



**No. 380 NOVEMBER 2013**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## You Can Never Have Too Much Of A Good Thing

This month, the first month in a while I have been in the fortunate position of actually having too many articles to include in a Journal, so firstly I would like to thank Peter Simpson, Graham Pritchard, Paul Croker and Nigel Pedley for their additional articles, which whilst not included this month will be in the December Journal, in what may be a bumper Christmas edition, if Shaun allows me to spend some Club funds on the additional printing!

Following on from last month and the draft version of the new Club Constitution we have received a few comments, suggestions and improvements, all of them actually very good and in no way negative. These have been considered by us and have been passed to Dave and Geoff for their comment and consideration with the aim of including most of them in the new version, I have responded to those who commented where required. Hopefully a final draft will be nearly there by the end of the year or January latest for publication and subsequent adoption by the Club as a whole.

This month you will find your membership renewal form for 2014, we again have not increased the membership fee as we have saved considerable amounts of money this year on printing and also postage of the Journal, perhaps the two biggest costs to the Club. I urge you to return this as soon as possible and certainly before the 8th January 2014 (to allow for renewals at the Swindon swapmeet and possible holidays over Christmas and the New Year), we will **not** be sending all current 2013 members a complimentary Journal in January, only those who have renewed, so if you do not renew by the deadline you risk not getting a January Journal as printing over runs are kept to a minimum now of about 20 copies per month, again to save on cost to the Club.

Finally, I would like to say to all members coming to Ramsgate this month, I hope you enjoy yourself and I look forward to seeing you there, maybe my team will go for the double this year? Until next month.

Jeremy



# MESSAGES

## FROM MARGATE

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By Pete Simpson

As there are now only a few cars from the 2013 range that I have not yet seen, and even one of those I've reported using the factory photographs, I've decided to pave the way to the Christmas shopping spree with a listing of all the sets that are currently available. The aim is to illustrate how the sets compare for content and relative costs: the prices stated are as quoted on the Scalextric website, rounded up to the nearest pound even though this may not look quite as attractive. I have included all the sets listed even though some are 2012 releases and a few have never appeared in a catalogue. Remember that all of these will qualify for free postage when purchased directly from the Hornby on-line store.



The available sets break down into four ranges: Digital, Race and Start are all 1/32<sup>nd</sup> whilst Micro is nominally 1/64<sup>th</sup>. I've not tried to include all aspects of each of the thirty sets only the total track length and the key features. Most, if not all, of the set cars are Super Resistant so bear this in mind when evaluating the contents. For the majority of the sets value for money increases with the expense but take a look at some of the older sets for some real bargains: be warned that stocks of some of the

### Digital Sets

Ref	Set	CARS	TRACK cm	Accessories	Cost
C1223	Triple Cup	3x Porsche 997	454	Lane changer & pit stop game	£200
C1275	Digital Race Line	2x Jag	630	2x lane changers	£225
C1296	Pit Stop Challenge	3x McLaren MP4-12C	454	Lane changer & pit stop game	£260
C1310	Law Enforcer	Charger, Challenger & Audi R8	648	2x lane changers	£320
C1276	Digital Platinum	2x Porsche 997, 2x Audi R8, 2x Lamborghini Gallardo	855	2x lane changers, 8-car advanced powerbase	£550

### Race Sets

Ref	Set	CARS	TRACK cm	Accessories	Cost
C1284	McLaren MP4-12C	2x McLaren MP4-12C	532	90 degree cross over	£90
C1309	Fast & Furious	Camaro & Challenger	532	90 degree cross over & jump ramp	£100
C1297	Supercars	2x Veyron	482	90 degree cross over	£100
C1301	Demolition Derby	2x Quick Build cars	532	90 degree cross over	£100
C1274	Skyfall	DB5 & Range Rover	532	90 degree cross over & jump ramp	£125
C1307	Grid Force	2x Lotus Evora GT4	690	2x curved lane changers	£130
C1295	Rally Stage	MINI WRC & Fiesta RS WRC	690	2x curved lane changers	£135
C1308	Raw Power	Corvette & Charger	676	2x curved lane changers	£160





### Start Sets

Ref	Set	CARS	TRACK cm	Accessories	Cost
G1266	Grid 24	2x LM Prototypes	430	Lap counter	£70
G1273	Cars 2	Lighting McQueen & Francesco Bernoulli	725		£75
G1303	GT Power	2x GT cars	540		£80
G1267	Rally Champions	2x Rally Cars	620	Lap counter	£90
G1268	Battle of Endor	Luke & Scott Speeders	430		£100



2012 releases are limited. With prices ranging from as low as £30 for a Micro set and £70 for a full-sized Start set to £550 for the range-topping six car digital set there should be something for everyone.

The observant may have noticed the use of some of the box art for Scalextric's monthly calendar downloads, notably the Fast and Furious image for May.

### Micro Sets

Ref	Set	CARS	TRACK cm	Accessories	Cost
G1068	Pro Street Speed	2x Alfa Romeo 159	428	Lap Counter	£30
G1064	Overtake	2x LM Prototypes	428	Lap Counter	£35
G1096	Rally Dirt Racers	2x Rally Cars	388	Lap Counter	£40
G1075	My First Scalextric	2x Saloon Cars	258		£40
G1091	Grand Prix Stars	Lotus Renault & McLaren	370		£45
G1092	Fast & Furious	2x Saloon Cars	381		£45
G1061	My Sims	Mooibus & Chaz McFneely	314		£45
G1074	McLaren MP4-12C	2x McLaren MP4-12C	502	Lap Counter	£45
G1083	Skyfall	DB5 & DB9	370		£50
G1066	Mini Mania	2x Mini	428		£70
G1084	Death Star Attack	Tie Fighter & X-Wing	378		£70
G1071	Rally Master	2x Rally Cars	381		£70



If this year's Christmas presents are now decided, we can resume normal service with news on three of the last four cars for 2013.

## Lamborghini Aventador



This is the second release of the LP 700-4 road car in a rather stunning pearlescent orange. C3460 is a High Detailed release with all the goodies: DPR, rear lights and high intensity xenon effect headlamps. For street-car fans, or those wishing to create their own race livery this is a very attractive model. The earlier Super Resistant model, C3264 was not quite the colour expected but makes an ideal running mate. I have had an opportunity to give one a short spin around the Hornby tracks and it shows all the potential of being a very swift and stable track racer. ➡➡





## McLaren MP4-12C



Hexis Racing's MP4-12C GT3 has been most elusive. I saw the initial version, with a few minor errors a few months ago but it was only recently that I actually photographed the final version. This model, C3382, is the SR companion of the United Motorsports HD version, C3389. The Hexis team are a very successful European GT competitor having won the FIA GT1 World Championship in 2011

with their Aston Martin. This model depicts one of the team's cars as it was driven to victory by Fred Makowiecki and Stef Dusseldorp in the Blancpain Endurance Series race at Navarra at the end of 2012.

## Vodafone McLaren



The penultimate release from the year's catalogue is the model of the 2012 McLaren







Mercedes, C3366. Probably either one for the collectors or for someone without too many formula one cars in their racing stable as it is not a new moulding but a relivery of the previous body style. Never the less, it looks good and accurately captures the delicate lines of the current competitors. No lights on this one, but it is DPR.

Hopefully, just before the year ends, I'll be able to bring photographs of the final release for 2013: the Audi Quattro, C3410. Although I've seen the rapid prototype, back in March, I've yet to see the fully liveried sign-off version.

### **Croydon Racing**

If Croydon Scalextric Club ran a Concourse D'Elegance I would win: hands-down, every time, no competition. But it doesn't...so I don't! Never mind, I can still come forth in most races, except when someone loses concentration, or a wheel, in which case I might come third. I've even managed second a couple of times due to mass carnage and, after nearly two years of trying, one win! Guess who was most surprised? As they say in all politically-correct sports



reports: it's the taking part that counts. Is it heck! Everyone wants to win; it's just that some of us have to pretend that the highlight of an evening's racing is coming third.

Having added racing to the modelling and collecting aspects of our hobby, I can honestly report that I've thoroughly enjoyed every gathering trying to demonstrate that I've improved. And I have – whole races can be completed with minimal offs, lap times are significantly better; the paintwork rarely takes a bashing although the odd accessory has been known to abandon ship occasionally. My rate of progress was amply demonstrated last week when I generously loaned my emergency spare, totally uncompetitive car to the youngest member, Lewis, whose car died on the start line. Imagine everyone's great delight when Lewis came second and I was comprehensively beaten! I still managed to derive pleasure from knowing that at least my car performed well and it is basically a genuine Scalextric model. ■





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Here are the recent releases from Carrera. These are 1:32 scale cars. We have details of the models, their product codes and pictures of the models and the real cars. The RRP for each model is £29.99 but you may pay less.

The first three cars are from the 2012 Deutsche Tourenwagen Masters (DTM) race series:



CA27443 is the black BMW M3 DTM Number 7 as driven by Bruno Spengler. Bruno Spengler is a French-born Canadian nicknamed 'The Secret Canadian'. In the 2012 season,



Spengler quit Mercedes and joined BMW Team Schnitzer for the latter's return to DTM. Spengler had a strong season, coming into the last race at the Hockenheimring three points behind leader and Mercedes driver Gary Paffett. He overtook Paffett at the start and held on to win the race. With this victory, his fourth of the season, Spengler took the driver's championship by four points and helped Team Schnitzer to the teams' championship and BMW to the manufacturers' championship.



CA27439 AUDI A5 DTM Number 4 as driven by Timo Scheider, the German who





competes in the DTM for Audi. He won the title in 2008 and 2009 but in 2012 he finished fourteenth.



CA27441 AMG Mercedes C-Coupe DTM Number 19 as driven by David Coulthard. In his debut DTM season, in 2010, Coulthard quickly proved to be one of the idols of the public. He secured his first DTM point in the 2010 season finale in Shanghai and also set the fastest race lap, there. In 2012 he finished fifteenth in the drivers' championship.



CA27435 Dodge Charger Daytona Number 30 1970. Dave Marcis was a shrewd money racer famed for wringing the most from



his privateer equipment. He started 883 races in 35 years, scoring five wins and collecting \$7.5 million in winnings. He retired in 2002 aged 61. The car was wrecked at Daytona in the mid 1970s but underwent a restoration in 1978.



CA27450 is the white (with blue stripes) Ford Mustang which carries number 289. This model has Xenon headlights and brake lights and like the cars mentioned above, can be digitally upgraded.



Thanks, as ever, to Pete Binger from the Hobby Company [www.hobbyco.net](http://www.hobbyco.net) for his help in compiling this article. ■



Following on from a bumper October announcement of cars being released or due before the end of this year, I'm a bit light on "news". We'll therefore look at the recent special anniversary edition from Ninco and news of what can be expected to be included in this column very soon.

### Happy 20<sup>th</sup> Birthday!

As announced last month, the 20<sup>th</sup> Anniversary car just released exclusively through the online "Club Ninco" website is now available. The McLaren F1 GTR is the perfect choice of model for this commemorative car which celebrates Ninco's twentieth year of producing slot cars. The McLaren was an instant hit when first released and every livery since has been hugely popular. The Ninco McLarens are my favourite cars made by Ninco and when I was told that this model had been selected for their anniversary edition earlier this year, I knew it would be a fitting addition to my collection.

The Ninco McLaren F1 GTR was meticulously designed using data from the full size car when representatives from Ninco travelled to the Woking factory to seal an exclusive agreement for reproducing the model as a 1/32<sup>nd</sup> scale slot car. McLaren's success in



GT racing has given a huge number of liveries for Ninco to replicate and they chose the 1995 Le Mans winner (50129) to launch the series. The Ninco McLaren was their first car to use paint as decoration; previously, they relied on self adhesive decals. Today of course, printing technology means that far more complex decorations can be made and the more recent Vintage edition "ArtCar" (50568) demonstrates this.



The 20<sup>th</sup> Anniversary Car (50639) is the eighteenth official livery McLaren produced by Ninco including the two Gulf livery cars numbered 33 and 34 (50140) released in 1997 and the Limited Edition "RCD Espanyol" (91016) car from 2012.





Ordering was easy via the Ninco website ([www.ninco.com](http://www.ninco.com)); once registered as a Club Ninco member, it was just a case of entering your log-in details, clicking on the Club Ninco tab, adding to Cart and completing the process by adding your payment details... Simple!



My car arrived within just a few days from ordering; it's worth mentioning that Ninco have made massive improvements to their web-ordering system as this time there were no issues in respect to ordering from outside Spain. As you will see, the car is packed within a special box



with print inside and out using the colours most associated with the brand – red and black. There are a few words printed inside the lid with a “Thanks for your loyalty” from the company’s Director General, David Cosculluela.

Silver with black sides, the current Ninco logo and the number “20” is emblazoned along each side. I doubt my car will see race conditions but I’m sure it could easily hold its own against many other GT race cars today, in spite of Ninco’s design first seeing competition in the mid-nineties. If there are any brave racers out→





there, you can add the impressive ProRace wheels, gears, axles and tyres to bring it right up-to-date for racing!

### NWC'13 update

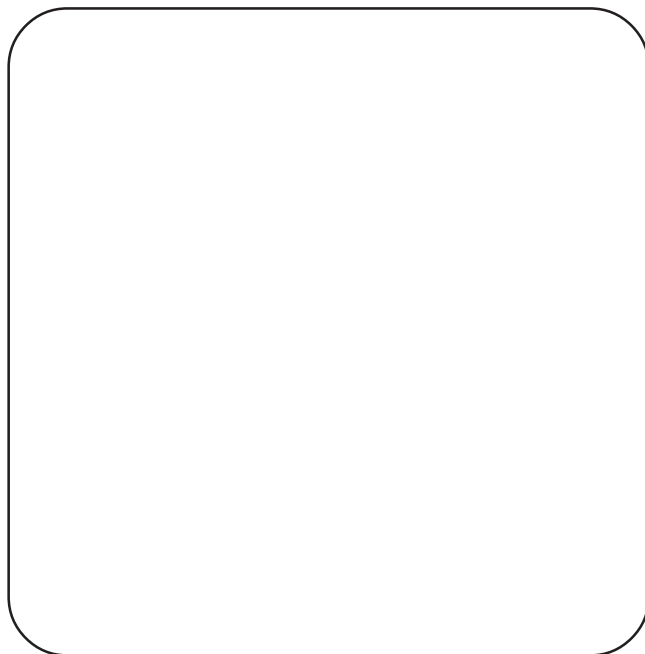
Just a week to go before the Ninco's 2013 World Cup event kicks-off. I'll be bringing you a full first hand report of the event in next month's issue as I'm honoured to be taking part this year's competition. "Team UK" have had an initial shakedown and are tweaking the car in preparation for the endurance race which takes place in Estoril over the weekend of 23<sup>rd</sup> and 24<sup>th</sup> November. Three "Lightning" editions of the Audi R18 (50619) have been selected as the base model to work from and a selection of ProRace parts have been bought for tuning and spares for the race. I must mention at this point that I've found the best source of Ninco spares currently in the UK to be "Top Slots 'n' Trains" ([www.topslotsntrains.com](http://www.topslotsntrains.com)). Supported with a



superb delivery service, they offer all of the ProRace parts (*and more*) currently allowed for use in the competition. ***Go Team UK!!***

### Club Tracks and Events

It has been a while since "*Ninco News*" reported on clubs using Ninco track or cars. At the recent Harlow swapmeet, I met up with Ian Newstead and some of his "Kilburn posse". He showed me some pictures of the club layout made up entirely from Ninco track sections. The pictures (*and the promise of a beer*) have persuaded me to visit the club and I plan to feature an article about the club very soon. Is there anyone else out there using Ninco track at their club or planning a Ninco race event? I will be happy to visit (*beer is not compulsory*) or just include details of the club or an event report in future editions of this article. ■





Hi everyone, I hope you are all getting used to less daylight at this time of year which gives you more time to retreat to all things slot related.

So what's new in Slot.it land for this month then? Having looked around various websites there seems to be plenty afoot with the following information on what is to be released from the Slot.it stable over the coming months:

- 1) SICA09f Porsche 962C, No. 12 Mugello 1983 in Momo livery – looks nice!
- 2) SICA11g Alfa Romeo T33/3, No. 2 from the 1971 Targa Florio – tidy little car.
- 3) SICA13d Jaguar XJR12, No. 36 Le Mans 1991 available now and looks a stunner in predominantly British Racing green colours. A must have?



- 4) SICA17c Porsche 962C KH, No. 27 smart looking all yellow From-A livery from Fuji 1988.
- 5) SICA18c Ford GT40 No. 40 1000 Km Spa 1966, British Racing green again – when do GT40s not sell?



- 6) SICA19d Toyota 88C, No. 36 Minolta

sponsored Le Mans entry from 1989 – smart livery.

- 7) SICA21c Lancia LC2/85 No. 29 WSC Nurburgring 1989 mainly red and looks quite plain to me?



- 8) SICA26a McLaren M8D No. 48 1st Can-Am Mosport 1970 first of a new moulding for Slot.it which looks nicely detailed in orange and a blue spoiler top – I suspect this one will be popular?



- 9) SICA26z McLaren M8D white kit – build your own livery!
- 10) SICS25b 962 IMSA body kit.
- 11) SICW16 Ford GT40 Limited Edition, No. 9 winner from Le Mans 1968 in Gulf colours – best to order yours now? – it will sell out!
- 12) SICW17 Audi R18 E-Tron Limited Edition,

No. 2 winner from Le Mans 2013.

13) SIMN11h-2 Flat6 R 22K open can motor, 7.3mm front shaft length = a new variation of this motor.

All you have to do now is sit back, save your money and get ready to purchase the models of your choice. Pre-ordering from your favoured slot supplier might be a good idea as well?

Also available for pre-order on some sites is SICA27a which is another totally new model from Slot.it being the Matra-Simca MS670B No. 8 as raced at Le Mans in 1974 in the strikingly simple but effective Gitanes blue livery with a bit of red and white thrown in. This particular car was driven by the ever green B. Wollek, J.P. Jaussaud and J. Dolhem and is stated to be available in December and I suspect that several more variants will be available over time. I for one am looking forward to this particular model as I am not sure if this car has been mass produced before and it is a welcome addition to Slot.it's range as well as the McLaren M8D. Both LMM and SRC have Matra-Simca MS670B models planned but I believe, currently, that Slot.it will be the first to produce their model. Not sure of the exact release dates (unless mentioned above) of everything or what order the items will be available in but this is what we can expect to see over the coming weeks/months.

As mentioned last month, SICA10g McLaren F1 GTR No. 76 which finished 3rd at Motegi in 2002 is now available in the vibrant colour scheme of "Yellow Corn" as run by Team Hitotsuyama Racing. The car ran in the

all Japan GT Championship GT500 class which was primarily dominated by the Japanese makes in this class with very few European cars being entered. This is the seventh livery (SICA10a/b/c/d/e/f/g) of this particular model as well as the all white "z" kit variant that may still be available from some slot suppliers to enable you to create your own model of this very popular car.

After all the good news above I thought I would give you a review this month of the latest car in Slot.it's range of the "Le Mans Winners Collection" which is SICW13 Porsche 911 GT1 EVO98. This collection has consisted of mostly single car releases as well as the two car SICW08 Chaparral 2E set and the three car sets of SICW05 Sauber-Mercedes C9 and my personal favourite SICW01b, renumbered to SICW02 being the Porsche 956C 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place Rothmans liveried cars of 1982. I can still remember applying the decals as I was keen to do a good job and not make a complete (\*bleep\*) mess of it! Looking at the Slot.it Porsche 911 GT1 EVO98 line this would be the third livery following on from SICA23a the FIA GT Oschersleben 1998 runner driven by A. Gau and A. Scheld and SICA23b which was the first real 911 GT1 test car driven at Weissach in February 1998 as piloted by the legendary Bob Wollek. The real car was created to compete in the GT1 category of 1998 and was a completely new design compared to earlier versions of the Porsche GT1. This was the first car built by Porsche with a carbon composite monocoque chassis amongst other carbon "bits" and a ➡➡





six-cylinder, flat 3.2ltr twin turbo engine which Porsche hoped would wrestle the 1998 FIA GT championship from the dominate Mercedes CLK of that year. Unfortunately it did not as Mercedes won the FIA GT championship that year – but not Le Mans.

Being as this is not a standard release but a Limited Edition then, instead of the usual Perspex lid and black plastic base you are faced with a Slot.it presentation style box which I find is much better for stacking than any other kind of packaging. Externally the packaging is plain white with the same wavy red and blue pattern as the model, Slot.it logos and black text. Inside is a plastic shield/cover to help protect the model. I particularly like the way that the car is tilted up for display in the box and the potted history of the real car and a picture is provided on the inside of the box lid which is a nice detail. You should find a Limited Edition credit card sized piece of card inside the box giving you basic information on the model as well as the important information of how many have been made and what number in the sequence is yours. This is a Limited Edition of 3,500 pieces which does not seem that limited to me! I've never had No. 1 on any of the ones I have bought so far either! The tricky bit? Getting the car out/off the box as you can sometimes damage the box gubbins as you try to get the car out which I

guess a serious collector would frown on if ever you decide to sell it. Upside? Cardboard boxes don't shatter or crack their lids when you drop them. Nah never done that... have you?

On to the model itself which to my eyes is just a very good example of a slightly intricate wavy red and blue pattern design that is part of a really straightforward white livery. This is executed very well and looks all the more visually attractive for the simplicity of it all. Is this livery accurate? Well, there are lots of pictures available on the web for this one for you to look at and to me it all looks OK and accurate. Grills, air vents, spoilers, venture ground effect rear, etc. all look to be modelled accurately and it is a very low and long model. Inside the box is the standard Allen key for removing wheels and final drive gears. Looking more closely at the tampos printing logos, lettering and design it really is superbly crisp on my example as well as being legible right down to the driver's names and country flags. The Le Mans race information on the top of the cockpit is also faithfully reproduced but you probably need very good eyesight or a magnifying glass to really appreciate the information displayed. There is a Porsche logo just under the central wiper blade and a black Porsche outline with the words "50Years Porsche 1948-1998" on the rear deck of the cockpit/engine area as well as wing



mirrors that really do look like they have real mirrors in them – nice detail. The tyres are marked with “Michelin” and “Pilot SX” logos which is a great touch as well as the gold rims which, again, complement the overall simple livery of the car. Now check out the driver. The helmet design is for Stephane Ortelli and the drivers overalls mimics the design of the car itself complete with “Mobil 1” logos on the driver legs as well as the driver seat belts being individually detailed – superb detail.



OK, what can I mark down on this particular model? Well, I'm struggling on this one as with the limitations on making models like this, the printing process, cost and so on then I think this is probably about as good as it gets when all current things are considered. What improvements would I like to see? Well, certainly for this type of car, *which is a Le Mans runner*, then lights! It sounds obvious and many other manufacturers do this so why not Slot.it? I expect this has been considered by Slot.it but I guess the cost, additional tooling, assembly etc. all adds up and the end cost would come back to you and me. Are you prepared to pay this additional cost? Ah yes, “fit them yourself” I hear a few people cry. Well yes, I probably have the skills to do that, but do I want the hassle? Do I have the time? And perhaps more importantly does everybody want to do this or have the skills to do it? Check out Pendle Slot Racing for a useful review by Sean on how to install the Slot.it lighting kit but I think even the discounted cost is a bit steep. Fine (maybe) for one car but what

if you wanted to do more? What else? A set of spare braids would be nice (Carrera and Scalextric do this) as this really is minimal cost and a pair of rear tyres would be good but either way just something suitable to the model inside the box. There are only so many spare Allen keys that any one person can collect! So why can't Slot.it consider swapping the Allen key for “something” else? No cost increase required, just something that can be stuck to the bottom of the box or put inside the case – how hard would it be? Each model would then be a bit like a Kinder Surprise egg as to what item you would get stuck to the bottom. Anybody else agree or have a suitable suggestion or alternative for this?

Standard running gear for this model, as per the information from the Slot.it website consists of: flat-6 20.5k AW motor and mounting, length 147mm, width 63mm, height 31mm, wheel centres 81mm, weight 79grams, 11/28 pinion/gear ratio, 17.3x8 front, 17.3x9.75 rear rims/tyres and a Neodymium magnet situated in the standard rear location with an option to remove or place in the alternate magnet position in front of the motor. The body itself is held in place by four screws, one behind the guide blade, one either side of the motor and the last one at the rear before the diffuser detail starts. The AW motor mount is also securely held in place by four screws as per all current Slot.it cars. Want to tune yours? Plenty of options to choose from and unlike last month's review on the Lolas, there appear to be no restrictions on the type of motor configuration you may prefer should you wish to change from standard.

Now for the track test and what blistering performance can you expect from this little beauty then? Well, if you're on my track then about a 1/4 of a lap before it grounds out! Did I mention that I have quite a few changes of gradient on my home track? Well I have and this car does not like them. Just to be sure I grabbed another Slot.it 911 GT1 EVO 98 model and it's the same. So what's the problem then? First, just put the car on the track and get your eyes down to track level. The chassis clearance is less than a snakes belly in the dirt and the magnet is just about stuck to the track – straight out of the⇒⇒





box, same for both cars. Now whilst this is great for racing on wooden tracks, it's a bit of an issue on Plexi type track as you have to give the car some beans just to get it to move in the first place. Looking at the underside of the car it becomes more apparent as to another feature that my layout has pulled out. The front overhang is minimal as the guide is about as far forward as it can be but, due to the accurate modelling of the car, at the rear there is quite a large overhang of the bodywork past the rear wheels/axle. Couple this with the diffuser detail hanging down and the very low stance of the model equals stuck as the rear driving wheels are suspended above the track.

Solution? Drive it much quicker. Yeah OK, can do but this means the car goes "bang" at some exceedingly quick velocity into my unforgiving hardboard crash barriers and, if you are really lucky, a couple of pirouettes, a flip or two later and about four foot down to the concrete floor below - thud. Dust off, check for damage, repeat process again about three to four times per lap! Get the idea? Is my car now trashed? Well it would be if I had tried the above as I have raced with my son enough times to know that this will happen and I have collected the pieces of a couple of cars already so it would be an expensive mistake and at my expense to boot! Conclusion? Not really a car for my particular layout! Is this a fault of the car or Slot.it? Definitely not as Slot.it cars (as we all know) are really built to perform straight out of the box and be winners on the race track as well as to be scale accurate. Not had this problem before with a Slot.it car on my layout but I have had something similar with other makes from

time to time. Again, it is my particular layout and the challenges it provides that I like so no changes to my track anytime soon either, just pick another car!

Now for my conclusion on this particular car. Plus points: looks fantastic, great detail and it just sits ready to tear round the track for hours on end to win your own private Le Mans race but on my current layout the minus point would be it never will! Would I buy another? Afraid so, as I like my Porches and I can soon build another track in my daughter's room as she is now back at Uni! OK, it will not be that big and I will have to run the displeasure and feet of wife V1.0 as well as a miffed daughter if it is still there when she comes home. However, look on the bright side, even they can only shout at me for so long! And I can always build another track later!

Once again many thanks to Adrian at AB Gee Limited and to the Slot.it website for the new product pictures for this month and some of pictures of the main review model as, try as I might, I could not get the clarity of picture that this model deserved.

Finally, a question to you all out there... has anybody purchased one of the Slot.it European Championship 2013 Kits (SICA06EC-13, SICA08EC-13, SICA015EC-13 or SICA017EC-13) and if so how easy/hard did you find them to construct and set up etc. With a retail price of £70 they are an expensive purchase so if you have any experience with these kits then please feel free to drop me a line or knock up an article for the NSCC Journal for everyone to enjoy. See you all in the next issue of Forza Slot.it. PS. I am Still painting figures! ■



Some new cars are on the horizon in the coming weeks. Two new colours in the (Aston Martin) ASV GT3 V12 Test Car range will be in the shops soon, being the 1166AW in yellow and the 1167AW in green and it shouldn't be too long before we start seeing some racing liveries coming through, which I am sure will be very popular amongst the racers out there.



Another Porsche has been added to the range, this being the 917K Double Fin model based on the No. 22 Martini car which won the 1971 Le Mans race in the hands of Dr. Helmet Marko and Gijs van Lennep, in the process setting a new record race distance which stood until the 2010. Due to changes in the track



layout over the years, this car still holds the fastest lap record around the Circuit de la Sarthe. This model is available to pre-order.

A new Mosler is also on the way, a silver 2003 Daytona 24hrs car No. 31. Five versions of this car are being made Model No 1165 comes in AW, IL and SW, in EVO3 specifications and the 1168 versions are EVO4 chassis specification and come in AW and IL motor layouts.



Finally and available now is the Ford GT40 MkIV Le Mans 1967 No. 3 car, based on the Holman and Moody car driven by Mario Andretti and Lucien Bianchi. Andretti crashed out of the race after a pit stop in the early hours, after a mechanic inadvertently installed a front brake pad backwards, Andretti applied the brakes for the first time as he approached the







Esses, the brake locked and speared the car off into the embankment at 150mph, with the wreckage coming to a stop sideways across the track, fortunately Andretti was only badly shaken and was pulled from his car by team

mate Roger McCluskey, who had crashed while trying to avoid Andretti's stricken car. I can only think one mechanic can't have been too popular!

That's enough from me for this month and I hope to have some further updates for you next month. ■

# Chopper's Woodward

By Ian Howard



On 6<sup>th</sup> October I competed in the OCAR Pre 1980 Euro Japanese Saloon Car race meeting on the splendid International Track at Wolverhampton.

Organised by former regular NSCC columnist Phil Insull, this event draws competitors from far and wide including drivers from the four corners of the country - as well as a couple of racers all the way from Athens in Greece! Comprising of four heats of three minutes duration with ladder finals the racing on the four lane International Circuit is fast and furious with an abundance of nail biting wheel to wheel action.

I was using my scratch built MK1 Ford Escort (based upon the Broadspeed car used by Jackie Stewart in the 1970 Silverstone Tourist Trophy) which is a fairly “conventional” car compared to some of the machines I was racing against. I’ve put the car together using bits and pieces that I’ve had lying around the workshop for some time. The body shell is a “Build Yourself A Legend” Airfix Escort model kit using a Pendle PCS adjustable chassis, a Slot.it 25k motor, with front wheels from a SCX Escort and a Scaley Caterham back axle shod with standard rubber tyres. With home made decals the car is mildly “rough around the edges” but

after some tuning advice from Ralph Parker at the Oaklands Park circuit I was very pleased with the ride and handling.

However, after my first heat it became very apparent that I was seriously outgunned in the horsepower department. My car was really quick with good grip and balance around the corners but it was completely outpaced down the main straights. I’m fairly sure that the Slot.it 25k motor was just about the fastest motor that I could have used for the PCS chassis without making it undriveable for my technique. But racing against the metal chassied opponents in my heats with faster motors I found I was utterly outclassed. But there you go; motor choice is always going to be a compromise between driveability and outright speed and given what I had at hand I built the best car that I could.



Nonetheless I managed a half decent second placing in my ladder finals and I was very pleased with the way that I drove the machinery that I had built for the occasion. I’m using a Carsteen controller now and it makes driving so much more pleasurable now, I wish I had got one years ago! I’ve learned a huge amount about racecraft and car tuning in my short time at Oaklands Park and I’m optimistic that I’m barely in the “shallow end” of that



upwards learning curve. Hopefully there is better to come for me on the driving front in the future, we shall see?

There were some splendid battles between racers and the Wolves quartet of Richie Welch (JPS Capri), Rob Wallader (Jaguar 5.3), Roy Pritchard (Capri) and Nick Huxley (Capri) were spectacular to watch. Great Barr racer, Alex Young (Capri) was shining with a superb set of race performances and it is obvious that he is a young driving talent to watch for the future. Chris Adams (FIAT 500 Abarth) was also a pleasure to watch, driving this tiny car with a beautifully polished and smooth style. Concours winner Dave Wisdom and David Lawson and brought some excellent examples of the model makers art to the meeting and both drivers were very competitive.

It was nip and tuck between Rob Wallader and Richie Welch all day and inevitably both drivers lined up for the final of the Large Saloon class for a “battle royal” alongside Roy Pritchard and Nick Huxley. After several laps watching Wallader and Welch closely battling for the lead there was the unmistakably ominous high pitched noise of a failed contrate gear echoing around the Wolves Club room from Welch’s Capri. Unfortunately the grub screw which secured the contrate gear to the rear axle had worked itself slightly loose and sadly the Capri lost all drive.

Having won this event in previous years it was a huge disappointment for Richie Welch to have to retire from the lead of the race with a mechanical failure in the middle of the final. But after all is said and done it was always looking



very close at the front of the race and Rob Wallader looked almost unassailable with the “Big Jag” and he took a well deserved superb win in the big saloon class.

Once again we were treated to another outstanding race with four excellent finalists for the Small Saloon Car class comprising of; Chris Aston (VW Beetle), Chris Adams (FIAT Abarth 500), Phil Insull (VW Beetle), Pete Emery (Fiat 850). Despite taking fastest lap Chris Adams had to take second place to Chris Aston who won the small car class with an intelligent and measured drive with event organiser Phil Insull taking the third place on the podium.



We were also graced with the presence of George “The Maestro” Turner with a stunning display of his wares, along with Steve Ward from Penelope Pitlane. Phil Insull also had an astonishing collection of his beautifully crafted 1/24<sup>th</sup> scale cars on display for us all to enjoy.

A truly excellent meeting with something for everybody and smiles all around. Congratulations to the Wolverhampton team, Phil Insull, Malcolm Scotto and Rob Wallader (whom when not racing took over race control with his well known “sense of humour” and enthusiasm). A full set of results from the meeting appear at the end of this article.

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The 6<sup>th</sup> October was significant for another reason besides the Saloon car racing at Wolverhampton. The date also marked the 40<sup>th</sup> anniversary of the death of the French racing driver Francois Cevert who lost his life in a practice session at the American Grand Prix at Watkins Glen in 1973.

Driving the short wheelbase Tyrrell 006 Grand Prix car he lost control on some bumps in the middle of the fast uphill “S” bends that follow the start and finish straight. Striking the barriers on the right hand side of the circuit the impact catapulted him into the barriers on the



opposite side of the track and Cevert was killed instantly and the world lost a huge talent and future World Champion.

As apprentice and protégé to Jackie Stewart the enormously charismatic driver (and talented classical pianist) was poised to take the number 1 spot at Tyrrell following on from Stewart’s impending retirement from the sport.

Using a French Scalextric Tyrrell 005 as his base Quebec based scratch builder Christian Mayer has produced what I think is the *definitive* Tyrrell 006. The car is beautifully detailed, well proportioned and a marvellous tribute to this great and much missed racing driver. I simply had to show the car to you, it’s an absolute corker.

I’m currently finishing the last of my three car builds for the “Half Tonner” Grand Prix meeting on 16<sup>th</sup>/17<sup>th</sup> November 2013, again at the International Track at Wolverhampton. I’m following a “Jackie Stewart” theme and in the last few months in the pages of NSCC Journal I’ve shown you the 1965 BRM P261 and 1969 Matra MS80 that I’ve scratch built for the event.

The 1968 Matra MS10 is the final car build of my “Half Tonner Trio” and I’ve tested all the cars at Wolverhampton and I’m pleased to say that they go reasonably well. I’ve used a superb Penelope Pitlane “Slimline” chassis for the MS10, but to some degree I’ve made life hard for myself by using an original Matra MS10 Airfix/MRRC shell for the bodywork rather than the very nice one available from PP. But I bought the shell at a Milton Keynes swap meet some two years ago for tuppence ha’penny and my “miserly side” was loath not to use it for the build. Either way I’ve enjoyed building the car and I’ve learned a lot “doing it the hard way” I suppose.





Running on Lotus 49 axles I've used the 25k RPM Scalextric Green can FF Motor to power the MS10 with some 0.5mm "Dolls House" lead flashing as chassis ballast. I've fabricated all the suspension components myself using chromed metal links used for making jewellery and the shock absorbers are made from gardening wire and Aluminium tube. The guide is my own design too and is based on the profile/shape that I've seen used on BSCRA cars. It seems to work really well and generates some decent front end grip. I'll have some pictures of the finished car for you for the December issue of NSCC Journal.

Speaking of BSCRA (during November) I've been invited to compete in the Finals of the 2013 Falcon Pro Championship at the Raceway 81 circuit at Newcastle Upon Tyne Slot Car Club. I'm really starting to get interested in BSCRA racing and I've even bought my first BSCRA F1 Falcon. It started life in a Red Bull livery but that didn't last long as the picture shows! My 12 year old daughter is coming with me and I've a good feeling that she's going to give me a sound thrashing in the 1/24<sup>th</sup> scale racing. She's Sandy Parker's racing protégé and by heck she's quick!

I fully realise BSCRA isn't everyone's cup of tea but I'm convinced that the skills that I've learned driving BSCRA cars so far has had a very beneficial effect on my "Hardbody" driving technique.

I'll be competing at Raceway 81 alongside my friends from Oaklands, Sandy and Ralph Parker and Mark Johnstone. They've been



really keen to help me and I already owe them a huge debt of gratitude. I've got a lot to learn about being competitive in this racing, but ultimately I'd like to compete in the ISCRA World Championships at some point in the not too distant future.

Boom! That's a big ambition isn't it Dear Reader? Especially since I'm a complete greenhorn in this formula of car. But it's the first time that I've ended the column on a bombshell so it might as well be a big one!

Until November, keep it smooth (Skid Solo) and stay on the blackstuff.

Wolves Ocar Pre-'80 Classic Saloons 2013, Classic saloon meeting 2013, Results.

### **Qualifying scores 4 x 3 minute heats.**

#### **sc denotes small wheelbase class cars under 73mm, with 5mm tyres.**

1. Richie Welch 80.54 laps (Capri).
2. Rob Wallader 80.01 laps (Jaguar 5.3).
3. Roy Pritchard 79.04 laps (Capri).
4. Nick Huxley 78.67 laps (Capri).
5. Jim Robertson 78.66 laps (Nissan GTR).
6. Mick Kerr 77.96 laps (Mercedes 220SE).
7. Alex Young 77.71 laps (Capri).
8. Bill Charters 76.96 laps (Capri).
9. Eddie Grice 74.89 laps (Capri).
10. Peter Crane 74.27 laps (Mercedes 220SE).
11. Chris Adams 74.02 laps (Fiat Abarth 500) sc.
12. Mike Thompson 73.82 laps (Mercedes 220SE).
13. Chris Aston 73.37 laps (VW Beetle) sc.
14. David Wisdom 70.62 laps (Volvo 122).
15. Ian Fitzpatrick 70.09 laps (Rover P6). ➡➡

16. Steve Carter 69.52 laps (Ford Escort MK1).  
 17. Bryan King 69.47 laps (Ford Lotus Cortina MK1).  
 18. Phil Insull 68.75 laps (VW Beetle) sc.  
 19. Graham Pritchard 68.52 laps (Rover SD1).  
 20. Paul Cash 68.03 laps (Vauxhall Firenza).  
 21. Ian Bielby 67.92 laps (Ford Anglia) sc.  
 22. Archie Davies 66.84 laps (Mini Clubman) sc.  
 23. Alexis Gaitanis 66.33 laps (Fiat 850) sc.  
 24. Lee Bielby 65.04 laps (Ford Anglia) sc.  
 25. Pete Emery 64.83 laps (Fiat 850) sc.  
 26. Ralph Parker 64.66 laps (Austin A35) sc.  
 27. David Lawson 64.26 laps (Mini Cooper) sc.  
 28. James Noakes 63.55 laps (Triumph Herald) sc.  
 29. Pete Shepherd 63.20 laps (Alfa Guilia/ Ford Escort MK1).  
 30. Ian Howard 62.22 laps (Ford Escort MK1).  
 31. Alan Shawe 61.42 laps (Mini Cooper) sc.  
 32. Colin Spark 60.74 laps (Jaguar MKII).  
 33. Fred Gallone 58.88 laps (Riley Elf/ Ford Anglia/ A35) sc.  
 34. Maria Gaitanis 55.43 laps (Mercedes 220SE).  
 35. Steve Beech 50.85 laps (Isuzu Bellett) sc.  
 36. Ross Trowmans 45.88 laps (Jaguar MKII).

**Small Saloons: Grand Final 25 laps: (lane Y - Yellow, R - Red, B - Blue, W - White)**

1st. Chris Aston (Beetle) Y 25 laps.  
 2nd. Chris Adams (Abarth 500) R 25 laps - Fastest lap 9.548 seconds.  
 3rd. Phil Insull (Beetle) B 23 laps.  
 4th. Pete Emery (Fiat 850) W 21 laps.

**Semi Final (3 minutes)**

1st. Pete Emery B.  
 2nd. Alexis Gaitanis (Fiat 850) W.  
 3rd. Archie Davies (Mini Clubman) R.  
 4th. Ian Bielby (Ford Anglia) Y.

**Quarter Final**

1st. Pete Emery Y.  
 2nd. Lee Bielby (Anglia) R.  
 3rd. Ralph Parker (A35) W.  
 4th. Fred Gallone (Anglia) B.

**D Final**

1st. Fred Gallone B.  
 2nd. James Noakes (Herald) R.  
 3rd. David Lawson (Mini) Y.  
 4th. Alan Shawe (Mini) W.

**E Final**

1st. Fred Gallone Y.  
 2nd. Alan Shawe R.  
 3rd. Steve Beech (Isuzu) B.

**Large Saloons: Grand Final 30 laps: (lane Y - Yellow, R - Red, B - Blue, W - White)**

1st. Rob Wallader (Jaguar 5.3) Y 30 laps - fastest lap 9.035 seconds.  
 2nd. Roy Pritchard (Capri) B 30 laps.  
 3rd. Nick Huxley (Capri) W 30 laps.  
 4th. Richie Welch (Capri) R 17 laps - retired while on lead lap with mechanical fault.

**Semi Final - 3 minutes**

1st. Roy Pritchard Y 20.22 laps.  
 2nd. Nick Huxley R.  
 3rd. Jim Robertson B (Nissan).  
 4th. Alex Young W (Capri).

**Quarter final**

1st. Alex Young Y 19.92 laps.  
 2nd. Bill Charters B (Capri).  
 3rd. Mick Kerr R (Mercedes).  
 4th. Peter Crane W (Mercedes).

**D Final**

1st. Peter Crane R 18.96 laps.  
 2nd. Eddie Grice Y (Capri).  
 3rd. Mike Thompson B (Mercedes).  
 4th. David Wisdom W (Volvo).

**E Final**

1st. David Wisdom Y 18.22 laps.  
 2nd. Steve Carter B (Escort).  
 3rd. Bryan King W (Lotus Cortina).  
 4th. Ian Fitzpatrick R (Rover P6) - retired. mechanical failure.

**F Final**

1st. Bryan King Y 17.30 laps.  
 2nd. Pete Shepherd B (Escort).  
 3rd. Graham Pritchards R (Rover SD1).  
 4th. Paul Cash W (Firenza).

**G Final**

1st. Pete Shepherd Y 16.94 laps.  
 2nd. Ian Howard R (Escort).  
 3rd. Colin Spark W (Jaguar mkII).  
 4th. Maria Gaitanis B (Mercedes).

**H Final**

1st. Colin Spark R 15.78 laps.  
 2nd. Maria Gaitanis Y.  
 3rd. Ross Trowmans W.





# George Turner News

By Graham Pritchard

Having spoken to George Turner the other day it turns out that he has been very busy and has been working on many things that will be of interest to all of us, so better start saving your pennies then, me thinks!

As you can see from the photographs one of the areas that he has been working on are the many wheel inserts that he has, the aim is to make them available for sale via his website in the near future, so if you fancy any of them then please bear with him whilst he sorts all of that out.

Some more models have been remoulded in order to take the excellent Richard Mack Laser Cut Chassis that we have spoken about here before, these now include the 1958 Le Mans Maserati 300S and this one has also now been lightened and can also now use the new flat chassis that George has produced.

The “Mike Hawthorn” MK1 Jaguar is now ready to roll, and very nice it looks too I wonder if George will evolve this car into the MK2 Jaguar then in due course?

To me, the MK1 always looks very “chubby”, and from what I can remember the story goes that the door pillars etc. were made thicker to make sure that the body was stiff enough etc. but once the sums had been done then they realised that they could get away with thinner ones and so the MK2 was born.

But the more I look at the MK1 then the more I want one, but then again the more I see of George’s work the more I think I want one of nearly everything that George does, it’s really great that he’s making the cars that no one else does or that he is producing raceable versions of cars that we love when you are of a certain age and with events like those organised by Phil Insull and the team at Wolverhampton Slot Car Club then it’s great that these cars can also be used on the race track in a competitive environment.

In fact one of my ideas for the future is that



we ought to try to run another race or two for all of these “scratchbuilt” cars that are out there – but maybe with the “serious stuff” (e.g. resin or plastic body with Richard Mack or Penelope Pitlane etc. chassis) going in one class and the “standard” cars (e.g. resin or plastic body with resin or plastic chassis) going in another class, at the Dudley Club, so that all of those people with these cars can get a few more chances to use them during the year. (I always think that it’s a real shame that after all of the effort that goes into building a car of this type it just sits there for months on the shelf waiting for Phil’s events to come around).

So, my plan for 2014 is to organise a similar meeting at Dudley (rather than Bearwood, as the cars will go much better on a wooden track) and hopefully we would attract some of the people that Phil does too by racing some of the cars that are already out there but by also widening the classes to include other stuff as well like the Mustang, Galaxie and Camero etc. It would mean that a wider variety of cars would get used so something along the lines of “any ‘60s or ‘70s saloon” sounds good to me – I think it would work – but what do you think?

Now, George also tells me that he has been working on a few other things that definitely appeal to me, and I hope that they will appeal to you, and what you are about to read will help explain the origins of my idea above, so I’ll leave him to tell you more about this for now:

“This month I have gone off on a bit of a



tangent, and in the last couple of weeks I have been modifying some of the Revell cars in an attempt to try to make them more usable out there on the race track.

I have been reworking them by lowering them and making them lighter whilst also giving them a new resin chassis which can also be upgraded to a new Richard Mack laser cut chassis as well if so desired. This may sound like a bit of an odd thing to do to some of you, but to me it is quite a good idea.

I have always liked the look of a lot of the Revell slot cars but they are not great as serious track cars. This is a real shame as some of the subjects are really interesting. So, in an attempt to cure this problem I have reworked the Galaxie, turned the fastback Mustang into a Notchback, reworked the lightweight E-Type and if that was not enough then I have also very sinfully widened – but only by a little bit - the Lotus Cortina! You see, I have always liked the Revell Cortina far better than the Scalextric one, but as a scale car it is a bit too narrow to make a fast slot car.

Now, I know that some people out there do not agree with widening slot cars, but I think it opens things up a bit, and this then means that



there is a more interesting variety of cars that can be raced – like in the type of meeting that Graham is talking about above.

For example, a standard Anglia is a very narrow car and will always be a bit “falley over” (technical term) in the bends, so the racers are more likely to choose a wider car, but if you widen it a bit then more people will race it.

This has sort of been “proven” to me as I sell more widened Anglia’s than the standard ones (And in my opinion they look better anyway).

So, going back to the Cortina then, it will be very interesting to see if it is popular. I think it looks good, but it will probably not appeal to the purists, but I wonder how many of them would actually know the correct width of a model anyway?”

So, I bet you weren’t expecting that news then?

I must admit I was very surprised when I found out to be honest but I was also very pleased as some of these cars will fit in very nicely with my idea for the ‘60s and ‘70s meeting (that is inspired by Phil’s meetings I hasten to add) but would organise the cars into two different classes when compared to Phil’s meetings maybe?

Right, I think that’s about it for this month then, but before I go I must say a big “thank you” to George for taking the time to write some stuff for my articles in the NSCC – it’s much appreciated by me, and by many others too I’m sure and it make me wonder what news next month will bring then? ■

# The latest News from SRC

By Paul Croker

With the Porsche 907 model seemingly coming to the end of its run now, there remains just one single model and a Daytona three car set to be released. This is possibly due to changes in the tooling to accommodate the forthcoming 908 coupe due early next year.



The set is based around the three 907LHs that came over the line together at the Daytona 24hrs in 1968, and will come on a presentation base replicating the banking on this famous Florida circuit. Just 500 of these sets, Ref No. SRC900111 will be made with less than 100 being earmarked for the UK.

On the subject of Limited Editions Gaugemaster are to release their second UK exclusive model again based on the Capri, and



it will be the Wiggins Teape sponsored car that Frank Muir drove to victory at the Crystal palace round of the BSCC in 1972. Expected before Christmas and limited to just 250 units, the car Ref No. SRC900112 would sit nicely with the recently released Frank Gardner Camaro. A couple of standard issue Capri's have just been released including SRC's first Rally offering the yellow and green Tour de Corse version from 1972, Ref No. SRC00307 and the rather striking Pepsi liveried car from the 1973 Spa 24hrs race, Ref No. SRC00404.

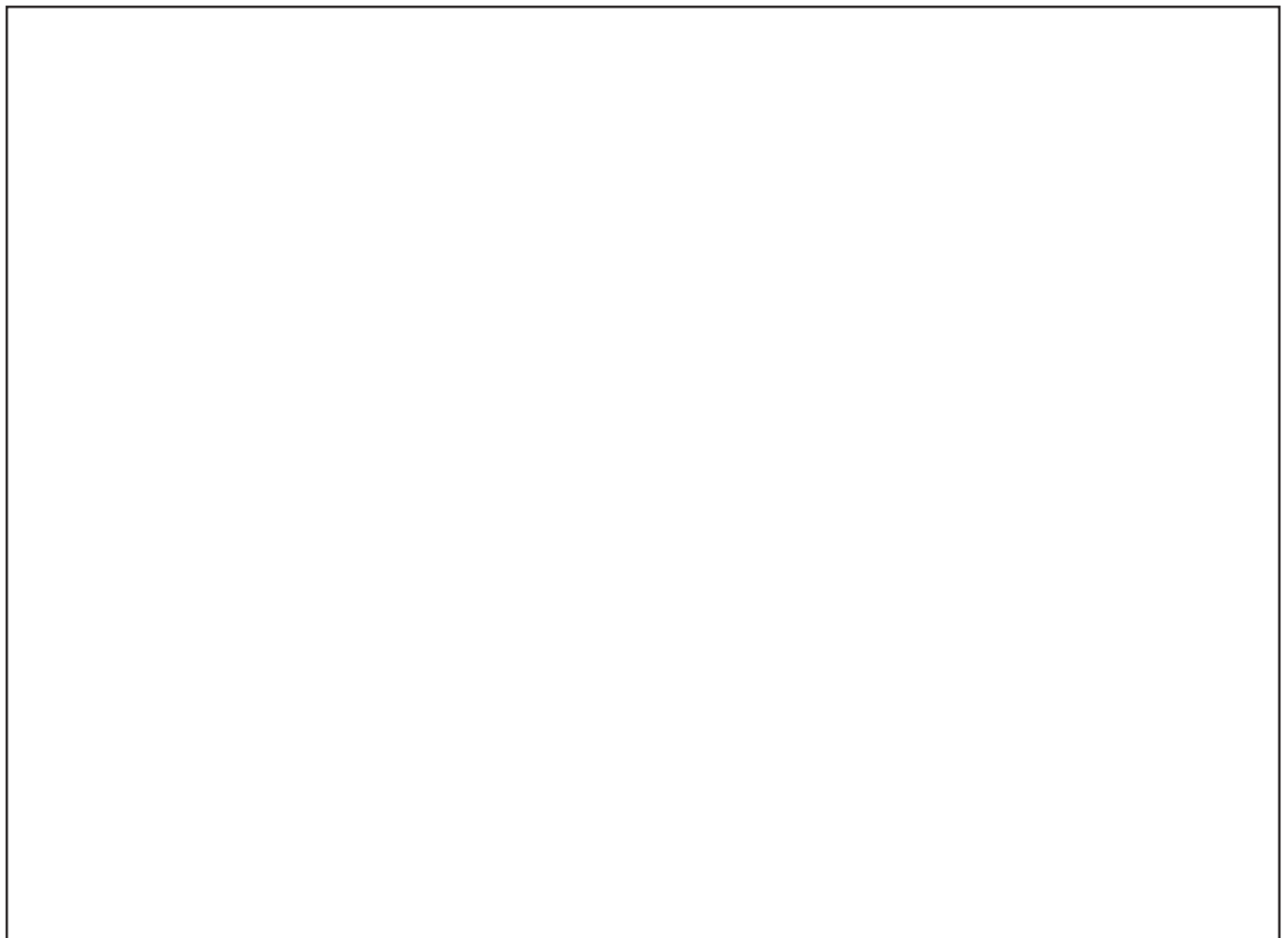






Finally just to wet your appetite we have the first picture of the new Matra models, to be released shortly. More details of these lovely cars

next month. Many thanks to Terry Smith at Gaugemaster for his help in compiling this article and supplying the photographs. ■



# Heart of England Retro F1 Series - Round 7 at Bearwood Scalextric Club

**By Graham Pritchard**

The next round of the Heart of England Retro F1 series was held on the 29th September 2013, at Bearwood Scalextric Club. With the newly restricted opening hours of the Centre we had decided that it would be impossible to run the “usual” two rounds of racing, have a dinner break, have enough time to collate the results and then present the trophies to the winners on the day and for the overall series and so unfortunately today had to be only one round of racing, but never mind it would still be fun I was sure and everyone would get the chance to go home a bit earlier than usual which I’m sure would be appreciated.

So, during the early hours of the morning well it felt like it to me, one after another familiar face arrived, I don’t know how Rob Wallader can be so bubbly that early in the morning, but he was and so were many others but one well known face was missing that of reigning Bearwood Club Champion James Noake so a quick phone call was made and it turned out he was still in bed!



Anyway, pretty soon we had a room full of racers all chatting amongst themselves and getting some practice in on our 4 lane, classic Scalextric track layout.

New racer for 2013 Mike Gunton commented on how it was a good mix of tracks with some of them being wood and some being plastic and that has definitely meant that the ultimate winner would need to be a good “all rounder” rather than just a master on his home track.

On the day we had nineteen racers attending and whilst Steve and I had thought it would be very tight to fit everyone into our club room, on the day there was actually space left over for a few more (I don’t remember the club being situated in the Tardis but then again, we had tidied up a lot so maybe that was what was making the difference?).

So at 10.45am prompt the race heats got under way with us doing distance racing over 3 minutes, William had very kindly left us instructions regarding the spreadsheet system (this one was different to the normal race night one) and with a bit of assistance at times we soon got the hang of it and on we went with Mr. Dave (Homer) very kindly entering the individual heat results for us from the master clipboard and calling me “The Doctor” at times as he couldn’t read my handwriting (well my initials are “GP” remember).

Rob Wallader was especially on form with his running commentaries during the racing and especially with me whilst I was racing. A good job it didn’t put me off and a good job he doesn’t know that I usually do it all the time on





our race nights as it takes my mind off the racing and I don't come off as often (Honest – you ask Steve or Will)! Anyway, after all the qualifying heats had been run the results were as follows:

1 – STEVE BEACH	70.00
2 – JAMES NOAKE	67.75
3 – ROB WALLADER	65.75
4 – ANDY BARTLE	65.50
5 – GRAHAM P	64.75
6 – ASHLEY EVANS	63.50
7 – ALEX YOUNG	62.25
8 – MIKE GUNTON	61.00
9 – DALE THURSFIELD	60.00
10 – SIMON YOUNG	59.75
11 – MALCOLM SCOTTO	59.50
12 – MARK WADELEY	58.00
13 = NIGEL PEDLEY	57.00
13 = MARK WAIN	57.00
15 = DAVE HOMER	56.50
15 = CHRIS ASTON	56.50
17 – DAVE PHILLIPSON	53.00
18 – EMMA HUMPAGE	51.00
19 – DAVE ARNOLD	48.25

Will's custom written software then worked out the ladder finals for us and once all of those had been run we ended up with the following overall placings for the day:

- 1 – JAMES NOAKE
- 2 – STEVE BEACH
- 3 – ROB WALLADER
- 4 – ANDY BARTLE
- 5 – GRAHAM P
- 6 – ASHLEY EVANS
- 7 – DALE THURSFIELD
- 8 – MIKE GUNTON
- 9 – ALEX YOUNG
- 10 – NIGEL PEDLEY
- 11 – SIMON YOUNG
- 12 – MALCOLM SCOTTO
- 13 – MARK WADELEY
- 14 – MARK WAIN
- 15 – DAVE HOMER
- 16 – DAVE PHILLIPSON
- 17 – CHRIS ASTON
- 18 – DAVE ARNOLD
- 19 – EMMA HUMPAGE

Once all of the above data had been fed into the overall standings table then the overall “best 5 results to count” produced the following 2013 Heart of England Season's Placings:

1 – ANDY BARTLE	110
2 – JAMES NOAKE	107
3 – ASHLEY EVANS	92
4 – ROB WALLADER	87
5 – STEVE BEACH	60
6 – DALE THURSFIELD	57
7 – GRAHAM P	47
8 – ALEX YOUNG	41
9 – DAVE HOMER	29
10 – MIKE GUNTON	30
11 – SIMON YOUNG	24
12 – MALCOLM SCOTTO	21
13 – RYAN NIGHTINGALE	20
14 – NICK WIXON	17
15 – CHRIS ASTON	16
16 – ALEX MORRIS	15
17 – OWEN COOPER	14
18 – GARY WRIGHT	11
19 – DAVE PHILLIPSON	9
20 – MARK WADELEY	8
21 – RYAN CURTIS	6
22 – NIGEL PEDLEY	5
23 – MARK DAWSON	4
24 – MARK WAIN	3

So, many congratulations to Andy Bartle⇒⇒





on retaining the Heart of England Championship! (But it was pretty close for James – an extra 40 winks were obviously not quite enough then mate). Ashley held onto his 3<sup>rd</sup> place and Rob equally maintained his secure 4<sup>th</sup> place on the day as well.

I've got to thank everyone who has participated in the series this year and I genuinely think everyone has enjoyed it whether they won or lost it has raised some valuable club funds for the host clubs as well, and it has also introduced some new faces to each other from the various local clubs. I must also say a special thank you to the racers who have travelled from outside our local area like Mark Wain and Dave Phillipson to support the series as well.

I know that for this year we have lost a few racers from last year, but overall the numbers were up for this series even allowing for that, and having listened to the feedback and other general comments made from some of the participants this year it is clear that with a few simple tweaks and other changes then we should hopefully be able to attract back some of those who effectively have had a year off this year from the series.



But, like with most things out there, a policy of “continuous improvement” can be useful, but the phrase “if it ain’t broke, don’t fix it” must also be borne in mind, as my long time friend John Nabbs pointed out to me at the Great Barr round when I was covertly testing the water in this area during the racing.

I still feel that my initial “rule changes” at the start of this series were a list of things that had to be made/done/clarified in order to “lay down the law” so to speak, and going by the results achieved this year then they must not have done too much harm overall it would seem.

For the 2014 series I will be making some further changes that I hope you will similarly approve of and that they will also help make that year’s series even easier to prepare a car for, whilst also addressing some of the other issues that we have found can be improved on in order to make the race days even more enjoyable and allow the championship to remain competitive right up to the very end (But if I get it wrong please don’t be too hard on me)!

So, having thanked the racers I now also need to thank the host clubs for allowing us to use their tracks on the day together with my very good friend Malcolm Scotto for sorting the trophies for me, Chris Aston and Steve Beach for taking loads of photos that have helped make the various write-up’s on the series that I have been asked to do more interesting and William Charlton for helping me compile the results and post everything onto Slotforum. (But please give me a pen and paper any day Will, rather than a computer – you can’t read what I write, but what the hell)!

So, until 2014 I hope to see some of you at the various open meetings that are taking place in the remainder of this year, and that includes our very own annual “Senna Trophy” which is an annual race that was devised by my very good friend Don Stanley in honour of the great man. It is expected to be held on the excellent new “Scalextric” track at the Dudley Slot Car Club in the latter part of 2013 and once we are ready then full details will be circulated via e-mail, telephone or Slotforum. ■

# NSCC/ Hornby Ramsgate Weekend 23rd and 24th November 2013

By Jeremy Naylor

Well members, by the time you read this it will only be a week or so before the annual NSCC/ Hornby weekend held at the Pegwell Bay hotel in Ramsgate.

This year, rather than attempt to email or ring everyone, I thought the best way of letting you know proceedings would be to put it in the Journal, so if you are not coming to the weekend you can ignore this article and turn the page over!

So the details of the venue of weekend are as follows, and even if you have been before you need to read this and take note as this year things have changed, hopefully for the better again!

Firstly, the venue is:

The Pegwell Bay Hotel

81 Pegwell Road

Ramsgate

Kent

CT11 0NJ

Telephone: 01843 599 590

If you are staying in the hotel you may register at reception upon your arrival, I believe this may be done after 3pm on the Friday, but please contact the hotel direct if you intend to arrive earlier.

You will take part in a team, we have twelve teams in total, all with colour coded T-Shirts and a team leader who will ensure everyone takes part in the weekend, with no excuses! We propose to have three tracks, one 4/6 lane analogue Scalextric track, one 2/3 lane digital track and one 2 lane rally/ raid track. All teams will race equally on all tracks and the scores of each team member go towards the team score overall.

So for those that are attending on the Friday night at the hotel, we usually gather in the pub across from the hotel, "The Sir Stanley Gray"

for a relaxed and informal meet with something to eat and drink, note this is not included in the amount you have paid for attending the weekend, should you arrive early on Friday afternoon, please DO NOT come down to the function room where we will be busy setting up, unless you have been specifically asked to do so by one of the Committee, we appreciate your offers to help but too many people actually causes more problems during setting up. You are not obliged to join us in the pub on the Friday evening but you are missing out on an early start to proceedings, I of course will be having an early night this year and will not be repeating last year's Saturday morning hangover!

On Saturday, we shall not be immediately racing, but have arranged a visit to the Hornby Factory/ Visitors Centre, we have arranged for a coach to leave the front of the hotel at 9am promptly, we will not wait for those arriving on the Saturday morning or indeed anyone else staying at the hotel who is not at the front of the hotel for 9am, if you are late you will have to get to Hornby's visitors centre yourself, the address is:

Hornby Hobbies Limited

Westwood Industrial Estate

(Just off the A254)

Margate

Kent, CT9 4JX

Telephone: 01843 233524

Once there Dale Luckhurst and Adrian Norman have arranged for a presentation etc. to show us all how they develop a Scalextric car, right from inception to final production, they have arranged for members of their design team to attend and will also take questions and answers during the session. It is anticipated that this will last until approximately 12 noon, ➡➡





when you will then have time to visit the museum and also the shop before leaving again on the coach at 1pm sharp to return to the hotel for lunch at about 1.30pm until 2.30pm.

We will commence racing at 2.30pm and this will go on until 6.00pm if all goes to plan.

The Saturday evening meal will be arrive for 7pm for 7.30pm to dine, during dinner we shall have a quiz prepared by Steve Langford for a bit of fun with a token prize or two, followed by the NSCC raffle, having bought your tickets during the Saturday afternoon. After the dinner has finished over coffee and beyond we propose to have the Hornby charity auction, so those that do not wish to participate in this to can either stay and watch, go across to the pub or to their room as they wish. The auction once complete will signal the end of the evening, but please note, you will not be able to pay or collect your purchases until during the Sunday, as last year it was noted some left the event after the Sunday morning auction and also once the weekend cars had been distributed. This also gives Andy and Shaun time to not only enjoy Saturday evening themselves but also gives them more time on Sunday to take your money and record the details as well as distributing the auction items to you all.

On Sunday morning we will commence racing at 9.30am, and this will go on to lunchtime, around 12.30 with a hours break, before continuing racing as required and the ladies race following on in the afternoon. After the racing has been completed mid afternoon, the winners will be announced, prize presentation will take place and of course you will receive your weekend car and certificate before assisting us in the dismantling of the tracks etc. Then we can all go home, hopefully not too late as we know many of you have work the next day, as indeed we do.

I hope the above provides sufficient details but of course if you need any more information please do contact me direct, as per the details on page 1.

I look forward to seeing you there! ■

This month, I observed among plenty of other things, that there were some attractive Airfix/ MRRC slot cars on eBay this month, so I think I shall start with these for my report and then move on to some of the other more interesting finds.

### Airfix/MRRC

A seller in Portugal achieved £34.00 for a blue and white MRRC Shelby Cobra, complete with a figurine of Carroll Shelby himself (111174181991). An Airfix Sharknose Ferrari without a windscreen which I unfortunately missed bidding on went for a very reasonable £3.19 (400577508674). An unmade boxed Clubman Special BRM kit (380726455344) sold for £78.00 after just three bids, while an unmade boxed Clubman Special Aston Martin kit (131009774323) made £104.00 and a nicely built Clubman Special Ferrari

250LM kit (290968194652) went for £34.00 after ten bids. The Four Wheel Drive MRRC Mercedes 154 cars remain popular, with a Two Wheel Drive version (111164747282) making £50.77 and another Two Wheel Drive version (310741146255) from a different seller making £87.00. A Two Wheel Drive MRRC Ballrace chassis without a body sold for £34.33 (261292155340) while the full blown Four Wheel Drive Ballrace version of the MRRC chassis complete with two Indi Novi Ferguson body shells sold for £105.00 after seventeen bids (121184991475). I must finish off my own Four Wheel Drive Mercedes 154 kit that I started in the 1980s someday!

### AC Cobra

Talking of Cobra's, one of the rare Scalextric Cobra CK1 Kit Cars (390667109926) in blue sold for £34.05 with a headless driver – ideal for Halloween races perhaps!

Another seller had two restored Scalextric C78 red Cobra's for sale in separate auctions, which sold for £26.31 (231065284217) and £28.00 (231065285758). In Australia an un-restored red Cobra missing exhausts and windscreen went for just £16.45 (AU \$27.55) (390671461162). ➡



### **Super 124**

The big 1/24<sup>th</sup> Scale Scalextric Super 124 cars normally go for big money, and this continued this month with a Lotus 38 Indianapolis winning car selling for £415.05 (40058 1005119) and a Ferrari 156 Formula One car £228.51 (400577225854). Shame neither of the cars had drivers, but still a nice bit of cash for the Warwickshire seller. Interesting how similar the 1/24<sup>th</sup> scale Lotus 38 is to the 1/32<sup>nd</sup> scale one.



### **James Bond**

A white 1960s James Bond Aston Martin (in pieces) and the matching black Mercedes Baddies car were lurking within a job lot of rare cars which also included a Sunbeam Tiger, an Austin Healey and blue Mercedes and over a dozen other cars which sold for £515.55 (161114118326). Another Baddies Mercedes was sold as an individual item by a Merseyside seller for £212.00 (161115864289). Pride of place this month though must go to the 1960s, James Bond Set that both Steve Langford and I spotted selling for an outstanding £2,700.00 (131016003379).



### **Starsky and Hutch**

I have been after the matching black Corvette to go with my Starsky and Hutch Gran Torino for some time now, and eventually I have managed to hook one on eBay in mint condition, complete with Limited Edition sticker, for just £19.99 (321212916603).



### **Mercedes and Healey**

Somewhat more vintage, was a set from the early 1960s, with a blue Mercedes and red Austin Healey included. It was originally listed on Buy it Now for £75.00 (390657018882) with no takers until it was relisted at £55.00 (390665008256) and I eventually gave in and snapped it up.

A dusty Austin Healey with missing bumpers that looked similar to full-size classic cars when they are found in barns after forty years, made a respectable £31.00, although it did come with its box and an incomplete Formula Junior Lotus (300985223462).



### **Pit Stop and Paddock**

When people ask me how much their old Scalextric sets are worth, I normally advise



them that all the value is in the cars and the track is virtually worthless. However, I may need to qualify this in future, as it obviously depends which track sections they have got, as some pieces can be worth a fair deal of money. A case in point are the obsolete Classic 'X' crossing sections to enable the Pit Stop or Le Mans Start sections to be accessed from the other side of a four lane track. Two sold recently on eBay, the one I spotted (281172964298) sold for £64.51 and the one Graham Mattingley spotted (331026452511) sold for £52.51. I eventually bought one myself for £47.55 (281176589895). An even rarer section of track is the original covered paddock – a kind of carport style garage which connects to the original rubber Scalextric track Le Mans Start sections, which enable Scalextric cars with pin guides to drive out onto the track, once they are forward of the insulated section (later cars with blade style guides get stuck on the sharp bend in the slot). One of these sold on eBay this month complete with roof and pillars for £130.99 (331011358769). A tip I discovered years ago, is if you need any spare roof support pillars for these is to use sections of bicycle wheel spokes – works a treat!

### Marshals

In support of the racers, the important Track Marshals were out in force this month: An Aston Martin Marshal's Car sold for £169.00 (310752627605), while another is currently available on Buy it Now for £195.00 (271293234705). Could be a good deal, as another sold for £261.77 in early October (111178571864). A Vauxhall Vectra version sold for just £11.10 (261299251224), leaving two available on Buy it Now for £22.00 (281186606807) and £69.99 (321214288819), while a Fire Marshal Vectra sold for £23.65 (261299251366). I remember visiting the Co-op department store in Birmingham in the 1980s and discovering the only slot car they had on sale was the Scalextric Rover SD1 Marshal's Car. They had so many they covered the whole shelving unit. No wonder they're rare now – most of them are probably hidden away in Birmingham lofts!

Several Marshal's Huts were available on

eBay this month, from £11.50 (290991373522) to £33.00 (390678234655). Owner's Pits were also plentiful at £10.50 (141083143880) to £21.00 (131012886369). The senior Marshals would, of course, have been positioned inside the Control Centre, which sold for £181.80 (130997861840) after twenty two bids. When not putting their feet up, Marshals enjoy Go-Karting, and they had several Scalextric Karts to choose from this month, from £52.00 for one boxed (111178582581) to £66.66 for a pair unboxed (261292221110), with a complete Go Kart set selling for £228.33 (111188236046).

### Vintage Bugatti

A red Steve de Havilland Scalextric Vintage Bugatti sold for £435.00 (300983930947), and the next day a yellow Pink Kar Vintage Bugatti sold for just £64.64 (400585719284). There are several more Pink Kar Bugattis and Auto Unions on eBay at the time of writing, including a pair of chrome plated versions for £94.99 (390421209988) – good “sleeper” investments for the future, perhaps?



Finally, with the NSCC Hornby Weekend taking place this month, it was encouraging to see one of the previous weekend cars from 2003, a yellow GT40, selling for £855.79 after 24 bids (271287958036). ■