



No. 377 August 2013

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Fly On The Wall.....	13
NSR.....	15
Chopper's Woodyard.....	19
SRC Review.....	23
Fly Truck Review.....	25
Forza Slot.it.....	27
A Life In Slotcars.....	34
The Birth of a New Club..	38
Derek Cooper.....	41
Ebay Watch.....	43



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Summer Time Sadness

Well what a surprise, the miserable Summer forecast by the experts at the start of the year, appears to have been somewhat of a red herring to say the least, with July expected to break a few records in terms of temperatures and rainfall measured.

I'm sure like many of you the heat initially was very welcome but after two weeks or more sitting in a non air conditioned office with daily temperatures exceeding 35 degrees inside I am ready for a bit of a cooler spell.

All the heat has also led to my track in the log cabin moving around in some ways, although it has actually improved things by appearing to close up a number of the previously visible gaps between track joints, so I actually am getting fewer electrical supply issues than before, much to the relief of the little people!

Now it is school holidays, the kids are around at home and of course looking for things to keep them entertained. There are only so many places to visit locally, and of course this can be expensive to say the least, when a typical day at Chessington World of Adventures for example can be over £100 just to get in! So the Scalextric track has proved useful, indeed I have even discussed with the wife, how it is clearly an asset and worth every penny spent to date and that future investment should not be frowned upon in terms of acquiring new cars, purely of course to entertain the children during August!

Finally, you will probably have heard or read elsewhere about the sad passing away of Derek Cooper last month after a prolonged period of illness. Many knew him in the slot car world, either through his days as a racer, scratch builder or in recent years as a dealer, whilst as a relatively 'newbie' in the world of slot cars, I did not know Derek as well as many, but I did have some dealings with him in terms of buying Scalextric cars from him, either via his website or more often as not at swapmeets in person, he was always happy to help and pleasure to deal with, some would say a true gentleman and I am sure he will be greatly missed in the future by many who knew him. Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nscc.co.uk

By Pete Simpson

A couple of months ago I forecast that the time would soon arrive for a garden layout to be viable: phew, it certainly did. In early July a friend and I set out a simple circuit with two very long straights and R4 curves forming a large oval: we were able to enjoy some high speed running with only the undulations of the lawn with which to contend.



If you get the chance for a large layout in the garden seize it immediately. Don't expect the best performing cars to be those that are competitive on indoor circuits: I found that the most enjoyment was derived from a few cars which rarely come down from the loft. The BMW 3.0 CSL, C125, was an absolute dream to race as it stayed in the slot and was



surprisingly fast. Track overheating wasn't an issue, even with temperatures in the shade of 28°C; only a small adjustment was required mid-afternoon. One trick is to lay the circuit and check for continuity with one piece missing – this will show up any poor joints which may be disguised once the circuit is complete and enable optimum continuity to be achieved. Oh, and don't overlook the photographic opportunities presented by the natural light.



Before I get onto the cars of 2013, how about a coup for next year; Scalextric have secured a deal to model the Bentley Continental GT3. The new Bentley, unveiled at the Goodwood Festival of Speed in June will have 1,000kg shaved off the road car weight and be powered by a 4.0-litre twin-turbo V8 developed to produce about 600 bhp; it will initially run in the 2014 FIA Blancpain Series. The photos used here were taken from the Bentley website (www.BentleyMotors.com) where they are offered free if used for promotional purposes. So, to satisfy the licence conditions: go buy a Bentley! If the Scalextric model captures the



lines accurately it should be a stunner: no race liveries have yet been shown but a car of this size should allow some pretty expansive schemes to look impressive. The slot car can be expected to measure about 154mm long and 63mm wide, maybe not as large as might be expected, therefore easily fitting into the standard display box. As the old Corvette C6R was retired at the end of 2012, maybe Scalextric could be persuaded to consider the Calloway Corvette Stingray GT3 as a suitable competitor? More news as soon as it becomes available.

More USA Cars

In order to restore the colour which was absent from the last report, I'll begin the review of new cars with this year's fully liveried USA releases. The American market appears to be strong as, in addition to the four white cars shown last month, they will also receive four fully decorated, High Detail, models: one more than I expected last month. Be aware that none of these are officially available in the UK so any



examples will have to be obtained either directly from an American source or from one of the companies that bring these into the country: check out the traders advertising in the Journal for reliable sources. It is hardly a surprise that three of the releases are muscle cars from Chevrolet and Ford with the fourth being an All American Racers Eagle.

Starting with the Formula One car, it represents the Dan Gurney team's Eagle Weslake V12 as raced by the owner at the 1967 German GP at the Nurburgring. Expectations for a third win of the season were dashed when, with a 45 second lead and only three laps to go, a rear UJ failed. The model looks to be accurate when compared with web images of the real car and high-quality die-cast models of the same car. Although this, C3429, is the fourth version of the Eagle F1 car, there is still the possibility for more releases as, with some minor modifications to replace the Weslake V12 with



the earlier V8 or even the famed Coventry Climax S4, it could be transformed into any of the 1966 versions: Indy car or F1. If Scalextric don't produce one of these then a conversion shouldn't be discounted. With one eBay seller offering kits to build the number 10 car, and other solo cars and the "Legends" 2-car set going for seriously inflated figures, this Limited Edition USA version could be a sensible investment.

Reference to the Historic Trans Am web site has, once again, provided a wealth of information on two of the three saloon racers.



The blue Camaro, C3430, represents the 1969 Z-28, #87, of Jerry Patterson as it was first raced in 1972. The car, still competing today, retains its Trans Am spec all iron 302 C.I. engine, Borg-Warner Super T-10, four-speed transmission, 14-point roll cage, J-56 Brakes, Minilite wheels and Mark Donohue seat. Scalextric have modelled it prior to its recent rebuild so the livery isn't quite as its current owner and driver, Lance Smith, has finished it; "Fly Navy" is currently displayed on the windscreen and a few of the earlier sponsor's decals are no longer in place.



The second of the Trans Am racers destined for the 'States is the 1970 302 Boss Mustang, C3318. The real car was raced over a long period with its inaugural Trans Am event believed to have been at the Lime Rock track in 1972 where it was entered by John Buffam's Libra International Racing and driven by Mike Folsom. It raced in the same colour in which it left Ford's factory: the only example of a 303 Boss T/A to be painted Grabber Green. Don't be fooled by my photos – the model definitely has a strong hint of green when seen in the flesh and is captured more accurately in the official publicity image.



Information on the third car, the 1970 Camaro #3 of Tony DeLorenzo, C3431, came from www.racingsportscars.com, another site with vast amounts of information on many aspects of motor racing. This new version of the Camaro represents the car as it was run on 7th June 1970 at the Mid Ohio Trans Am race running with a 4,949cc engine: for the next





two races it acquired the chin spoiler common to other Camaros. Results for the season were reasonable with 10th and 8th place finishes and one DNF from the three races.

Maserati



The new Maserati Granturismo MC will be available in both High Detailed and Super Resistant versions, with the costs the same as



we've seen for the McLarens: £39.99 and £37.49 respectively. Due to the complexity of the SR paint scheme, the difference is not as much as with the more basic cars, making the SR version seem poorer value. Hopefully Scalextric understand their market and what may appear to be a minor saving is critical to some customers. Either model would certainly add a splash of colour to any collection or race





stable: the liveries are both crisp with clean colour demarcation. The HD version, C3388, will be the Maserati Trofeo MC World Series car of Konvex Motorsport which provided Belgian Renaud Kuppens the means to become series champion in 2012. The car continues to be successful this year as Renaud sustained his winning ways with a win at the Nurburgring in June to put him at the top of the standings at the time of writing.

The second example, the SR version C3380, will have a revised livery from that in the catalogue illustration: it looks stunning but, as noted above, erodes the price differential to the HD car. However, if this is the car you would prefer, interiors and glass can be swapped between the two bodies. The model represents that of Giorgio Sernagiotto, also raced in last year's Trofeo World Series so an ideal pairing for slot racing.

Take a look at www.maseraticorse.com for

lots of background information on the championship and the Maserati range: don't miss the links at the bottom of the home page to download their catalogues, season reports and the car configurator.

Audi



The second car to be included in the Stig Blomqvist set, C3372A, the Audi Quattro, is approaching being ready: the example I saw had a few minor comments but was pretty close to the final version. Of the three cars included in the set, this must surely be the one most associated with Stig's rallying success. Like the other two cars in the set, this one will be High Detailed, DPR ready and fitted with front and rear lights – as shown in the photo. I discovered, almost by accident, that I can capture the ➡



lights “on film” by placing the analogue car on the digital layout – but only when no one’s around as the motor emits a painful whine. If one of these highly treasured pre-production models turns out to have a dodgy motor, I know nothing! Only the RS200 to go and the boxed set will be ready to be released.

Beetle Update



The model of the C3412 Beetle that I showed back in June was far from complete as it had not been fitted with several detailing items. Here it is in all its glory as the final sign-off version. As well as having all the correct light lenses, the writing has been improved so is now rather more legible than on the first prototype. It is a High Detail release and can be fitted with the digital plug.



Start Set

Finally, a new Start set: GT Lightening, C1312. This may have limited availability as it is not a catalogue set and when I met with Adrian the retail outlets hadn’t been confirmed: likely places to look are Argos and Tesco’s.



The two cars will be unique to this set so collectors need to be aware: Purple GT, race number 1, has been allocated C3475W and the White GT, race number 2, is C3476W.



Two other very similar sets are also available: Start GT Power, C1303 with blue and green cars, at £79.99 and last year’s catalogue listing, Pro Racing Series, C1271M with yellow and red cars, currently on offer on the Scalextric web site at £39.99. All sets include a lap counter and have 540cm of track.



With so many cars having reached the approval stage, I have had to defer some to next month: the latest 6R4, the Belgian 250F, the Daytona 500 and a rather special “Cars” Limited Edition. So, back to the garden before winter arrives! ■



Last month we showed a picture of the orange cab of the Mercedes Atego Truck. The model, FS20210, is now available and the recommended retail price is £64.95 but you may be able to find one for less. The truck is as driven by Heinz Werner Lenz at Zolder in 2012.



If you have never tried these monsters before they are quiet a handful on Scalextric classic or sport tracks. Their width and the way you can flick the tail out makes them almost impossible to pass, one must literally tailgate the



truck in front, sometimes for many laps until you can finally out brake your opponent to get alongside and make your move, very entertaining!



Good news; the sound cars, as mentioned in this column before, should be available imminently. The sound decoders will initially be available in a pair of existing models; the Porsche 997 RSR's FS704101 and FS704102, both of which will carry a "C" prefix to distinguish them from their non sound counterparts. I am sure you will be keen to hear these in operation and to see just what a job⇒⇒



Fly has done. Gimmick or not, many will be itching to be the first down the club track to show off their new toy. I gather there will be other sound files added to the decoders and that the next releases planned will be the classic Ferrari 512S models. Just to clarify, these sound modules are not a digital accessed function and are therefore designed to work on conventional analogue tracks and control equipment. However, the manufactures do not see any problem with fitting digital decoders to these cars.

From time to time distributors commission special Limited Edition models from the manufacturers. The South African importer has released such a model FS005301. It is the Porsche 917K as raced at the 1971 Nine Hours of Kyalami and driven by Richard "Dickie" Attwood and local driver Dave Charlton and carrying race number 3. The Nine Hours of Kyalami was an endurance sports car race contested in South Africa from the late 1950s until the late 1980s. The first races were held at a circuit at the Grand Central Airport near Midrand. In 1961, the event moved to the newly constructed Kyalami Circuit. From 1965 to



1973, the race was the centre piece of the South African Springbok Trophy Series. The 1971 race was won by Clay Regazzoni and Brian Redman in a Ferrari 312PB. Sadly the Porsche did not finish due to engine problems. We have a picture of the model and the actual car. You may recognise the Lucky Strike liveried model, but this is the sister 'team car' of the model released some years ago in the Mythical Circuits series from Fly and has been unavailable for a long time now. The car is available in the UK in small numbers, so do snap one up quickly if you want one.

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





Comunicazione



With the sizzling summer this month we see the release of five hot new models from NSR, these are available to pre-order and should be in the shops soon.



Having seen the prototypes at the Slot Festival, the details are finally available on the first Aston Martin releases from NSR, the V12 Vantage. This totally new car will initially be available in red as NSR1156AW or silver NSR1157AW road car versions with one only having to apply their own race numbers and sponsor stickers to make race worthy.



NSR will in time of course be releasing them in the current factory Gulf livery along with privateer finishes as well, and I'm sure the Aston will make a welcome addition to GT3 grids up and down the country. There will also be released a complete white kit version,⇒⇒





The car features NSR's latest EVO 4 chassis design with front axle ride height adjustment, a revised stronger motor mount, along with a drop arm and NSR's 21,000 RPM mag effect King motor. The combination of these components should make this a very popular model for club racing. Hopefully I will soon get my hands on one of these Astons and test it out on our club track.



although at the time of writing a part number is not available, this will offer a great saving over the painted cars and allows for those who prefer to put their own personal touch to their cars.



For the Rally fans the Abarth Grand Punto makes a welcome return and is aimed squarely at the Rally stagers of you out there, being the Fiat backed S2000 car from the 2006 Portuguese Rally Vinho Madeira driven to victory by Giandomenico Basso. Basso not only went on to win the Intercontinental Rally Challenge that year driving this car, but the European Rally Championship as well.





The model again features an EVO 4 type chassis, fitted with a 21K King motor and is offered in both angle-winder NSR1164AW and where club rules insist in-line NSR1164iL configurations.



And finally we have the popular Audi R8 LMS, this time in red with Playstation sponsorship. The model, NSR1154AW is available in angle-winder configuration only and also features the EVO 4 chassis mods and King motor.

A big thanks you to Terry of Gaugemaster for the information supplied for this article. ■

Chopper's Woodward

By Ian Howard



Last month I promised I'd tell you how I'm getting on with my projects for the LOCAR Euro/Japanese Saloon car and F1 "Half Tonner – Grand Prix" race events which are being held at the splendid Wolverhampton International Circuit in the West Midlands during October/November 2013.

Well that will have to wait until the September NSCC magazine because this month's feature will focus on a profile of lady slot racer Cassandra "Sandy" Parker – Oaklands Model Car Club.

As the daughter of the "Slot Racing Legend" Ralph Parker it might seem inevitable that Midlands racer Sandy Parker would find her way into slot racing from an early age. Indeed she started slot racing at club level (Oaklands

MCC) when she was just 7 years old and she made her competitive debut outside of the club at the tender age of just 9 years old.

Chopper: *"Competing at a high level from such a young age must have resulted in some mishaps?"*

Sandy: *"Yes, when I was about 10 or 11 years old I was marshalling at a 1/24th race at Riverside Raceway, which was a big 8 lane track. I could barely reach the other side of the track when marshalling. There was a crash on my corner at the far side of the track so I leant across the track to get to the car that had come off. While still leaning over the track I put the car that had come off back on its lane but as I leant back up I felt a tug on my T-shirt so I looked down to find a car had attached its self to my T-shirt!"*

Chopper: *"How did that happen?"*

Sandy: *"My shirt had somehow managed to get in between the gears and pinion of the car and had become wrapped up several times around them and back axle. I tried to pull the car free but with no success. Other racers who were close by came over to try and detangle the car from my shirt but also with no success. Race control stopped the race while my Dad got an Allen key and started to take the back end of this car apart to free my shirt from the cars gears! After much laughing and joking - all at my expense - my dad was able to get my shirt free from the gears. The poor man who the car belonged to was having Kittens while all this was going on. My dad put the back end of the car back together and put it back on the track, which was still off and had been for a good half an hour. No one in the room expected the cars gears to last half a lap with the way my shirt was embedded in between the gear and pinion. Race Control restarted the race and to everyone's amazement the car finished the race still with the same gear on. As for my poor shirt that was not so lucky and it had to be thrown away the next day as it now had a row of gear teeth shaped holes running down it!"*

Chopper: *"Your Father (Ralph Parker) must have been a big help to you with your slot racing. Any funny stories to tell us there?"*



Sandy Parker



BSCRA 132 Euro Sports

Sandy: *"Dad had just finished spraying the Oaklands team car shells prior to going to the BSCRA Team Race Nationals. I picked up both of the team*



The racer at work

shells one in each hand and I asked my dad "are they dry yet?" In doing so I left a huge thumbprint in the paint right in the middle of both shells. So the answer to that question was NO THEY ARE NOT DRY YET! We had to race the team car with a body shell that had my thumb print right in the middle of this lovely paint job my Dad had done. Needless to say I was not allowed to be within 30 feet of wet body shells after that for a very long time."

Since then she's become a serious force to be reckoned with, including results and wins that any ambitious slot racer would crave to put on their CV including:

- BSCRA 1/32 Nationals Sports Main Grade Championship.
- BSL Novice Championship 3 times in a row.
- Novice Slot Stock Championship (her younger sister also won this championship the following year!).
- 1/24 Nationals Novice Championship.

However, matters haven't all been plain sailing and early on in her racing career Sandy met with some unfortunate prejudices as a "Lady Slot Racer."

"It doesn't happen to me that often now, but when I was younger and just starting out some of the men – it has to be said only a very small percentage of men – would say things like "It's only a girl we can beat her no problem". Or the other popular one was "At least we won't be last in this race". So you can imagine the smile on my face when I beat them. It's just such a good feeling speeding off into the distance before they even realise you've gone. Hopefully they have learnt their lessons about being so small minded about women slot racers. It is very rare nowadays that anything like that is said about me or other women slot racers that I know."

I've witnessed Sandy's driving style up close both in practice sessions and whilst racing. The most impressive aspect I've seen is the almost metronomic lap times she can set over 20-30 laps. Consistently fast, she can lap within 1/100th of a second of the previous lap, time and time again. The other notable quality is that you can race side by side, lap after lap and she drives fairly and you can be sure that she won't try to take you out to get ahead. I asked Sandy *"What's the secret to your driving technique?"*

Sandy: *"Simple really, get to the front of the pack as soon as possible and keep it that way! Some of the other slot racers like to call me "The Ice Maiden" because of how I react when I am put under pressure in a race. When this happens I seem to become very calm and focused on the race, even more so then when not under pressure in a race. My driving becomes almost clinical and I become faster. It's often said that the best thing that can happen for me in a race is that I'm put under pressure. The greater the pressure I am put under the faster I become."*

Chopper: *"So what are your favourite slot cars then?"*

Sandy: *"The little "Mini" class we run at Oaklands has to be my favourite hard-body class. It's really a lot of fun and very close racing! It also requires me to use a different driving style to my normal one."*

Without a doubt my favourite BSCRA style car is 1/32 Euro-sports. This is because it's the fastest class out of the "big three" at the BSCRA Nationals. Also it's the class that I seem to have the most success in. It also helps that I love to go fast, so the faster the car the happier I am!"

Chopper: *"So where would like to go with the sport? What is your next big goal?"*



Sandy's GTi Club Mini

Sandy: *"I would absolutely love to win one of the 3 premier grade classes at the BSCRA 1/32 Nationals. I don't care which one . . . I am not a fussy girl! One of my other big ambitions in Slot Racing is to make it to an ISRA world final."*

Chopper: *"ISRA? You'll have to forgive me I'm not familiar . . . ?"*

Sandy: *"ISRA stands for the International Slot Racing Association. ISRA hold one meeting every year in a different location each year. People from all different countries turn up to race each other and have a good time. Without a doubt the ISRA world championship is the universally accepted as being the pinnacle of high end scale car racing"*

The classes that are run at ISRA are as follows: –

- 1/24th Production team race with hand out motors and tyres.
- 1/32nd and 1/24th Eurosports.
- 1/32nd F1 with scale paint jobs.

Chopper: *"So who is your favourite slot racing driver?"*

Sandy: *"This is tough one for me to answer because I have so many favourite slot car racers but when push comes to shove my favourite is most definitely Ian Fisher. Over the years the advice and technical help he has given me has been priceless. He is a genuine guy who is in it for the good of slot racing and I am honoured to be able to call him my friend. Also lending me Nationals winning Eurosport cars hasn't hurt his case any either! I have been slot racing for 17 years now and have met some of the most fantastic people who have help and encouraged me in racing in many ways and I would just like to take this opportunity to thank them all."*

Now (Dear Reader) ordinarily I would have finished the article there but for a chance⇒



ISRA World Finals track 2008

conversation that I had with Ralph (Sandy's father) Parker just the other day at Oaklands MCC.

Ralph: *"I am you know this piece that you are writing about Sandy for NSCC magazine . . . has she told you about the ISRA World Finals at Milton Keynes in 2008?"*

Chopper: *"Erm no . . ."*

Ralph: *"Sandy probably hasn't told you because she's quite modest but I'll tell you what happened because I'm really proud of her."*

"Sandy was due to race a 1/24th scale Eurosport heat with two really huge names in the sport who will remain nameless. Suffice to say they were multiple champions and well respected in the sport. Well one of them whispered to Sandy on the way up to the rostrum "Let me by in the race and stay out of my way". Although I didn't hear that said I could tell that something had rubbed her up the wrong way because looking from a distance I could see that she had a face like absolute thunder! She didn't get upset or emotional but she absolutely slaughtered the other seven racers when the lights went Green! All of a sudden the other racers at the meeting from all around the world started crowding around the track 5 deep straining to see "this GIRL" creaming these established names. She beat them all by 10 laps which in that company is immense that's my girl!"

I confidently predict that Sandy Parker is a name to watch out for in the future!

That wraps it up for this month so until next time, keep it smooth (Dude) and stay on the blackstuff! ■



The UK importer Gaugemaster have talked about the level detail on their latest slot range SRC, but until one looks closely it wasn't obvious to see what they were on about. There is no doubting that the paint finish and tampon printing on this new brand is of the highest quality, however it is not until one looks really close that the details start to reveal themselves.

It's all in the detail!



Take a look at the photo of the rear of latest Capri SRC00302, the Ripolin sponsored Tour de France car from 1972. Everything is in its place right down to the boot lock! Whilst on the



front end shot one can admire the detail including the Cibie stickers on the spot lamp lens.



On first look at the short-tailed Alfa Romeo 33TT12 SRC00801, the moulding is nice and crisp with cooling grilles and the like modelled correctly and even a separately supplied tripod mounted mirror, but a quick peek inside the cockpit and you are entering another level. The dash has all the switches and gauges and the tachometer even has the increments on its dial. The driver himself has not been left out of the super detailing treatment as Andrea de Adamich has his name painted on his helmet, ➡

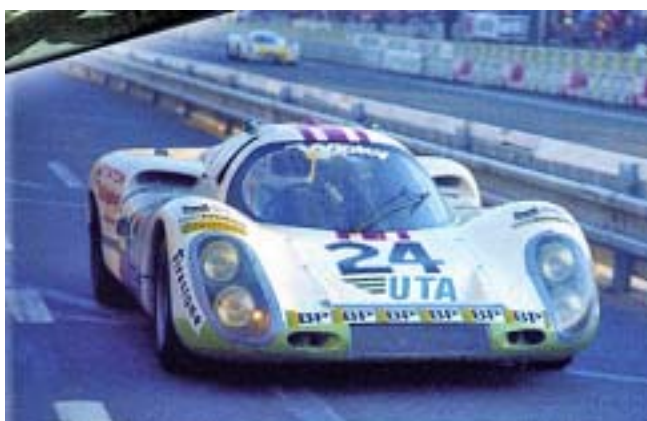




and even displays a patch of his favourite tobacco company on his overalls, under the fully detailed safety belts!



New models not announced last time are the Porsche 907L from the 1968 running of the Daytona 24hrs SRC00106. It is the car driven by famous pairing of Jo Siffert and Hans Hermann who brought the car home in second place in Porsche's 1/2/3 finish at the Florida circuit (shown in the middle of the photo). Another 907 Porsche, this time the short tailed



K version as it appeared at Le Mans in 1972 driven by Brum/Bayard/Mattli should also be available by the time you read this article. The car finished in a lowly 18th place, not surprising considering how outdated it was by then, in a race won by a Matra 670, a car that SRC are to also bring out later in the year. Finally we have SRC's first rally car SRC00307, a Ford France Capri from the Tour de Course in 1972. This car won its class in the hands of Vinatier and Timonier, and I'm sure will be popular with the slot rally fans of you out there.



Many thanks to Terry Smith for providing the information and photographs for this months article, and hopefully more news next time. ■



Flyslot's 3 latest truck releases

By Paul Croker

Flyslot have released three race trucks to keep us race trucks fans happy. This time they have released two USA Limited Edition Sisu SL250s and a much awaited, by me anyway, Mercedes Benz. The Sisu trucks are available in the American delivery companies of UPS and Fed-EX, and look very nice indeed, even though they are not representative of genuine race liveries, one for the shelf in my opinion. The 3rd truck to be released is that of the much loved German driver Heinz Werner Lenz and his very bright orange Mercedes Benz. This truck is raced over in Germany, some of the European truck race championship races (ETRC) and some of the British truck race championship races. The truck's livery is that of his company, many smaller sponsors and some fantastic slightly gothic artwork which is as far as I know, unique within the current race trucks of today, and is a pleasant change.

Limited Editions Sisus

These two trucks from a production perspective are as the Andy Lovenberry truck of last year, but with a couple of notable differences. The headlamp lenses are of the lighted truck type variety and not the unlighted type, even though they come without lights fitted. All this means is



Limited Edition FedEx Sisu

that there is a hole for the LED to fit through, instead of a solid chrome back panel, meaning it would be easier to convert, as no hole would need to be drilled. The front wheels now have the wheel hub showing and no longer have the disc fitted as the previous Sisu and MAN's did. Other than this I can see no other changes, and for whatever reason still no driver's safety netting is fitted. One nice touch was that they came with a plastic securing strap across the back of the truck, which as these trucks have a tendency to come loose in transportation, stops damage to both box and truck.

Does the Mercedes-Benz Model measure up to the real thing?

Having seen the real truck for myself at many rounds of the BTRA Championship last year and taking many photos, Flyslot have done a very good job of the livery. The only differences that I can identify are the sponsors on the side panels. On all my photos the livery remained constant throughout the 2012 season, but this is different to the model. The team's other truck, driven by Heinz's son ran with sponsors in similar positions and does have the same KS Tools logo as the model, although in a different style. I have been unable to find any pictures→

Limited Edition UPS Sisu



**Heinz Werner Lenz in action at Brands Hatch
November last year**

on the internet of the truck at the Zolder race, thus I cannot confirm if this is a true representation of the truck at that event. As usual they have had to make adjustments due to the model being based on the Super race trucks of past and not the current race trucks, however it does represent the real truck well. There are only four negative points that I can find with the model which are, the omission of the driver's safety netting, the air intake locating slot in the roof which has not been filled, the lack of cab tilt handles and the use of silver on the wheels as the real truck runs all over matt black wheels.



Photo showing removed air intake locating hole

Conclusion

I have been unable to test the truck as I have no track at the moment due to a recent house move. I can say that the tyres as on previous truck releases are of the softer compound, and would benefit with a glue and true, but if left will wear in and the truck will perform better as time goes



Photo showing missing handles

on. The only small criticism that I can make of the running gear, as I have in the past, is that of the plastic pinion. With the truck being quite heavy and the use of a strong motor, the pinion will most probably wear quite quickly and the use of a brass pinion would be of some benefit. Overall it's great to see the Mercedes-Benz back in production, and have yet another truck for us to use and collect, but Flyslot still need to go that little bit further to justify the cost of these trucks, and make them look that little bit better. Many thanks once again to Telford of Typhoon Slots and Models for supplying the trucks quickly for me to review. And don't forget you can see our very own British race trucks, and maybe even this truck in action at Donnington and Snetterton on the weekends of 17th/18th and 25th/26th August 2013. ■



**Photo showing actual model of Heinz Werner
Lenz's Truck**

As you all know, Phil Insull has decided to step down after many years sterling service to the NSCC magazine with his regular Kits 'N' Bobs and Forza Slot.it articles. Having known Phil for several years and seen his kit and scratch built models in the flesh, I knew there was no way I could match his knowledge and undoubted skill in this area but I thought I would stick my name down for the Forza slot.it post with little hope of success. However, I believe Jeremy had a massive response of one volunteer for the post so here I am!

I guess a quick resume of my Scalextric history would be in order: child of the early sixties, first Scalextric set in the early seventies when my parents bought me the Super Speed banked oval set with the red and green Scaletti-Arrows cars for Christmas. Over time and a paper round or two, extra track and the C052 Ford Escort Mexico, C007 (yellow) Mini Cooper and C05 JPS Formula 1 car followed but I never seemed to quite have the money to get the C026 March Ford 721 which I had always wanted. The inevitable later teenage years and pursuits followed, then work and (as with most of us) Scalextric slipped into my parent's attic... Then in my late twenties, married - with no kids to blame - in my first house and somehow, for reasons lost in time, wife V1.0 decided to buy me the C888 Scalextric World Championship Set! It certainly filled our small living room floor for weeks at a time (much to my wife's frustration!) and the old cars and track in my parent's attic were recovered and put into use. Many moons ago I used to race at the old Wolverhampton slot car club location in Stryker's bowling alley with some success, and many failures! Now several years later, still with wife V1.0 and a couple of kids, I have several more cars (including all my

original ones as well as the March Ford!), track, accessories and sets plastered round the house – much to my wife's continued annoyance! I am also fortunate to have a permanent semi-scenic layout in the garage – still under scenic construction - that I don't use enough with a couple of hundred figures still to paint and more scenery to be deployed or constructed. I think my long suffering wife now regrets getting me started on Scalextric again!



OK, enough of me, let's start with the news and hot off the press from Adrian at AB Gee is the imminent arrival on our shores of CA25b Porsche 962 IMSA No.14 in Lowenbrau colours that finished 2nd at Sebring in 1987 piloted by Al Holbert and Chip Robinson. This particular Porsche 962 car is the second model in IMSA spec so is different from the 962C in the real world with engine/engineering specifications⇒⇒





and a huge air intake behind the cockpit and other detail bodywork changes. This is one of the cars I have been waiting for as the Lowenbrau livery is particularly eye catching and if the pictures are an indication of the quality of the finished product then I for one will be getting mine ASAP! Next up is CA22c, the third model of the Lola B11 which raced as the No.33 Level 5 Motorsports LMP2 entry driven at Le Mans 2011 by Scott Tucker, Christophe Bouchut and Joao Barbosa. This car finished 28th overall and 3rd in class at the first attempt for this team. An interesting livery that looks very well detailed so another car I would like a closer look at when it becomes available, which both cars should be by the time you read this.

Now onto the latest Slot.it model released which is the CA03g Porsche 962C LH Le Mans 1988 racer as driven by the Andretti family. Starting with the standard slot.it packaging, the outer cardboard sleeve is easily removed to reveal the type of vehicle, basic race information and drivers printed on the base which I believe is a nice touch and something the other

manufacturers should copy. Inside the Perspex lid is an inner plastic cover to keep the car snugly in place during transit and storage as well as an Allen key taped to the base to tighten the wheels etc. A quick scan round the internet reveals some interesting information about the real car. It was originally built as the last works (Porsche 962-008) Rothmans Porsche No.17 and then, for the 1988 Le Mans race, it was repainted in the striking No.19 Shell Dunlop colours and piloted by Mario, Michael and John Andretti as the first family driven car to try to win this famous race. However, this was not to be and the car finally finished sixth after running as high as second during the race. The Porsche 962 is in itself a modified Porsche 956 with the C standing for the European Group C formula and the LH designation signifying “Les Hunaudières” which to most people is better known as the famous Mulsanne straight and so the aero had been optimised for this particular circuit and race.

In the last few years Slot.it has produced several models of both the 956 and 962 variants

and a quick comparison between an older Porsche 962C (CA03b Repsol) car highlights a few of the changes between the models. I noted the following differences: the ducts in front and above the rear wheels have been modified for more detail, the radiator grills by/under the doors are painted silver, three extra circular vertical holes in the door window glass, two new amber lights on the leading edge of the roof line and a smaller air duct has been added further forward of the roof whilst the first larger one has been removed plus one or two other minor changes to the body shell moulding. The earlier car only has white aero covers on the front wheels but the current one has aero covers on all four wheels. As you peer in to the driver cockpit from the outside then the newer driver has more detail on his suit, helmet (Mario Andretti colours) and overalls instead of the older models plain orange driver and white helmet but the passenger seat belts are nicely painted so a slight edge to the newer model on this count.

Underneath you can see that the new EVO6 chassis (on the left of the picture) has been totally reworked from the original and now has the in-line offset 0.5mm motor mount complete with end-bell V12/3 21,500rpm motor. The motor mount is secured by four screws and this can be replaced with an angle winder motor mount configuration if required. The standard gearing is 9/28 with 15.8 x 8.2 front and 16.5 x 8.2 rear rims and tyres with "Dunlop" crisply printed on



the tyres. The overall dimensions of the body are: length 146mm, height 32mm, wheel centres 84mm and a total body weight of 68grams which includes the standard Neodymium magnet. The magnet is fitted in the position between the motor and the rear wheels but an





alternative location in front of the motor mount is available should you wish to move the magnet or add in a second one. Obviously the magnet can be totally removed and ballast added if that is what you wish to do. The silicon covered wire used between the motor and the pick-ups is of a softer type than the earlier model and so moves more freely so aiding the movement of the guide blade itself. The body shell is still secured to the chassis by two screws but the newer screws are longer to allow some body movement and also have washers. Even though the chassis has changed significantly it is still possible to swap the body shell/chassis combinations over as everything fits perfectly. The underside of the shell differs in that as you look at the rear of the older model there is a black lattice type frame that runs across the width of the body between the rear mounting post and the end of the body. The new model does not have this but the locating points are clearly visible in the shell. Should this latticework be here? Maybe someone else can check their model and let me know. To see it with the body fitted you have to look straight through the rear of the car so not having it does not really make much aesthetic difference to the model unless you really look! The plastic internal area where the driver sits is

also different when viewed from the inside but both drivers still have no pedals so not sure how they stop or go!

Onto the models livery and, to me, the Shell Dunlop design and colours is very striking as you first look at it and then as you investigate in more detail you can see all the little details that help define the overall colour scheme which has been reproduced very well on the body shell. Having scoured the internet for several pictures of the original car and then compared them closely to the model I think it is safe to say that Slot.it have got this one pretty much spot on. I'm sure someone with a keener eye than me will spot something but let us not lose sight that this is, after all, just a model and there are printing limitations! The tampon printing of the drivers names, logos and numbers is very sharp as are the breaks between the colours and the delicate white lines that separate the yellow and red down the rear wings and on the bottom edges of the sides between the wheel arches. The fuel fillers, Porsche logo on the bonnet and other small details are nicely and clearly picked out as well. The only couple of things that I picked out as being slightly poor were on the right hand front wing where the red meets the white by the headlight as it looked a little less sharp/ fuzzy

compared to the rest of the body. The other would not be noticed unless you really looked as where the two rear support posts meet the underside of the wing there are white little marks when it should be red but this really is being over fussy. Overall it is an excellent execution of the real car, but it still does not beat a full Rothmans livery for me!

Onto the track test then. Well, yes I have my own layout but here we are in mid-July already and I have not used it this year for far too many reasons to mention here! So first I ran a couple of cars around to get rid of the dust but no connectivity issues as I use Ninco track, the best in my opinion, even if it does not match the special track options of Scalextric or SCX! Unfortunately, at the moment, I do not have timing either (another work in progress) so I will not be giving timings but then would they be of any use to a racer as I am not as willing to push the car to the absolute limit. My layout is on a 14'x6' baseboard and is similar to the Spanish Circuit de Catalunya race track but with more track added in. There are lots of elevation changes with a combination of a couple of long straights as well as tight and sweeping curves that make full use of all the space available.

As a comparison I ran the older Slot.it Porsche 962C Repsol car first and (as with all Slot.it cars) it is very fast and stable out of the box, even though this one has a few miles under its belt already. This car is still box standard with plenty of grip from stock tyres and standard magnet and fair whizzed round the track until pushed too hard into a tight hairpin or way too fast and the usual magnet off into the scenery, or in my case hard barriers! With my hand/eye coordination starting to come back in after such a long break I was ready for the new chassis challenge. A quick check of just lifting the rear end off the track to measure magnet strength between the two cars – no science here! – and to me there was little to no difference detectable between the two, but possibly marginally more magnetic pull to the new car. I started off with a few gentle laps and straight out of the box the Shell Dunlop Porsche is strong and pulls quite easily and happily around several circuits for a

gentle bed in. As my confidence grows I find I can push the pace more until, yes you guessed it, the inevitable off! However, no damage done and I spend several happy laps just having fun and trying to get the back end to loose grip with little joy as it just holds on or whips round/off if I give it too much throttle out of a tight bend. Overall, I would certainly say that the new chassis/motor mount/motor combination do make for a quicker more predictable car on my layout on this day in history. With the massive amount of tuning parts available from Slot.it, then in the hands of a skilled tuner and racer (not me!) then I'm sure this car will be right up there at or near the top of any class it may race in.

In conclusion, this is another superb Slot.it model that has a great mix of accurate detailing, desirable livery and standard performance with the option to increase this performance should funds and skill be available. This is a worthy addition to any home user, collector or racer and will provide many hours of pleasure on any track. Many thanks to Adrian at AB Gee Limited for supplying the review car and information as well as his continued support to the NSCC and to Jeremy for letting me have a go! See you all next time in Forza Slot.it. ■



A LIFE IN SLOT CARS - THE LAST 24 YEARS, AND STILL COUNTING!

by **Graham Pritchard**

In response to Jeremy's appeal for someone to take over from my friend Phil Insull's writings in the May NSCC Journal I had received a telephone call off him to interview me for the job as well as chasing me up for some other articles!

After the initial "panic" I remembered that in January I had actually "promised him" plenty of articles this year following my purchase of an old digital camera from one of my friends and as I had previously been writing the Heart of England F1 reports for various people then it had come in very handy, the only trouble now was that Jeremy was now expecting a lot more off me than just the F1 stuff and so far I had failed to deliver!

But, you know what it's like, how do you even start to compare to Phil, I've known him a very long time given that we live locally to each other, but he is a far superior model maker than I'll ever be and especially when compared to anything that I've ever done, so the word "HELP!" sprang to mind very quickly indeed!

Anyway, the bottom line is, after a short discussion I gave in and agreed to help Jeremy out where ever I could but in a slightly different way perhaps to what has been done before, given that some others had also by now put their names into the ring and offered their help.

So Phil thank you for your dedication over all of the years, it has been very much appreciated by me and by many other members too for sure.

Now, I'm sure many of you will have seen my name being mentioned in many areas as organiser of the 2013 Heart of England F1 series and also know that I run Bearwood Scalextric Club here in the West Midlands but what you may not know is that I have also been an NSCC member continually since fellow long

time NSCC member John Nabbs introduced me to the club in 1989 when I replied to an advert in our local paper from him for "Scalextric for sale."

But the rest, as they say, is history and since 1989 that's a lot of history when you think about it and that's where Jeremy and I had the idea that rather than trying to do exactly what Phil did I could instead write about some of the things that I have done in all of those years in respect of scratch built cars, general hints and tips, George Turner resin kits, car preparation, motor maintenance etc. as well as reviewing the "current scene" in selected areas together with delving into the history of Scalextric cars and track over the last 50 odd years so hopefully something for everyone then (and please note You won't find me pretending to be an expert on something I'm not all I will do is write slot car based articles based on my experience and findings of things that I have done myself in the last 25 years more or less)?

So, if Jeremy has room in the Journal and likes what I write then you should find a few more articles in the Journal with my name on them than you usually would, both retro and modern if all goes to plan.

Over the years I have written various articles for the NSCC, Hornby's Racer Magazine, Slot Car Mag, Slot Car Monthly (do you remember that one then?) and the brand new "Slot" Magazine and never received a penny for it (Doh!) but that's NOT what it is all about to me, it's actually about helping these sort of publications survive and in the process of doing so I fully agree that our Scalextric Club is advertised as a direct result but hopefully everyone out there then also gets to see how much you can get out of this wonderful hobby



of slot cars and the end result then hopefully is that all aspects of the hobby then benefit from it as well as these readers seek out their local club and visit it and buy more and more cars etc.

For the record I have run our Scalextric Club since 1991 when the original founder “John Eaglesfield” burnt his hands in a chip pan fire just before we were due to host a large Christmas Scalextric Event at a local car dealership. He had to pull out so I stepped in to bail the club out and in the end I have ended up running the club through many good and a few bad times as well to be honest, but as we are still here today then I guess I must have done something right somewhere, in fact since January 2013 we are currently on a massive high with a large influx of new members who are really enjoying the revitalised atmosphere at our club since we made a few changes at the end of last year, now that would be a very good subject for a future article wouldn't it? There are some very well known names that are still around today that either started out at our club or were members in the past like Mac Pinches, Peter Emery, Graham and Ben Woodward (BSCRA), Graham and Chris Thomas (BSCRA) and even current NSCC Chairman Andy Carmichael for a start (Remember our name may have changed over the years but the original people behind the club are still there I can assure you)!

So, if you are close enough to be able to visit our club and have never ever been to see what we do, why not come along and sample what we have to offer? But if that is not an option then you will just have to read about us in the NSCC Journal.

Now, back to the NSCC, given my experience I hope that you will like what I write,



but if you don't like it please feel free to tell me or Jeremy as he's my “Boss” and we'll try something different instead (Well he did recruit me didn't he?). Seriously though, at the end of the day I hope to be able to inspire you to do more with slot cars or to just simply entertain you with what I have done over all of this time and as Jeremy said to me on the phone during my interview, “it's all about sharing our experiences in the world of slot cars and slot racing isn't it Graham?”

Now, time to be honest I have always been a racer rather than a collector which I know is not exactly what you'd expect to see in a “collectors club” publication but over the years the NSCC has had to evolve to survive in its earliest form it was merely a few sheets of typed (by hand that is!) A4 stapled in the corner and all it contained was members' adverts so that the initial “founder members” (which numbered easily less than 100 in those days) could buy and sell rare cars to each other like lime green Mirages, Auto Unions and other weird and wonderful stuff like that!

But, now that we have eBay the “members adverts” have all but died out but the current membership must still feel that there is a need for the Club otherwise they would all not renew their membership would they?

I currently subscribe to the NSCC, Slot Car Mag, Hornby's Scalextric Club and Slot Magazine and I think they are worth every penny and which is only around £2 per month each on average so how can you go wrong? (It's probably miles cheaper than your Broadband connection if you stop and think about it unless you do that at work obviously!). Anyway, enough about me you want to read about slot cars don't you!

So, you will have to view me as a “keen amateur” rather than a “professional” where model making is concerned but the more you do, the better you get for certain, I've also practiced my techniques by building cars for others at times too like a 4WD Hornby BMW MINI Countryman utilising an SCX VW Toureg for example.

Other things that I have on my list to⇒⇒



write about include fitting Digital chips to different brands of slot cars, scratch building cars from Airfix kits etc., improving your home track, resin kit builds, reviewing the Scalextric Digital system as well as the additional products that you can now also buy to improve it as well, how to restore Scalextric motors, setting up the Heart of England F1 cars, general hints and tips re: Scalextric as well as showing you some of our members home tracks (Now I know that some will say that some or even most of this has been done before but if you were not a member at the time then you will have missed it but aren't the best "new" ideas sometimes simply something from the past that has been forgotten about until now?).

Anyway, taking one of my new subject areas in isolation, when I was speaking to my friend George Turner from GT Models in respect of writing about his kits in the NSCC etc. I expressed my concern at trying to emulate what had been done before and the cars not looking as good as theirs when completed and he said "don't worry". I now see what he meant if you are honest, most of us will be able to do a reasonable job with one of his kits, but inevitably some will be better than others, but only a very few people will be as good as George or Phil are and that's a fact of life rather than a criticism of anyone in particular. But that's not the point, George's kits are so easy to build that everyone can end up with a great looking model because of the quality of the kits, rather than your own personal model making skills. All you have to do really is clean out the window apertures, remove the odd bit of moulding "flash", put them together and that's about it really apart from the painting and application of decals (You can just



use pretty much basic "off the shelf" parts if you want or even just buy a donor car like you would with a real life kitcar you can't really go wrong to be honest).

I currently have several "George Turner" cars in various stages of progress as well as a few that I have finished so these will be perfect subjects for me to document how easy they are to build (It will also give me the perfect excuse to finish them, I do get easily distracted and keep starting new projects but it's not a case of giving up because they are too hard to do hence the reason for the "so many in progress" in the above).

So, if you have never been brave enough to buy one or to start one you have previously bought then fear not, I will show you mine and hopefully they will inspire you to create your own Hillman Imp or Jaguar XJS etc. and if you do then please do share any hints and tips with the rest of us especially if you are brave enough to re-livery it as well! (George did mention to me a long time ago about having some pictures of "customer builds" on his website, so you too can have your fifteen minutes of fame as well if we get there).

Thanks to people like George Turner then over all the years that I have done this hobby then I can honestly say that it just gets better and better as each year passes with more and more products coming out and more and more older cars being modelled by various manufacturers both a RTR and as kits. (Like the Ford Escort RS2000 that's coming out from Team Slot any day now at the time of writing this or the Volvo 850 Estate that Sean from Pendle Slot Racing is bringing out). It really does just get better and better doesn't it long may it continue! ■

THE BIRTH OF A NEW SCALEXTRIC CLUB?

By Graham Pritchard

In the weeks leading up to our round of the 2013 Heart of England Retro Scalextric F1 Championship my good friends at Dudley/Dudley Parkway Slot Car Club (yes, it's the same one) allowed us to go there to practice on a Wednesday night so that we could get to know the track and set our cars up etc.

Now, I've known these guys many years and so it was a great social night as well as a chance to run some cars but as we got talking it transpired that Dave, the owner of the club had had the idea of expanding his slot car interest to take in "our type" of slot cars as well as the BSCRA ones that they predominantly race there but having said that they do race NSR cars as well, which are a major part of "our type" of racing as I'm sure you are already well aware.

So, not one to hang about, when a ready made track came up for sale Dave pounced straight away and he is now the proud owner of the old Timaru track, now that's saved a load of time or so he thought trouble is it's just very slightly too big to fit in the space available and so a new "bottom bend" section is currently being made to sort that one out.

As the track had been stored for a few years it is going to be fully renovated with a new coat



of paint and new copper tape before it is put to use, a nice move as it will make it look very appealing to everyone.

Now, as their club is only 15 minutes away from my house I suddenly thought "hang on, I can go racing twice a week now" although we are not 100% sure exactly what type of cars we will be racing yet and we think it will be on a Monday night so as not to clash with the other local clubs in our local area like Bearwood and Wolverhampton who race on Thursdays and Fridays so if this appeals to you please let us know, together with the type of cars that you would be interested in racing - you will find the club listed in the clubs section on Slotforum or you can phone Dave direct on 07711 000 795.

We have also had a "joint venture" idea whereby we will run (possibly) SCX Rally cars as an "open meeting" on a Sunday once everything is up and running and I'm sure Dave will also get around to holding an "open day" as well like he did a few weeks ago where you can just come along and have a go on the track and chat for a few hours free of charge.

To set the scene for anyone who is not aware of the Dudley club I asked Dave to tell me a bit more about the club himself, rather than me do it and perhaps omit something important or indeed of interest. So, over to you Dave.





Dudley Scalextric and Slot Car Club

Dudley Slot Car Club began its life as several sheets of MDF way back in February 2005. The master plan of Dave Homer, Graham Thomas and the then very young Chris Thomas was to transform these sheets of wood into a 4 lane Slot Track. 800 man-hours later and several late nights and Dudley Slot Car track was born.

Dave had originally been interested in slot cars as a young 14 year old chorister he had asked to join the then “Stourbridge Slot Car Club” which was held in St. Mary’s Church Rectory back in the early 60’s but he was told he was too young – boy, how things have changed then! “BSCRA” cars in those days were all hand built from scratch, and who wanted some 14 year old kid around to wreck their cars?

In real terms the sport has actually come a very long way since then with better tyres, motors and chassis and a wider availability all helping to bring the sport to a wider audience, and also gone is the popular misconception that BSCRA racing needs a bottomless bank balance or a very large overdraft in order to compete.

Cars that are raced at club level today only cost around £55 and you only need three different cars (eventually) to cover all the classes that are currently raced, this being 1 x 1/24th scale car, 1x 1/32nd scale car and a 1 x 1/32nd scale F1 car. Other costs that are incurred on⇒





an “ongoing basis” are tyres that cost £2.25 per pair and a new motor for £9 as and when required, but it will last for several months I hasten to add! That blows into oblivion the concept that BSCRA racing is the mega expensive alternative to “Scalextric” type racing doesn’t it?

Turning our thoughts back to Dudley now and never wanting to stand still they are now in the latter stages of building an alternative track, this being a matt black racing surface with copper tape to offer hard bodied, rubber tyred “Scalextric” racers an alternative venue to race on.

Once this is completed then the Dudley Club will be able to offer the “full” package for all of the racers out there in the West Midlands by aiming to provide a venue where existing members of other clubs can come together on an alternative night to their own club to enjoy additional racing and socialising amongst friends and ultimately to establish a separate identity for itself in the world of “Scalextric” type slot racing in general.



So, if you are interested in coming along to see what we offer then please note that the Dudley Slot Car Club opens its doors every Monday evening at 7.00pm and full details can be obtained from their website: www.slotracing.org.uk/dudley or by contacting Dave Homer on 07711 000 795. (We are just 10 minutes away from Junction 2 of the M5 to help you get your bearings).

So, if you fancy coming and having a go on the new track or even having a go on the BSCRA track as well, it is after all just a slot with copper braid so our cars will run on there too, then please let Dave know.

At the end of the day the line between BSCRA and our stuff has blurred quite significantly in recent years they could not believe how much of “their” technology like metal hubs and gears with grub screws for example was now a major part of “our” technology when they saw some Slot.it and NSR cars. Some of their body shells are now



almost as thick as our injection moulded ones, and some even look like proper 1/32 scale cars too!

I know one Spanish manufacturer (I think it was GOM) even tried to sell 1/32 lexan body shells to us a while ago, I saw them in the GSR magazine but they never took off, but a lot of other parts have crossed over into our world and the racers out there would agree for certain that it's made our life easier by miles when building cars to use at open meetings like Phil Insull's MRE sponsored "Classic Le Mans" meeting in April and the "October Saloons" one (as we call it) in October, in fact when you look at many of the entrants' cars they are almost closer to BSCRA cars than Scalextric if you are honest as they have metal chassis and metal gears and hubs in most cases. (The only "missing" items from BSCRA cars are the sponge tyres and the lexan body shells).

Now, who'd have ever thought that would happen a few years ago ? Not me! ■



Derek Cooper 1951 - 2013

By Shaun Bennet

It is with regret that I am writing this short piece for the Journal to inform you all of the sad passing of our friend and fellow slot car enthusiast Derek Cooper on 13th July 2013, after a long period of illness.

Whilst I personally did not know Derek as well as some, I can say he was well known to virtually everyone in the slot car world either through his racing, where his cars were always superbly set up, his skills as a model maker, his website, or as a dealer at many swapmeets.

He had been a supporter of the NSCC for many years, joining the Club back in 1991, I understand and continuing to support it ever since.

Derek will be missed by everyone in the hobby, in particular at swapmeets, which will not be the same without Derek and his vast array of slot cars from around the world or his loud shirts. Both he and Phil Smith were often seen together and were considered a double act, with Derek's particular sense of humour and his incredible knowledge of all things slot car related, which he was happy to share if asked.

Everyone connected with the NSCC, Committee and members alike would like to extend our deepest sympathy to Derek's family at this sad time, and would like to express our sympathy and support for your loss. ■

email: ebaywatch@nsc.co.uk

Well I am back again this month and I have to report that sadly John has had to give up writing the column as coupled with the computer blues he has not been in the best of health to regularly carry on doing the column. I would like to thank him and his other "half" for their efforts and for giving me a break from writing the column and I am sure you all send him your warm regards. I also note that it is a sad month in that we have lost one of our long term dealers Derek Cooper, who lost his battle against illness this month. There were some fitting tributes on Slotforum this past week to Derek and some of the cars he built and our thoughts are with his family and friends I am sure you will agree.

I first must put out a request or should I say a shout for "Help". Does anyone want to take on doing the column? I know it is very keenly read by a lot of members but I would like to take a back seat if I can, due to my own work and other commitments. If no one wants to take it on full time there has been a suggestion that perhaps two or three people may be able to write in a small bit about their expertise in the hobby and then it is pulled together to make the column. Can you help, or do you have any ideas the direction that the column should take? I am willing to help anyone who may feel daunted by the task so please do not dismiss the idea totally.

As it has been a bit quiet lately with listings down to just above 15,000 before the free listing weekend in the UK at the end of the month and finding myself unexpectedly back in the editorial seat I thought I would have a quick review of other countries sites to see if there were any interesting items and prices this past month or so.

Germany

This was no mean task with over 60,000 completed listings on my screen in the Rennbahnen and Slotcars category but hitting the "verkauft" button narrowed the search down to around 39,000 sold listings in this category. Not surprisingly for Germany and perhaps of interest to the older boy racer out there who had a Golf in their youth, a Carrera Univesal 1/32 auction (181160481615) fetched the top money, with three VW Golfs in orange, red and yellow making 1,210€. It was however relisted and then cancelled again so I am not quite sure what was happening there, but as the seller looked like they would only post to Germany and did not take Paypal, perhaps this caused problems for the buyer. A quick check of "VW Golf" showed it was probably the red car making the money as another auction including a red and orange car was stopped at 452€ and relisted with a BIN of 1,000€. My reasoning for this was the orange car appears to turn up and get sold for between 40€ and 80€ in unboxed form fairly regularly, but I do not profess to be a Carrera pricing expert. Staying on the Golf theme, a 1/24 Carrera model in yellow reference 40669 made 315€ after 38 bids (140982326281). To the modern Carrera era then, and the special LE digital 132 Porsche in Gold reference 30671 for 50 years of Carrera seems to be attracting a lot of interest for a run of 800 models. Of the 22 examples spotted prices ranged from 159€ to 386€ (251295082243) I only spotted a single silver edition of the same car reference 30672 though that went for 223.10€ so maybe that is the one to try and seek out first if you are after an example (251296011714). ➡➡

Moving on to a lesser known make Stabo, a Porsche F1 prototype with a lovely chrome finish reportedly from the estate of an ex Stabo employee went for a BIN of 585€. Left under wraps for over 30 years and previously unknown in the Stabo collector expert world according to the seller it did look rather nice (271236866078). The seller had also listed two other examples previously that sold for 500€ and 555€ respectively so there may be more than one of these rare beasts about (271213348805 and 281126788134)! For collectors of emergency vehicles the Stabo Mercedes 280SL Police car is fortunately a little less pricey with unboxed used examples around the 20€ mark. A MB example went for 40€ BIN (281118348794). If you are after a Range Presentation Scalextric Audi R8 car from 2011 there were two examples at time of writing available at very reasonable BIN prices of 44.99€ and 49.99€ (171025998029 and 390547036246) but these were in the Superslot box where the car was a LE of 2001 for the Spanish Superslot club. Amazing the trips these cars must take around the world! My tip for this month is to check the details before you start bidding on items on German eBay though, as many auctions seem to be bank transfer and postage to Germany only.

France

Not surprisingly perhaps the highest prices being asked on eBay for a slot car product, though not being sold I hasten to add, were from a seller in France. Whilst the quality and rarity is beyond doubt I don't think someone would really pay half a million Euros for a MB 1/24 Scalextric set, would they (261252371010)? It is worth a look though to see what a mint box example looks like. Whilst many items listed in France remain unsold, at a more appealing price was a French Scalextric '60's Grandstand that made 15€ on a Monday night (111123986419) Also seemingly well priced was a C43 Orange McLaren complete with box that made 49.50 € on a Sunday night (370840894570). A nice French boxed C81 blue Cooper at 32,50€ (111119088659) and a similar condition French boxed C82 red Lotus at 29,40€ (111119087091)

did well with several bids despite the fact they looked like French post only auctions with no Paypal payments.

UK

Well at the time of going to press there turned up some special Scalextric cars that I had not seen before. A quick look in Adrian's Slotcarportal site showed that two of the cars had been reported before but not the other ten. The two that had been reported and were listed at a £299 starting price each were VW Beetles in black and metallic blue that were decorated with the word "BUG" on the bonnet and a "bug" image on the roof. Six examples were made by the seller and another designer at the time who worked for Hornby. They were hand sprayed and tampoed at the factory as a sample for the Range Presentation at the turn of the millennium. As we all know the Porsche was chosen as the car for that year as it was thought the "Millennium Bug" was negative about the Millennium. The other five cars the seller had were a set of five Mini clubman in one auction in blue, green, red, black and orange with a millennium logo tampoed on the roof (231021871563). At £5,500 BIN or best offer the sale was set for 28 days so could still be live when you read this. The seller was kind enough to let me know that as well as the three sets with logos on the roof, a set of Minis had been produced at the same time with the logo on the doors hence my statement of ten cars! Unfortunately the seller did not have a complete set of those liveried cars.

On to more serious matters and I do need to report that a missing Dutch club Caterham turned up on UK eBay this month. The car in question eventually sold for £87.09. It was lost in the postal system as far as the Dutch Club and the intended recipient member could tell from their enquiries. The Dutch club kindly sent a replacement to the member who had not received his car only to find someone selling the car they should have received shortly after. When contacted the seller reported that he had "bought it at an auction of goods lost in transit" but as yet could not provide details of that sale.



I think this does show the need to send items of value by a service that is tracked and I hope no member has purchased this car.

Listings as spelt, and prices realised, on UK eBay unless otherwise stated.

MG Vanquish Lotus 72 Jochen Rindt Nr.2 1:32 für Carrera Ninco Scalextric SCX 181€ (German eBay Wednesday night 121143337027).

2 x Triang SCALEXTRIC 1:32 Formel Junior Renner um 1965 Cooper C 67 + Lotus C 66 30.01€ (German eBay Monday night. Both French screw bases, blue Cooper and lemon yellow Lotus with some extra detailing 151078617220).

SCALEXTRIC Digital Car C2995 Ford GT - White black stripes Nr.4 £144.99 (BIN unboxed set car on a Tuesday night. 330941697167. Unbelievable price considering a non digital MB example went for £35 BIN 5 days later. 261244528031).

Extremely Rare Pink-Kar VW Beetle "GOLD METAL" Unpainted Slot Car 1/32 Scalextric £160 (Spanish seller on UK eBay on Monday night 390619733565).

Scalextric C8 Mega Rare Lotus Indy red GWO £212 (Sunday afternoon 261247876314).

Scalextric Working Top light for 1960's E5 Marshal Car £29 (Sunday night 271235514014).

RANGE PRESENTATION 2005 MINI COOPER S £75 (Sunday morning 151081966443).

SCALEXTRIC VINTAGE CATALOGUE SECOND EDITION VGC £39.89 (Wed night 221255812047).

SCALEXTRIC CATALOGUE FOURTH + PRICE LIST 101 CIRCUITS £2.99 (Some minor faults but only a single bid on Sunday night 400534431129).

Scalextric vintage Items £63 (Thursday morning sale including a red Lotus and blue Cooper and probably a bargain as it was a Hamleys Cooper I subsequently learned. 161049963666).

Bargain wise the Bond set mentioned last month was not actually the bargain it seemed and was not sold to the winning bidder at £63 but was sold elsewhere I was informed.

Lastly and for a trial this month which may be of interest to some readers, I have put all the listings I have used to compile this article and a few more, in a spreadsheet which has all the links to take you to the items discussed. Drop an email to ebaywatch@nsccl.co.uk if you would like a copy and don't forget to send in items of interest for the column. ■

Editor's Addendum

I would like to take this opportunity to thank on behalf of the NSCC John Chubb (and his wife) for their time as the eBay watch correspondent and wish him well for the future, please stay in touch.

I would also like to thank Steve Langford for again stepping up and coming out of retirement. As Steve has suggested he would prefer a back seat in the future, so if anyone is interested in taking on eBay Watch please do get in touch with either Steve direct at ebaywatch.co.uk or myself at .

Thankyou.

Jeremy ■