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

## **Welcome To The World Of Racing**

During this month, I have managed to find a bit of spare time on a Monday evening and after numerous promises to fellow NSCC member, Chris Gregory I managed to pop along to his local club, Croydon Scalextric Club to give this racing thing a try.

Well after my third visit I can say what a great way to spend an evening and also a bit of cash! Having been in the winning team at Ramsgate for two years in a row (and no it was a not a fix Mark!) I thought perhaps I could stand shoulder to shoulder in this keen and competitive environment.... well actually no I can't I have so far been comprehensively beaten virtually every race, coming fourth out of four, although last week I did somehow manage to win a race using the club cars?

Peter Simpson, who is also one of the members will be writing a piece soon on the Croydon Club, but in the meantime can I suggest if you have never tried club racing give it a go, if the members are anything like the Croydon mob, it will be a lot of fun and you'll be made to feel very welcome, oh and beware because it is easy to get hooked and then you'll be in trouble, spending the rest of your spare time scouring the internet for the much needed class cars and of course relevant spare parts to make you that little bit more competitive and the gap between winning and losing a little smaller!

Moving on, the Christmas competition produced plenty of interest as per previous years, with the number of entrants setting what could be a new record, in fact out of some 520 members I got 3 entries in total, so given the huge interest, I haven't bothered scoring them and those that entered will all receive a prize, so well done to Richard Snell, Iain Mackay and Mark Hatton, I hope you enjoy the prizes and thanks for taking the time to enter. Thanks also to Peter Simpson for preparing the quiz, perhaps next year we should reconsider the format or maybe scrap the idea all together let me know what you think next Monday will you?

Until next month.

Jeremy



# MESSAGES FROM MARGATE

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By Pete Simpson

My December visit to Margate was so dominated by a review of the 2014 catalogue that I barely had time to photograph any of the sign off models for the January report. As usual, many thanks to Adrian for his dedicated support of the Scalextric products and for his time to take me through the entire range presented in this year's catalogue. In addition to the three cars pictured in the January report, there were another six new solo models which had already progressed to the approval stage.



Admittedly these are all reliveries of existing models but they are complemented by the cars for the Cops 'n' Robbers set, one of this year's Scalextric Club cars and early prototypes for the "Monster Truck Mayhem" set. I was even encouraged to participate in destroying the Quick Build police and Street Bandit cars and to push the Monster Trucks to their limits of



adhesion: both trials resulted in gathering pieces from the floor, hoping that no permanent damage had been inflicted. Fortunately, the designers had anticipated the abuse that these toys are likely to receive and made them suitably robust so no damage was incurred.

So, even before my January visit, I was able to start compiling my report thereby anticipating that achieving Jeremy's submission date was to be a breeze. All I had to do was pop along to Margate, photograph a few cars then home for an early bath. Alas, I'd forgotten about the Nuremberg Toy Fair and Hornby's propensity to place models on display. I got a bit of a shock when I walked into the display room and was faced with a completely empty wall. Fortunately, my initial despair was unfounded as Adrian had managed to locate a few cars that were either surplus to the needs, had arrived too late to ship to Germany or had been squirreled away in order that Messages would have some nice piccies.

## Lotus Evora

In the overview last month I mentioned that Lotus fans could expect a fruitful year, but I⇒⇒







didn't anticipate that examples would appear quite so soon: clearly the designers had been busy for the preceding months. The first of the Lotus models will be a new livery for the Evora GT4, C3506. One aspect of all the Evora and Exige race cars is that they generally lack any inspired paint schemes. I need to conduct a bit more research on the subject, but it seems that the cars are all either owned by Lotus or are being run by their owners whilst retaining strong links to Lotus and effectively being leased for the races. It is this arrangement that has meant that Scalextric has been unable to produce the colourful, fully sponsored schemes which would normally be expected for the High Detailed versions.



This latest Evora ran in the August 2013 Lotus Cup Europe race at Brands Hatch and is a bit more interesting as the driver, Thierry Verheist, has added some sponsorship details: mainly that of his own Lotus dealership! He started both of the two Lotus Cup Europe races in thirteenth place but improved in each race to score 10<sup>th</sup> and 7<sup>th</sup> places. As is to be expected of a HD model, this one has rear LED lights and super bright Xenon effect headlights. If Scalextric



wish to add to their police car range, then this is a potential candidate. In December 2013 Lotus provided the East Anglian forces with a fully Battenburg liveried Evora S to help promote driver safety.

Despite their relatively small dimensions, this and the Exige models are all DPR.



## Lotus Exige

The new Lotus Exige cars for this year start with two High Detailed versions. One, C3509, is a circuit racer whilst the other, C3520, is a rally car. To the expert eye there have been a few concessions to tooling costs with these two as they share the same body moulding whereas the real cars have slight differences: the rally car should have a roof vent and the side air intakes vary between the two models. However, different rear windows and wings are fitted which is





sufficient to differentiate the two models. At the speeds these two fly around the track, the slight body variations would be pretty hard to spot so capturing the aerodynamic differences and adding the bank of spotlights seems to be a reasonable compromise. It is worth taking a look at the wheels – all models can be expected to have the Lotus logo delicately printed on the wheel centre caps.



### Exige Cup-R

The Cup R version represents that of Adam Knight as entered in the same meeting as the Evora above so anyone that attended that as a day out should be pleased! Adam competed in the Lotus Cup UK, a 32 lap race in which he not only improved upon his grid position of 17<sup>th</sup>



to finish 9<sup>th</sup> but also won, and set the fastest lap in, his class.

### Exige R-GT



The R-GT version of the Exige was homologated in July 2012 and marks the team's first return to rallying since the days of the Talbot Sunbeam Lotus in the 1980s. It was constructed to run in the FIA R-GT class on tarmac. Its supercharged 3.5 litre Toyota V6 is limited so that it only pushes 302 bhp through a 6-speed sequential gearbox and limited slip diff to the rear 18" x 8" wheels. The Cup-R version has full use of 348bhp. The Scalextric model depicts the car as presented at the first shakedown in rally specification in 2011.



### Tyrrell and Lotus Legends

The first of the "Legends" collection had been submitted for approval in January, but it⇒





wasn't quite as the design team had planned. Although the presentation box for C3479A, the Tyrrell and Lotus twin pack, had been completed when I visited, it was not quite to specification so I can't include any photographs at this juncture, but the important elements, the cars, were looking stunning. The Lotus 72E is that of 1972 World Champion Emerson Fittipaldi as it ran in 1974, carrying the prized number one. He had secured the drivers' championship in 1972 in the 72D, a car not yet announced by Scalextric but one which we can surely expect before too long. Due to a ban on cigarette advertising on toys, a compromise has been reached for the livery: "Classic Team Lotus" seems a reasonable replacement for the original brand.

Accompanying the Lotus in the Legends set is the Tyrrell 003 which Jackie Stewart drove in 1972, having justified the number one by winning the previous year's championship. This model represents the car as raced in the British Grand Prix at Brands Hatch the year after the Lotus 72. Colours are always difficult to recall accurately, but this looks to be as correct as my memory allows. Referring to photos of the car at Brands Hatch in Sir Jackie's "Principals of Performance Driving", it looks to capture most of the details very well, although a couple of differences should be noted. One is the position of the rear view mirrors: as modelled they are eminently practical and should survive a few crashes. However, on the real car they stood out on spindly tripods, probably to gain a view of





something other than the huge rear rubber: hardly practical for a Scalextric car. The other,



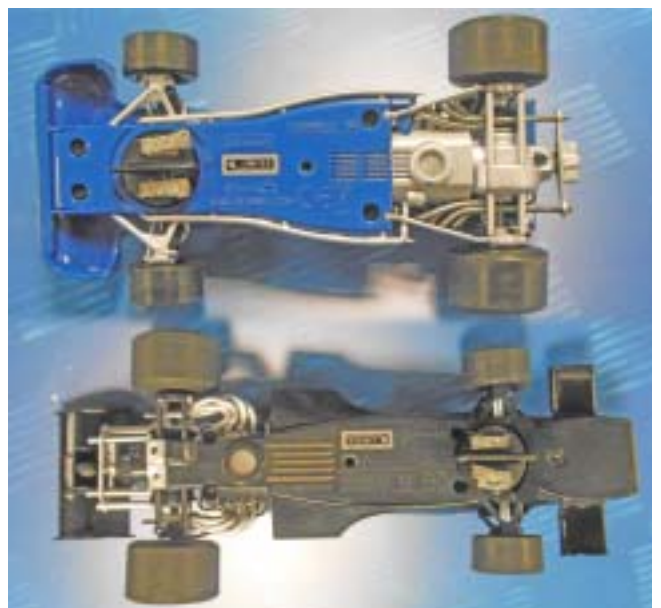
Tyrrell scores better here as its wing is mounted further forward so obscuring more of the gearbox housing.

As these two were reasonably competitive on the race tracks of Europe, expect them to race against each other with similar performance. I was able to try both on the demonstration track



more apparent discrepancy is the lack of any decoration on Jackie's helmet. Alas, this is down to the hard reality of licensing.

Both cars were powered by the same Ford DFV engine and, as expected with current Scalextric slot cars, they are replicated very well in these two models. Indeed, much of the suspension and exhaust details can be seen – even the compromises required to accommodate the contrate gear blend in reasonably well: the



but I didn't dare risk any departure from the table top. The photographs of the undersides show that both of these are for analogue only as indeed is the entire "Legends" range.

### Club Cars

One of the two Scalextric Club cars which have been announced in the 2014 catalogue and ➡





will be exclusive to members of the online club has already been approved. This is a Start Rally car, C3531, in yellow. Maybe not the most sought after car for a collection but certainly a bargain to complement, and add variety to, an existing set. These Super Resistant slot cars are almost indestructible and offer excellent value for money: expect to pay a tad under £20. The scheme is partially painted, leaving the stickers for the owner to personalise their racer.

The other Club car listed in the catalogue,

C3500, Hannu Mikkola's 1986 Welsh Rally entry is sure to be rather more desirable. Keep an eye on the website for further special releases as there is a strong likelihood that others will be added before the year is through.

## Micro



I'll finish with a challenge to all the collectors out there. The Micro range has often flown just below the radar for many; after all, it's not real Scalextric is it? However, the models have steadily been released with this year marking the return of solo releases to the catalogue and even a set in the Quick Build format. So, can anyone tell me where each of the more obscure examples illustrated above was released, please?

I'll include close up images of a few of the more unusual ones next month but until then any information would be greatly appreciated.■





At time of writing, the 2014 Nuremburg Toy Fair was entering its final days. Ninco's attendance at the show generated a lot of interest with their stand dedicating a huge section just to "slot". A few years ago, Ninco broadened their product portfolio to encompass radio controlled cars, boats and aircraft. It appears a balance has been found between slot and R/C if their stand is anything to go by. A large 'live' circuit made up from their ultra-reliable track sections, many new cars alongside prototypes and massive advertisement graphics of the new digital



compatible with our day to day software and computer systems, so bringing maximum enjoyment of the hobby.

New to the Ninco range of race cars is the Seat Leon Cup Racer. The full size car made its debut last year and will contest this year's race season. An ideal car for a one-make series or indeed a challenger for a saloon car group such as Touring Cars, the Leon Cup is sure to be offered in a variety of striking liveries. With this model in its Ninco-1 arrangement, we'll see the launch of a totally new chassis concept – *(more details to follow very soon...)*. ➡➡



equipment adorned half of their floorspace.

As announced during last year's Slot Car Festival at Gaydon, development of their Wireless Control (WiCo) system continues to progress and this year, a working version of the system demonstrated just how this project is evolving. Due for release later in the year, the Ninco WiCo product is said to be a true 'plug and play' system and intends to be fully







Another exciting piece of information from the Toy Fair is that we shall soon see the reintroduction of a Formula 1 car! The Ningo range of F1 cars was followed by an Indycar series in the early 2000s but the minefield of sponsorship and licencing rules that surround any reproduction contributed to these taking a back-seat in Ningo's plans. The last F1 model was seen around five or six years ago with the re-release of the Minardi which can still be purchased via [www.ningo.com](http://www.ningo.com) through the Club Ningo link. These are great handling vehicles and more robust than other manufacturers' F1 slot cars I've seen competing at club level. The moveable front wheels and immense acceleration from these models add to the authenticity of racing this class of car. I'm sure I'm not alone in welcoming their return to the track!

Also on display at the Toy Fair were new liveries of much loved cars: The Audi R18 e-Tron in "Le Mans 2013" No.2 livery, the Lancia Stratos "VSD" from the 1980s rally championship and the classic Austin Healey "Panamericana".

Early sightings of the 2014 catalogue now shows three distinct variations of 1/32nd scale



slot cars. Ningo-1 remains as the entry level for those new to the hobby with robust cars that can be easily converted between analogue and N-Digital specification. The more detailed models fall into the Ningo-S range; these have full interiors and their standard chassis and components such as axles, wheels and bearings can be replaced or upgraded with standard or performance parts. The new high-end range is now known as Ningo-Ultra; cars within this category are fitted with competition parts to give the ultimate in race performance. 2014... bring it on! ■



**H**i everyone and as I sit here writing February's copy of Forza Slot.it on another dank, wet and windy January day (to make Jeremy's deadline) I have no Slot.it news to tell you really as there have been no new cars/parts from Slot.it that I am aware of that I have not mentioned in earlier reports.

As I suspect many of you know there is a big Toy Fair towards the end of January at Nuremberg (29th January to 3rd February) every year and most manufacturers go "quiet" in December/early January because they are saving all their announcements for then. However, Santa was kind to me so I thought even though it is not a Slot.it car you might be interested in a small review as it is an unusual model that I don't think has been done before by any other manufacturer?



As I mentioned last month, I do like the odd LMM car so may I present the Espace F1 model 132055M and what a monster it is! This car was built in 1994 to celebrate the ten years partnership between Renault and Matra in Formula One racing. It used the championship F1 technology of the 3.5-litre V10 engine from Alain Prost's 1993 F1 title winning Williams FW15C. This

3.5-litre, 40-valve Renault RS5 V10 power train was mid mounted and produced something like 820hp (up from 700hp), was good for about 200mph through a 6-speed semi-automatic gearbox which was also derived from the FW15C. The vehicle used a lightweight carbon fibre F1-style chassis in combination with a carbon-fibre reinforce Espace J63-series body, uprated suspension, carbon-ceramic brakes and other aerodynamic aids such as the massive roof spoiler. This engine and transmission combination allowed the Espace F1 to accelerate from 0–100 km/h (0–62 mph) in 2.8 seconds, 0–200 km/h (0–124 mph) in 6.9 seconds and carry on accelerating to a top speed of 312 km/h (194 mph). The deceleration was no less impressive with the car being able to brake from 0–270 km/h (0–168 mph) to a complete halt in less than 600 metres (1,969 ft). The Espace F1 has also been featured in the driving simulator game Gran Turismo 2 with Frank Williams as a passenger being chauffeured by David Coulthard. Two real cars were built and this model is based on the car that opened the French Formula 1 GP at Magnicours in 1995. The driver of this particular model is Gérard Ducarouge, a well know French engineer who specialized in ➤





motor sport but in particular Formula One. He began his career at Matra Sport in 1972, followed by Ligier, Alfa Romeo, Lotus and then in 1983 back to Matra where he began the F1 development program that ultimately joined up with Renault and spawned the wild child Espace F1.

Let's start with the packaging and all LMM models certainly come in a substantial cardboard box that shows off the presented model very well when the lid is opened and stack easily when closed. The cars are screwed to a removable base which is a bit of a pain to unscrew but nowhere near as much of a task as to try to screw the car back in and get the spacers in as well as they just seem to want to escape to the carpet every time I try! Mounting issues aside, how does the review model stack up to the real thing? There are quite a few pictures of the car out there on the web as well as a couple of short videos that show the Espace F1 in action being driven by one Alain Prost or Eric Barnard at quite a rate of knots. The in car footage certainly gives you a good impression on how quick this car really is. The simple colour scheme as well as all the ventilation grills and ducting look spot on down to the Renault emblem on the bonnet, the fabulous detail of the single wiper blade (it really is fab!), the heating elements in the rear tailgate window and the exquisite "Matra Williams Renault" chrome lettering on the left hand side of the tailgate. The main colour is... not sure really! I would best describe it as a Cadbury's Crunchie mild vomit green I guess which looks way better in daylight than my description! Where the vehicle

is not green then you get this amazingly lifelike carbon fibre weave effect which can be found as you look at the sills/side panels between the wheels and the massive roof spoiler. There are very few decals on the bodywork which are limited to the roof, roof spoiler and side panels and all are beautifully crisp and clear. If you look at the tyres you can see the Michelin Pilot SX printing as well as the seven spoke alloys in black and silver. In addition, a blue wheel nut can be found on the front left hand wheel, a red one on the right front and alloy nuts on the rears. In addition you can also see the brake discs and rivet details on the alloy wheels as well – splendid!



Other significant details to note on the outside: a separate towing eye on the front splitter, radiator grills behind the front bumper/splitter, nicely detailed and flush front lights, safety catches on the bonnet lid, integral wing mirrors (with "painted" mirrors!), door/boot handles crisply etched into the resin body, rear view mirror, black window surrounds, two carbon fibre engine ducts on the rear of the roof, rear brake light clusters as well as a central brake light in the rear window, venturi ducting under the rear bumper and even what looks like (to me) the starter motor connecting point that just sticks out at the rear of the bumper – superb detail!





Moving on to the inside then you have a detailed interior with the dashboard and central console, a certain Gérard Ducarouge at the wheel complete with glasses and a very relaxed look on his face, three more fully detailed blue bucket eKtor racing seats complete with seat harnesses and buckles painted on, roll cage bars and finally you can pick out various engine and suspension details that have been painted red and silver in an area at the rear behind the back seats. Impressive stuff. So are there any downsides to this particular model? The inside of the



windscreen, "A" pillars as well as the front door window frames could do with being painted black as you can just see the bare resin moulding and Gérard should really be wearing his four point seat harness and would benefit from a bit more colour than a black suit! But apart from that this is a really impressive model as you might have gathered from my gushing praise and many pictures!

Power is provided by an inline slim can 21,800rpm motor driving the rear wheels through a Slot.it axle and gears which also covers the Slot.it link for this month! The body is held in place by four screws with a further four screws holding the engine pod in place. There is a magnet holder just behind the motor but no →







magnet is fitted and probably not required anyway. The tyres seem like a soft grippy compound to me but the weight (and there is quite a bit of it!) should ensure that the car stays in the slot without too much trouble! Performance? Well I'm sure there is some but I don't think that I will be trying it out as with a list price of £104.99 it is not something that I will be investigating anytime soon! Want to tune yours? That would take a lot more time effort and skill than I have because of the resin body, plastic chassis and interior gubbins but I dare say it could be done.

Just out of interest it just so happens that I have the Scalextric (C3094) version of Alain Prost's 1993 championship winning Williams FW15C that this real life model is loosely based on so you will see in the pictures that the relative dimensions of the two cars are very similar, apart from the obvious height and bulk of the Espace F1!

The tricky bit, is it value for money? Well, whilst it is a very pricy model, no one else makes it, it looks fantastic both inside and out and will make an interesting and fabulous scenic addition to my layout as well as getting in the odd sedate lap or two to please the assembled spectators, once I have finished painting all of them and the weather improves so I can get back in the garage to my layout! Is it for you or your collection? That is something for you to decide but if you are interested then I would get one soon before they are all sold out and add something different to your home track.

See you all next month when Adrian from A.B. Gee will hopefully have lots of fabulous Slot.it info and pictures from the Nuremberg Toy Fair for me to share with you. ■



Email: [carreracorner@nscg.co.uk](mailto:carreracorner@nscg.co.uk)



The following new releases from Carrera are 1:32 scale cars from the Evolution range. Digital upgrades are possible with the appropriate chip. The models should be available by the time you read this and will be priced at £29.99 or less. As usual we have pictures of the models and the cars upon which they are based.



Green GT H2 (CA27448). This model replicates the world's first racing car powered by



an electric hydrogen fuel cell, with an output power of 300 kW. It was hoped that the car, with its clean high performance motor, would compete at Le Mans last year but sadly that did not happen. The model is finished in black with LED headlights and carries race number 56.

Aston Martin V12 Vantage GT3, number 007 Young Driver (CA27447). The car is finished in light blue with Xenon headlights and brake lights. Young Driver AMR was a new team created specifically to compete in the 2010⇒







FIA GT1 World Championship and the 24 hour Le Mans endurance race. The lead Vantage GT3, which carried the iconic number 007, was driven by Johannes and Ferdinand Stuck (A) - sons of triple Nurburgring 24 Hour winner Hans-Joachim Stuck alongside Dennis Rostek (D) and Aston Martin Racing factory driver Darren Turner (GB). Turner's regular works team mate, Stefan Mucke, drove the 006 car with Tomas Enge (CZ), Fredy Barth (CH) and Oliver Mathai (D).

La Ferrari (CA27446) replicates the new

Enzo Evo; the £1 million replacement for the 10 year old Enzo supercar which made its world debut at last year's Geneva motor show. The Ferrari has a mid-mounted normally aspirated 6.3-litre V12 engine with 0-60mph times of around 3.0 seconds. 499 of these cars will be built; rather more examples will be built by Carrera. The detailed model is finished in red with a black roof.

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



# BITS & PIECES

**By Graham Pritchard**

Having caught up with George after the Christmas break the first thing he told me was that he should be at the NSCC Organised Milton Keynes Swapmeet on Sunday 16th February, so that's one hell of a good reason for making the effort to attend the event if you can as he always brings a good selection of his kits and other bits and pieces with him together with a few work in progress samples for us to peruse as well.

I also took the opportunity to ask him what was going on at present in his workshop and what his plans for the early part of 2014 were, and he replied as follows:

*"The most popular model we have produced so far has been the Mercedes W154. This prewar period of GP cars has always held an interest for me and it seems a lot of people agree, so I am going to keep on this theme for a while.*

*The Auto Union is nearly finished and once it is then I will start on the Alfa Romeo 12C 36/37 which will bring a bit of colour into an otherwise silver grid. I will also be able to modify this car back to an 8C. After the Alfa I will be going back to the silver cars with the Mercedes W125, I might also do a couple of other 1930s cars but I haven't decided yet.*

*I am also still working on my pre first world war racing car idea but have still got a lot to do.* ➡➢







*The D-type Jaguar 1954 Le Mans cars will be released in late February along with the Roy Salvadori, Coombes Jaguar Mk 1 and the Lotus Cortina which will also be upgradeable to a RM laser cut chassis and that should be quite a good combination I reckon.*

*We also have two new 1930s' lady drivers the Stits*

*sisters, these are made to fit the MGK3 but could be adapted for other cars. Norma and Gloria seem to be quite popular and Norma is a smoker - dirty habit!"*

So, looks like George has been a lot busier than I have in the last few weeks, I would have liked to have reported that I had made some progress with my "George Turner cars" but unfortunately I can't because I haven't but never mind, if you all stay members long enough you might just see them on the track one day! ■





I'm writing this column shortly after competing in the "Rockingham Winter Classic" event and by the time you read this I'll have raced in Round 1 of the 2014 Falcon Pro Championship, so it already looks like it's going to be a busy year at the Woodyard!

Besides the Falcon Pro Championship in 2014 I'm also racing an Auto Union Type D at the "Earlybirds" meeting at Wolverhampton (more of that later). I also hope to be "slotting" abroad for the first time in September, racing classic cars in Flanders. Added to which I'll be doing the full programme of weekly racing at Oaklands Park Model Car Club, mixed with the odd appearance for Retro F1 at Great Barr Slot Car Club.

I've also got a backlog of cracking car builds to wade through in the next twelve months. I've been commissioned to build a Chaparral CAN AM car for an Oaklands member and I've got plans to build a ripsnorting version of Ayrton Senna's F1 JPS Lotus 98T, a Group 5 BMW, a Penelope Pitlane Matra as well as a new version of the 1973 Tyrrell 006 Grand Prix car. How am I going to fit it all in? We shall see shan't we Dear Reader?

### Rockingham Winter Classic

A packed turnout of 28 racers descended upon the superb facilities for the Winter Classic event at Rockingham held on 19<sup>th</sup> January 2014. Using the devilishly tricky "scale track" the racing was for 1/32nd scale 'hard body' cars built to the Classic Slot Car Racing Association – CSCRA – Car Standards.

Organised by Dave Farrow, Matt Tucker and Mick Kerr at Rockingham the ethos of the meeting is to capture the spirit of modern historic meetings such as the Goodwood Revival, the Coy's Festival and the Monterey



Historic meetings. Cars from similar periods and of similar types are grouped together to make up the races with awards for the Class Winners within each Event and overall winners as well as a Concours competition too.

**Event 1** was open to any car that raced anywhere prior to 1940. I raced a superb scratch built Auto Union Type D, kindly loaned to me by fellow "Oaklander" – Owen Cooper for the Earlybirds event in March. (More about this car appears later in this column).

**Event 2** was open to any car that raced in any event for Formula 1 Cars from January 1st 1966 to January 31st 1982. I raced my scratch built Matra MS80 that I raced at the Wolves "Half Tonner" meeting last November.

**Event 3** was open to any Sports or GT car that raced anywhere between January 1st 1949 and January 31st 1975. For this race I codged together a Fly Classic Porsche 908. To be honest I didn't expect much from this car but it turned out to be an absolute little gem to race!

Car balance is important around the "scale" track as each lane is effectively two tracks in one, a "nadgery" infield coupled with some fast corners on the outside. I found that some cars were better in the middle than the outside and vice versa. Some long w/b cars took the







sweeper on the left of the layout (that's as the car comes towards you on the driver's rostrum) well but struggled in the tight corners elsewhere. Luckily I was able to compensate for the variability by adjusting the settings on my Carsteen controller for each lane. Having driven it now it's mostly a matter of remembering what the track does for each bit of the to and forth sections across the middle. At times it was more

like umpiring a tennis match than racing slot cars! Don't get me wrong, I love the circuit and I think it's one of the best in the country, but it is tricky for the first timer.

As an aside there was a well stocked and highly enjoyable "swapmeet" with lots of opportunity to part with your hard earned cash so all in all a cracking day out racing cars that I love against some really good racers. I'm so glad to see that "The Johnson/HOE F1 Formula" (a set of car regulations that I devised) being used with such enthusiasm. I love these 1970s F1 cars and it's nice to see them being thrashed around good circuits by competitors that appreciate how good that racing them can be. A full set of results follows this article.

### **Auto Union Type D**

As mentioned earlier I've been lucky enough to have been loaned a beautiful scratch built Auto Union Type D by fellow Oaklander – Owen Cooper - for the Rockingham and Earlybirds





events. It feels a smidgen strange not to be building my own cars for these classic events, but with everything else going on it's a bit of a relief (and a pleasure) to drive someone else's car, especially when it's as well built as Owens car is. Lots of Pre War cars are usually detailed to death and look completely pristine, but Owen has given it that "lived in" look which I find utterly charming!

Auto Union raced the Type D in just two Grand Prix racing seasons, but there's no question it was a highly successful car. As the replacement for the Type C, the Type D was a new car built to adhere to a new formula for 1938. The Type D's packed a mighty 3.0 litre V12 engine with a supercharger and the location of the engine and fuel tank (behind the driver) was unique for its time. The Type D was designed by Professor Robert Eberan von Eberhorst under the tutelage of Professor Ferdinand Porsche and different sources state that the car's top speed was somewhere between 185 to 205 miles per hour.

### 1938 Grand Prix Season

Auto Union intended to race two Type Ds in the first championship race of the 1938 season, the French Grand Prix on July 3 at Reims-Gueux, but both cars were crashed in practice. The Type D finally made its race debut in the middle of the 1938 season at the German Grand Prix at the Nurburgring where Hans Stuck drove a Type D to third place. Later in the season, Tazio Nuvolari drove a Type D to victory in the Italian Grand Prix at Monza and the British Grand Prix at Donington Park in England.

### 1939 Grand Prix Season

Hermann Muller won the "unofficial" European Championship in 1939 in a Type D with a win in the French Grand Prix at Reims-Gueux, a second place in the German Grand Prix at the Nurburgring and fourth place in the Swiss Grand Prix at Bremgarten. Muller took pole position with a Type D at the rain soaked Belgian Grand Prix at Spa-Francorchamps, but he retired from the race on lap 26 due to valve failure in the engine.

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The Type D was also driven to victory in two lesser Grand Prix in 1939. Stuck won the Bucharest Grand Prix in Rumania and Nuvolari won the Belgrade Grand Prix in Yugoslavia. The outbreak of World War II truncated the 1939 season and ended the short, but successful Type D Grand Prix campaign.

### Falcon Pro Championship 2014

As a long time hard body racing devotee a lot of people find it odd that I've switched to British Slot Car Racing Association type racing (BSCRA). Indeed a few think that I've been swayed over to "The Darkside", racing poorly detailed plastic blobs on high speed roller skates. Well first and foremost I started out as an engineer working for Lucas Industries and engineering remains a love for me that refuses to be diminished. I'll have to admit the first time I raced a Falcon Pro car I found it quite intimidating (after all the engineering allows these cars to accelerate from 0 to 75mph in a fraction of a second) but the membership at Oaklands Park Model Car Club have been endlessly patient and kind and have shown me just how fantastic this kind of racing can be. The chassis building requires you to flex some engineering muscles to understand just how these cars work, hence my new found fascination for them.

Andy Brown Searle (Mr. ABS Slotsport to most people) is the main man responsible for the Falcon Pro Championship. Now in its 7th Year, Falcon Pro provides low cost, extremely competitive, close and fun racing for all levels of racer on some of the UK's very best tracks. From Novice to Pro this series is a great way to get involved



in competitive racing without breaking the bank and finding some great tips on set up on the way! To make the series even more accessible cost wise racers are advised to share transport and book accommodation well in advance of events to get the best deals. Fortunately I'll be competing with my chums from Oaklands Park, Ralph and Sandy Parker, Mark and Greg Johnstone so I'll have their fellowship, help and guidance (unless I start beating them!).

There are six rounds in the championship:

1. Pinewood (Wokingham) 02/02/2014.
2. Oaklands Park (Central Birmingham) 30/03/2014.
3. Rockingham Raceway (Corby) 15/06/2014.
4. North London (Finchley) 10/08/2014.
5. South Downs Raceway (Chichester) 05/10/2014.
6. Raceway 81 (Newcastle) 23/11/2014.

I'll be racing in all of the three classes including Falcon Sports and F1 at 1/32 scale and 1/24 Falcon Sports.

In my first year it's going to be hard to predict how things are going to pan out but I'd be chuffed to finish midway up the points table. It's going to be a steep learning curve but it's one that I'm really looking forwards to, because "talk is cheap" and I can't wait to get cracking.

So until next month, keep it smooth (you slotheads) and stay on the blackstuff. ■

### Rockingham Winter Classic Results Pre-War Concours

Position	No	Name	Class	Total Pts
1	7	Mick Kerr	GP	422 30
2	12	Dick Gardner	GP	403 25

3	8	Richard Mack	GP	397	21	6=	7	Mick Kerr	GP7	382	15
4	16	Pete Shepherd	Brook	390	18	6=	19	John Moxon	GP6	382	15
5	9	Phil Field	Brook	385	16	8	1	Dave Capelen	GP6	368	13
6	26	Mick Langridge	GP	384	15	9	5	Jon Grainger	GP7	362	12
7=	10	Clive Mills	Brook	382	14	10	11	Bill Charters	GP7	359	11
7=	15	Phil Smith	GP	382	14						
9	13	Ralph Parker	Brook	381	12						
10=	5	Jon Grainger	GP	379	11						
10=	11	Bill Charters	GP	379	11						

### Formula 1 Concours

Position	No	Name	Class	Total Pts
1	15	Phil Smith	GP6	462 30
2	27	David Farrow	GP6	421 25
3	20	Jim Kelly	GP7	413 21
4	26	Mick Langridge	GP6	390 18
5	21	Ian Howard	GP5	386 16

### Sports Car Concours

Position	No	Name	Class	Total Pts
1	5	Jon Grainger	SP4	441 30
2	25	Matt Tucker	SP3	409 25
3	7	Mick Kerr	SP4	408 21
4	27	David Farrow	SP3	396 18
5	8	Richard Mack	SP5	395 16
6	16	Pete Shepherd	SP3	391 15
7	10	Clive Mills	SP4	385 14
8	15	Phil Smith	SP4	370 13
9	12	Dick Gardner	SP4	363 12
10	26	Mick Langridge	SP5	353 11

### CSCRA 'Winter Classic' 2014 - Overall Combined Champion

Position	No.	Name	Pre-War		Grand Prix		Sports		TOTAL
			Conc	Race	Conc	Race	Conc	Race	
1	7	Mick Kerr	30	30	15	25	21	30	151
2	27	David Farrow	9	30	25	21	18	25	128
3	25	Matt Tucker	1	25	1	30	25	30	112
4	8	Richard Mack	21	15	10	30	16	13	105
5	9	Phil Field	16	21	9	30	2	25	103
6	5	Jon Grainger	11	13	12	15	30	13	94
7	14	Mick Thomson	3	25	1	25	9	30	93
8	15	Phil Smith	14	7	30	13	13	14	91
9	11	Bill Charters	11	21	11	18	5	21	87
10	12	Dick Gardner	25	9	2	21	12	16	85
11	26	Mick Langridge	15	10	18	14	11	14	82
12	16	Pete Shepherd	18	13	5	16	15	14	81
13	23	Eddie Grice	5	18	9	18	8	21	79
14	24	Andy Dunmore	1	16	1	25	3	25	71
15	20	Jim Kelly	1	14	21	14	4	15	69
16	2	Ricky Gowen	2	14	7	25	2	18	68
17	4	Jim Robertson	1	18	4	13	10	18	64
18	19	John Moxon	8	16	15	12	1	11	63
19	18	Peter Crane	6	12	6	16	1	21	62
20	17	John Roche	1	15	1	21	6	15	59
21	21	Ian Howard	4	8	16	18	0	12	58
22	13	Ralph Parker	12	12	0	16	0	16	56
23	28	John Underwood	0	0	3	30	1	18	52
24	1	Dave Capelen	1	6	13	15	1	15	51
25	10	Clive Mills	14	10	0	0	14	12	50
26	6	Archie Davis	1	11	0	16	0	16	44
27	3	Peter Emery	7	11	0	21	0	0	39
28	22	Lloyd Gooding	0	0	1	18	7	11	37





# 10 Years of the Swindon Swapmeet

By **Graham Pritchard**

Sunday, the 5th January 2014 marked the 10<sup>th</sup> anniversary of the Swindon Swapmeet and I have been to every one of them as we have friends that live in Swindon and so it gives me the perfect excuse to go.

The swapmeet is organised by local slot car enthusiast Robert Learmouth and must be one of the best swapmeets in the calendar for us “slot-fans” with 40+ tables of goodies to buy together with a couple of tracks to play on and one or two other “trade stands” like the NSCC for example, where I happened to catch Jeremy amongst some of the other Committee members comparing bargains etc.



Housed in a massive leisure centre and sports hall then it really does make the “Oasis” the perfect venue for a swapmeet as it is very easily accessible, with good lighting and with a very nice cafe upstairs that does some great food at very reasonable prices then what more could you want from a swapmeet?

Many of our own club’s members have an “annual pilgrimage” down to this event where we catch up with old friends from other clubs and the NSCC amongst others and I also enjoy the chance to talk “face to face” for a change with some of the NSCC Committee members

and contributors like Jeremy (the Editor), Andy Smith (Membership Secretary), Paul Yates (Promotions) and Peter Simpson for example.

With plenty of “used” bargains to be had as well as a great selection of new stuff to buy and often at heavily discounted prices then you really do miss out if you do not attend, trust me, eBay might be great for those who cannot get to a swapmeet, but if you can, you can’t beat “Buying It Now” having had a chance to inspect it first.

One of my favourite stalls is J.P. who comes over from Holland. He is always very pleasant and helpful, and always brings a terrific selection of cars and spares including some that we don’t always see over here in the UK, which is why he’s always my “first port of call” when I get there this year I bought the SCX Renault 4 which cost me £33 and which prompted our own club member Dave Parish to tell me all about a real Renault 4 that he once owned that cost less than my slot car one now could that be a “first” I wonder?



At one point I found several of our club members crowded around former long time NSCC Committee member, Bob Bott’s stall you can always rely on Bob to be there over all the ➡



year's I've known him his hair has got whiter and longer but he's always been ready to sell you a car and sell us a car he has, on many an occasion.

His "open meetings" that he used to organise at Quorn Slot car Club were always very well attended and are now very sadly missed by us racers "of a certain age".

For us they hold many great memories and were the place where we first met many of the "well known racers of the time" like Dave Norton, Steve Carter and Don Stanley for example.

In real terms I guess the Wolverhampton Club has now effectively "replaced" Quorn as the "open meeting specialist" in the Midlands, but if you ever want to hold an open meeting again then I'm sure it would be very well supported but you just might struggle to fit in amongst the very crowded racing calendar that we have today unfortunately.

Another of my favourite swapmeet tables is that of Paul Blows or "Scrap-Yard Paul" as we



call him in our club. Again, he is a swapmeet regular and has provided us with many parts to restore our F1 cars especially. He is also very well known for having some very reasonably priced cars for sale together with a few exotic items as well from time to time. I only have to walk near his table to be tempted, but the only trouble today was, like most of the other traders I talk to, he claimed to be extremely camera shy, but come on mate, I had to have my picture taken for the Journal, so why can't you!

At the end of the day I know most of these traders are there to make money obviously, but believe me or not some of them like Paul are also quite happy just to be there to join in with the spirit of the event and even I actually did this swapmeet a few years ago "from the other side of the table" as the UK representative for a chap off eBay that you might have heard of from a few years ago called "Gamileg" or "David Wilds". As I know him it was a bit of a coup for me when he asked me to represent him at some of the UK swapmeets amongst many other things I ended up selling many of the Altaya/Miticos "part-works" series of cars that you bought from newsagents etc. in Spain and over four issues you got to build a slot car and boy were there some VERY nice liveries in there as well!



Whenever a box would come over from Spain to my house there was a frenzy of activity as our club members would rush around to my house to see what he had sent this time but I was the lucky one who had first pick and boy was it





expensive at times due to the number of cars that I chose to buy for myself but you have to have some perks in life sometimes, don't you!

But was even more exciting was the time that I had boxed sets of cars that even Mark Scale had never seen before now was that good or what! (And how I wish I'd kept some for myself now).

Very sadly in the end, and due to the economic "meltdown" in Spain a few years ago, Ex-Pat David ended up packing it all in and moving even further abroad to find work which luckily he did, but in the short time I traded with him, boy was it brilliant to have easy access to some of the superb stuff that the Spanish SCX factory was producing at the time. I know you can get them a lot easier nowadays but back in the day they really were very exclusive models that were very highly desired, so "thank you David" for allowing me to represent you in the UK. It was great fun and something that I often look back upon whenever I run an Altaya car at our club.



Roaming around the room I saw many of the "usual suspects" that usually attend the swapmeets but one that is particular to the Swindon one was the "dragstrip". This is put on by the local racing club and once I got chatting to them I realised that they were in fact former owners of the newly restored "Timaru Track" that the Dudley Scalextric and Slot Car Club with which I am also involved with now race on (Small world or what then?).



Whilst it was never actually at this swapmeet itself, it's successor was, and it was good to hear a little bit about its former life and they were really glad that it was back in use at Dudley and so am I as it will be part of our 2014 Heart of England Retro F1 Racing Series the format for which is now almost sorted by the way, before you ask!

As the swapmeet was drawing to an end I was still wandering around like a lost dog and in and amongst the hustle and bustle of the traders trying to pack everything away I came across the table of Michael D.

The reason I stopped to have a look⇒⇒



mainly was because I had recognised his goodies on sale from the postings he had made on Slotforum in the run up to this event. His items for sale consisted of many resin figures that were either naked (OK, unpainted in real terms) or had been very skilfully painted up to save you doing it. He also had a very varied selection of buildings and vehicles that would be ideal for many scenic layouts that I had not seen before. As he said to me whilst we were chatting, the brown “UPS” Van for example could very easily be repainted to create a modern race transporter should you not wish to purchase the



amazing RACER Bartoletti FIAT 642 Transporter for example and he’s right, now that could be yet another project that I would buy but never get around to, but I’m beginning to wish I had now, Doh!



I’ve also noticed on Slotforum that following Hornby’s announcement of their new range for 2014 some people have been asking what a “Camper Van” has to do with slot racing? Well, in answer to that question, a few knowledgeable folks have posted some pictures of F1 cars of the





original era being strapped to the back of pick-up versions of the Camper Van which once again inspires me to consider yet another project using the “KinSmart 1/32 scale VW Camper Van” that my good friend Alan Caswell of the Arcade Toyshop in Dudley and no doubt many other Toyshops sell for around £5.

Those of you who went to the Gaydon Slot Car Festival a couple of years ago may have seen one of my scratchbuilt conversions going down the drag strip there along with one of my “infamous” Transit Van conversions as well, I remember it well because the chaps who bought them came rushing back to the swapmeet table a few minutes after they had bought them and I instantly thought “oh dear, I don’t think they’re very happy” – but it actually turned out that they loved them as they had gone superbly and drawn a crowd when they tried them out so they’d come back to tell me!

So there you go, in typical “Top Gear” fashion, I can end this article on a “Bombshell”



– I’ve actually managed to build a car that performs well..... but then I sold it..... Doh!

Finally, Don’t forget that the Milton Keynes Swapmeet is coming up on Sunday 16 February I’ve been to most of these as well over the last 20+ years and they are always full of surprises and many other interesting items to purchase. I aim to be there, but will you be? ■

Newly released from Racer Silverline is the RCSW21 Maserati 450S. This is the first offering from the company of one of the great sports racers from the 1950s and as the picture shows they have captured the sleek lines of the car in this hand built resin model.

The prototype modelled was the car raced at the 12 Hours of Sebring of 1957 by the iconic pairing of Fangio and Behra, who went on to win the Florida classic that year.

I also have advanced news of some of the new Sideways Group 5 cars that will be available this year.

The first of these should be the striking Momo sponsored Porsche 935/78 "Moby Dick"



(RCSW24) as raced by Gianpiero Moretti at the Sears Point 100 miles race in 1981, where the car finished the race 4th overall. The model is fitted with the Slot.it Anglewinder chassis and running gear with the Flat-6 20K with 200g/cm of torque motor rated at 12 volts.







Also due shortly is the Works Lancia Beta Montecarlo from the 1980 running of the Le Mans 24 hours, driven by Ghinzani/Alen/Brancatelli, this will be reference number RCSW26. This was a Le Mans debut for rally driver Markku Alen, although I'm not sure if he actually got to drive in the race, as the car only lasted 26 laps, but this was 20 laps more than the sister car, both cars going out with oil pump failures, not a good day at the office for the Scuderia Lancia Corse team.

Totally new for 2014 will be Sideways take on the Ferrari 512BB/LM (RCSW28) being the striking blue and yellow European University/Ch Pozzi sponsored #77 car as driven by Ballot-Lena/Andruet car at Le Mans in 1980, it was one of a three car team, but retired after 129

laps with engine problems, only one of the team cars made it to the end, finishing 10th overall and 3rd in the IMSA class. It is expected that this new car will be offered in knock down kit form for racers who wish to assemble their own cars.

And finally due sometime later on is the 1982 DRM Zakspeed Capri as driven by Klaus Ludwig and finished in the iconic Jagermeister livery, a must for all Capri lovers and with the Slot.it running gear it should be fairly quick around your race track.

Well that is enough from me for this month, no doubt there will be plenty of new things revealed at the Nuremberg Toy Fair, so watch this space for future Racer News. ■



# Micro Scalextric History

## Part One - 1994:

### Scalextric Micro MR1

By Andy Player

Scalextric Micro MR-1 was officially launched at the 1994 London Toy Fair, which opened at Olympia on the first day of February - exactly twenty years ago.

Introducing a 1/64 scale sideline gave Scalextric a cheap entry level system for younger slot racers. The company had done a deal with Marchon, an ailing manufacturer in the American HO slot car world to utilise their MR1 system.

The appearance of Scalextric Micro came as a real surprise, with the British HO magazine HOSRA calling it “the best news in H:O we’ve heard for a long time”.

Doug Passell, founder of the longest-running HO club in the UK, was there at Olympia in 1994. “It was exciting to see the MR1 line-up find a home at Scalextric, particularly as it was no tentative launch” said Doug. “It was a broadside aimed at the UK distributors of Tomy and Tyco, with twelve individual cars and four sets being shown.”

The original Scalextric Micro MR1 releases included some rebranded Marchon cars, alongside a new range of Formula One cars to be manufactured by Scalextric.

Doug remembers that “the established players, Tomy and Tyco, were overshadowed.

Tomy showed one new set with talk of another but no new cars. Tyco refreshed three F1 sets and released one individual car, so you can guess where the attention was”.

The March/April 1994 edition of the HOSRA magazine reported that “retailers grouped around the Micro MR1 display and then [walked] straight past the 1/32nd display”.

For the small group of UK HO racers, branding the new range as ‘Scalextric Micro MR1 1/64th’ opened up exciting possibilities for the growth and recognition of their branch of the hobby.

Doug explains: “Scalextric was and still is the byword for slot car racing. Not many non-hobbyists know what ‘slot car racing’ is – but mention Scalextric and they’ve got it in one.

1/64th scale sounds like half the size of regular Scalextric - that’s an easy way to describe the smaller sized cars.”

So what was Doug’s principal memory of the 1994 Toy Fair? “One word sums it up - excitement. Could we be on the verge of a step-change in the status of HO slot car racing?”

The first Scalextric Micro sets started to appear in the shops during October 1994, just



MR1 Ligier and Minardi F1 cars



MR1 World Championship set (Andrew Rose)





### MR1 Turbo Power set (Andrew Rose)

in time for Christmas. The basic figure of eight World Championship set (G012) retailed for £25 and included a pair of Formula One cars - a Benetton and a Ferrari.

The other Scalextric Micro MR1 sets to be released were the G010 Turbo Power set with Porsche 911 Demon Tweaks and TAG/Minolta cars; the Endurance 7000 set (G011) with two Sauber Mercedes cars in AEG and Shell liveries; and the USA Raceway (G013) featuring the Scalextric Formula One cars in Texaco and Duracell Indy Car liveries.

A fifth set, Rescue 911 (G014) appeared on the back page of the 1994 Micro MR1 catalogue, but was never released in the UK under the Scalextric Micro name. A Police Patrol car (G026) and Fire Chief car (G027) were released individually.

The individual cars were slower into the shops. The delay was due to Power Rangers and import quotas. Those brightly coloured action heroes were the big thing of 1994 and Marchon manufactured Power Rangers toys in their Chinese factory.

Back in 1994, there were strict limits to importing goods from China and the new Scalextric Micro cars stayed in the factory while Power Rangers products flooded the Christmas market.

This business decision adds weight to the theory that Hornby had invested in a significant proportion of Marchon's operations, rather than just buying the rights to the MR1 range. It might also explain why Scalextric were able to rapidly change the Micro design in a cost-cutting measure. However, that's getting ahead of ourselves.

The complete range of the original Scalextric Micro MR1 cars are a combination of re-badged Marchon cars and new Scalextric Micro models. Firstly the Marchons, which mostly had "Scalextric Micro" stickers covering the Marchon logos:

G020 - Jeep "Doom Buggy" (also Marchon MAR 22065)

G021 - Jeep "Canyon Raider" (MAR 22064)

G022 - Chevy Lumina "Kodak" #4 (MAR 22054)

G023 - Chevy Lumina "Goodwrench" #3 (MAR 22062)

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### MR1 set and individual cars (Andrew Rose)



G024 - Sauber Mercedes "Zerex" Silver/Blue #78 (MAR 22068)

G025 - Sauber Mercedes "Zerex" Red/Yellow/Black #12 (MAR 22069)

G026 - Police Patrol (MAR 22050)

G027 - Fire Chief (MAR 22051)

Four of the Micro MR1 Formula One cars were released individually:

G030 - Footwork "Toshiba" #9

G031 - Jordan "Sasol" #14

G032 - Minardi "Beta" #23

G033 - Ligier "Zenith" #25

While racers were waiting to add the individual cars to their new sets, Scalextric were planning a completely new range for 1995. There would be significant design changes to both the Micro chassis and the track system, which was re-branded "Micro Scalextric" and launched at the 1995 London Toy Fair.

The MR1 cars announced the year before remained an important part of the Micro range and could be found on the shelves of Beatties and other shops for years to come. The four F1 cars and the two jeeps still featured on an MR1 page in the 1996 Scalextric catalogue.

The twentieth anniversary of Scalextric Micro MR1 will be celebrated in the HO Zone at the UK Slot Car Festival on 17-18 May where Andrew Rose will be displaying his complete collection of 168 Micro cars.



### **Section of Andrew's collection (Andrew Rose)**

My thanks go to Andrew Rose for pictures of his Micro collection and MR-1 box art and to Doug Passell at Chesterfield HO Racing Club for background information, loan of the HOSRA magazines from 1994 and his reminiscences of the 1994 London Toy Fair. ■

You may have noticed, as I have, when reading about the history of slot car racing, that a number of the books mention the early car racing sets manufactured by Marklin in the 1930s, sometimes accompanied by a drawing of them. I was therefore surprised to see one of these cars for sale on eBay, so far unsold, at a Buy It Now price of US \$ 5,990 (£3,652.66, 360818628536). Looking rather like a vintage Meccano kit car, it comes complete with its Autoroute Electrique track and literature, which are illustrated on the fascinating listing.

### Dukes of Hazard

If you'd rather spend that much money on a car you can actually climb into, however, then a 1/1 Scale Ford Capri was listed on eBay which is the spitting image of the Scalextric Dukes of Hazard style General Lee version of the Ford Capri that was made at Margate in the 1980s, for £3,950 (380801379959). Instead of a Scalextric motor it is powered by a Rover V8 engine! If you only have room in your garage for the 1/32 version, one sold recently for a more modest £21.02 (390697540741).

Graham Mattingley thought the Scalextric Dukes of Hazard Dodge Chargers would start appreciating in value, and that does look like the case, with the cheapest recently selling for £36.01 after eighteen bids (141128440385), and



another eight selling for increasing prices in December up to £79.95 (261348189453), while this was taken higher in January when US \$139.95 (£85.63) was achieved in the USA (360817396537).



The late, great Peter Robertson, one of the founder members of the Pheonix Thrust Scalextric Club at Shard End in Birmingham, and an NSCC member for several years, bought me mine. Peter was always one of the best racers in the Club, and events often became a three horse race between Peter, Club Organiser John Eaglesfield and myself (before Graham Pritchard joined the Club, of course!). I renovated Peter's Scalextric AC Cobra for racing on his four lane home track we built in his garage, and he proved unbeatable with it! Peter visited the Gaydon Slot Car Festival with us a couple of years ago, and certainly looked at home in this vintage car.

Linked to this marque, Steve Langford has also noticed increased values of Pioneer slot cars on eBay recently, and Dodge Chargers in particular, with a blue version selling for £53.99 (191048424647).

### Space Cars

An unusual NASA Apollo Rocket liveried 2004 Carrera Club Model Dodge Charger⇒

complete with rear rocket engines is currently still available on eBay for £75.00 Buy it Now (261382802703), while an interesting 1/24 scale Classic Astro V rocket style slot car sold for £49.84 in Portugal (151203891925).

Other eBay sales Steve spotted recently were a Scalextric Holdall Bag for £40.01 (380811636463), a Gold Plated Scalextric Metro 6R4 which sold for £37.00 (131076215804), a Triang Scalextric shop shelf card at £23.78 (221340344216), and a French Scalextric Grande Bridge (Grand Pont) in grey at £85.22 (321278164883). Steve also spotted the special Scalextric Mini set that was made for AIG (American Insurance Group) as a promotional freebie given to lucky business partners to publicise a new Personal Accident and Travel Insurance Policy. Their marketing activity, outsourced to creative agency Juice (see <http://www.juice-uk.com/our-work/aig-affinity/index.html>) also included mailing out postcards beforehand featuring a picture of countdown numbers made out of Scalextric track. The AIG “Profit Driving Challenge” set, which sold on eBay for £35.00 (171187427119) was previously unreported until featuring in Pete Simpson’s Messages from Margate article last month.



Talking of new stuff from Margate, I was privileged to visit the Hornby stand at the recent Toy Fair at Olympia in London, and took these pictures myself of some of the exciting new releases we can look forward to this year:

It could be amusing to see the Quick Build Police car split into its component pieces if it tries the pit manoeuvre on any errant Scalextric traffic offenders!



I wonder too, if Graham Pritchard will let us race the new Lotus 72 in the Heart of England F1 Championship this year?



### Monthly eBay Watch Top Ten

1. Scalextric 8 x 16ft Replica Barcelona Circuit £6,860.00 (151191009484).
2. Aurora TJet 46 Slot cars Collection £3,261.61 (190984106184).
3. Spanish Scalextric Banco Occidental Tyrell P-34 £836.71 (291042222386).
4. Aurora AFX BMW 320i Turbo Red £781.68 (231125718270).
5. Cox 1/24 Scale Chaparral 2E £619.22 (291049459821).
6. Aurora AFX Datsun 510 “Trans Am” £588.98 (36082223319).
7. Miniamil Champion Spark Plugs F1 Set £571.00 (321292679155).
8. SCX Digital Collection with 10 Cars £545.35 (141165503694).



9. Scalextric Cooper Climax with twin guide underpan £539.01 (221344341875).

10. Scalextric Digital Collection with seven Cars £499.99 (281224320814).

High rollers that didn't make it into this month's Top Ten included a white Scalextric Auto Union which sold for £290.00 (221327920256), another at £206.00 (121257993659), a yellow one for £338.05 (111256033233), a Green Aston Martin Marshall's Car for £466.66 (221339608157), and a yellow Alfa Romeo body only for £203.72 (310849937458). Hornby themselves successfully sold some more of their archive items on eBay, including a Goldfinger Aston Martin (Limited edition number 1967) for £220.00 (181298511671), and a set of three (white black and red) Vauxhall Vectra F1 Marshal's cars for £82.66 which had been quality control samples at the Factory (171212309476).

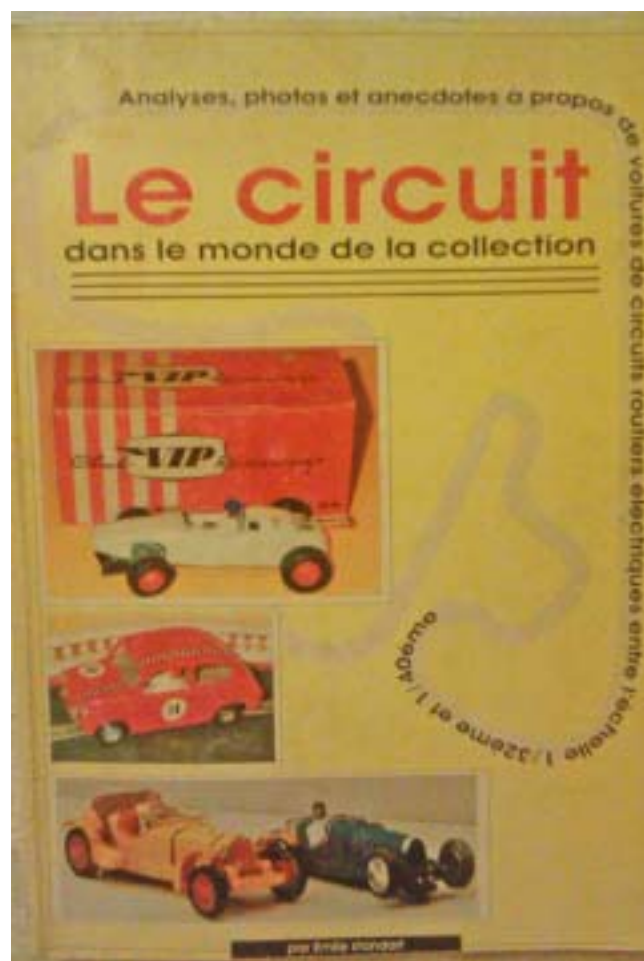
### **NSCC Cars eBay Top Ten (October 2013 to January 2014)**

1. 2010 Mercedes Benz SLR McLaren £215.00 (151197667483).
2. 2012 McLaren MP4-12C Weekend Car £180.00 (301067358611).
3. 2012 Ninco 50<sup>th</sup> Anniversary AC Cobra £174.99 (300990695929).
4. 2012 Gaydon Broadspeed Ford Escort Mk 1 £160.00 (121247357841).
5. 2011 Audi R8 Weekend Car £151.99 (121242408392).
6. 2009 Chaparral 2F Weekend Car £150.00 (261378156791).
7. 2010 Slot.It Lola B09/60 LMP £67.00 (301020132518).
8. 1994 Renault Clio £66.00 (321291600988).
9. 2005 White 25<sup>th</sup> Anniversary BMW Mini £53.00 (300995569958).
10. 2009 Ninco Lotus Europa £51.00 (301067320762).

As seven of the above sales were in January, perhaps it is a sign that eBay trading activity is becoming more buoyant now as we begin to climb out of the recession, or perhaps more people are starting to collect NSCC cars as our Club receives more publicity through events such as the Gaydon weekend?

### **Bookworms**

My French teacher once commented at a school parents evening that he thought I would learn more French if I didn't look out of the window so much! I wish I had persevered longer now, as I have found a Limited Edition (400 issues) copy of "Le Circuit" by Emile Standart on eBay for £25.73 (310808864465), and it really does look like an excellent book and a lively read. If only I could find my old French-English Dictionary?



Other historic books on eBay recently have included Motor Racing in Miniature by GH Deason and DA Russell (1947), which sold for £8.51 (310833571855) while a 1948 edition sold for £20.99 (370989583627), and another edition with part of its attractive dust jacket still intact, is available on Buy it Now for £47.99 (191001817566). A different seller sold a copy of Slot Car Racing by Phil Drackett (1968) together with Electric Model Car Racing by DJ Laidlaw-Dickson (1965) for £33.98 after eleven bids.

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### **Super 124**

No sooner had NSCC Member Gary Clift been telling me about his great three lane Scalextric

124 home layout in Canada, than a number of 124 track sections appeared on eBay from a Lincolnshire Seller. These included an oval of track which achieved £225.00 (121248920365), a Flyover Bridge for £51.00 (121248930009), some Banking Lead In/Out sections which sold for £92.00 (121248932926) and sets of three curves for £29.99 (121248927519) and £34.00 (121248925777).

Other 124 items on eBay included an Alfa Romeo that sold for £155.00 after five bids (121248903776), and another still unsold at £459.00 Buy it Now (301074310485). Gary has promised to write a future Journal article for us about his track, so watch this space! ■