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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

If only everything in life was as simple

Recently I have been having the urge to attempt a go at building a fully functioning slot car. I would love to have a go at scratch building, being impressed with the work of Phil Insull and more recently Peter Simpson as reported in the Journal, however, time for me is very limited so any project started would likely never get finished, and so I thought I would have a go at building something a bit easier and which contains most of the parts I need without having to do too much research, so a Chase Cars chassis and shell of the 1977 police car I had in the house was started.

Now I felt a bit daunted by the project as it is something I had never attempted other than those really easy kits produced by Ninco, which were basically a dismantled slot car you had to reassemble. But I must report it was relatively straight forward even for a novice like me! The kit for the chassis is a great bit of engineering, and the instruction on the website are very clear and concise, with simple step by step instructions and plenty of pictures. You also do not need that much in the way of specialist tools, just a few extra parts are needed separately to complete the build, all of which are relatively easy to get hold of via the web or at a swapmeet.

So after about three hours of work on a rainy Sunday, when I was left alone without the distraction of small children, I now have a fully functioning Chase Car chassis, which if you have not seen them, recreate the '70s and 80s action of real cars that not only appear to steer but also lean over when cornering! Whilst perhaps not the quickest cars around the track they are extremely good fun and bring a smile to your face and indeed anyone watching them perform.

I guess part of the attraction is the nostalgia, after all I am of the certain age when these vehicle were to be seen in programmes on television during the late '70s and early '80s and which were my staple bread and butter viewing on a Saturday afternoon.

I have no links to Chase Cars (www.chase-cars.com), but I thoroughly recommend having a go at one of their cars when you have a bit of spare time, now where is that body shell?

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nscc.co.uk

By Pete Simpson

Can we really be into spring already? As it is usual for me to begin writing “Messages” as soon as I start to collect information from Adrian, it’s actually January and I’m stuck indoors, working from home, admiring the steadily falling snow. My trip to Margate in December yielded so many of this year’s new models to photograph that, for the first time, I’ve been able to get in front of the deadline. So, to continue with the new cars for 2013, here’s a few more that have already been seen in prototype form at the approval stage.

This year Scalextric have included a further two versions of the Bugatti Veyron in their range, neither of which represents race cars. Indeed, from a www search it seems that nobody has yet entered one in a race, although it seems that VW were considering a faster, race version,

codenamed “Lydia”, back in 2008 but this has not yet emerged. Although we’re in a global depression, it can hardly be the cost that has prevented one being seen in competition: it is more likely to be due to regulations restricting participation in existing events. Last month’s Porcelain beauty is probably destined as a display model, but this yellow SR version, C3275, is definitely one to be thrashed round the track.

As the windows can be removed, rather than having the solid body with painted windows of the early SR cars, the body can easily be resprayed prior to adding interior and clear glass from a High Detailed car to create an attractive, fantasy race car.

This car is also available in the “Super Cars” set, C1297, released in 2012 exclusive to Toys





'R' Us. For this reason, the two SR set cars, one in yellow, the other in blue, have been listed on eBay for a few months. For this year the set has been added to the catalogue. The blue car from the set is in the same scheme as one that was previously released in HD form as C3199. The catalogue price for the "Super Cars" set is £99, but, at the time of writing, Toys R Us still had limited stock available for on line purchase and store collection at £80.

Having acquired the solo chrome version for my collection, it was time for my own HD blue car escape from its box and be treated to a run round the Croydon Scalextric Club track. After nothing more than a quick true of the tyres and removal of the magnet, on track performance is pretty impressive with the car feeling nicely planted. It's not the lightest of cars and, being hampered by the mediocre Mabuchi motor, is

not competitive with our normal NC5-powered race cars but it certainly performed well and stayed nicely in the slot.

Whilst I appreciate that Scalextric have to ensure global interest in their products, every once in a while a model is released that suggests someone at Hornby has a slightly perverse selection process. Back in 1974 a group of Swedish enthusiasts launched the Woodhead Super Star Cup: amongst them was Per Olov "Picko" Troberg. The latest version of the Scalextric Chevrolet 1969 Camaro, C3314 represents Picko's Lipton's sponsored car from the period. Glorious in the livery of Lipton's Tea, it is a colourful, if obscure, addition to the range of Camaros available: the boot mounted fuel caps make a return having not been fitted to any Camaro releases since the University of Pittsburgh model, C3005, of 2010. Picko





continued to be active in the Swedish Saloon Touring Car Championship up until 2007 and has just announced a return. His team's entry in the 2013 series will be running in his signature colour but this time around the sponsorship will be from DHL as part of a three year deal: the driver has been named as Bjorn Wirdheim but at the time of writing the car still has not been identified. Those with a good memory may recall Bjorn as the Jaguar F1 test driver in 2004.



The second livery of the Lotus Elise has also progressed to the sign-off stage. If the previous version is reminiscent of a certain brand of cigarettes, then it can't be coincidence that this one emulates its precursor. The two cars run as a team, changing liveries between cars for different races, hence race numbers 48 and 49



appearing on either of the schemes. This release, C3379, will be a Super Resistant representing the car as driven by Phil Grew and Sailesh Bolisetti. The details in the catalogue have got a tad out of kilter with the images and detail icons: swap the icons over and all is pretty well OK. As the interior and glass can easily be swapped, it is a fairly easy exercise to create this car as a High Detailed example. Don't forget that the two cars to be included in the "Grid Force" set, C1307, will both be SR versions.



This year we can expect a significant number of USA specific releases. The white Beetle from 2012, C3362, should be available soon followed later in the year by another three plain white releases: C3442, Lotus 49B, C3443, Mercury Cougar and C3444, Dodge Challenger. There's plenty of scope to repaint these to create all those obscure race and film cars. As these cars are often, although not always, painted white, the Vanishing Point 1970 Challenger R/T has to be an obvious candidate: just add the appropriate amount of dirtying powders depending how far into the film the model represents.

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The other cars which will only be made available in the USA are:

C3318 Boss Mustang #25 Folsom.

C3429 Eagle #9 Nurburgring 1967.

C3430 Chevrolet Camaro T/A 1969 #87.

C3431 Chevrolet Camaro 1972 DeLorenzo #3.

As usual, these will only be available in the UK from those traders who are prepared to take a gamble and import personally from the 'States so, if interested, now's the time to get those orders placed.

Back in January I previewed the Caterham R500 that will be used for all of this year's special releases, with a promise of more details in February – then completely forgot! So here's each car in its full glory. Starting with the one which is likely to be the easiest to obtain, going through to the rarest: I've not got production figures for each but doubtless the rarest will be found on eBay for several hundreds of pounds.



First off will be the yellow, Collectors' Centre version, C3425. This is already available to pre-order on line at a reasonable £31.99 plus postage. No postage, remember, if purchased during a visit to the Hornby museum.



Next in the sequence of scarcity will be the Gaydon car, C3437, in dark blue. The Gaydon Slot Car Festival has grown steadily over the past years with ever more new products on show from manufacturers and a huge array of traders and individuals selling all you could desire – without paying any postage! The static displays change regularly so there's always plenty to see, although rarely enough time to browse the exhibits. This year's event is scheduled for 12th May so get this in your diary if one of these Caterhams is wanted for the collection. Of all the variations to be produced, it certainly has the most decoration and looks the most attractive.



The Range Presentation car, as provided to dealers on their order placing visit to Hornby,





C3435, is in Lemon Yellow. Several of these have already been sold through eBay for in excess of £150.

The cars for the Dutch SLN Club, C3436 and the Australian Scalextric Racing and Collecting Club, C3438 will be in orange and green respectively. As relatively few people will get to see all of these variations, I've included photographs of the various logos printed on the cars' bonnets.

The rarest of them all will be the NSCC/Hornby Weekend car, C3439, in pale blue. It really seems that the only way to obtain one of these is to attend the weekend as for the past two years none have found their way onto eBay.

So, until next month, when it should be warm enough to start creating a permanent layout in the garage, let's hope that the supply of cars continues to match the rate of production approvals. ■



Well I had a fabulous holiday and I am back with a bumper edition for March, so let us begin.

First up is the David Jones 1961 Ferguson P99 4wd F1 car which I have completed with help from my good friend Dave Lowe who scratch built an exhaust system for me. The car is based on the Rob Walker entered car with which Stirling Moss won the Oulton Park Gold Cup in 1961, this being the only ever F1 win for a 4WD car, albeit in a non-championship event. I used a Penelope Pitlane Chassis and wheels with a Scalextric Moto GP motor to complete the Ferguson. Steve at Penelope Pitlane tells me his next project should be the “fat Honda” by which I think he’s referring to the 1967 RA300 “Hondola” designed by Eric Broadley and driven by John Surtees.



David Jones Bodies 1961 Ferguson Climax Project 99

Another completed car this time is my Chase Models 1982 “Fall Guy” GMC pickup truck featuring Gareth’s amazing sprung/steering chassis which makes the handling very realistic with the truck rolling and sliding just like the real thing did in the TV series starring Lee Majors (I felt really old at Wolves when some of the younger lads said what was the “Fall



Chase Models 1982 “Fall Guy” GMC Truck

Guy” and who is Lee Majors – they didn’t even know him as the “Bionic Man”). My one has a home made roll bar and front spot lights as did the one(s) on the show. Gareth’s next project is the Detroit City police car many of which gave chase to Jake and Elwood in the Blues Brothers and suffered much damage in the process – so now you will be able to re-enact your favourite chase sequences from the film.

I still haven’t been able to build up my GT Models Jaguar MK VII or Mercury Cougar but should have them ready for next time and hopefully by then George will have released his 1982 Ferrari 126C2, Maserati 4 CLT and his 1948/9 version of the Alfa Romeo 158 complete with the double exhausts. On a similar vein I am looking to start building my Stryker Models version of the Ferrari 126C2 and hopefully seeing the 1969 Piper GTR which I believe Jon is producing as Strykers second release. However from stuff I haven’t built to one I have and that is one of the All Slot GP cars from Osterero, available in the UK from Pendle Slot Racing along with the decals. I have built mine in the Lotus Renault colours and was impressed by the ease of build, quality of the



Ostorero All Slot Formula GP "Lotus"

mechanicals and the sheer speed. I know a number of clubs including Wolves are considering doing a one make class with these super cars.



Flicopolis 43 Back to the Future Delorean

I have also completed my Back to the Future Delorean from "flicopolis43" and my Mini Van and pick up from Lagartijakit and was particularly pleased with the high quality of the mouldings on the Minis.



Lagartijakit Austin Mini Pickup and Van



Model Masters 1986 Alfa Romeo GTV

The Model Masters Alfa GTV kit has arrived and been completed as the Loubet car from the 1986 Tour De Corse, although I have to say the painting proved a nightmare as the spray primer coats just wouldn't take properly even after multiple cleaning and rubbing downs, and eventually I resorted to old fashioned brush work. A much better quality kit was the Chichi Cars Fiat 75 Ritmo Abarth which I have completed as the #7 Per Eklund car from the 1979 Monte Carlo Rally. Complete with their own chassis the car performs very well and features lots of detail parts although I did swap the supplied motor for a Ninco NC5 to give it a bit more punch.



Chi Chi Cars 1979 Fiat Ritmo 75 Abarth

The Maralic Handicrafts Nissan 240RS has arrived and is resplendent as the #12 car driven by Tony Pond in the 1983 Tour De Corse, this⇒⇒



Maralics Handicrafts 1983 Nissan 240RS

is another high quality hand crafted Group B car from this specialist company and is a must for any real slot rally fan.

Proto Slot Kit have already sold out of their Bocar XP5 kits and the #1 Lotus 40 as driven by Jim Clark however they are doing an AJ Foyt version of the Lotus as well as a new Alpine F3 in Aseptogyl colours as well as the Cooper Climax Zerex Special as driven to so many successes by Roger Penske, I have purchased the Matra Simca 660 and hope to have it finished to show you next time. Le Mans Miniatures have now released their four versions of the 1968 Alpine Renault A220 Le Mans cars in 1/24th scale designed I understand to fit onto Scaleauto running gear. And just to prove I don't just throw these things together Scaleauto have released their 1/24th Mercedes SLS GT3 as the #3 Serengeti version and are soon to follow with two versions of the 1/24th scale BMW Z4 GT3 as the #4 Studie AG and #2 Schubert Motorsports variants.

Milan at MTR32 has a pair of De Cadanet Lolas with a #8 Antar sponsored version and a

#21 Air Florida/ Frox sponsored version. MSC have now released the red and black road versions of their Porsche 959 and at Nuremberg announced that they would be doing two Dakar 2012 versions of the Mini Clubman later in the year. Slot Classics have just released their beautiful Cisitalia 202 Berlinetta as the #15 car driven by Scagliarini/ Maffiodo to 5th overall in the 1948 Mille Miglia.



Slot Classics 1948 Cisitalia 202 Berlinetta



MAS Slot Film Series 1979 "Mad Max" V8 Interceptor

The Clay Regazzoni Memorial Rooms have commissioned a limited run of hand built Ferrari 312Bs depicting the legendary Ticonese driver with all proceeds going to charity, while Mas Slot magazine have added another car to their film series this time the Limited Edition Ford Falcon HB as the "Mad Max" V8 police Interceptor from the 1979 film, the car features working lights and comes with a figure of the villainous biker the "Toe Cutter".

Rounding off this month are several new releases from NSR with two Porsche 917Ks the first the 1970 #22 Gulf car of Hobbs/ Hailwood and the second being the 1971 #55 car of Joest/ Kauhsen. There is also another limited livery Ford P68 this time white with a red stripe, a yellow #50 Porsche 997 GT and finally the Gravity racing Team Mosler MT900R in Coke Zero livery as driven by Vosse/ Kelders/ Greich.

So that's all, hopefully I'll have more to come next time. ■



Racing is back! Fly have decided to re-introduce their racing programme with the launch of a Corvette C5R (015201) in yellow and a red Viper GTS-R (031201) racing versions. Those who race and not just collect Fly cars, will see this as welcome return. Unfortunately these models are more expensive than the non racing equivalents. This is because they feature special lightweight bodies with vac form interiors, separate adjustable motor mounts plus up rated motors axles and wheels.



Other releases due the first quarter of the year, which have previously been unannounced are the Jagermeister Porsche 934RSR (0441030) and the much rumoured Ronnie Peterson JPS Lotus 78 F1 (056105). The car is believed to be the one entered by Lotus in the 1978 Monaco Grand Prix where the team felt the car was more suitable to race there than the Lotus 79 that



raced for the rest of the season. The JPS Lotus has been a complete sell out with both the previous releases and there is no doubt that by adding Ronnie Peterson's name to the base plate this will continue.



New liveries in the value Alpha series will be a third 1970 Le Mans 512S Coda Lunga (707103), the Lola T70 MKIII (705102) as entered and driven by Hollywood actor James Garner in the 1969 Daytona 24 hours and the Flying Lizards Porsche 997 (704103) from 2010 Le Mans. The 997 RSR is due a new chassis and this will be fitted on a rather striking black road car version (704301).



We alluded to Slotwings in the February Journal and news was leaked just before the Nuremburg Toy Fair.



Slotwings is a newcomer in the world of slotcars; a company established with the cooperation of FlySlot Cars but also independent of the Madrid based company. Slotwings has now taken off with the

announcement of the Senna Collection. I wonder why other manufacturers did not come up with this idea? Maybe they did, but a range like this is perhaps more suitable to a mid-sized manufacturer like Fly. The decision to brand it Slotwings was a surprise and it also appears all new tooling for the near future will be branded under this name.



The collection will follow the path of Ayrton Senna's F1 career and start with the Williams FW08 that he tested for that team at Donington in 1983. This will be a huge undertaking with around twenty F1 cars to produce and will

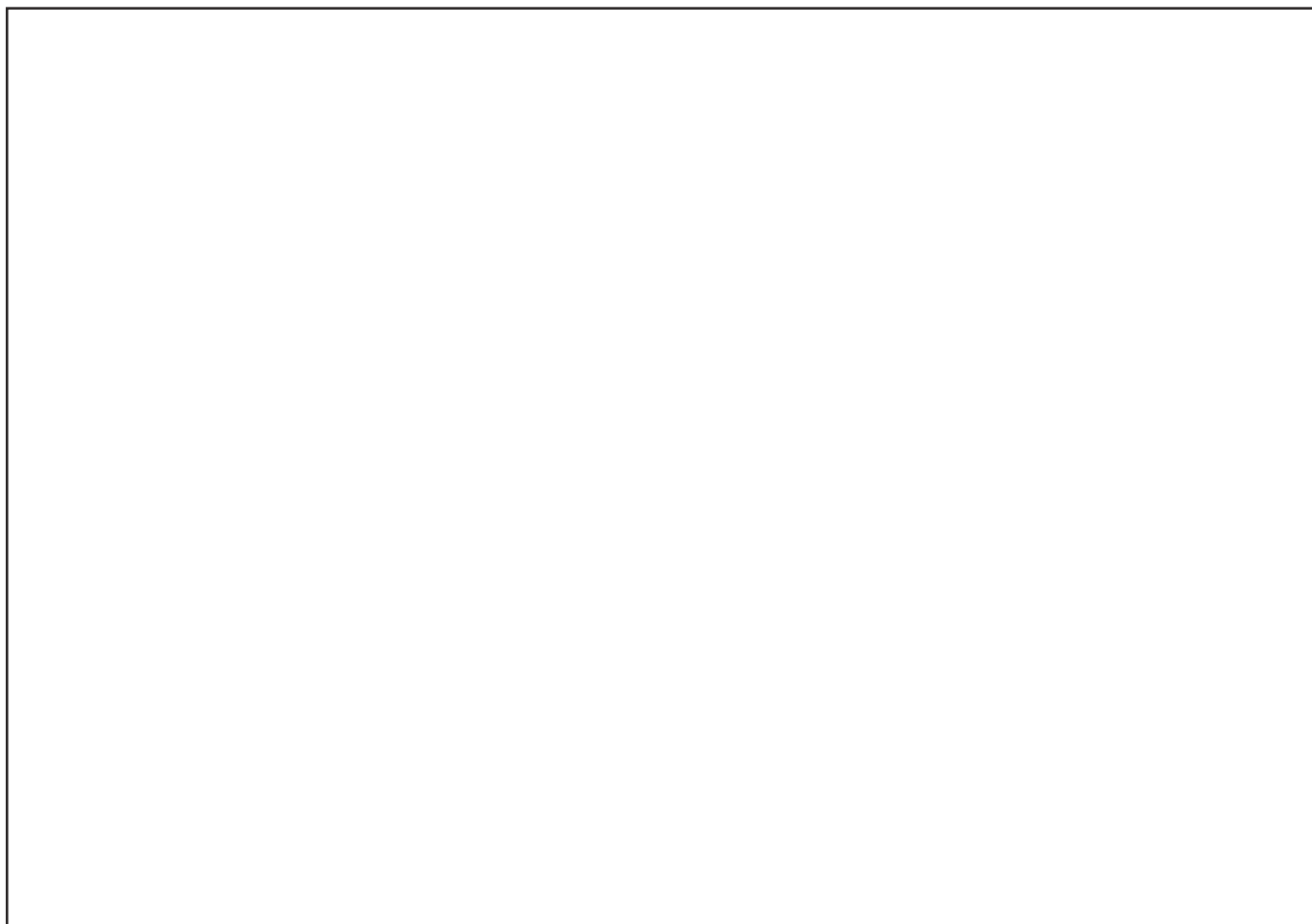


take four years to complete. Fly intimate that they will produce every car up to the final Lotus he drove then taking a break before continuing with all the McLarens and cumulating with the FW16 Williams. This is fantastic news as not only will we be able to collect a whole set of cars from one iconic driver but Fly will also be able to release non Senna versions of these cars which will be great for all lovers of 1980 to 1990s F1 cars, F1 Toleman anyone?

The Ferrari 512BB mentioned last time is well on its way and this like the other two new models announced at Nuremburg will be branded as Slotwings, these being the Porsche

914 and the Ferrari P2/3. It is nice to see someone has decided to finally do a RTR version of the little Porsche but even nicer that they are to produce the P3 Ferrari. Although it looks similar to the later P4 from Scalextric, this is the car that locked horns with Ford at Le Mans in 1966 and I am surprised that no one has considered making this car before. As of the Journal deadline we do not have release date or prices for the Slotwings range.

Many thanks, as ever, to Terry Smith from Gaugemaster for his help in compiling this article. ■





Following on from a number of reports from this year's International Toy Fair, we can look forward to some exciting releases in the slotcar world! News last month on the pending launch of Ninco's totally new model of the popular Lancia Stratos rally car is supported in their new catalogue with a picture of this car in the famous "Alitalia" (50625) colours.



Star Cars

Only a dozen cars are shown in the 2013 catalogue, all now re-liveries of cars we have become familiar with over the past year or two. However, I doubt the brand will restrict itself to

just one car per month this year so watch this space for breaking news. The Renault Megane still features with the recent "Gordon" release in Ninco-1 format and a future "HDI Gerling" (50626) liveried car in Lightning trim.



GT fans are well catered for with Lightning versions of the Audi R18 "Silverstone" (50617) and Audi R8 "Daytona" (50623) due out later in the year. With lightweight interiors and alloy wheels among the upgrades featured in this class, they are sure to be difficult to catch on the race track. In the Ninco-1 range are two new





liveried Mercedes SLS (55084 and 55085) and a yellow and blue Ford Mustang “Sun” (55087). In addition to the Megane mentioned above, the Corvette and Camaro shown in the catalogue are those announced last month.



It appears the new Ninco-1 range will now be supplied in the standard large crystal case but mounted on a red base. These cars are squarely aimed at beginners to the hobby but the bodies can be used on the equivalent Ninco-Sport chassis when the skill level and modifications outgrow the Ninco-1 basic chassis. These are also very easily converted to N-Digital with the simple installation of a digital chip decoder

(40304) to allow multiple cars running on a two-lane circuit with of course, the obligatory lane-changer track pieces. As well as the Stratos, the highlighted Ninco-S cars include the Lancia 037 “Wurth” (50621) and E-Type “Union Jack” (50620) pictured in February’s Ninco News article.

Track Record



Ninco track has a reputation of being a totally reliable system and still holds the record for the longest circuit powered from a single standard transformer without any lack of continuity (2.25km – *that’s almost 1.4miles!*). More than five thousand track sections were used to make up the circuit and no booster cables were required or used. The 2013 catalogue lists a good variety of sets now available from Ninco that caters for small living rooms to gigantic lofts! The new “Nurburgring” (20177) layout is almost sixteen metres in length and comes complete with Ninco’s new “WiCo” wireless controller technology. The 13.5m “Montmelo” (20164) set includes bridge-support pieces to convert a level-layout to one with a fly-over. A “Four Lanes” (20163) circuit of similar length will extend to Ninco’s largest two-lane circuit offered as a set, giving more than 24metres of two-lane track. All of these ‘Pro-Series’ sets include WiCo controllers but do not include cars. In addition to this, the “Rally” (20165) layout includes three pairs of cross-over tracks to make a hazardous, twisty road stage circuit. Established favourite ➡➡



sets such as the “Starter Pro” (20173) and “ProAm Evo” (20157) have up to 10m of additional track, power base, transformer and extra cabled controllers but again leave car choice to the buyer. A WiCo enabled “Starter Pro” (20162) set is also offered with a different track configuration. Sets that do include cars and utilise the standard 35ohm cabled controller still feature in the current range with the “Octane” (20174) and “Top Speed” (20175) tracks having Corvettes and Mercedes respectively. A wireless “Top Speed” (20176) set and “Camaro Challenge” (20166) set complete the line up. Sadly, the catalogue does not show Raid or Snow track sections but the relevant sections available are referred to with reference numbers in the ‘Track System’ part of the catalogue.

Digital Wireless

Continuing with their development of digital racing, the wireless controller technology is planned for release as “WiCo Digital” for full compatibility with their N-Digital system. More on this as it becomes available. One of the key criteria for Ninco when developing their digital technology has been to maintain the use of their reliable track system they have been producing since they first introduced it to the slot world in 1997. The change-over track sections allow overtaking on straights or corners and offer pitlane entry/exit for an added strategy dimension to the hobby.



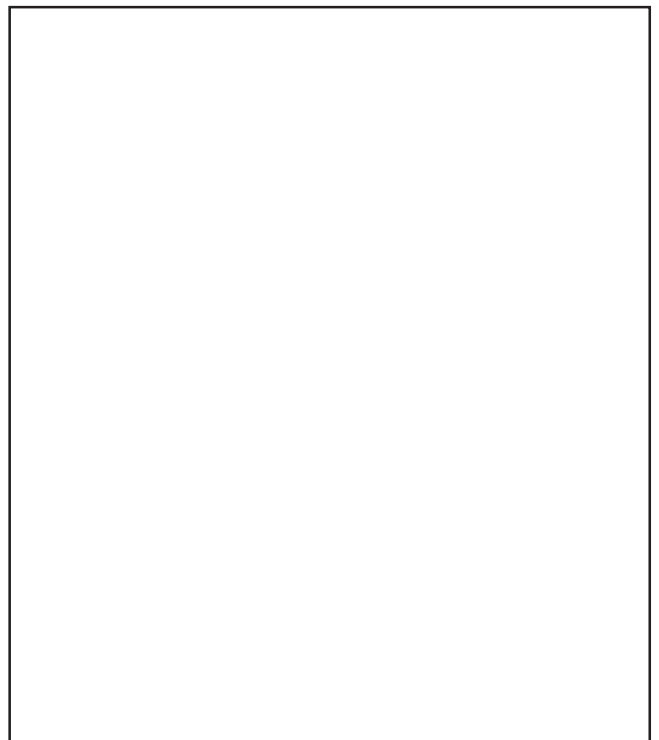
WorkSheet

Spare parts and upgrades have always been a key feature of the Ninco range and this catalogue condenses many of the current range,



from screws to bodies, onto just one page. Don't be fooled by this as the single page includes 136 individual part numbers!

The 2013 Ninco Catalogue is currently available to download through the internet. ■



SRC

Pete Simpson

Ford Capri 2600 LV

Whenever a new company arrives on the scene it's always interesting to see how their first product matches the currently available crop of models: will the initial release immediately encompass all their skills and refinement or will it be a portent of things to come? This is especially so when the company in question arrives with previous pedigree in the field; Slot Racing Company, SRC, is one of the pair of phoenixes that have risen from the ashes of Fly. The most obvious descendent is probably Flyslot, the company that continues the previous range of high quality models, augmented by the cheaper "Alfa" range. However, not all company changes result in a single reborn entity and in this case a second manufacturer has entered the market. The original founder of Fly, working with like minded enthusiasts, has returned intent on improving on previous aspirations.

SRC have set out to offer two distinct ranges: resin models of vintage cars, produced in low volume but high quality, and plastic models where higher volumes can be achieved by releasing several liveries thereby leading to lower production costs. The Capri and the Porsche 907 are the first modelos plastico, each being released in a choice of two liveries: the model reviewed here is the first of the Capris, reference 004 01.



The first of the modelos resina, the Ferrari 312T4 and Renault TS10, although not currently illustrated on the company's website, based on images found elsewhere on the web, and in previous issues of the Journal, show some exciting new creations. All cars will be manufactured, certainly initially, in Spain so production time should be reduced compared to using the cheaper, non European facilities.

At the time of writing, the SRC website, www.slotrc.com, is only in Spanish with the English version flagged as "coming soon" so keep an eye on this for future liveries of the range. Make a note of the URL as the website does not appear on the packing.

Whenever a manufacturer embarks on an iconic car, they risk competing with the curves and angles forever embedded in the cerebral matter of those of us who grew up seeing them every day. The danger in judging the accuracy of any model therefore lies clouded by fond memories: even photographs often misrepresent the true shape due to reflections or incoherent paint schemes. The Capri, like the MGB and the Aston DB5, is one that is likely to be subject



to many personal, inaccurate, interpretations: I'm sure that my mental image of the DB5 is based on the Corgi model rather than the slightly rarer real thing. So, for a reasonable outlay of £45, just how "good" is the SRC Capri?



On opening the box, having removed a slightly extravagant plastic outer sleeve, there is no doubting the superb level of detail included in the model. The base identifies the model as the Ford Capri 2600 LV as driven by John Fitzpatrick and Dieter Glemser at Le Mans in 1973 and that mine is number 1 of 2020 made! Immediate reference to the Le Mans library shows that the entry was indeed run as number 55, as opposed to number 54 the year before. The drivers actually included Hans Heyer as he was switched to this car after his own digested a loose bolt from the distributor. Ford was keen to maximise their chances of beating arch rivals BMW, although the 2995cc Capri and the 3003cc 3.0CSL were running in different classes. Alas, this car too succumbed and suffered a broken conrod after 239 laps: the BMW managed 307 to finish 11th overall, 48 laps behind the overall winners, Pescarolo and Larrousse in their Matra 670B. One mystery that I haven't been able to solve: why was the car entered as an "RS" in 1972 but as an "LV" in 1973?

One aspect of model cars is that they can be handled, studied and viewed from every angle whilst sitting comfortably indoors. The downside is that every last detail can be scrutinised, criticised and compared to photographic evidence. As a child, the packing

would be discarded, the car placed on the track and the enjoyment begun: now, as quality continues to improve, tolerance has been obscured by a demand for absolute accuracy. Whether this is wrong or right, more or less satisfying, who knows?

Under close scrutiny, the level of detailing can't be faulted: photo-etched wiper arms poised in exactly the correct position, full interior, detailed driver complete with seat belts, correct front spotlights, boot-lid refuelling points, etched wheel inserts, the list goes on. The decoration looks to be exactly as raced, with very sharp and well registered tampon printing. Maybe the blue is a shade too dark, but for a car at this price it represents a real beauty.

However, having studied the micro aspects of quality, it began to dawn on me that the macro appearance wasn't fault free: some of the shapes just weren't as I expected. Was it me, or were a few serious errors in evidence? Initial suspicions focused on the curve of the bonnet: when compared to the box artwork, it is apparent that the line of the lower edge of the windscreen should be straighter. The effect is to make the front end too bulbous, losing some of the aggressive stance of the real car.

The other area, which is far more subjective, is the shape of the roof and the rear side windows. I'll leave it to the reader to judge which lines, if indeed any, are incorrect: there is lots of very subtle styling in the area around the rear roof line and a very small dimensional





deviation is all it takes to appear wrong. Picky? Well yes: if it was a Ferrari or Lamborghini from the same period I'd not even question the shape but with Ford Capri there are just too many images locked away.

So, eventually the car escaped onto the track, having had its magnet removed. All did not seem quite right, but there was no time to investigate. As my home circuit has been put away for winter, only the Croydon Scalextric Club track was available for testing. Usually any spare time before racing commences is taken up with fettling race cars but, in the interest of the

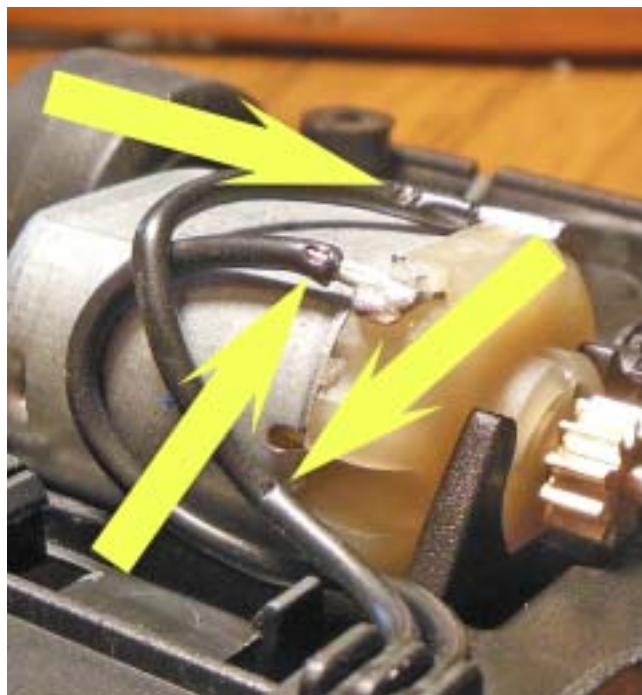
readers, and it being fairly futile anyway, I sacrificed precious practice to play with the Ford. Initial laps were impressive with no de-slotting, a nice easy to drive drift: this usually means I'm going too slowly! Sure enough, when pressed, track departure became rather more frequent with failure to follow the corners being the preferred method of crashing. Having all four wheels on the track may help: the photo





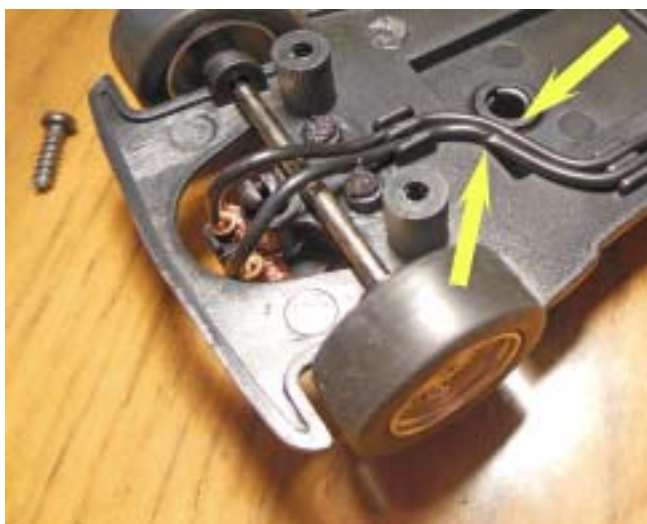
may look realistic if it had been taken at The Esses when flat out but for stationary on plastic track it wasn't good.

Once home, a detailed examination was undertaken to see what could be improved. Having taken the floorpan off I had the chance to investigate why it didn't seem to fit without forcing the rear screws back in. There proved to be two causes: first the interior was inhibiting the floorpan fitting into the body but more alarming was the fact that the motor leads were trapped in several places. Some minor surgery would be required if all was to go together without stressing the floor. In my example the interior had not been fully inserted prior to the mounting points being thermally sealed thereby fixing it in a position where it sat too low. Without breaking all the mounting points this would not be easy to cure so a couple of mounts were cut off and further clearance gained by



trimming the lower edge of the interior. This improved matters but did not resolve the trapped wires. The motor leads were retained by moulded lugs: these too inhibited the body fitting so were removed. They were not missed as they were actually holding the wires in the wrong place and causing the interference between leads and body interior. A simple rerouting of the motor wires ensured that the body now sat on the chassis without any stressing when the retaining screws were replaced.

One other minor point to correct was the height of the front wheels. It seems that when running on the Croydon track cars are dependent on front wheel support to prevent excessive rolling in the fast twisty section: it's taken a year, but I now know why slot cars have four wheels! The problem was caused by the guide spring being too strong: the weight of the car was insufficient to keep the nose low enough. Rather than reduce the spring length I chose to pare a little from the guide support. For home⇒⇒





use, a shorter spring would be fine but with the long, bumpy straight at Croydon as long travel guide is preferred.

With the Mabuchi motor as fitted this is never going to be the fastest slot car but the power is nicely progressive and will be a pleasure on most domestic circuits: the weight of 70gm makes for lively acceleration but the centre of gravity is a bit too high. The brass pinion and plastic spur gears mesh smoothly, although applying a little lubricant at the factory should be a consideration. The rear tyres had a central



moulding seam but took very little sanding to clean up for a full contact area: the wheels appeared nice and true.

Back on the track, it behaved much better, taking the curves with confidence whilst providing entertaining handling. I can't wait to run it on my normal home track as I'm sure it will perform very well.

Overall a very nice, highly detailed car to come from a new manufacturer and at the price paid, good value; the few tweaks serve to add to the enjoyment rather than detract from the quality. The shape? Well, if the car is to be played with it's not really an issue but if it's purely for display amongst a collection of Fords it could be a distraction. ■

HEART OF ENGLAND 1970s F1 CHAMPIONSHIP 2013

By Graham Pritchard

Having received various comments and feedback in respect of the initial dates chosen for the Heart of England championship rounds we have now had to change the dates around a bit to ensure that all rounds will have sufficient people attending in order to make them viable.

So, the revised 2013 series dates (which are all are on a Sunday) are as follows :

April 14 Wolverhampton Slot Car Club.

June 23 Dudley Slot Car Club.

September 1 Great Barr Slot Car Club.

September 29 Bearwood Scalextric Club.

Please note that at present the scheduled round at the North Staffs Scalextric Racing Club has been cancelled due to a lack of racers being able to attend.

The entry list for the Wolverhampton round should be up and running on Slotforum by the time you read this but you can also just turn up on the day if you wish.

Sorry for any inconvenience and hope to see you there. Should you have any more queries I can be contacted on 01384 561 532 or via email at graham@psjcoltd.co.uk. ■



This month there are three new releases from Slot.it sadly two have come right on my copy deadline day and so haven't reached me in time for a proper review so I'll start with the one that did and it really is a stunning looking slot car – CA22b the Lola Judd B10/60.

This model depicts the #13 Rebellion Racing Team entry at Le Mans in 2010 and is resplendent in its striking white, gold and red livery with the gold chrome finish particularly catching the eye. Sadly in the real race the 5.5 Litre Judd powered car driven by Belicchi/ Bouillon/ Smith retired after 132 laps however that livery alone makes it a well worthy subject for the Slot.it LMP range. In all the body features eight different tampon printed colours

making up the highly accurate livery and as ever features fine detailing with vents, aerials, air ducts, mirrors, towing points, and lights.

The cockpit is well detailed with tampon printed dials on the predominantly black surfaced dashboard, with the full length driver figure who I believe is depicting Jean-Christophe Bouillon. The mechanicals use all the recent upgrades and the chassis employs a 1mm offset angle winder Flat 6 20.5 K motor and 11/28 angle winder gear set up as standard so it is quick right out of the box. Front hubs are plastic, with alloy rears with accurate gold inserts all round and Michelin tampon printing on the C1 compound tyres. The guide is the latest Slot.it long nosed type and the motor mount contains a rear magnet as standard for



CA22b Rebellion racing Lola B10/60 2010



Underside of the Lola showing angle winder lay out

those who like them and a front magnet position for those who want to move it. Dimensionally the length is 148mm, height 32mm, wheelbase 92mm, width 63mm with an overall weight of 76g.

Performance wise as ever I took mine along to Wolves for a test spin and with the body screws loosened off a touch managed to get down to 9.1 second right out the box and managed to turn plenty of consistent laps with very few offs. As always the car can be upgraded and certainly quicker lap times could be achieved by a change to the flat 6RS and some gluing and truing of the rear tyres or in my case a change to a quicker driver behind the throttle! The biggest impact this new release has however is visual, pictures really don't do it justice and quite a number of Wolves regulars expressed that they were going to get one as it really is a fantastic looking slot car. Well worth adding to your Slot.it collection then? I should say so.



CA22b Lola B10/60 head on view



CA22b Lola B10/60 rear view

The second new release is CA20b this is the #98 Ford GT MK II as driven by Ken Miles and Lloyd Ruby to a fine victory at the Daytona race in 1966. Miles and Ruby led a triumphant 1st, 2nd, 3rd and 5th finish for the blue oval at Daytona that year and Miles went very close to the sports car triple crown having driven the Ford X-1 to victory at Sebring only to be denied the treble at Le Mans thanks to Ford's managements misguided attempt to stage a "dead heat" finish which handed the win to the McLaren/ Amon entry. The colour scheme and appearance seems to have been very well produced although I am sure there are one or two purists who will point out some differences to the real car. I would remind the rivet counters however that all slot cars are produced as compromise between racing performance, reasonably authentic reproduction and a requirement to be commercially viable, so if it's not to your liking, please don't write to me moaning but try scratch building a better version yourself – sorry to get on my high horse here but its normally the people who can't put a slot car together themselves and have no intention of buying a ready to run who are the most critical. Dimensions are 133mm long, 30mm high, it has a 75mm wheel base and 60mm wide all up weight is just 62g. Having already stated that this car has only been released on the day of writing I can't tell you how it performs but given the recent upgraded guides and tyres and the normal offset side



CA20b Ford MK II Daytona Winner 1966

winder motor set up I would expect a marginally better on track performance than from previous versions.

In a similar vein the third release is CA06F this being the #61 presentation livery of the Sauber Mercedes C9. This predominantly black and blue colour scheme again appears to have been faithfully recreated to show the car as it was at the start of the 1988 season, particularly attractive are the white pin stripe lines on the rear part of the engine cover. I am pretty sure the car never actually raced in this scheme so there is no potted history from that respect although it did go on to be highly successful in its "Silver Arrows" race colours which have been previously reproduced by Slot.it. Dimensionally the Sauber is 149mm long, 31mm high; it has a 84mm wheelbase and is 62mm wide with a weight of 70g. The Sauber retains its standard offset in-line set up but makes use of the improvements to chassis, guide and tyres compared to the earlier releases and again like the Ford should show marginal performance improvements over the old standard set up straight out of the box.



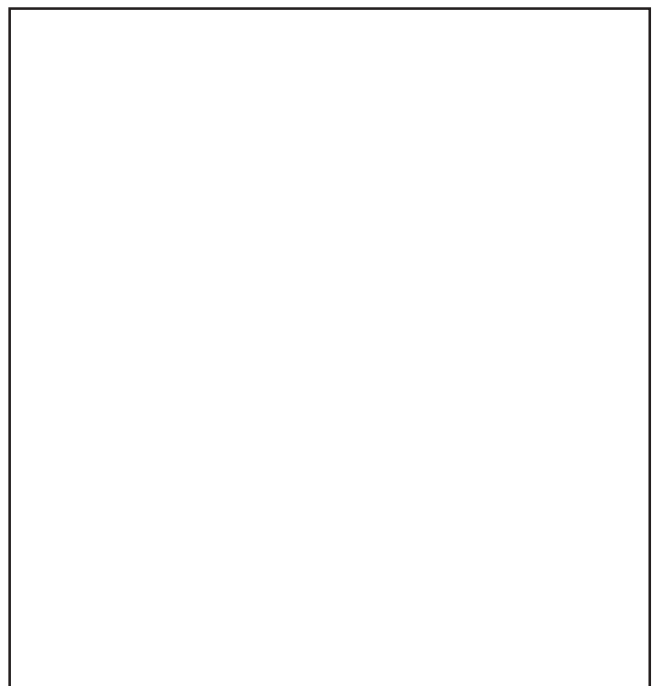
CA06F Sauber C9 Presentation

In terms of tuning there are new WH1184mg and WH1186mg Magnesium alloy wheels with M2 grub screw fixing weighing a mere 0.9g and the CS24b1 version of the R18TDi in-line plain white body kit is now available along with the CA24z1 which is the complete white kit version with running gear.



McLaren M8D Prototype

Finally there is news from the annual Nuremberg Toy Fair and along with a number of cars we already had an inkling about for 2013 came confirmation that Slot.it would be producing two versions of the mighty McLaren M8D Can-Am cars and also a new Matra MS670B from Le Mans 1974, I'm excited already! ■



MILTON KEYNES 2

“This time it’s heated...”

By Richard James

The alarm shrilled at me at dark o’clock on a Sunday morning and when I grasped the fact that it was Sunday so there had to be a reason for the alarm being set, I remembered I had to be up and out for today was Milton Keynes 2013. The Club’s second time running the MK Swapmeet.

Quietly I removed the frozen blanket off the windscreen (forward planning), fired up the bus and pulled out of our very quiet road around 5:30am and set off over the Cotswolds.

Through the fog banks and quiet roads I travelled to be met with a wonderful sun rise somewhere around Bicester. It was going to be a great day!

Feeling very positive I arrived at the Woughton centre and drove around the back to see a small knot of people waiting for the building to open and start setting up for the day.

Now, contrary to popular thought, I placed the bus deliberately in the middle of the grassy square at the rear of the building as a warning to others that it was a trifle boggy and not to park there. Upon reflection a sign saying “keep off the grass” may have been more appropriate.

Doors open and in we all went to set up for the day. Now the trouble with helping to run these events I have found is that one doesn’t get much chance to trawl around during the event



to peruse the goodies on sale so a quick nip round before hand to see the partially stocked tables is the best on offer. There was certainly a goodly collection of slot stuff for every taste. There were a few new faces to MK this year and they had brought there own wares along for sale, so plenty to see. As you would expect from the “regulars” there were some nice collectables on sale including the NSCC red Alfa and, bang up to date, the Limited Edition Scalextric Caterham 7 in blue for the 2013 Slot Car Festival. This is tampoed with the Festival logo and which includes numbered Limited Edition card which also doubles as one adult entry to the event (11 out of 10 for that touch). They seem to have replaced the lighting in the hall this year which made a vast improvement for us with fading eyesight to better appreciate the quality of the merchandise laid before us. ➡➡





Whilst doing a quick tour and chatting to some of the table holders I was approached by Sam (Mrs Chairman), a volunteer(ed) member and our head of catering for the day, with a bit of a problem. "The electric socket doesn't work." Ever resourceful girl, "I'll try the one over there and if it's OK we'll swap over." It wasn't! A quick check showed that the whole ring was off in the hall. Arghh! No tracks and (worse) no hot drinks. Fortunately this was soon remedied when Paul (Yates) and the hall attendant went to the fuse board and reset the trip (this also gave Paul a chance to switch on the heating this year!).

Committee members were arriving with Club cars and merchandise keen to see what the event car looked like. A Ninco Sebring E-Type Jaguar with a printed plinth. We felt that the few existing sponsors' logos on this model in plain red, white and black required a more subtle approach so as not to spoil the clean lines of this classic car from the days of less brash branding. So subtle it seems that many missed the Club logo entirely as an addition to the original car! Objective achieved.

Every one set up? It's nearly 10:00am and time to open the doors. This is the moment when you hope all the effort put into advertising and promoting the event has worked. I had already noticed some stalwarts queuing for some time beforehand. Already the aroma of bacon was pervading the air as our new attraction, bacon butties, were being prepared and some traders were already happily munching away. With the event car sales in the capable hands of our volunteer member, David Gardiner, with boxes of the cars lined up beside him, our Membership Secretary, Mr Smith was





alongside to confirm or take late membership renewals and Shaun our stalwart Treasurer manning the merchandise with help from the Editor, Jeremy we were in business. As the Club table was at the far end of the hall this year the queue started forming but was not quite as intense as last year when we were all at the entrance. All the same the demand for the event Jaguars and some club cars was constant.

After a while I went down through the busy isles to relieve Paul at the entrance table for a spell. Still they came in with interest and went out with bags and bundles.

Time to relieve the table holders of some of their takings. So off I went collecting the table fees and to get a feel of how it was going. This exercise takes a while as many are busy with customers and this means a little backtracking from time to time. As with most meets some had a good day, some had an OK day and some were a little disappointed but I think the majority said they had at least enjoyed the day.

By now it was past 2:00pm and things were going quiet. Some people were starting to pack away. Very little left on the catering table and over 250 attendees through the door! Interesting that many table holders said things they expected to sell didn't and other things did. There also appeared to be a trend towards newer items rather than the vintage.

Well it had been a great day after all and as table holders packed their vehicles and started leaving on their long journeys home, some being towed or pushed off the grassy square, a sigh of relief from us that the work had been worth it. "Hall's booked for 2014 so a week off then!"

I would like to add a big thank you to the guys from the SCHORC/AVHORA clubs and



Luton Slot Car Club for providing demo tracks to promote their style of racing and NSCC Club member Steve Budd for providing a digital track which he manned by himself. Thanks to Sam who also battled on solo at her post on the much appreciated catering table and thanks to Dave Gardiner for staying all day on the Jaguar table. It would be nice to get more members volunteering like Dave, Steve and Sam. The Committee cannot do it all!

Thanks of course to the Committee members for their help but star of the event is Paul Yates who did by far the lions share of the organising, leg work, liaising with venue and Jaguar printers and the very difficult task of the floor plan endeavouring to accommodate the majority of table holders' requests (miracles he doesn't do).



And finally a very shame faced thanks to all the guys that assisted in my removal from that grassy square to enable me to take my little purchases (of course I had some!) home across the Cotswolds still in daylight, totally cream cracked.

email: ebaywatch@nsc.co.uk

Well its back to the future so to speak for March as your previous columnist is in the driving seat as John's computer has been suffering the winter blues this month. Hopefully John will be back next month and you can put up with my old format on this occasion after getting used to a new one. Whilst I still regularly view eBay I have not been following eBay with the same zeal as when I wrote the column previously so forgive me if I have missed a gem this month, but with snippets of information including spares, catalogues and collectors Limited Editions as well as the regular price reviews, I do hope there is something to interest you this month all be it with a Scalextric bias.

Catalogues

I will start off with some news for the dedicated Scalextric ephemera collector in that there are at least three UK versions of the 2013 catalogue namely one in the regular A4 format, and two in A5. The A5 examples are this year's mini catalogues that have been range leaflets in previous years and from the cover look exactly the same as the A4 version. Inside the A5 versions there are fewer pages and pictures however. One of the A5 versions appears to have been available at the 2013 London Toyfair. The quick way to tell it is that version is if it says reference C8176 on page 35 inside the back cover. The revised version that will possibly be giving away as a freebie from your local stockist has the reference C8104 and does contain different pictures and references if you study them both carefully. One of the Toyfair A5 examples made £6.50 early February (181071216369) whilst the A4 version could be delivered for around a fiver with careful bidding, a bit less than the RRP of £7.

March

Appropriately for the March report perhaps I was quite surprised to see a Scalextric March 6 wheel model sell for £24.50 (200886152631). Why surprise you may ask? Well that was because it was just the rear aerofoil! The same seller also appeared to sell another one for £18 and got £7.50 for a trailing arm. This is a result for the seller I would have thought given that one of the latest additions to the RUSC (Really Useful Spares Company) range is this very March spoiler complete with matching air box that is available for around a third of this price with tampo printing in both March and Rothmans livery that looks perhaps a little sharper than the original. Check out the range on eBay if you want to complete your 6 wheeler, as well as the other spares available. As to the cars themselves you could have picked up a pair of complete March examples for £46.51 on a Friday night (261159242837) and most complete examples seem to be in the £20 to £30 range although I did spot a complete example go through on a Monday lunchtime at £11 (271158456869) Staying on the March theme a C026 blue crystal empty box went through at £10 in late January which was the same price a couple of weeks later for the box plus the car all be it the rear spoiler was missing. (181075264031) Generally though prices of complete boxed examples of the C026 March seem to be in line with those of the C129 March.

Range presentation

The Scalextric range presentation cars have seen mixed results over the past month or so with perhaps some added interest as a result of the 2013 yellow Caterham model hitting eBay. One of the first examples to hit eBay mid⇒

January made a reasonable BIN of £110 but subsequent BIN and Auction prices were £150 plus. Prices topped out at £263 on auction (190785337090) in early February but have been falling back through the month, to at the time of writing to around the £160 to £190 level. Around 10% of the 200 LE production have already appeared on eBay by my reckoning. The range car in yellow is a different shade of yellow to the 2013 collectors centre car just released as well, so make sure you know which one you are bidding on. One buyer may have missed this advice as a Collector Centre example made £51.25 on a Thursday night (380579575248) where as most sales have been around the £40 recommended price level. Whilst the Range Presentation Caterham appears to be fetching the money at present there was a 2003 Mustang also attracting the bidders before selling at £295.01 on a Sunday afternoon (370756364455). Next highest range car was a GT40 from 2007 that made £172 on a Sunday afternoon (370751634496).

Many of the earlier range presentation cars however have been struggling to top the £100 mark this month but last years McLaren has reached £135 on auction and £149.50 BIN after only fetching £77.36 back in January (110997035067).

Bond

The first of the three Bond LE Scalextric packs, Goldfinger C3091A, continue to attract strong buying interest well past the Christmas gift season and one auction topped £230 (111005636928) but this did appear to be chased higher with a number of bids from new eBayers. Most sales seem to be settling in the £100 to £150 range currently both on auction and BIN listings though. The more recently released Scalextric Skyfall twinpack is being listed regularly and selling around the £60 to £70 level with the individual impact resistant cars from the track set currently fetching around £25 plus postage. Staying on the Bond theme an average '60s Bond set box only attracted twenty three bids ending at £155 on a Friday afternoon (271143140884).

Marshalls

Top price for a Marshall car went to a Scalextric French Aston version in green. Described as all original and with a box it attracted thirty bids and topped out at £1,208 on the favourite Sunday night slot. (300861888721) The English version after some strong results in January proved less attractive in February not even topping the £150 mark including postage for good examples with repro boxes. A used spare roof light and bulb made £34 though. (251218332584) A MB example of the Rover Marshall car was snapped up for £84.95 BIN whereas unboxed used examples went for half that. It is good to see that the previously relatively unloved Vectra F1 Marshalls car is attracting attention and examples sold for not much change out of £40 after taking postage into consideration.

Pink Kar

Offerings from the now defunct Pink Kar seem popular at the moment with a number of rarer Spanish issue only models appearing on eBay in the last month or so particularly from one UK seller so I thought them worthy of a mention this month. Examples included a yellow Beetle with "Slot Car" logo (271145614770) listed at £375 BIN that was sold at a best offer price less than this that could not be determined as it was a private auction. Also seen from the same seller were a Ferrari in White "PALMAROLA HOBBY 2000" (271136279229) and a black Club Minibolids Sant Celoni 2002 Spain where only twenty examples were reportedly made according to the seller (271136277356) From a Spanish seller a black Auto Union described as "Very RARE" Pink-Kar AUTO UNION Type C "CHALLENGE" Prototype made £123.33 one Sunday night (390542734756) after originally being listed at £350 or best offer. The same seller had a number of oddities including a pink Pink Kar Beetle test moulding described as pink ABS unpainted plastic with light brown underpan that made £104 a week later (390545325198)

Listings as spelt on UK eBay

Vintage Scalextric McLaren F1 #C43 car £47.34 (Yellow boxed example on Saturday



afternoon 290854524333)

OLD IMAI JAPAN "ASTON MARTIN DB5
007 JAMES BOND CAR '64" SLOT CAR
RTR 1/32 \$113.61 (Red car from Japanese
seller on UK eBay Sunday morning.
170991652330)

2 x ltd edition Scalextric cars escort cosworth
Cepso 15 + 20. rare £40 (Not sold but relisted
at time of writing under 261175035142. Have
you got number 20 version?)

Vintage 1960s Scalextric Triang YOU STEER
YS/267 Hazard Bridge x 6 BOXED £34.99
(Sunday night 200897514062)

scalextric Disney Cars Lightning Mcqueen
C3186 Excellent Condition £57.51 (Used but
boxed example on Sunday afternoon
150998030948)

PIONEER SLOT CAR GOLDEN BULLITT
MUSTANG GT 390 STEVE MCQUEEN
SPECIAL EDITION £62.06 (Thursday night
400412936517)

PIONEER SLOT CAR BULLITT FORD
MUSTANG STEVE MCQUEEN GT 390
SCALEXTRIC DPR – NEW £93.54
(Thursday night 400403955273)

Rare Vintage Scalextric Europa Vee C5 Green
VG+ 1970s £134.51 (Sunday night
370761140303)

SCALEXTRIC collectable RARE A263
PRESENTATION TROPHY SET MINT ON
ORIGINAL CARD £56.99 (Sunday night
190795985462)

Rare Slot.it SC22a NSCC Lola LMP n.8 Ltd
edition £125 (Sunday night. Cheaper to join the
club and buy! 130852700788 Another rmade
£157.14 the same night 150994299270)

SCALEXTRIC C3232 NSCC Ramsgate
Weekend 2011 Club Car - Audi R8 Rare Ltd
Edition £461.00 (A good result there on Friday
night for seller (251224963352)

Batman Begins Limited Edition Scalextric £76
(Boxed set on Saturday afternoon
330868974128)

Vintage slot racing car £457.55 (Not much to go
from the description but the picture of a Cox
1:24 scale Chaparral kit in blue with working
wing, built but unused with original box explains
the price realised on a Tuesday night.

150986495953)

RARE ORIGINAL 50/60'S MRRC
COMPLETE KIT £1020 (Kit still on card
261161392949)

Scalextric MINT+ Box FE- Offenhauser C79
1968 Slotcar Hong Kong NEW slot car £42
(Sunday night from Dutch seller. White car
unused direct from an old store in a plain
cardboard box 300861888721)

Well that's it for this month but hopefully I
will be back with an eBay related article in a
couple of months. Don't forget to send any good
items you see into John at ebaywatch@nsc.co.uk
and keep calm and bid wisely. ■

