to sell at £225.00.

Item 200749177076 Vintage tinplate Scalex Ferrari 4.5ltr clockwork car. Again, healthy bidding on this item, twelve bids took it to its selling price of £45.99.

Item 120900873414, a collection of four Scalex tinplate cars, BIN £450.00. Did not sell. Whilst item 160790593561 a Scalex Aston Martin DB2 keyless clockwork (pull back and go?), quite a nice item had lively bidding, with twenty three bids taking this to £126.89. Sold. Item 180868528205, vintage Scalex Number Three racing car, healthy bids totalling fifteen and thus it made a sale of £42.00. 320905150753, being a Scalex Vintage tinplate Ferrari and driver. Healthy bidding of twenty six bids made £47.64. Sold. This appears to be

rather on the cheap side as similar but incomplete versions have passed through at approximately the same price. The buyer did well, I think?

Item 200758401917, a vintage tinplate Startex Sunbeam Alpine, (still works). Eight bids took this item to £31.00. The buyer did well out of this in my opinion.

### Pit Babes

Is there no end to these guys?

Item 120912842488 Scalex Quattro Xanavi (Nissan.z) + pit girl. Very healthy bidding took this item to be sold at £110.99. and item 120905670434 Scalex Digital Quattro Nissan-Calsonic + pit girl. Best offer £140.00. No sale. Finally, item 120900871183, Scalex NSX Honda RayBrig car + race queen. Slow bidding on this one took it to finally sell at £72.00.

### Minis

Not many this month, but two I spotted may be of interest.

Item 221014782929 Scalex Mini Cooper BRG with white roof, RX engine. This is a very early example of the Mini. It has a BIN/BO price of £65.00 with free delivery, but did not sell. I think this is a fair price for this item, should it be mint, and more of these will probably come to light in the near future with a higher price tag.

Item 150818078092, vintage Scalex Austin Mini Cooper FWD, C76, excellent condition. BO (Best Offer), sold for £28.00. This is a very very early example, using the RX engine and in very good condition from the photo.

### F1

#### Cooper Climax 1959/60

Item 270963771262 a Scalex EXIN Green ➡

Swivel Guide Cooper Climax C-38N from Spain. BIN/BO £745.00. Remember last month? This looks like it's Round Two. No sale.

Next was item 200753354431 Scalex Triang Collectable C58 Cooper Green, very good condition. BIN £45.00. Sold. Bargain!

### **Honda**

Item 390411933245 Reprotec Spanish Honda F1, red#22 5035, 1/32nd scale, new, boxed. ten bids, sold £42.00. Value for money new item.

### **Aston Martin**

A number of these appeared this month, as follows: Scalex James Bond Aston Martin (270964454688), excellent condition. BIN/BO £875.00. No sale. (One sold for £385.25 in nice condition from a Spanish seller 180881714526)

Very rare, 1968/69 Aston Martin DB5 GT, James Bond, C97, BO (221019534889). Sold at £585.00.

Scalex Aston Martin DB5, James Bond Goldfinger. BIN(180869615569). Sold at £109.17.

Rare 1960s boxed James Bond Scalex set, with instructions (290710174123), (Auction ended early by seller as no longer available.) BIN £1,400.00. No sale.

Another one this time item 160800295442 Vintage Scalex Aston Martin DBR1 slot car. £90.00. No bids.

Rare Scalex Aston Martin DB4 GT, yellow, C68/E3, from France. BO (120911301560) £650.00. No sale.

Finally, Scalex C68 Aston Martin, blue, boxed, excellent condition, from France. BO (221018278662) £395.00. No sale.

### **Ferrari**

Just the two Ferraris to report on both of which went unsold, item 270974842718 Scalex French dark blue swivel guide Ferrari C-62N, BIN £175.00. No bids. Item 180881069620 Ferrari 1/24th scale, Scalex, boxed, difficult to find. BO £700.00. No sale.

### **Fiat**

A couple of Fiats now, both of which received healthy interest, item 221003840862, Scalex

Fiat 850 TC Coupe, mint condition. thirty two bids, sold at £311.00.

Item 261011653963 Dark red Scalex EXIN C-31, race tuned, Fiat 600, excellent, boxed, from Spain. BIN £495.00. eleven bids took it to £174.00 but reserve not met. No sale.

### **Jaguar**

Some of the older variants to report on, again all as listed on eBay, Item 200499909297 Greenhills Scalex vintage Jaguar D-type C60. BIN £119.99. No sale.

Item 200499950034 Greenhills Scalex vintage Lister Jaguar, boxed. BIN £95.99. No sale.

Jaguar E-type, green, 1/24th scale, Scalex, boxed, very difficult to find. BO1(80881070560) £700.00. No sale.

Finally, item 180881071643 Scalex Jaguar E-type, white, 1/24th scale, boxed, difficult to find. BO £700.00. No sale.

### **Other marques**

Of course there were some other marques listed in the month and here is a highlighted selection, with many not selling, first up item 270966118568 Scalex C3328, McLaren MP4-12C, 2012 range, presentation item. BO £149.99. No sale.

Item 270962487713 Scalex Toyota Celica Palau Ltd. ed. From Spain. BO £595.00. No sale.

Item 270962483241 Scalex Superslot C360/361 Lamborghini Diablo Palau, from Spain again. BO £395.00. No sale.

Item 270962476788 Scalex BMW M3 Demon Tweaks, roof logo facing forward, very rare, from Spain. BO £145.00. No sale.

Item 330724799191 Scalex Vintage very rare Spanish C36 Honda yellow, seventeen bids, sold at £105.74.

Item 220737857508 Triang/Scalex C87 Vanwall, race tuned, new boxed. BIN £294.50. No sale.

Item 261018109630 Scalex vintage Porsche C61. BIN £100.00. Sold. Nice to see this level of car being sold for good money. I wish I had kept mine from 1962!



Finally item 280877920070 Matra Leyland Transporter, plus two Matra cars, 650 factory made items, Tour de France 1970 winning team. Twenty bids enabled this to sell at £410.00. Worth every penny!

### **Track and Accessories**

A few nice track and accessory items now, item 120912717055 a Scalex C177 Goodwood chicane, vintage. Boxed set, good condition. Fourteen bids took it to be sold for £23.00. A little undersold, in my opinion.

Item 120900988660 Vintage Scalex Dunlop Control Crosswalk Ref. C234. Twenty three bids saw this sell at £79.00.

Item 11086206403 Scalex vintage buildings, various X8, job lot. ten bids, sold at £31.00.

Item 220991712805 Scalex spares, bargain, bargain, bargain. five bids, sold at £5.50. What a bargain! I have counted at least fourteen items of track, numerous items of track edging etc. Definitely buyer friendly.

Finally, item 110844667952 Scalex 1960s rare K703 Control Tower, very good condition. ten bids, sold at £73.06. This item is rare, but made more so, as it is in good condition. The object is so very frail in its construction, with the balustrade fencing, that it is rare to find one in one piece.

### **Bits 'n' Bobs**

Last but my no means least we very rarely do we come across items like the following two, sometimes I wonder why? Item 330728460128 JK Scorpion 1/24th scale production chassis BSCRA £4.99. No bids. No sale. Item 330728460130 2X 1/24th scale production chassis BSCRA £4.99. No bids. No sale.

Next up, is item 170835667520 NSCC Rover SD1, silver, limited edition, 1996, mint and boxed. £50.00. No bids. No sale. In my opinion, without a doubt, this should have sold for that money.

Item 400293043491 Rare Triang Scalex A/245 Fuel Load Gauge, suit slot car layout. Rare item, not seen very often especially boxed and with instructions, but when it does appear it makes good money. At the time of viewing this

example, the price was £48.00, so the bidding was going well. It ended up selling for £88 so certainly worth looking out for in the future.

Next another NSCC related car item 400294390372, Ninco 91018 NSCC AC Cobra, 50th anniversary 2012 Listed within three days of release to members of the NSCC it was snapped up for the asking price a penny short of £100.00, which is approximately double its original cost.

Another item with Club history, (130686025817) Scalextric NSCC Ltd Edition Porsche 936 - only 350 made! - Mint Condition – Rare. Bidders liked this and chased it up to a £101.12

Finally, another special, PIONEER SLOT CAR J-CODE SPECIAL BULLITT MUSTANG TEST CAR SILVER #11 - ONE ONLY!! Last of the “one off” specials making £187 this time (400297302691).

Well folks, that's it from me for this month. From a slow start at the begging of May business picked up as the month progressed, but not by as much as one would have hoped, hopefully more to report next month. ■

