



**No. 389 August 2014**

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**THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS**

## **It is Your Choice**

This month you will see that we have received a total of three nominations for Committee posts, but that only two positions have been applied for and only one of these is to go to the vote as there are two candidates who have applied.

This means then for the moment at least the rest of the Committee are prepared to remain in our posts to ensure the continued smooth running of the Club.

The position of Club Secretary will be filled by Vince Albani, who is an asset to the Committee and indeed the Club, having already assisted the current Committee in an advisory role for a number of months now, due to us having to leave the position vacant after the last election process was attempted. This as I am sure some are aware resulted in some ill feeling among members and led to the Club Constitution being rewritten entirely.

You will see we have two candidates standing for the position of Club Chairman, both of who it can be said have the experience required for such a role and both, are known to many of the Club members.

Again Martin has assisted with Vince on the Committee recently due to Andy Carmichaels departure and has brought some fresh ideas and new enthusiasm to the Club as well as a balanced and reasoned approach to issues and problems we have faced, he has also in the past assisted and promoted the Club "Up North!" Stephen of course was previously on the Committee in the role of Secretary for a considerable number of years, in some of the good and some of the bad times of the Club, he participated and was involved, indeed even responsible for a number of key decisions relating the Club at the time, which he details again in his election address for those that are unaware of his previous involvement and participation on the Committee of the past and I am sure all that know him will agree he is enthusiastic and committed to the NSCC in even measurer.

So members, read the election addresses and cast your vote, please note the deadline for the return of the ballot paper is 26th August 2014 and lets have a clean and fair election this time!

Until next month.

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

My usual trips to Margate have been absent for the last couple of months, firstly due to the Gaydon Slotfest in May and then in June by a special meeting convened to meet the Hornby team, so my visit in July was the first opportunity to review recent prototypes with Adrian since April. I was pleasantly surprised by the quantity of cars that had arrived from China for approval on which I could report: this deluge was further bolstered by a few examples that I'd previously missed as they'd been away for official photography. Inspired by the impressive quantity that I've witnessed, and the fact that we're now half way through the production year, I've had a tally up

of the number of cars that I've seen as prototypes and those that have still to be submitted for approval by the Scalextric design team. The figures were correct at the time of checking so please be aware that there may have been changes by the time the Journal is published. To date I have seen examples of sixty three prototypes and have only seven still to witness to complete this year's new models. Exactly how this compares with previous years I have not calculated but the rate of prototype approval seems encouraging: it now just depends on production rates and delivery to ensure that the consumers remain satisfied.

So, after a three month lapse in viewing new offerings and with twenty nine models on which to report, I've had to defer some to future months: however, rest assured that I'll try to publish details before they arrive in the shops. Having said that, a few are already with retailers, so it's catch up time first.

## GT Lightning

There are four of these entry level cars available this year, each of which comes with a decal sheet to enable a degree of customisation by the proud





owner. I saw the first two solo releases, in white and purple, a few months ago but these two slipped through the net. They were actually in their boxes on the display shelf: I'd even picked them up but took the weight to indicate the boxes were empty! Like all of the cars that began life as "Start" models, these are pretty well indestructible – true beginners' cars with very little that can be broken, no burden of licensing, good performance due to their lack of mass and strong magnets to encourage youngsters to push them to the limit. They have no interior or lights and only a rear wing that can become detached. Although the magnet can be removed as skills improve, don't expect to be able to upgrade to digital. For a retail price of £20 these are ideal cars on which to hone those young skills or even as a control car at club level where it will soon reveal who has the best driving ability rather than the deepest pockets. The reference numbers for these two are C3472 for the blue version and C3473 for the green.

### Stobart Set

Another example that has now been on sale for a while is the two car Eddie Stobart set,



C3369A. It comprises two generations of Ford Escort as being raced in historic rally events. Indeed, both are as run in the DeLacey Motor Club organised Rallies of 2005 and 2008, the entries being in chronological order for the cars. The Scalextric title for this Limited Edition twin pack is a bit misleading and may appear at once both familiar and baffling, until it is learnt that there is a second derivation for "RAC": in this case it stands for "Roger Albert Clark" named after the rally legend that was the first to win Britain's round of the World Rally Championship in 1972 and who sadly passed away in 1998. Only this year has the championship title been reduced to the RAC initialism as in previous years it had the full title. The earlier Escort represents the RS1600 of Mark Higgins and Peter Martin which took the overall win on the second event whilst the MkII is the RS1800 in which Malcolm Wilson and John Millington took the win three years later. In these two years, Escorts took the first eleven and eight places respectively. Doubtless there will be additional demand for this set from Eddie Stobart enthusiasts as well as the slot car community so don't take too long to ponder a purchase as there is only a single release of 3,500 examples planned.

The early car will have chrome door mirrors rather than the black versions shown on this approval version but otherwise both appear to



capture the decoration and colours accurately. The normal contentious issue, which clearly causes concern for those caught out when the heavens open, is the positioning of the wiper arms. These two both have the standard Scalextric configuration, despite both being RHD: correct for the MkII but optimised for LHD for the earlier car.

I was recently reminded that cars can be identified from their registration numbers quite easily by visiting any of the websites for tyre suppliers: entering the registration provides details of the car and, where known, the correct tyre sizes to fit. Entering the details for these two cars identified the earlier model as a 1971 2-door but the MkII identity is a bit amiss: either Scalextric got the index plates wrong or the car isn't quite as it should be!

### **Ford Cortina Lotus**

As a form of compensation from the cars that I'd missed, I can bring news of one that I didn't even know was coming! This, another Scalextric club car for this year, has yet to be announced so is quite a coup for the Journal. C3502 is a rather vivid yellow Ford Cortina Lotus that is currently being campaigned in the Historic touring Car Championship by Dan Cox. It is a pre-facelift model, with the correct narrow front



bright-work, capturing the car as shown in many photos on the web where it is described as a 1964 model: the Aeroflow models appeared towards the end of 1964. However, using the method mentioned earlier, the car is identified as a 1965 Lotus Cortina so it must have been a while before it found an owner when new. If anyone gets the chance to verify its credentials, crawl underneath and see if it has the Lotus "A-frame" rear suspension of the earlier cars. Minor details, but fun to explore: try this numberplate test on other models and some interesting details are revealed! Returning to the model, it looks absolutely spot on for colour and minor details: it's immensely satisfying when the Scalextric interpretation matches the real car so well. Unfortunately the very bright head and tail lights show through the side of the wings but this



hardly detracts from the overall effect and could easily be cured by dismantling and applying a coat of white paint inside the body around the offending areas. The example I saw didn't have the Lotus badges detailed but I'm sure this will be rectified by the time it is available to club members. If you wish for Scalextric to release an Anglia as suitable competition, be quick and get a request in now for another hot Ford circuit racer. Alternatively, the George Turner kit is an absolute must for those wishing to recreate those exciting 1960's duels.

### Spanish SuperSlot



Whilst on a roll, there is another Limited Edition fresh from Margate, but this time it will be winging its way from China to Spain: C3572. Damn, I had to submit to the Maserati website yet again, but I'm determined not to be beaten by Scalextric's slightly odd choice of car: why couldn't they follow the previous trend and issue a rally car of a well known Spanish driver? This example, solely available to Spanish SuperSlot SuperClub members, is the Trofeo car of Dane Per Nielsen as raced during the 2013 season. It's a high detailed model with very bright front and rear lights. One fact I did discover is that in 2014



Maserati is celebrating its 100th birthday: hence the "99" on the roof of this car last year. Is everything about these cars incomprehensible? Anyway, it looks superb in the simple but bold colour scheme and seems to match images found on the web.

### VW Camper



I'd guess that many commuters will be familiar with the adage that you stand around waiting for ages and then three buses turn up at once. Well, so it is with Scalextric! In July, not only was the "Sand and Surf" model complete but so was the USA special white version and another prototype. I don't think I'm breaking any confidentiality by suggesting that next year's catalogue will include a new version, but obviously this third example can't be illustrated here. Since showing the very early mouldings a few months back, the tooling has had the panel line inserts fitted so there is much more surface detail. The surfers' ride does look great, ➡





resplendent with roof rack, surf board and full interior including seating, table and a fridge. The roof adornments are glued into position and would not be easy to remove so it will be better to wait for the solo release if these are not wanted. The modular construction can result in small gaps if not proficiently assembled, just visible in these photos of the prototype, but better fits are anticipated when in production. Unfortunately, the Beetle which will provide company for the bus in the twin pack wasn't quite blessed with the correct shade for the door panels so I wasn't available to take any photographs – it was so far from correct that I thought another special version was to be available!

The white example, C3581, available through at least one online trader, provides the

perfect canvas for a wild and exotic paint job. Never mind the race winning performance, just let the imagination run free and experiment with mixed-media finishes for a psychedelic scheme to win the local slot club custom paint job award. A little highlighting would also make the interior rather more visible as the parts are moulded in a darkish shade and remain invisible.

A nice touch is the headlamps: these are duller for the period vehicle, as included in the set, but are of normal brightness for the one intended to represent a modern version.

### Australian V8 supercars



What the heck, never mind all the cars that I've missed that may appear in the shops soon, let's stick with the revelations and leave the catalogue cars until next month! We've covered the USA and Spain, so how about a trip to the Antipodes?





Having just taken delivery of the 2013 Australian V8 Supercars, I can now reveal the cars planned for 2014. As anticipated, this year they'll be the trusty Ford and Holden models, with the Ford having an on-track advantage due to its much lower stance: maybe one week I'll try the pair at Croydon and see if the Ford is really better or if the Holden's dedicated band of devotees can will it to perform beyond its perceived limits. Both are Super Resistant without interiors and represent cars from this year's V8 Supercars Championship. The Ford Falcon, C3582, represents the Ford Pepsi Max Crew number 5 car of Mark Winterbottom whilst the Holden Commodore, C3583, represents Garth Tander's Holden Racing Team car number 2, with the distinctive SP Tools livery. Both look to be carrying most of the appropriate stickers but both lack the distinctive wheel colours of the real cars: blue for the Ford and orange for the Holden. Maybe this will be corrected for the production versions as the photos below show that these have previously been correct on earlier models.

For those that didn't buy the previous 2013 releases, here are last year's pairing for comparison. The Holden, C3471, is the Red Bull Racing Australia car of Jamie Whincup whilst the Ford, C3470, represents Mark



Winterbottom's car from last year. Be aware that only the Fords will accept a digital plug: the Holden would require the fitting of the retrofit assembly, C7005.

### SCA Camaro



Returning to this year's catalogue, but only because it is one of my personal favourites and has a link to the southern hemisphere, the perfect predecessor to last year's Frank Gardener Camaro Z28 has been approved for production. This is the 1972 car, C3534, resplendent in SCA Freight and Castrol livery. The catalogue illustration didn't show the number backgrounds quite correctly, but the final version looks fine with the Wiggins Teape Paperchase British Saloon Car Championship sponsor surrounds correctly depicted. We'll have to turn a blind eye to the lack of power bulge on the bonnet as the body tooling already exists, but overall it→





creates the right image. Seeing Frank wrestle this brute around the compact circuits of Crystal Palace and Brands Hatch, whilst competing against the more nimble Ford Escorts, Minis and Imps, was amazing. But, as history shows, the 5736cc V8 wasn't quite the season victor being beaten by the Imp of Bill McGovern and the Escort of Dave Matthews. However, for the race in which the car here competed, it was a winner although after 20 laps of the Brands Hatch GP circuit it only just pipped the trio of chasing Escorts: Dave Brodie, Dave Matthews and Mike Crabtree. Loads more information on this

period of BSCC racing can be found at [www.touringcarracing.net](http://www.touringcarracing.net).

### **Torana**

I might as well go down in glory with the overseas members and reveal the revised Holden Torana of Peter Brock, C3492. Most of the details on this car were published last month but I can now show photographs of the revised model, albeit with wipers that will be chromed for the production version. In line with cigarette advertising rules relating to toys, the Marlboro script has been omitted. However, as the logos





have not been replaced with any fictional decoration, it would be an easy exercise to either source suitable transfers from one of the specialist companies or even to print one's own using clear decal paper. It should be a fairly straightforward challenge as the only white required in the logos will show through from the body colour.

### **Dodge Charger**

I doubt if the deep blue of this model is reproduced accurately, despite my futile attempts to adjust for the lighting in the Hornby demo room: it really is a vibrant, metallic shade. I have it on good authority that this model's main claim to fame is the inclusion of lights on a UK Charger. As well as high intensity headlamps and tail lights it is highly detailed and ready to convert for digital racing.



Although I regularly research data on the web, I am still frequently surprised by some of the gems waiting to be discovered. The latest is a site that provides illustrations of cars entered in specific races or series: [www.spotterguides.com](http://www.spotterguides.com) produced by Andy Blackmore Designs. The charts tend to be biased towards sports car races but F1, Indy Car and the Hankook Tyres Drift Championship are also included. Unfortunately I found this the week after this year's Le Mans so I will have to wait until next year to really benefit: make a note to visit the site during the buildup to Le Mans 2015.

Next month I'll catch up on the remainder of the cars for which the design team at Margate have shown a green light to China but I couldn't resist just one photo of the liveried Bentley Continental GT3. ■





This month we have news of two Ferraris and two trucks from Fly, so moving straight on, lets begin.

The Ferrari 250LM is one of my all time favourites. I have the model F02102, which depicts the car that competed at Surfers Paradise in 1966 driven by Jackie Stewart and Andy Buchanan in my collection.



FS053106, was available. The red Ferrari 250LM carries race number 21 and depicts the car as driven to victory by Masten Gregory and Jochen Rindt. To avoid possible litigation from the "Ferrari Police" the nose badge and N.A.R.T. stickers for the front wings, which also carry the prancing pony are supplied as waterslide transfers. Another 250LM joins it, FS053107, again a red car, which carries race

I was thus pleased when Terry advised me that the 1965 Le Mans winning Ferrari,





number 34. The model depicts the privately entered car driven by John Gunn (USA) Guillermo Ortega (EC) and Fausto Merello (EC) in the 1968 Daytona 24 hours where it finished eighth overall and first in class. Among other racing pursuits, the car was campaigned at the 12 Hours of Sebring in 1969, and it returned to Daytona that same year. Last year it was sold at auction in America to a collector for a staggering \$14,300,000.



Fly have commemorated the sale with this Limited Edition release. The model has the sponsorship decals that adorned American race cars of the period. Both models would make a nice addition to any Ferrari collection.



Talking of Americans and Limited Editions, anyone who visits the United States cannot get



away from how huge NASCAR is out there. Drivers' faces adorn breakfast cereal packs and appear on TV ads telling you what batteries to buy or which store to shop in. With this in mind the US importer of Fly Slot has commissioned a pair of Limited Edition Coca Cola Trucks to tie in with two major NASCAR races that the giant drink manufacturer sponsor, the Coca Cola 600 from Charlotte, and the "other" Daytona Stock car race, the Coke Zero 400 held in July.



Both models are based on the Mercedes racing truck. The red version, FS202302, carries the Coke sponsorship of the Charlotte race, while the black one, FS202301, is the Daytona 400 truck in the Coke Zero livery. With just 350 of each lorry available for the US market, a few will be available in the UK and I mean just a few. I expect these to be snapped up quickly by truck collectors, NASCAR fans and lovers of the popular fizzy drink!

Thanks as ever, to Terry Smith from Gaugemaster ([www.gaugemaster.com](http://www.gaugemaster.com)) for his help in compiling this column. ■



With August traditionally being a quiet month regarding slot cars from Spain, I'm taking the opportunity to review the recent single seater released by Ninco.

### Open Wheel Action

The current Formula 1 season is producing some of the best racing seen on the F1 circuit for some time. Although the manufacturer's title seems to be wrapped up with Mercedes having gathered more points than second and third place Red Bull and Williams added together, the Mercedes drivers are not holding back when it comes to challenging each other for the race win. Even other teams are producing some great on track battles for position and fighting for whatever points remain. It is good timing then for Ninco to release the Formula Ninco range of single seater cars using their best F1 car design to date as the base model.

### A Step Back in Time

We need to wind the clock back to 1998 when Ninco entered the world of F1 with their model of the '97 Ferrari with drivers Michael Schumacher (50162) and Eddie Irvine (50163). A superb fully tampo-printed model with fine sponsor logos and functional front axle assembly that allowed the front wheels to turn in addition to acting as suspension. At the time, Ninco lead the resurgence into F1 cars and gave close competition between the No.5 or No.6 car as (in the words of Murray Walker) the car was absolutely unique, except for the one behind which was identical!



Later that same year, Ninco's second F1 model was released based on that of the Jordan team and their drivers Ralf Schumacher (50172) and Giancarlo Fisichella (50173). With 'Benson & Hedges' being their main sponsor, the brand's signature gold colour was replaced by yellow. In a time of tobacco advertising restrictions being imposed, the snake theme livery announced "Bitten & Hisses" in place of the tobacco brand; Personally, I found the Jordan livery to be up there with the best of any Formula 1 team. The fanged snake-head "nose art" and twist on words, even when extended to the drivers names (Sssschieuey/Fissssi), brought a



little humour to the sport too. This new Ninco model challenged their Ferrari closer in 1/32<sup>nd</sup> scale than the teams experienced in full size. In fact, Ninco's Jordan, although similar in weight and dimensions to the Ferrari, appeared to have the edge.

The very next year saw the introduction of two more teams, Stewart (50185 and 50186) and Sauber (50190 and 50191) each with the option of both drivers; this doubled the Ninco F1 grid to eight cars. I recall racing these at home and at a couple of clubs; such joy! A further four Arrows cars were released over the next few years in liveries of both drivers over two separate seasons with the A20 from '99 (50211 and 50212) and the A23 from 2002 (50280 and 50281). The last F1's produced by Ninco were the Minardi cars from the 1999 season (50199 and 50200), the latter released as a Limited Edition in special packaging, originally available only through Club Ninco.

### **A Bunch of Five**

Ninco's current "Formula Ninco" cars are all different liveries on identical body/chassis moulds. The chosen base model is that of the 'Jordan' car which is arguably the best Formula



1 model Ninco have produced. Their NC-14 'Speeder+' motor gives out ample power to the slick, wide, rear tyres and the clever front wheel assembly is the same as that used on the entire range of Ninco Formula 1 cars. Three screws hold the chassis to the body but the front axle assembly must be carefully unclipped to completely separate the two. The inline gear/pinion is shielded by a cover that has fake wishbone assemblies for the rear wheels. With the body assembled, this cover also ensures the rear axle bearings are held firmly in place. Just in front of the motor, a strong button magnet is fitted to the chassis floor which, when left in situ, provides a huge amount of downforce. Turning to the body the front wing can be easily detached but is a firm push-fit into the underside of the →





nose. The rear wing and airbox are securely welded into place as is the cockpit which houses a partial driver with full face crash helmet. Only the two rear view mirrors and camera pod (mounted atop of the airbox) are the likely casualties of out and out racing. The assembled body with all eleven pieces in place weighs in at 12grams. The front wheel and guide assembly and main chassis with all component parts including motor, magnet, cover, wheels, tyres and fixing screws, add a further 62grams, bringing the total weight to just 74grams.

A plain White (50700) body with black wheels and aerofoils is an ideal blank canvas for reproduction or fantasy liveries. Four more pre-



liveried models in Yellow (50696), Red (50697), Blue (50698), and Black (50699) have their own paint detailing and resemble some of the teams on the F1 circuit today! However, all are identical in design and performance so any competition using these cars really will separate the men from the boys!

In the past, many of you have asked “When will Ninco release another F1 car?” as previous models have been popular in the open wheel racing category due to their high performance and robust design. Well, now you can get back into top level racing with the new Formula Ninco cars.

## World Class Racing



This model has also been selected as the chosen car for this year’s Ninco World Cup competition which takes place at Medina Sedonia, close to Jerez (Spain) on 22<sup>nd</sup>/23<sup>rd</sup> November 2014. Some countries have already organised qualifying heats and this year will see the first Asian entrants in the history of the competition with a team from Taiwan. They expect to challenge teams from Spain, Italy, Portugal, France, Germany, UK, Andorra, USA and Mexico.

For regulations and up to date information on the competition, please see the Ninco World Cup Blog (<http://nincoworldcup.blogspot.co.uk/>) or follow Ninco on other social media such as Facebook and Twitter.

I will also attempt to bring you information on the Ninco World Cup as and when I receive it of course in the Journal in the coming couple of months prior to the event.

So until next month, enjoy the weather and I hope you enjoy your summer, with maybe a holiday also to look forward to? ■

Ciao everyone and welcome to this month's Forza Slot.it. As I write this month's column the sun is blazing away outside and my track has warped in the sun when I went outside to do the track test! No big problem, my layout is on wheels so I pushed it back in the garage in the shade but it was quite funny to wonder why I had just shot round a nice flat piece of track to suddenly find that it is now starting to rise in the middle like a cake in the oven? So if anybody is, or should I say was?, thinking of a garden layout then watch out for this interesting track "feature".



So, what's new this month then? Probably the most significant news on offer this month is something I mentioned a couple of articles ago – the new Slot.it chassis available for some current Carrera DTM cars. This is now available to order online through <http://www.shapeways.com/> so all you have to do is enter in the URL and then do a search for Slot.it. You will see that there are several options to choose from so just pick the one of your choice and order away. Guidance is given on the appropriate page as to which Carrera body is suitable and prices range from €20 to €24 with postage being approximately €9 for the UK. You will also have the choice of colour of your chassis and an approximately delivery date as

well. Please note ONLY the chassis is provided and it is up to you to source the correct body top/shell and all other mechanical bits from the Slot.it parts bin separately. This looks a really interesting proposition for the racers/tuners out there so how about "someone" having a go and writing a report for your NSCC Journal? Over to you...



Other news? Well, after mentioning last month that CA19d Toyota 88C was firmly on my radar then I can report that it is now tucked up in my slot car garage but that is not the car I will be reporting on this month, more on that shortly. The latest information I have from Adrian at AB Gee is that the next cars to be released will be CA08e new body Lancia LC2 #36 that ran at the WEC Fuji 1,000Km in 1985. It is in a fabulous Martini type livery mixed in with green and red slabs of colour that my description does not do justice too so just have a little drool at the picture, will this be on your new updated wish list? Next is CA28b which will be the second model of the Nissan R89C. This particular model is #85 as driven at Le Mans 1990 in a metallic dark grey with white logos and decals and looks very dull compared to the Lancia!



Something I spotted on the web and now available from Pendle Slot Racing is SIS08a Limited Edition #29 Lancia LC2 European Endurance Championship car (XVIII Campeonato Espana De Slot 2013) as driven at the Slot.it 2013 European Endurance Championships. Available in plain black with Martini type stripe lines in black and orange and green "Totip" sponsorship that looks quite striking. The currently list price with limited stock available is £85 so if you want one then hopefully there will still be one left for you by the time you read this? Last but not least on the release front is more news from Adrian that the LMM Rondeau M379B cars will be with us soon. So far there are four cars listed but not sure which one will be released first so check out the associated picture to see which one(s) you might be interested in?



On to this month's review car and it is not strictly speaking a Slot.it car but being as I raved about one in an earlier article after seeing Maurizio throw one round the track at the Gaydon festival I thought it might be a good idea for me to invest in one and let you know what I think. As it happens, it is still Slot.it related as the model in question is the new Policar Ferrari 312 PB which advertises the use of Slot.it parts inside. There are two models

currently available so I decided that CAR01b #2 as driven by Ronnie Peterson and Tim Schenken in the 1972 1,000Kms of Monza was the one for me but CAR01a #3 as driven by Brian Redman and Auturo Merario in the same race might be more to your liking. Check out Policars website at <http://www.policar.it/> for more details and information on their cars.



Order in and then a short wait for the postman to deliver my new model. First impressions? It's in a bright yellow/red cardboard box rather than a Perspex one with a cellophane viewing panel much like the old Scalextric/SCX boxes of years ago but at least it does come with a stronger white outer cardboard sleeve to protect the inner box. Inside the box is a cardboard plinth with a Slot.it plastic T-bar clip to hold the model in place and another piece of moulded plastic that goes over half the car to keep it in place in the box, protect the model from being crushed and stop it spinning in the box I guess? Not elegant but it does the job and probably saves a few pence which is reflected in the reasonable list price of £42 but with the discounts available from most slot retailers you would expect to pay around £34 to £35. You will also find an Allen key in the box, just like all Slot.it cars! ➡➡



Now for the key question, is it really a totally new car? Well, I thought it was until I had a ferret around the web and a check of my collection list revealed that I already had a Slot.it Ferrari 312 PB (or two) that I had forgotten about as these were released several years ago as complete kits that you just built yourself. The car is already fully detailed/painted/liveried up, just assemble and away you go. They were sold as Slot.it part number SIKF01x/02x or KW01 and limited numbers can still be found at your favourite slot car outlet or other web slot providers. Interestingly Slot.it also did the Ferrari F40 which is also stated to be the next new Policar release in the near future I believe.



With this in mind I went digging and found that I had a very similar car as driven by one Ronnie Peterson and Tim Schenken in the 1972 Watkins Glen race in which this car finished 2<sup>nd</sup> which left me in the interesting position of looking at the same slot car from the same year but from two different races/manufacturers. The Slot.it kit, which comprises of 29 parts was then hastily built so that I could carry out a more accurate comparison between the two models. You may notice from the pictures that I did not put the wheel inserts or magnet in for the Slot.it model which I will do later. First impressions of both models, very nice and hard to spot the difference between the two but there are several. Having said that, apart from the obvious of the race numbers and some different logos the most striking difference is the rear wing. For the Slot.it, it is raised above the rear deck with two struts but on the Policar it is thinner and almost flush with the rear deck and only supported between the rear end plates. Both wings are the same shade of blue.



Looking closer at the body work and, to my eyes, both are a nice/same shade of Ferrari red all over and all the air intakes, body cut outs, roll cage and so on are identical down to the wing mirror on a small red pole and a blue wing mirror perched on top. Warning note, I managed to knock off the Slot.it one when mounting the chassis and body top together so be careful and have the super glue ready! Differences? Yes there are some such as the Perspex cockpit cover, the Slot.it one is green whilst the Policar one is blue. The inner dashboard is completely different on both cars and whilst the Slot.it driver (Ronnie) looks like he has a bus steering wheel in his hands I'm not sure how the Policar Ronnie is ever going to get out, let alone how he got in? as the steering wheel is tilted at 45 degrees and sitting on top of his knees! Ronnie has his name on his helmet (both identical), four point detailed black strap harness and white overalls with red stripes down each arm but the stripes do take a different route down the arms between the models. As mentioned previously, many of the decals and placement are the same, such as the yellow and blue bonnet line, but the key point here is that all are well placed, crisp, no smudges and fine examples of tampo printing on both cars.

Moving to the front, then both have a little protruding lip spoiler in red with three black grill

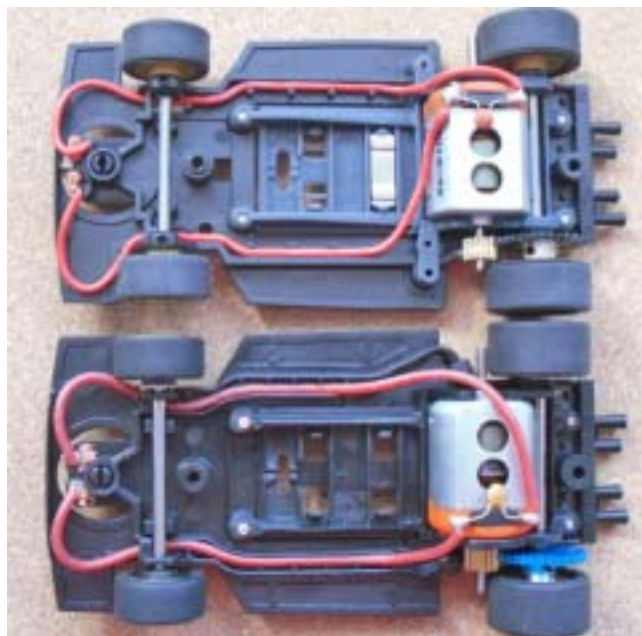


cut outs across the front and nice headlamps with dark covers and two silver detail type rivets on the covers of each light to hold them in place. Round the rear both cars have uneven quad exhausts sticking a fair way out at the back as well as gearbox, light clusters and bracing that look strikingly similar but well executed which enhance both cars nicely. Both are topped off nicely with silver fuel caps either side of the driver cockpit area.



So far so good, but what about the chassis. Slot.it, comes as sidewinder but looks like it has the option to convert to an in-line or anglewinder but the Policar is strictly sidewinder only. However the Slot.it car is strictly sidewinder as well as even though you could change the motor mount there is not enough space for any other motor configuration. Sidewinder all round it is then. Both are supplied with a small bar magnet with the option of three positions, one behind the motor, middle and one more to the front of the car and both motor pods are held in place by four screws. The Slot.it chassis/body is held together by two north/south screws whereas the Policar has two additional screws east/west which hold the body much firmer in place.

The running gear, as per the information supplied from the Slot.it website, consists of: sidewinder 0.5mm, V12/3 21.5k rpm motor and mounting, length 124mm, height 30mm, wheel centres 72mm, width 62mm, weight 66 grams, 11/34 pinion/gear ratio, 14.3x8 front and 15.8x10 rear rims/tyres and with a



Neodymium magnet situated in the mid-mounted location just in front of the motor. The Policar website information is identical apart from the following: weight 65 grams, 11/32 pinion/gear ratio and 15.8x8 rear rims/tyres. Suspiciously the same again!

The Policar is a “can end” sidewinder installation whereas the Slot.it is an “end bell” arrangement. The front tyres are the same dimension but at the rear the Slot.it has 10mm of rubber but the Policar is slightly narrower at 8mm but has a nice crisp white Firestone logo on each tyre where the Slot.it has none. Until, that is, you look very very closely and then you can see the Firestone logo as well but it is a ➡➡



very dark grey on black and almost impossible to see unless you really look hard. Physically holding the cars side by side, back to back and so on reveals that the wheel centres and so forth are all identical to me so I guess what we need now is a track test eh?

Simple track test it is then. Hopefully my efforts at building will stand up and I will start with standard magnets in the default central position with a few quite laps each and then a bit more of a spirited drive! How was it then? I guess (again) that you will be ahead of me and both cars are very respectively brisk in a straight line and grip levels are good with the magnet in the middle position, no big surprises there as the cars dart from corner to corner at warp speed. Thing is, I couldn't be bothered to move the magnet around as I remembered Maurizio sliding the car around at Gaydon and so I decided that it was time to do the same!

Magnets thrown in a corner of a box somewhere and what a transformation, as expected, to "chuck" the cars around the track. Yes I've lost some (read lots!) of straight line pick-up and ultimate speed, you have to "brake" a bit sooner and so on but what you gain in pleasure at sliding the back end around 1<sup>st</sup> and 2<sup>nd</sup> radius corners and then slamming on the power to get the tail wriggling up the next short straight is just great fun in my little slot racing world. At every appropriate (or inappropriate!) opportunity you try to balance max power into, round and out of



every possible corner sliding the rear end as far as you can and then doing the same again time after time. Yes you will get it wrong and the car will bind out of the slot on the guide limits and maybe roll onto its lack of roof (good bye wing mirror for the second time! Now where did I put the super glue again...), or go straight on at a corner, or spin like a top backwards out of the slot but surely that is the point for many a home racer? testing the limits of your own skill with every car? It certainly is for me! Want to race



one? Then I think with some work/tweaking and an appropriate class then these Policars will make an excellent option at slot racing clubs for some close budget racing as any suitable existing Slot.it bits in your race box can be used or new ones sourced as required – just accept that the rear view mirror will probably not be around for too long and things will be fine!

Summary time. To answer my own question at the start, is this a new car? As you might have guessed I don't think it is but a reissue of the original Slot.it moulding with a few tweaks to suit real life race variations such as the rear wing placement and logos and a new chassis that is still based on the old one with alterations to accept only the sidewinder motor pod and two addition mounting screws for the chassis/body. As far as I could tell the handling of the cars was the same, the gearing difference made the Policar quicker to pick up speed, but the 1g saved in weight and narrower rear tyres did not

make any real difference to my limited driving experience on a track test. Does this mean that it is flawed? Not in my eyes as I really like this little car and there are only limited options to purchase the old Slot.it variants which also cost more even when you take discounts into account. There is no difference in overall quality that I can tell and I believe that Policar have hit a little sweet spot in the market that will be to the advantage of us all as they release follow on products, especially the Classic F1 cars. I'm sure these will be eagerly anticipated by many a slot racing fan as well as the F40 which will provide good quality budget home or club racing with the option to tune as required, what more could you want?

That's all for this month but once again a big "Thank You" to Adrian at AB Gee and Maurizio at Slot.it for the information supplied on current and forthcoming releases in the near future. Till next month, ciao and arrivederci! ■



Only one release to report from Racer this month, which is the RCSW29 Zakspeed Capri in the iconic Jägermeister livery as driven by Klaus Ludwig in the 1982 DRM series, this Capri was the larger engined 1,745cc turbo version and only ran a limited programme during the '82 season, but with Ludwig behind the wheel it still managed three podiums out of the four races entered, although nowhere near the level of success Ludwig had the previous year, when the Capris were at their most dominant and he won ten races and the DRM title, hence the Jägermeister car carrying the No.1 for the 1982 season. Ludwig was very busy driving Ford's C100 sports racing car during 1982 in a mixture of World Endurance Championship and DRM races, the latter also in Jägermeister livery, now there's an idea for a Limited Edition double pack.

The Jägermeister livery is one of the more popular amongst slot car fans, the model has the



usual Slot.it Anglewinder Flat-6 motor and running gear, so it will be quick out of the box and is now available from your Racer Sideways stockists, it is likely to sell out quickly, so don't delay if you want one. ■





## Comunicazione



By Nic Ayre

As you may be aware we are waiting for new product from this company, which will include the BMW Z4, but in the meanwhile, we have some imminent releases of variations of existing tooling.



Please note that the finished model will be lacquered and not matt as shown on the prototype pictures and it should be in the shops by the time you read this. The running gear is the same as all the other 917Ks fitted with a sidewinder Shark 20K motor.



Due to be released very shortly is the finned Porsche 917K NSR1179SW in the David Piper Racing colour scheme. This car was campaigned in the 1972 season of the European Intersie races and was driven by Chris Craft, the car modelled is as it raced at that years Nurburgring round of the series, where it went on to finish 6th overall.



Also available soon will be the Limited Edition Martini version of the Ford GT MkIV NSR1178SW, which we showed you a CGI image last month and the pictures show off how well this livery sits on this car. The model →→





is fitted with the Shark 20K motor in sidewinder layout and only 500 are being made, the Martini liveries are very popular so if you want one don't hang around.

Both these models are available to pre-order from your stockists.



Hopefully next month we have more updates of the new models that are in the pipeline.

Thanks go to Terry from Gaugemaster ([www.gaugemaster.com](http://www.gaugemaster.com)) for the information for this article. ■

# BITS & PIECES

By Graham Pritchard

Isn't life funny sometimes? After the recent "Classic Car Rescue" and "For the Love Of Cars" there are currently another two programmes on the TV as well with "restoring classic cars" as the theme namely "Car SOS" on More 4 and "Wheeler Dealers" on Quest, what have we done to deserve this I wonder? So many TV programmes to inspire us and George Turner and Co. hopefully into creating some more models for us to buy it can't do any harm can it?

If nothing else, it has made me dig out my widened George Turner Anglia again from my WIP draw and push it up the list a bit, in Car SOS they did a rather nice "street" version of an Anglia for a family that all drive Anglias in Maroon and fitted it with period style black Dunlop wheels which made it look very nice indeed, but mine is currently white, however you never know what might happen next with all this inspiration around? I've also got a standard one that I did in red as per George's one and it really was very easy to do, now it's just occurred to me that as the idea of the "Car SOS" programme is that they bail out people who have these half finished projects that they never get around to



for one reason or another so I wondered if there is a slot car equivalent then that can bail me out please?

## Airfix Kits - Did You Know?

Following Peter Simpson's mention of Airfix in last month's Journal did you realise that as well as the classic '60s kits of the E-Type Jaguar and MGB etc. that they also do a few modern kits that suspiciously look like their Scalextric equivalent?

The Ford Fiesta is one and the BMW MINI is another, including the Countryman World





Rally Car, which means that if you want to have a go at doing your own livery for these cars for a few quid you can start with a blank canvas rather than having to strip down the original more expensive Scalextric version. You will have to fit your own body posts so it's not just a straight swap over but at least you can then have two shells to choose from.



I ended up getting two of the Countryman kits a couple of years ago I did a conversion for a couple of friends using an SCX Rally Raid VW Toureg in order to create a MINI Countryman 4x4 Rally Raid car for them, with hindsight it was actually a bit expensive and quite tricky doing it that way as we had to buy both cars initially but at least now I can salvage the Hornby chassis and have a couple of MINIS in a different livery one day.

Incidentally those SCX "Rally Raid" cars chassis are real wonders and prices seem to have stabilised with them at an amount that is a lot

higher than for most other cars in the SCX range. I wonder if in time they will rocket even further upwards like the original versions from the 1990s (the Buggy, the Peugeot and the Nissan Patrol)? One of our members at the time bought up all of the slow moving stock from my friend's Toyshop for less than £15 each and now they go for miles more! Doh, if only that had been me! Still, it could be worse, another chap whose name escapes me at present used to break them up to make Land Rover 4x4's in the 1990s as well, at least I never did that!

### More Did You Know?



I've recently been restoring a few cars for my mate from the Toyshop (And also wondering how he managed to get hold of some SCX Minis given that he was a just meant to be a Toyshop in the UK), anyway when he gave them to me they were covered in a horrible white mould that I managed to get most of it off





with a good washing and very careful tooth-brushing in a solution of Fairy Liquid (but please do it VERY carefully and don't leave bits in there for ages in case it affects them) and then with some lighter fluid also (sorry, I don't have any photos of them with the mould on).

Now, it actually turns out that this is a very common problem it seems with cars of that era and possibly comes from not always storing them "optimally", but don't ask me what defines "optimally"? Alan had kept his in a cold damp shed in the garden for several years so I've now told him to keep them indoors from now on!

By far the biggest problem was the tyres disintegrating but luckily inspiration struck and after a recommendation from Stephen at Slot Car Wales I discovered that Sean from Pendle Slot Racing stocks the very thing, W9546 is the part number in the current Hornby range and they are from the current Classic Mini Cooper, OK, they are very slightly thinner but so what they do the job very nicely and have enabled me to get his cars back on the track much easier than I was expecting, so many thanks guys for your help.

### George Turner News

As George went to the Le Mans event this year we ended up missing the copy deadline last month but never mind he is back this month and had the following news to report when I asked him:-

*"We are currently getting our 110ft wooden slot car track up and running and after a bit of work we now have all of the lanes running and our timing equipment has*



*also now arrived, we just have the job of installing it all now! We still have a lot to do in the way of cleaning up, and we are also getting the place ready for racing with work benches for the "pits" and a few "proper" power outlets etc.*

*To top it off, we will have a kitchen with a fridge, microwave, toaster and kettle and so we should be able to get some relatively comfortable endurance races set up in the future. We are hoping to have an opening event in the near future when we are fully up and running – you just need to bear with us a bit please. Anyone who is interested in a day or a weekend at the seaside in lovely (ahem) Essex will be very welcome to come.*



*We are still working out which classes will be running but we know "Slot.it Group C" is a possibility as is my own "Mini24s", and of course as many of my resin cars as is possible."*

*We also now have an email address for the club (southessexslotclub@outlook.com) so for any correspondence about the club can you please use that email address.*

*Sounds like that's going to be fun for all of⇒⇒*





you guys in the South, I wished I lived a lot closer to George as I'd be able to pop along and have a look as well, trouble is I am allergic to getting up early so George can even beat me in arriving at the Wolverhampton Club and I only live 40 minutes away, hopefully one of our members can pay him a visit and report back for me instead please?

### **More On The 2014 Slot Car Festival**

I was speaking to joint organiser Sean (from Pendle Slot Racing) the other day and as we were chatting about all things slot I asked him if he could give me an insider's view of how the 2014 Slot Festival had gone now that several weeks had passed and there had now been time for the organisers to chat amongst themselves to review how it went etc., and fortunately for you and I he said that he would get back to me, and after a few days he did, and this is what he had to say:-

*"The change to a two day event came after lots of deliberation and meetings with the Heritage Centre Staff*



*- plus a few sleepless nights as well! We had all agreed (as Organisers that is) that previously the work load involved in staging the event was just too big for a single days show, so the question that now needed answering was "how could we get the festival together and be ready for the public to gain access by 10.30am on the Saturday morning?"*

*In the end an agreement was reached with the Heritage Centre that we could start assembling the festival stands from 5.00pm on the Friday evening and then work late or at least to a point where we could then arrive on the Saturday morning and let the traders in to set up their retail stands.*

*In the end and with a great deal of help from several volunteers and manufacturers, the exhibition areas were actually completed by 8.30pm. We then arrived early Saturday morning in order to check and clear all areas and to simultaneously allow the traders in so that they could set up their retail stands ready for the public opening at 10.30am.*

*Upon reflection, the Organisers of the festival were very happy with how the two day event went as it allowed the visiting public much more time to enjoy a wider range of attractions. Our gut feeling was that the Saturday would be the busier of the two days, and this is how it actually transpired.*

*Having spoken to several "typical" visitors it seems that their plan was to visit on both days, but to use the Saturday as their "shopping day" and then to use any remainder of the Saturday and the whole of the Sunday to browse around the rest of the show and then also take in the museum and the Classic Car Show that was also going on outside in the car park at their leisure. All stall holders reported brisk trading on the Saturday, with the Sunday being a quieter and more relaxed day.*

*The 2014 festival was also the first year that we had been able to attract a main sponsor for the event and we would like to thank "Scalextric" for their support - particularly through their marketing and advertising team.*

*We are also very pleased to announce here that "Scalextric" have taken up their option to be headline sponsor again in 2015 and we look forward to them expanding on their stand next year.*

*So, just before I go here's a quick reminder of the dates for the 2015 Slot Car Festival so that you can add them to your diary if you haven't done so already - it is on Saturday May 16th and Sunday May 17th 2015, so I'll hopefully see you there then!"*

Right, I'd better make a note of those dates in my diary as well.

### PSR Volvo



After what seems like an eternity then I've just received my Volvo Estate kit off Sean at Pendle apparently it's taken the best part of two years for it to appear from conception but having just taken a very quick look at it you can see that the attention to detail has been the main reason why - rather than the post being slow! I was that impressed with it I actually managed to get it painted on the same day that I got it - now that's got to be a first for me.



Hopefully I will be able to show you more in the next Journal. If you want one then check them out on Pendle's site but get in quickly as I reckon they will fly out, so until next month enjoy yourselves. ■

# NSCC Elections

**By Jeremy Naylor**

**W**e have received nominations for the positions of Chairman and Club Secretary by the due date stated in the Constitution, no other nominations have been received for the Editor's position, Treasurer or Membership Secretary. Consequently the people in these positions are prepared remain in office for a further two years, that being myself, Shaun Bennett and Andy Smith respectively.

With regards the position of Secretary, Vince Albani, who was proposed by Andy Smith and Seconded by myself and Shaun Bennett is the only applicant for the post of Secretary and so he will take up the role unopposed and without the need for a membership vote.

The position of Chairman has received two applications, the first being from Martin Baines, who has stood in on the Committee for the last few months to assist us in the vacant role of Chairman and who was proposed by Shaun Bennett and seconded by myself and Andy Smith, with the second application received from Stephen Barber, who was proposed by Chris Gregory and seconded by Peter Solari. Consequently the position of Club Chairman will be put to a membership vote, in accordance with the Constitution and a voting form is enclosed with this Journal.

The election addresses follow along with a recent photograph of all candidates, please ensure you fill in your voting form correctly and put a cross in the box for one candidate only, being the one you wish to see in the role. As no other Committee positions are being challenged, all voting forms will be returned to the Treasurer and shall be opened on the due closing date of the election in the presence of an independent person, in no way connected to either candidate, any of the Committee members or indeed is a member of the NSCC. The results shall be published in the September Journal with the successful candidate taking up their post on the 1st October 2014.

As you may be aware after the previous elections for the position of Secretary and the resultant course of events, various claims, rumours and factually incorrect statements made in person, via email or on the internet, a great deal of time and effort has been put in to the new Constitution to ensure that the election process is seen to be fair and transparent to all, the process is fully detailed in the new Constitution which was issued to all members in the April Journal and no comments were made at the time so we understand that the membership must be happy with the new processes detailed. We will not accept further allegations or accusations being raised that the process is unfair, flawed, unacceptable or dishonest from anyone standing or a voting member.

## **Club Secretary - Vince Albani**

### **Who am I?**

My name is Vince Albani and I live in Norfolk. I have been a member of the NSCC since 1987 and I have attended numerous swapmeets and club events over the last 27 years.

My fascination with cars goes back to my childhood and has remained with me ever since. This has grown from collecting toy cars to restoring and collecting classic cars. I am a keen Formula 1 fan and enjoy travelling to various circuits around the world in pursuit of my interest. Scalextric cars have been part of my life, beginning with my first Scalextric set which I received for Christmas in 1968!

### **Why I am applying for this position?**

As with most clubs and voluntary organisations, their success depends on the hard work and commitment of those with a passion for the subject. I feel the NSCC is a great club and I want to see this club continue and prosper for current and future members. I believe I have the time and enthusiasm to contribute to the effective running of the NSCC.

### **What I can bring to the club?**

A career in Training and Development, working for a number of high profile organisations in the UK, has given me the ability to deal with people at all levels as well as developing valuable planning and organisational skills.

I have also served on a number of committees for numerous clubs and societies over the years in a variety of roles. My experiences have given me the knowledge, skills and abilities to deal with all aspects of club organisation, with a clear focus on supporting the members and interested parties in meeting their current and future needs.

I look forward to supporting the Club.  
Vince Albani



### **Club Chairman - Martin Baines**

My name is Martin Baines and I am standing for the post of Chair of the NSCC. I will be a familiar face to many of you who have attended the Hornby Weekend at Ramsgate over the last few years. However for those who do not know me I would like to tell you a little bit about myself.

My interest in Scalextric started in the early 1960s when as a six year old I managed to get my hands on a no. 2 edition Scalextric catalogue. The pictures in the catalogue may only have been artists impressions but they instantly fired my interest and imagination. I was hooked. However it was another four years before I became the proud owner of a Set 80 four lane Scalextric set on Christmas day 1966. The love affair and the collecting bug has continued ever since.

In the early 1970s I had acquired a reasonable sized collection of cars, buildings and accessories. Somehow though my meagre resources were incapable of satisfying my desire to own all of the cars appearing in the annual catalogues. They were elusively out of reach.

I started to buy up my friends collections with varying degrees of success. On one occasion it resulted in the purchase of a friends boxed James Bond set for £16 but he flatly refused to let go of his Black Bentley much to my disappointment at the time.

Life marriage and children somehow got in the way until eventually in my thirties I found the National Scalextric Collectors Club and joined.

I have now been a member of the Club for over twenty years and a lot has changed in that time. The hobby has truly gone through a new golden age. The Club and Scalextric are no longer the only players.

The NSCC now needs to develop and move forward over the next few years if it is to continue to be the great Club that it has always been. The current Committee have done a wonderful job and have worked extremely

hard on behalf of all of the members. Many of you have also worked hard on behalf of the Club in support of the Committee.

The reason that I have decided to stand as Chair is that I want to put something back into the Club instead of simply benefiting from being a member. After a career in public service, business and having been the chair of two successful charities I feel that I have the time, skill and the experience to help move our Club forward. I would be extremely honoured to be the Chair and an ambassador for our Club.

As the new Committee is open to new ideas, transparent and capable of taking the membership with it then our Club has a great future. I would like to play my part as Chair of the Club in making that happen.



## **Club Chairman - Stephen Barber**

As many of you will know, I served as Secretary of the NSCC for many years, during which time I worked honestly and conscientiously on behalf of the Club and its members, and made many friends amongst the membership – collectors, racers and dealers – in the process. My face will be known to many, and many more will have received my prompt help and assistance following approaching me by telephone or email. I also got to know a lot of our overseas

members, particularly in Spain, the Netherlands and Australia. Throughout my time as Secretary, I was always approachable and available to members.

I would like to continue that work as your Chairman, and I believe that I can bring a unique and special approach to the job: I am self-employed, I have run for over forty years a small but successful business with an international client base, and I am Chair of the Businesses Association in the business complex where I work, helping to co-ordinate and support a variety of businesses and enterprises. The NSCC means a lot to me, and I feel that it needs an accessible, committed and experienced Chairman who will be able to help steer the club back towards its place at the centre of the slotcar collecting hobby.

I enjoy the hobby immensely, it complements an interest in motor racing (particularly Le Mans & GT cars) and the development of automobile design. As well as collecting Scalextric, I also have a comprehensive collection of Fly, Ninco, Racer Sideways, Revell, ScaleAuto, Sloter, Slot.It, Spirit, SRC, and Vanquish MG cars, and I have a large collection of trackside buildings and figures produced by the various manufacturers. My background is art and design; I am self-employed, I make musical instruments (guitars and lutes) and for me part of the attraction of collecting slotcars and related items is the appreciation and recognition of the highly-skilled design and production work that goes into making the models. I am a collector, pure and simple, I do not deal even part-time, and am thus completely independent of any factions or vested interests. I attend as many swapmeets as I can.

During my years as Secretary, I was involved in a range of initiatives including rescuing the NSCC / Hornby Weekend from cancellation; ensuring our 30th Anniversary Jaguar was produced in numbers we could afford; producing a 'Snow effect' version of that car; helping to design the special box these cars came in, and photographing NSCC cars and writing its accompanying booklet; helping negotiate the NSCC's takeover of the MK swapmeet (now

more successful than ever); and suggesting Jeremy approach Lord Drayson to be our Patron, on the back of the Slot.it Lola, which was also my initiative. I am also a personal friend of several of the manufacturers.

I believe that my proven track record, and business and diplomatic skills would make me an ideal Chairman of the NSCC, and I look forward to receiving your vote. Thank you.



# 2014 Heart of England F1 Series Round 3 at Dudley Slot Car Club

By Graham Pritchard

It was really great to see everyone again today, it was just a pity there were a couple of regulars missing, but with my old friend Graham Thomas joining us as well today and with everyone else having so much going on in the real world then we can't really complain that we "only" had fifteen racers attending today can we?

The atmosphere today was superb with



Mr. Daves Curry!



Competitors admire the track

loads of chatting and laughing going on as well as the racing and Mr. Dave's Curry just made a great day even better!

The revised format for 2014 of one round per day seems to have gone down very well as it allowed you to do something else in the afternoon especially as the World Cup is on ➡



Time for a bit of practise before the main



Driver's briefing including "don't eat the curry yet!"



What lies beneath those metal lids...

currently and also the fact that it was sunny today so some people wanted to go out and about later on.

With fifteen people attending today the field was split between nine Johnson racers and six Improved class racers and after the qualifying heats the results were as follows:

1 – Chris Aston	105.80	IMP
2 – Graham Thomas	103.90	IMP
3 – Mr Dave Homer	101.80	IMP
4 – James Noake	94.90	J
5 – Steve Beach	91.70	IMP
6 – Richard Welch	89.90	IMP
7 – Malcolm Scotto	88.00	IMP
8 – Alex Young	87.30	J
9 – Mike Gunton	84.90	J
10 – Simon Young	82.20	J
11 – John Nabbs	78.90	J



Mike Gunton leads the way...



Followed by everyone else soon after though, including Mr. Dave himself!

12 – Dale Thursfield	77.60	J
13 – Graham P	77.00	J
14 – Dave Arnold	74.10	J
15 – Paul Munro	68.30	J

We then had a short break for lunch and everyone else got to sample the curry that Simon had already sampled earlier when he thought no one else was watching (And so he had another helping then as well to save wasting it).

We then ran step up finals for the two classes and the overall results were as follows:

<b>Johnson Class</b>	<b>Championship Points</b>
1 – James Noake	12
2 – Alex Young	11
3 – Simon Young	10
4 – Mike Gunton	9



Me pulling faces with the top racers from each class



A view of a really nice club track



5 – Dale Thursfield	8
6 – John Nabbs	7
7 – Graham P	6
8 – Dave Arnold	5
9 – Paul Munro	4

#### **Improved Class Championship Points**

1 – Chris Aston	12
2 – Graham Thomas	11
3 – Mr Dave Homer	10
4 – Richard Welch	9
5 – Steve Beach	8
6 – Malcolm Scotto	7

#### **Johnson Class Championship Table**

1 – James Noake	36
2 – Alex Young	29
3 – Dale Thursfield	26
4 – Mike Gunton	24
5 = Rob Wallader	21
5 = Simon Young	21

⇒



And from another angle





### Time to relax between the heats

7 - Graham Pritchard	17
8 = Nick Wixon	11
8 = John Nabbs	11
10 - Paul Munro	8
11 = Ashley Evans	7
11 = Dave Arnold	7
13 = Mark Dawson	4

13 = Lee Reynolds 4

15 - Poppy Nabbs 2

### Improved Class Championship Table

1 – Chris Aston 36

2 – Malcolm Scotto 27

3 – Steve Beach 25

4 – Mr Dave Homer 21

5 – Richard Welch 19

6 – Graham Thomas 11

7 – Phil Insull 9

8 = Dave K Phillipson 8

8 = Ian James 8

Thank you to Mr. Dave, Graham Thomas and Chris Aston for a great day today and special thanks also to Chris Aston for taking additional photos as well, and we hope to see you all again at the next round which is at the Great Barr Slot Car Club on Sunday 31 August (which is the weekend after the Bank Holiday) and as it also a bit of a way off you can all hopefully enjoy the rest of the summer beforehand. ■



**email: ebaywatch@nscc.co.uk**

When I was watching the US TV show *Salvage Wars* recently, the winning bidder on an abandoned storage unit, Barry Weiss, found an ancient Tether Car version of an Auto Union inside, powered by a miniature diesel engine.



Much to my surprise, as I thought such tracks were a thing of the past, he then took it to the owner of a working Tether Car track and was told the car was worth \$400 to \$700. We were shown the owner's cars reaching 150mph and Barry was given a go starting one off.

By coincidence, I had just been reading about such cars in 'The Modern World Book of Hobbies' from 1953 (I like to keep up to date!), which indicated that even then experiments were being made running smaller "Rail-Track" model cars with engines of under 1cc on both indoor and outdoor four lane rail tracks.



While the book makes no mention of electric rail cars, it does include instructions with a sketch and photograph showing how to build a BRM using plywood chassis, balsa wood body and Meccano pinion, contrate and wheel hubs. Suggested power was either a 1.3cc Mills Engine or an open frame electric motor - a true ancestor of rail and eventually slot racing cars, perhaps?



A surprising number of Tether Cars have sold on eBay recently:

#### **Tether Cars Top Ten, April-July 2014**

1. 1945 Richter Streamliner £5,255.01 (301153055274).
2. Unknown Make Streamliner £2,773.47 (151267778190).
3. 1939 Synchro Rocket undisclosed "Best Offer" price (251532433366).

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4. 1940 Bremer Whirlwind undisclosed “Best Offer” price (331205522455).
5. 1945 Car with McCoy Engine £1,504.69 (321381990099).
6. 2004 King Car £1,302.66 (131199383219).
7. Dooling Car with Wooden Case £1,298.43 (131212920128).
8. 1940’s Dooling F Car £1,167.78 (131140971497).
9. 1939 Dooling Barn Find Car £1,167.20 (331243495642).
10. 1940 Dooling Gas Car £1,024.73 (161346171797).

Looks like the Doolings are the ones to have then, unless you can find a Richter?

### Monthly eBay Watch Top Ten

1. Scalextric Yellow C26 March-Ford F1 £900.00 (221465834785).
2. Scalextric 1960’s James Bond Set £895.00 (141316336468).
3. Stirling Moss Ford Aurora HO Regional Champion Trophy 1963 £893.56 (121375468366).
4. Slot Classic Red and Yellow Pegaso Z-102 £866.78 (161338639454).
5. Slot Classic Silver Pegaso Z-102 £815.94 (161360799297).
6. Playcraft Highways HO Chevrolet Sedan £798.00 (191116269807).
7. Scalextric Yellow Vintage Alfa Romeo £662.00 (371092751044).
8. Aurora AFX Pepsi HO Challenge Triple Trophy Set £588.87 (251578895518).
9. Revell 1/24 Lotus 70 £526.76 (111387400081).
10. Spanish Scalextric White BRM C37 £486.82 (281362626353).

The bright yellow March-Ford was apparently a pre-production model from the collection of a Scalextric employee, who had kept it in tissue paper for 30 years. The Stirling Moss trophy was apparently one of eight, from an American championship that had its final on the Johnny Carson Show, and another of the trophies sold for £533.79 (121375109421). The yellow car collectors were out in force this month, with a yellow Scalextric Auto Union

almost making the Top Ten at £474.09 (191230637047). An interesting alternative to the vintage Scalextric James Bond sets which pop up regularly in the Top Ten is the AC Gilbert 007 Road Race Set of the same era, one of which sold for £342.78 recently (351090050748).

### Vintage Sets

Thanks to Steve Williams, who alerted me to a vintage Scalextric Set 90 that sold for just £41.00 (301214388781). As Steve pointed out, these were expensive sets back in the day, and this example still had its nice looking blue Mercedes and red Austin Healey sports cars, and white Cooper and blue Lotus Formula Junior cars. Presumably the fact the set was offered as “collection only” from Chesterfield may have contributed to the bargain price. As Steve says, sets are always worth looking at.

A case in point was the pair of sets that sold for £211.00 and whose “extra cars” included no less than an Aston Martin Marshal’s car, a Jaguar D Type, an AC Cobra and a Triumph TR4A. This was in addition to the couple of Powersledge Formula ones and pair of Formula Junior cars included in the sets themselves (161327553491).

### Triumph TR4A



A larger than usual red Triang Triumph TR4A sold for £239.09, this being an electric pedal car and looks just like a scaled-up version of the Triang Scalextric model (161324971130). The slot car versions are always popular on eBay, together with their stable mate the Sunbeam Tiger, of course:



### Sunbeam v Triumph Top Ten (April-July 2014)

1. Ocar red Sunbeam Tiger by Mulsanne Models £120.00 (251543222602).
2. Scalextric yellow Sunbeam Tiger £100.00 (271506772960).
3. Scalextric blue Triumph TR4A £97.67 (281351009015).

4. Revell red Sunbeam Alpine £63.61 (251507932032)
5. RUSC blue Sunbeam Tiger £49.00 (261496467387).
6. RUSC green Sunbeam Tiger £49.00 (261496473991).
7. Ocar white unmade Sunbeam Tiger Kit £31.00 (161317149978). ➡





8. RUSC blue unmade Sunbeam Tiger Kit £22.00 (251543656354).

9. RUSC red unmade Sunbeam Tiger Kit £22.00 (261492437744).

10. RUSC lemon unmade Sunbeam Tiger Kit £22.00 (251548153896).

I bought my latest TR4A for £31.01, in a job lot that included several other cars and some green track (231218140417). It also included a Touring Cars set, which I sold on for £29.99 so the TR4A really cost me £1.02 plus postage. It is well used, and I'm still contemplating how to remove the silver paint (perhaps a soaking in Dettol?), but surprisingly it does run around my track, even in its current state, proving old Scalextric cars never die, even when the driver has lost his head!

### **Vintage Garages**

The 'Toytown Service Garage' shown is a Mettoy plastic garage, presumably made for Corgi cars at the time. Mine cost £4.99 (400725574577), and another, boxed example in perhaps more realistic colours of red and light blue, made by Coral Plastics and with different style doors was also available on eBay for £27.95 before being removed from sale (151324208119).

Corgi used to manufacture a series of plastic pit building kits based on those at Silverstone. One of the Pit kits sold this month for £40.00 (141330531395), and another remained unsold at £95.00 (201085866208).

### **Hornby Bargains**

Our friends at Hornby have been listing some Scalextric cars and sets with damaged packaging on eBay recently, which provide the opportunity to buy brand new items at bargain prices. These

have included Star Wars Speeder Bikes for £9.99 (201115103553 and 201123982201), BMW Electric Mini E Coopers (171381989840) and Gold Nissan GT-R's (181461278730) for £18.99, and various other cars, twin packs and sets.

### **Airfix Cruisers**

Back in 1980 Airfix went a bit wild and produced three 1/32 static custom car kits. There was a 'Krackle Kat' Ford Capri with front airdam, rear spoiler, engine blower poking through the bonnet and lake pipes, with custom paint job transfers, and 'Kansas Kruiser' Ford Cortina and 'Night Prowler' Ford Zodiac kits in a similar style. There was also a 'Rebel Rouser' Vauxhall Victor Estate planned but reportedly never released. I picked up a part-built 'Krackle Kat' in January for £10.00 (191025127658), and there has been another on eBay recently, already converted into a slot car, that sold for £33.58 (161327506714). A 'Night Prowler' also sold for £26.57 (111395349186).



### **Leap of Faith**

There are times in life when you have to take a leap of faith. This must be the same for our little 1/32 driver friends when they are faced with the Scalextric Flying Leap.

There have been three of the original 1960's ravines on eBay recently, from just the instruction leaflet for £1.50 (360901029254) to full leaps for £30.00 (161276724808), £37.00 (111253001881), and £45.45 (291119192974). Less attractive and with no ravine but in a set with special livery BMW and Rover SD1 cars to make up for it, was the 1980s version, with large flaps to keep the jumping cars on course. One





sold for £71.63 (with two other sets – 151278092362) and another seller has reduced his from £70.00 to £60.00 to try and find a buyer (171349793348). Airfix were not to be outdone in the ‘60s and had their own ‘Jump Section’ version too – a boxed example but missing the vital track supports is currently available at £14.99 Buy it Now (351073763334). The box has attractive artwork showing an E-Type Jag landing and a Ford Zodiac about to make the jump.

If you don’t want to give your little vintage drivers a heart attack, or wreck your classic cars, then you could provide them with a proper bridge, such as the Scalextric Grande Bridge. Beige English versions have sold on eBay for £62.00 for an extended version which the seller called ‘The Beast’ and had no less than four centre sections (321387162963), and £69.65 for a standard length version with a timekeeper’s hut (301163068141). The less attractive but possibly rarer dark grey French version is available from a seller who has so far failed to sell it for £100.00 and has now reduced it to £90.00 Buy it Now (251539253829).

### **Escargot**

Finally, Steve Langford spotted a delicate morsel this month – a set of Scalextric Snails ! More for

drinkers than connoisseurs of French Cuisine, these snails were apparently promotional crustaceans to mimic the real snails used in a Guinness advertisement, and supplied to O’Neils pubs. The set of four do look as though they are perhaps a little drunk, and certainly a bit worse for wear, but still sold for £51.00 (261534068946).

So on that note, I bid you farewell and more next month! ■

