



**No. 388 July 2014**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Coming Soon!

It only seems like a couple of months ago that I was writing in the Journal to notify you all of the forthcoming NSCC/ Hornby weekend and can you believe it, it is that time again!

As per previous years we are inviting members to apply to attend now so that you may, if you wish, spread the cost of attending the event over a four month period, which is handy, as some know the weekend can be a bit of a drain on your wallet coming up to Christmas and all that goes with it.

So you should find in this month's Journal an application form which, if you wish to attend should be filled out and returned to me as soon as possible and certainly before the 15th August 2014 so we can let you know if you have been successful and advise you of payment options etc.

The cost for the weekend is the same as last year for those staying in the hotel, and obviously varies by the number of the nights you wish to stay at the hotel and whether you are in a single room, double room or prepared to share in a twin room.

The dates are Friday the 21st November to the Sunday the 23rd November 2014, we again hope to have a fun packed weekend with racing in teams, potentially a visit to Hornby, the obligatory meal on Saturday night and of course the auction of some rare and exclusive items donated by Hornby themselves with the proceeds going to their chosen charity. There will of course be the special weekend car and possibly a bonus, but I am not at liberty to say more about this now!

So get your applications in now, if you have any questions please feel free to contact me direct as per the details on the left.

Finally, this month also sees the start of the election process for the Committee positions, please see Shaun Bennett's piece further in the Journal, of course we would welcome new faces to the Committee, and new ideas and suggestions for the Club as a whole, but just remember this really does take up more time than you may think and working for the NSCC can become a full timer job, pretty much unpaid!

Until next month.

Jeremy



# MESSAGES FROM MARGATE

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

By Pete Simpson

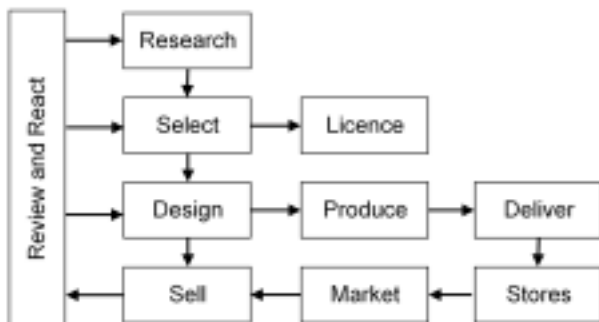
My usual monthly day out near the seaside took on a different character for June. A date had been agreed with Adrian a couple of months previously so plans were in place with high expectations of new models being available: I'd missed May due to all the new examples having been packed away for their excursion to Gaydon. With just a fortnight to go I received an invitation to attend a presentation by Nat Southworth, Sales and Marketing Director. So, as two trips couldn't be justified, I had to delicately explain to Adrian why I'd be accepting the better offer!

## Hornby – Meet the Team

The meeting's intent was to communicate Hornby's revised structure and related philosophies to its consumers, as opposed to its customers. Nat explained the difference and the reasons for the communication session: so that we could better understand Hornby's dilemmas, to meet the design teams for each sector and be invited to provide some all-important feedback from the end users. Although photography was strictly forbidden during the revelation of new models,

reporting was generally unrestricted, apart from a couple of embargos on sensitive information. One fundamental change is the closer relationships between the brands with a single organisational structure to manage the route from an idea to the consumer, complete with an integrated feedback system to ensure that lessons learnt will be not be constrained within a brand, but shared by all. The structure shown, if sufficient resource and senior management commitment is available, should benefit us all.

The audience of about twenty was biased equally towards Hornby and Scalextric with a sprinkling of Die-cast and Airfix enthusiasts, all representing specialist clubs, magazines and forums. Views were freely exchanged, with the overall impression being that everyone present was keen for Hornby to survive and if there is any way in which the community can assist, it is more than willing to contribute. One interesting point, which tied in with the viewing of original Hornby art later in the day, was the way in which the model design data is used to create the rendered images used in the catalogues and on the packaging. Of all the preproduction models that were passed around the audience, the prize for recreating a stunning representation has to



go to the forthcoming 1/24<sup>th</sup> scale Hawker Tornado. Due to sell at £100, this would be a true labour of love with the engine and much of the airframe being constructed prior to fitting the panels. However, at not much more than the cost of constructing a top quality slot car loaded with all the best quality components it's quite tempting.



After an introduction to each of the brand design teams, and an opportunity to witness the enthusiasm evident in each of the teams, we were treated to exclusive visits to the designers' domains, where a few unexpected prototypes were beguilingly posed, before being treated to a look around the various archive rooms. The brief time that we had to peruse examples of previous ages was pure delight, especially as many of those present were easily old enough to remember, if not own, many of the pristine toys preserved in storage. Everyone also had an opportunity to tour the visitors' centre where, as usual, yet another new display had been created – a vast diorama of the D-Day landings at Omaha beachhead. The display even listed every kit and accessory employed in its construction, all taken from the Hornby range, just in case one is tempted to emulate the model.

In the past I've mentioned the importance of pre-ordering models in order to provide as much data as possible to the traders, and subsequently to Scalextric, so that production quantities can be accurately judged. The financial situation for many companies is still quite restrictive and risk taking is not something that particularly excites shareholders. The losses of recent times has had the effect of focusing attention on production run sizes: despite our desire to be able to wander into any model shop and be presented with a full range of slot cars, there simply isn't enough money around for such a scenario to be funded, either by Hornby or by the traders. Of course, it can be argued that not having examples on display will restrict sales and a downward spiral will result. In the slot car world we are still reasonably well provided for by a number of online and high street traders, unless high value, collectors' examples are sought. Imagine the stock value of a reasonable quantity of Scalextric cars – now consider the scenario for Railway enthusiasts. Even the cheapest 0-6-0 diesel shunter is priced similarly to a Scalextric SR car with prices rapidly exceeding the £100 mark: £150 for an impressive main line loco and up to £270 for this digital Rebuilt West Country Class beauty with sound. So, based on prices, for every four or five Scalextric cars a shop commits to stock, the railway enthusiasts could expect one. Over the whole day I didn't hear a single comment on model loco accuracy or quality – only on the quantities available. Oh, and just to add insult to injury, the supply of Hornby railway items appears to have been far worse than for Scalextric. So, if you think we're hard done by, don't bother expecting sympathy from a Hornby fan. ➡➡





## Website

If tired of crawling around replacing slot cars, then it's always worth revisiting the Scalextric website: it has had a subtle face lift. Not enough to lose identity or the familiar feel of navigation but it seems to load faster and be slightly more intuitive. One nice feature is the slider control to select the price range of releases: both upper and lower limits can be set. Once a car is selected it can then be rotated through 360 degrees and viewed from all sides. However, searching by "C" number seems to evade the spiders as reliable results are not always returned: it would appear that the search only finds cars which are available. This is definitely a case of Evolution rather than Revolution with plenty of room to improve.

## Trofeo Series

It's always a delight to hear from members so it was especially encouraging to hear from someone that heeded my despair at the Maserati website and, having attended the Spa Maserati Trophée race, was able to supply the information that I'd been unable to glean from the web. Léon-Pierre Brebois kindly sent a copy of the race program which explains the rules as well as lots of photos of the cars in action. Maserati launched the Trofeo series in 2010 for enthusiasts wanting to compete in GT racing on an even basis, managed by the manufacturer: all the cars are prepared to a defined technical specification, either by Maserati or by the owners. Best of the field has to be this example decorated in a 250F scheme: subtle but originality of thought in the extreme.

Fortunately, when I visited Margate in April there were too many models to feature in one report, so there was plenty outstanding to fill the gap for this month.



## Scalextric Club Audi

The first new car to report is the Audi Quattro, C3500, one of this year's exclusive Scalextric club cars. It represents the winning car from the Fram Filters' International Welsh Rally of 1986 as driven by Hannu Mikkola and navigated by Arne Hertz which beat the best of the period's Group B entries: RS200, Metro 6R4, Opel Manta 400, Nissan 240 RS, Skoda 130 LR and the Lada Riva. OK, I admit I'd forgotten the Skoda and Lada, but they would create a couple of imaginative creations to complete the range of monster Group B machines.



Don't be too undecided before ordering this one as it is obviously anticipated to be in high demand being limited to three cars per customer.





## Lotus Exige

Last month I proclaimed that C3509 was the fifth of the six Lotus GTs to be produced this year. This wasn't quite correct as the total quantity will be seven if the Scalextric Club car, which was presented to attendees at the NSCC / Hornby Ramsgate Weekend last year, is included: this pair completes the entries available to all for this year with just the Club car, which I overlooked at the time, to picture next month.



C3513 represents the Exige V6 Cup R as raced in the Lotus Cup Europe round at Brands Hatch in August of 2013. Jonathan Walker led from Pole to finish first, nine places in front of the car of Adam Knight which Scalextric will release as C3509. Sharp eyed fans will notice that the door mirrors in this example are just the wrong shade: fear not, all will be corrected prior to production. Being an SR version of the Exige it has no lights or interior but still has the body detailing and DPR facility of the HD version while approximately £5 cheaper.

The second Exige, C3521, is the R-GT Rally version. The car modelled represents Lotus' entry in the 7<sup>th</sup> round of the 2012 European Rally Championship in Madeira, driven by Bernado Sousa and Corrado Mancini. This was its first race having only acquired homologation papers a few days before. Unfortunately the car didn't complete the rally due to an electrical glitch that caused the



gearbox to misbehave and pitch the car into a wall, albeit at slow speed, on the third stage. Like the V6 Cup R, this too is an SR release.



The catalogue shows the car with a bank of bonnet-mounted spotlights but it doesn't look as if they will appear on the final model: the rear window cover will also be amended to gloss rather than the satin black of the prototype shown here.



These Lotus GTs should be reasonably evenly matched and would make a pretty impressive digital grid. ➡







### MINI WRC

Whilst on the subject of Rally cars, the second of this year's MINI WRC models has been approved. C3523 emulates the 2012 Rallye Monte Carlo entry of Brazilian pairing Paulo Nobre and Edu Paula. They improved their position steadily from a start position of 28th after the first special stage to finish in 20<sup>th</sup> place at the end of the rally. The car was entered under the name Palmeirinha Rally and run



throughout the 2012 season by Motorsport Italia. After the Monte Carlo Rally, the team re-formed and was joined by the other car prepared by Motorsport Italia to become WRC Team MINI Portugal. That other car was the car of Armindo Araujo – represented by Scalextric as C3385, the model that was reviewed in June. Unfortunately this month's car finished ten places behind the Araujo driven example. Could be your chance to rewrite history!

### Mercury Cougar

In 1967, in an attempt to secure the TransAm Championship, Mercury teamed up with Dave Tatum, operations manager at Burien Lincoln Mercury, to form a semi-factory team. Dave had already worked with Kar Kraft, renowned for their work on the GT40 gearbox program and the J car project, so was an ideal candidate with whom to entrust the project and was able to





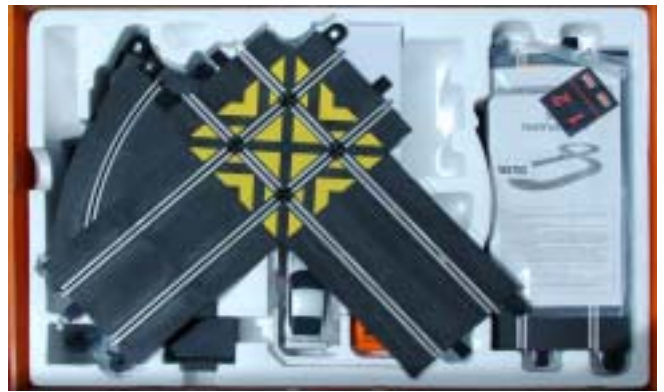
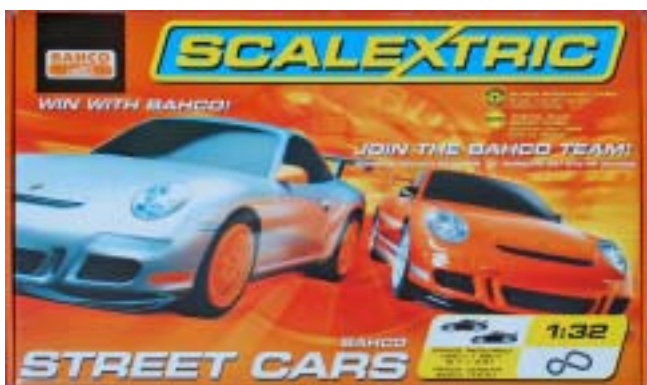
convince the dealership owner to build a Trans Am Cougar. The car was purchased as a shell, which was acid dipped to reduce weight, and built up to a top-spec race car. It seems that it was only raced twice in 1967 and once in 1968 before being sold to Bill Pendleton in 1969 who continued to race the car.

Yes, it's another car that can be found at [www.historictransam.com](http://www.historictransam.com) so there are plenty of photos of the real car, although most show it as currently being campaigned by its present owner, Ike Keeler.

Scalextric's version, C3536, represents the car in its current form as the 1967 livery was adorned with a few more contingency stickers: the smaller sponsors who agree to provide parts to have their logos on the car, typically grouped on the front wing behind the wheel arch. It is a High Detail release but, being a TransAm racer, does not have lights although digital conversion is a breeze.

### Bahco Set

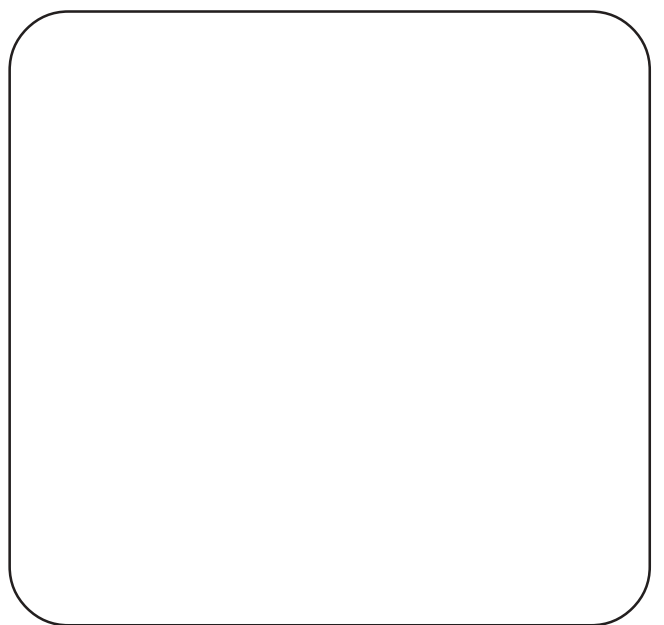
One of Hornby's eBay listings during June was this set produced for Bahco Tools. It sold for a sensible sum: less than a standard set of the same size so a bargain for a collector of rare items. This appears to be a repackaging of the "Street



Cars" set, C1238, from 2009 with two SR Porsche 997 GT3 RS and 462cm of Sport track, including a crossover section. The packaging has no "C" number but is endorsed as "Join The Baho Team". Stickers are provided to decorate each car, although limited to race numbers 1 and 2 and a pair of Bahco stickers to fit on the panel that isn't the bonnet.



So, that's all for another month: we've got some sun so the Scalextric is due for its annual garden outing. ■







This month we have news of some rare cars from Fly. Firstly a Kremer CK5 Martini edition reference FS060302. There are only 150 examples of this model available. This car was commissioned by Fly's US Distributor and only a very few have made it to the UK.



Even rarer are the four Porsche 911s made for the South African market. There will be around 100 of the red and black versions and just 10 each of the silver and gold ones! None are officially earmarked for the UK but some may find their way here.



A welcome return is the Chevron B21, which also has links to the South African distributor, but will be available in reasonable quantities in the UK, although once sold there it will not be any more. The Chevron B21 mentioned last month has now been joined by a Lucky Strike car. The Lucky Strike car, race





number 2, reference FS024102, replicates the car as driven to fourth place by the late Dave Charlton and John Hine in the 1972, 3 Hours of Cape Town. The details on the Chevron B21 mentioned last month, reference FS024101, have been changed. It will now represent car number 5 that won the 1972 Lourenco Marques 3 hours (Mozambique) driven by the late Scot, Gerry Birrell and Jochen Mass.

We also have a picture of the Martini Le Mans 911RSR model reference FS036105 mentioned last month when we showed the actual car used in the April 1973 tests at Le Mans.

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



Ciao everyone and welcome to this month's Forza Slot.it. At long last I have my hands on Slot.it's latest totally new model, CA27a, the Matra-Simca 670B #8 car that ran at Le Mans in 1974. This was the first of the breed to be released but a Limited Edition Le Mans winner series CW18 #7 car from 1974 is planned for later this year and the white CA27z kit is now available for you to do your own creations. So with #7 and #8 covered we only need #9 for the complete Matra-Simca Equipe Gitanes team from 1974!



the eye. This car was driven to 2<sup>nd</sup> spot in the race by Davy Jones (driver), Raul Boesel and Michel Ferté and both cars will be very popular additions for many collectors and racers out there. Get your order in now.



What's new this month then? Well, by the time you read this (official release date for both cars is 20th June) then CA19d, Toyota 88C #36 from Le Mans 1988 as driven by Geoff Lees, Kaoru Hoshino and Masanori Sekiya should be out at your favourite slot outlet. From the picture it looks absolutely stunning and with the Minolta livery it ticks a lot of the "it would be really nice to have" boxes for me too. Could well be next on my Slot.it purchase list as funds allow? However, also vying for my hard earned cash will be the latest Jaguar XJR12 CA13c #35 (sister car to the previously released CA13d #36) Le Mans 1991 that is in the iconic purple TWR Jaguar Silk Cut livery which is very fetching to



Being as this is a well know team and a famous car from Le Mans history then I thought I would start with a potted history behind the real car first. It would appear that the French were not best pleased that the most famous endurance race in the world had not been won by a French team, car or driver since 1950. So, when some bloke called Jean-Luc Lagardere (then CEO of MATRA) made a proclamation in the early 1960s to put a French manufactured team/car/driver combination back onto the winners rostrum it was a very bold claim!⇒⇒



Having worked for Dassault Aviation on several aerospace and missile development programs and with an electrical engineering degree in his pocket, Lagardere was well placed and familiar with several sub-contractor companies who he could call on for support with this project. He had resigned from Dassault Aviation in 1963 and went to work as the CEO for a company called Engins Mecanique Aviation-Traction, or MATRA for short.

MATRA itself was involved in many different industries such as space, aviation, plastics, composite construction and many other areas which gave this company the ideal background for developing motor racing components. It just so happened that MATRA also had their own racing division, albeit with limited success in lower formulas. In 1964 Matra-Sports was founded and the serious racing program began. Several prototypes and manufactures engine types were made and used over the years starting with the M610 which ultimately morphed into the MS670B that would prove to be so successful at Le Mans.

In 1967 the factory tie in with Simca (which was Chrysler's French Company) gave Lagardere the additional backing and funds to really push forward with his plans. All the following cars would now be called "MS" (Matra-Simca) and the final push towards a Le Mans win was on. However, it still took a few more years of development and a rule change for the 1972 season that ruled out the more powerful Porsche 917s and Ferrari 512s and left the way open for Matra-Simca and France to get their first Le



Mans win in 22 years and for Lagardere's once bold claim to be justified. As it happens, Matra-Simca went on to win Le Mans three times in a row from 1972-1974 as well as the World Manufacturers Championship twice in 1973 and 1974 before pulling out of racing having achieved all of the goals that Lagardere had set and most people had thought not possible.

On to the Slot.it model then which is an overall glorious French blue colour with the primary sponsors of Gitanes and Shell prominently slapped on the car. As I mentioned in a previous article, I am so glad that Slot.it have just stuck on the smoking sponsorship and not resorted to silly transfers as it never prompted me to smoke! Having looked around the internet for various pictures of the car it would appear that Slot.it have captured the beautiful blue colour very accurately and the placement of all the race, team and sponsor decals are all correct down to the grey coloured roundels on either side/top of the car with the #8 in the middle and a white surround. The other two roundels with the #8 in them are completely white and situated towards the front and the rear of the car on the left hand side. The other splash of colour is on the chin of the car, along the side air intakes and the outer side of the wing uprights which is a very bright/fluorescent orange type colour which contrasts with the blue very well. The sponsor decals down the side at the front of the rear wheel arches are superbly done as are the decals on the front louvred wheel arches but I found them very hard to read but accurately placed. The wheels and tyres are correctly



detailed, have the correct “Goodyear” logo on them and are tucked away neatly under both front and rear wheel arches with more than enough clearance so as not to rub on the underside of the body. Another nice detail here is that on the starboard side of the car the single wheel nuts are silver and on the port side the wheel nuts are blue – another nice accurate touch by Slot.it. After last month’s Dunlop Bridge I thought I would slip in a figure or two of my mostly finished figures in a couple of pictures as they seem to fit in quite well after having put Gitanes logo’s on them!



The driver, one Bob Wolleck, in light blue racing overalls, matching blue and white helmet and four point harness looks like he is precariously perched on the driver’s seat and could be sucked out at any moment! There is a small wrap around cockpit cover on the one side with a clear “windscreen” top that provides some protection from the rather quick speeds that these real life cars can achieve but the passenger seat is not a place that I would ever like to be in the real car! There is a very large and substantial rear view mirror complete with a silver reflective coating, a driver’s instrument binnacle tucked away behind the firmly clenched steering wheel and roll bar and air intake protruding from the rear deck just behind the driver of this open topped vehicle. Moving back to the drivers cockpit cover and on the right hand side only are the very bold and clearly legible names and nationality of the three peddlers for the race: Jean-Pierre Jassaud, Bob Wolleck and Jose Dolhem who were all

French. According to some information that I found a further two drivers, Jean-Pierre Beltoise and Jean-Pierre Jarier (also French) were down as drivers but were never deployed for the race and are not represented on the side of the car which is correct.

Looking down and around the body you can pick out all the accurately detailed aerodynamic cut outs, vents or ducts above the front wheels and sides as well as all the air channelling that gave this car a very good aerodynamic profile for the time. I really like the front light clusters but again I will have to say that these models would be so much better with small LEDs already fitted for the full Le Mans night race effect for those of us that don’t have the skill (or patience!) to fit them ourselves. The rear wing is white with blue uprights either end and in the middle but if I am being critical then there appears to be a bit of flashing left on the underside of the front of the wing that has just been painted over and the moulding punch out round indents can clearly be seen when viewed from underneath the wing element. The area where the white meets the blue on the wing uprights is also not as crisp as I would prefer but this is just being a bit too picky I guess but it may not be to everyone’s tolerance acceptance levels! Me, I can live with it for such a fabulous model.



Once you finally get to the rear of the car you are presented with two (correct) gaping holes where you would normally expect to find the light clusters but the four simple red brake lights are tucked away under the rear deck. There is a nice detail in silver on the back end of what I presume is the gearbox casing and two pairs of exhaust pipes sitting either side under this detailing which is all protected by a delicate but firm rear protective roll bar arrangement. ➡➡



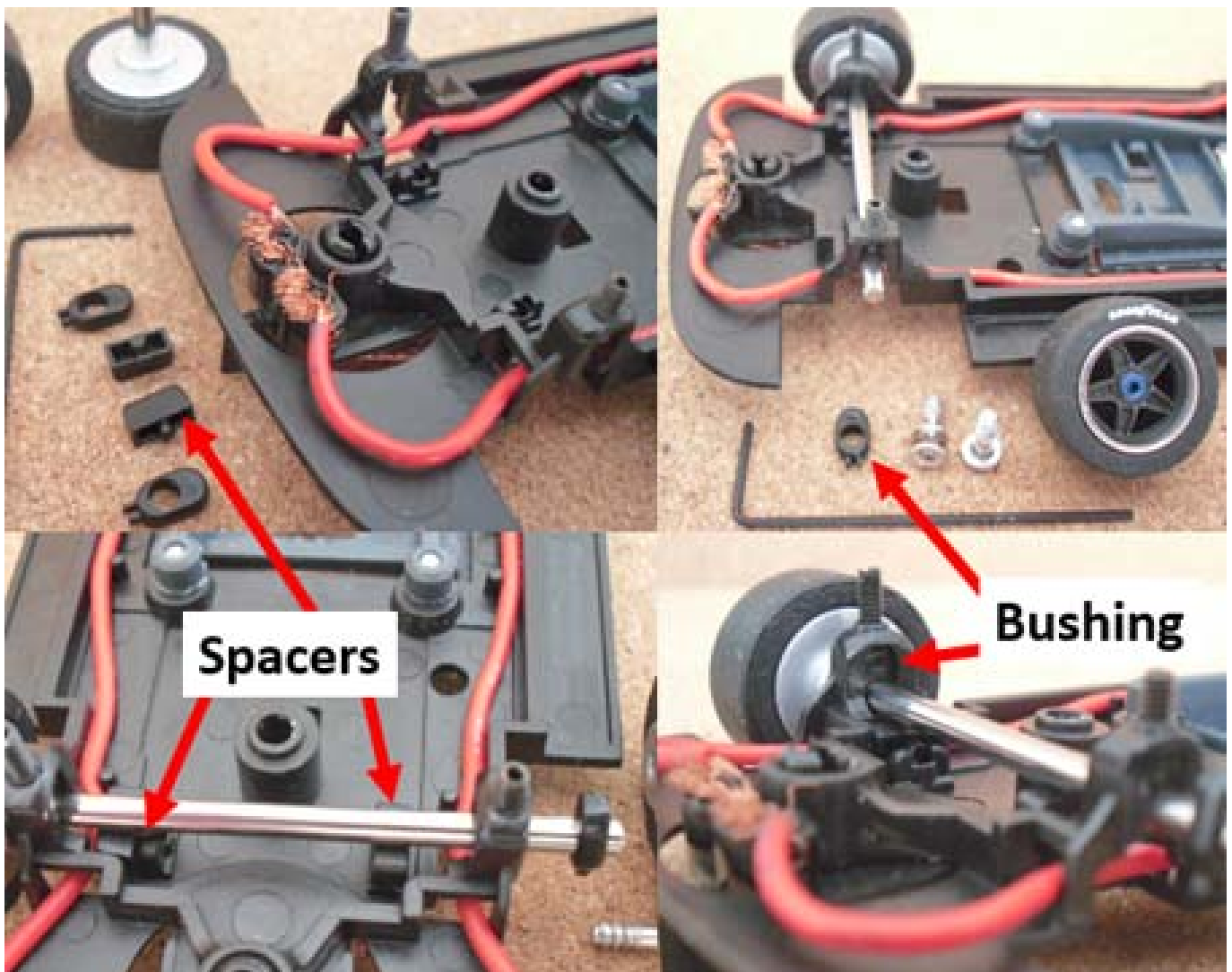


A great little detail to me and tucked far enough under the rear deck to be protected from most rear end accidents.

Moving underneath to the new chassis and the first thing that jumped out at me was how smooth and flat it is and obviously the sidewinder motor pod. Two screws fore and aft secure the chassis to the body and both screws

have mini washers on them as well. Once opened up you can clearly see that in this particular model the motor mount/pod is secured with six screws, two at the front and rear and one at either side. Initially, I thought the two side screws were for securing the body. This is all good news for the racers out there as this holds the motor mount very securely in place. Down side? Only a sidewinder motor configuration is possible for this model but the trade-off is an accurately detailed and moulded body. I suspect that the lack of an angle winder motor pod option might put off some racers but that is the way it goes sometimes to maintain a more accurately detailed model.

Now, when I open the standard Slot.it packaging along with the obligatory Allen key I found a couple of black round plastic “things” which turned out to be bushings. Intrigued and with no instructions but an idea of what they were I set about trying to fit them to the front





axles/shaft/chassis mountings. Hopefully(?) from the pictures with the article you will get some idea about what these plastic front bushings are used for as well as the spacers that sit under the front axle towards the middle of the chassis. However, to save me trying to explain or countless pictures then if you go to Slot.it's website and look under the "instructions" window option followed by a scroll down to "How-to #9 Adjusting the front axle in the Slot.it models" then all will/should become clear! On the other hand if you don't race, why worry, and if you do I'm sure you know what to do already!

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 136mm, height 35mm, wheel centres 80mm, width 62mm, weight 64grams, 11/32 pinion/gear ratio, 14.3x8 front and 15.8x8.2 rear rims/tyres and with a Neodymium magnet situated in the mid-



mounted location just in front of the motor with the option to move to a second position directly behind the motor or a third more forward position that is more in less in the middle of the car. Please note that only a sidewinder motor mount option is available for this car.

So with a brand new model and chassis to explore it is now off to my home layout to give it a spin and see what is on offer. The guide blade is mounted well forward and with the magnet in the middle position of three possible settings I figured that I would get a good balance of grip and responsive chassis from the off and I was not disappointed. The grip and grunt combination of the engine, chassis and mid mounted mag was more than enough to have the car whip round my undulating track at a considerable rate of knots. Moving the magnet to the rear most position improved rear end grip but made the front a little prone to popping out of the slot on occasions. Magnet in the furthest forward position, well this certainly reduced de-slotting but the back end would now move around a bit more but you really had to gas it to break the grip which often (every time!) resulted in a backwards flip around out of the slot. OK, best compromise for me was the factory mid mounted magnet position but did this really make it such a challenge to drive on my circuit with my preferred driving style of no magnet?

Onto magnet totally out and lets have ➡➡



another go. What a transformation, as expected, but the drivability of this car is absolutely fantastic. With the guide very close to the front end and quite a long distance to the rear wheels I found this chassis/motor combination an absolute blast to thrash round my circuit with the tight and twisty as well as open corners and a couple of longish straights. After a few laps I was able to balance the car perfectly power drifting around tight inner 180° corners or sweeping 2<sup>nd</sup> radius curves with the tail hanging out way past the end of the corner and down the straight! Obviously, this would end in tears every now and then as I got it wrong and the backend kept spinning down the track but the main problem I found was the front end was too light and so I would just “understeer” out of the slot if I went in too fast or caught a slight bump on the way in. This could soon be sorted out with a little lead ballast to hold the car down but I settled for calming my driving down a bit and just getting the tail out! Fastest way round a circuit and gonna win every serious race down at the club night? Most unlikely but this is how I like to drive my cars on my circuit. However, if you wish to race this chassis then I don’t think you will be disappointed either and there are plenty of tuning options with Slot.it race tuned parts.

Summary, well it is a fabulous little well executed model that has the show and the go to satisfy everybody no matter if it is a race or shelf queen. Now all I have to do is to get all the other Slot.it variants as they become available over time. The Matra-Simca MS670B White Kit CA27z has also been released for you to do your own variations on the real liveries or to create your own for racing at your local clubs race nights.

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 forthcoming releases this month! Ciao and arrivederci! ■

It's been rumoured for a while but Racer have finally put together a set of cars to sit on their Bartoletti FIAT 642 transporter. All are available individually or as sets of two or three models and represent the Ferrari factory team P4 cars from 1967 Le Mans. One of the Models has been available before, that being the #21 car of Scarfiotti/ Parkes (**RCR10**), which finished 2nd overall and was the only car from the team to finish the race.



**RCR10 - 330P4 coupe #21 - Le Mans 24hrs  
1967 - Scarfiotti/Parkes**

The other two are new releases and of course will be desirable in their own right, the **RCR67** is model is based on the #19 car as driven by Klass/ Sutcliffe, unfortunately the cars engine expired after 246 laps and **RCR68** #20 car, which is a spyder version driven by Amon/



**RCR67 - 330P4 coupe - #19 Le Mans 24hrs  
1967 - G.Klass/ P.Sutcliffe**

Vaccarella, but retired after a puncture had caused a fire after 105 laps. All three of the individual models come in crystal cases.



**RCR68 - 330P4 spyder #20- Le Mans 24hrs  
1967 - C.Amon/ N. Vaccarella**

The two and three car sets **will not come in crystal cases** but will be supplied in plain cardboard boxes as the assumption is that they will be displayed on the transporter, however the price is competitive. This approach will give collectors the most flexibility regarding how they wish to populate their transporter, especially those who have already purchased the RCR10, when it was initially released. ➡➡



**RCR2P4 Pack A:- RCR67 and RCR68**





**RCR2P4 Pack B: - RCR68 and RCR10**

It is thought that because of their cost (the three car set is £450 while the two car one come out at £340) these sets will be extremely scarce, so anyone wanting them should contact their dealer sooner rather than later to secure them.

Thanks to Terry of Gaugemaster for supplying the information for this article. ■



**RCR2P4 Pack C: - RCR67 and RCR10**



**RCR3P4 Pack D: - RCR67, RCR68 and RCR10**



Here are the new releases for July from Carrera. These are 1:32 Evolution cars with the facility for digital upgrade and should be available now from your favourite supplier for around £30 or less. We mentioned these cars in March but they were not available in the UK until July.



mentioned in February. La Ferrari replicates the Enzo Evo; the £1 million replacement for the 10 year old Enzo supercar which made its world debut at the 2013 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.

Firstly is CA 27457, this is another version of the successful Porsche GT3 RSR, this is the car from the German based "Haribo Racing" team finished in black with race number 8.



Next we have CA 27458 the La Ferrari finished in yellow which is in addition to the red version of the new Enzo Evo (CA27446) that we

Finally for this month is CA 27459 which is the Porsche 904 Carrera GTS from the mid sixties. The car is finished in light blue with race number 51.





In June the Carrera logo appeared on the GP3 car of championship contender and Barcelona race winner Dean Stoneman. The famous red logo appeared for the first time on Stoneman's Dallara at the Austrian company's home Grand Prix in front of nearly two

hundred thousand F1 fans as Grand Prix racing returned to Spielberg for the first time in over a decade under its new name of the Red Bull Ring. Stoneman's red and black Marussia GP car featured the Carrera logo prominently on the front wing end plates of his number 16 car, which stormed to victory at the Spanish Grand Prix. The famous Tamiya stars also adorn the rear wing of his race car, having been associated with Dean's success since he won the F2 Championship in 2010. Race fans may have seen Stoneman in action on the Sky F1 channel over the weekend.

A reminder that in the meantime you can follow Carrera on Facebook, go to Carrera uk slot racing but I can tell you there are more releases due from Carrera next month.

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



The summer is upon us and after the wet start to 2014, are we in for a dry second half? Come rain or shine, Ninco intend to keep us slotting with the release of a totally new model featuring their new chassis design, a superb classic and new livery GT racer in their Ninco-1 range.

### The Leon Roars!

First shown during the Toy Fair earlier this year, the new Ninco Seat Leon Cup Racer "1" (50648) and "2" (50649) are now on general release. The model is based on the race car chosen for the Seat Leon Eurocup, a one-make series which saw the first two rounds take place in May of this year at Germany's Nurburgring and Austria's Sulzburgring. Races five and six (round three) are scheduled for 19<sup>th</sup> and 20<sup>th</sup> of this month at our very own Silverstone circuit. As with previous one-make series, this year's grid offers in excess of twenty liveries and the new chassis design has already generated much interest among the racing community.

Previewed at the Toy Fair and more recently



shown at the UK Slot Car Festival, Ninco's new chassis design makes its debut on the Seat Leon. The enclosed design complies with European toy regulations by shielding cables and moving parts, such as gears, from tiny fingers. The two parts are held together using clips and a single screw. When opened, all parts can be easily accessed and if desired, digitalised by adding an N-Digital chip or upgraded using new 'Ultra' performance parts. The closed design also serves to keep the motor and rear axle firmly in place, removing the need to glue in position for competition racing. Although designed around the wheel base of the Seat Leon, this chassis will evolve to accommodate other models. Other advantages brought about by the design such as lowering the centre of gravity and allowing body tilt through the simple attachment of the lightweight body to the chassis will also be transferred to new models featuring the enclosed system.

The full size Seat Eurocup car made an appearance at this year's Goodwood Festival⇒⇒





of Speed where it roared up the famous Hill Climb. *(At time of writing, Jordi Gené had posted a 56.33s time placing the Leon in 10<sup>th</sup> place between a Ford Falcon and Maserati Trofeo).*

### Long Live the King!

An example of a classic car that looks good both on display or race track is the Porsche 356. Ninco have released the beautiful ruby red and silver livery car of “Bruce Jennings” (50650) – a man that started out as a weekend racer but ended up with over three hundred trophies during his time racing. Although Porsche did not support a works team during that era, the 356 Speedster was a car that could be bought and run competitively with just the smallest of tweaks, becoming the car of choice for many amateur and semi-professional racers. Bruce’s success racing Porsche cars *(often using race number 77)* earned him the title of ‘King Carrera’ as he raced against drivers such as Andretti, Donohue, Foyt, Hill, Moss and Penske! He remains the most successful privateer Porsche racer in the USA.



### Green-1

Ninco’s addition to their Ninco-1 range this month is the “Green 69” (55099) Chevrolet Camaro that recently competed in the Swedish based ‘Camaro Cup’. The competition originated in the mid seventies as an American series running Camaro Z28s. The wavering support through the decades saw the series adapt to include European manufacturers cars and today the Camaro appears in its fifth generation guise.



The colour of the car ties in with the message of the main sponsor ‘G-Oil’ – an environmentally friendly product from Green Earth Technologies. Ninco’s model *(all electric of course!)* replicates that driven by Anders Brofalk, winner of the competition himself in 2007 and 2008. Worthy opponents to the Camaro in the Ninco-1 class are the Ford Mustang or Corvette GT3, so why not create your own American challenge? ■



By Nic Ayre

This month I can bring you more news from NSR, first up is the yellow Ford GT40 from Sebring 1970 (NSR1177SW), based on the Cibie sponsored car driven by American racers Ray Heppenstall and Francis Grant, which qualified 26th, but retired after 117 laps with rear axle failure.



Also just in is the blue Audi R8 LMS PS Vita sponsored car from the 2012 Nurburgring 24hrs, where it was driven by M.Fassler/ C.Mies



/ R.Rast/ E.Stippler and finished in 5th place, with the sister car from the Audi Sport Team Phoenix winning the race.

Looking forward to August I have news in of two new cars to join the classic ranks, the first of which is the Gulf Porsche 917K from the 1971 Le Mans 24hrs and is the car fitted with fins.

The Gulf 917K car number 19, was the backup car to the two John Wyer Long Tail 917LHs that were entered into the 1971 24hr race and was driven by Dickie Attwood and Herbert Muller. Both of the LH's failed, but this K version ended up finishing second just two laps behind the winning white Martini backed high finned 917K. I believe that this is the first time this car has been modelled as RTR 1/32 scale slot car so it should appeal to collectors of cars that raced at Le Mans.







The other car is a Martini edition of the popular Ford Mark IV and while it is a fantasy livery the car should look pretty stunning if the computer generated shot is anything to go by. No details of part numbers yet as we go to press, but these should be common knowledge by the time you read this.



Thanks go to Terry from Gaugemaster for the information for this article. ■

# Ear plugs not required!

By Vince Albani

A trip to Australia to see the relatives this year, was planned with a detour to Albert Park in Melbourne to witness the start of the new F1 season. With lots of technical changes to the F1 cars, this year's race promised to be different and with excitement and intrepidation, I found myself walking onto the circuit ahead of the anticipated spectacle the next four days was to provide.

What was welcome for this new season was the possibility that Red Bull, and in particular Sebastian Vettel would not be dominating the racing and this proved to be the case, although Mark Webber's replacement, Daniel Ricciardo became the crowd's favourite by nearly taking pole position in his first outing in the new Red Bull RB10 car.

As it turned out, Mercedes proved to be the fastest car, with Lewis Hamilton starting from pole and Nico Rosberg running out the eventual winner. As we have subsequently seen both in Malaysia and Bahrain, Mercedes are looking strong and the team to beat this season.

So what to make of the technical changes this year. The most significant change is the introduction of a 1.6 turbocharged V6,



replacing the 2.4 litre V8's used since 2006. Closely linked with this is the 100Kg total fuel capacity of the tanks, down from 150Kg. Fuel management is clearly an issue with some drivers having to adopt a lighter right foot to conserve fuel during the race! As a result the ear shattering noise generated by the engines was not experienced. Although the sound of racing engines still generates excitement, ear plugs were definitely not required! Quite ironic as these were freely available from the Customer service outlets dotted around the circuit.

One would be advised, however, not to throw them away, as they were definitely needed





for the MSS Security V8 Supercars Challenge, the support race featuring the throaty Ford Falcon's and Holden Commodore's along with a handful of other entries. These cars certainly made up for the comparatively quiet F1 racers and provided lots of on track action and a real assault on the auditory senses!

The trip to Melbourne was not complete



without a visit to a local hobby centre (Hearns Hobbies in Flinders Street) where I indulged in the purchase of a handful of V8 Supercars, Clearly inspired by the race weekend's activities. I even managed to get an NSCC discount (Sad I know but I took my card with me on the off-chance). An added bonus was the tax refund obtained at the airport, available for purchases over \$300. ■

# NSCC Committee Elections

**By Shaun Bennett**

**T**he two year period of office for the NSCC Committee positions comes to an end at the end of September 2014.

The Club needs to hold elections for the six electable Committee roles as outlined in the Club Constitution.

Therefore, applications are invited for the roles of Chairman, Secretary, Treasurer, Editor, Membership Secretary and Promotions Officer.

The role of Webmaster is not an electable position, but anyone interested in this important position is also invited to contact the Editor to express their desire to be considered for the role or to assist where possible, we already have Martin Johnson who has offered his assistance.

Applications must be sent to the Editor by

28<sup>th</sup> July 2014, and include an address of not more than 500 words with a photograph of the applicant, and clearly state the position being applied for. Please note email is preferred.

We have already received Vince Albani and Martin Baines as prospective candidates for the position of Secretary and Chairman respectively and shall publish their address next month in the Journal along with a photograph for those who do not know them.

This is your chance to be involved in the running of the NSCC. However, please carefully read the Committee roles and requirements of office, which were outlined as part of the Constitution in a recent edition of the Journal. ■



# 100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

Having asked my friend Steve Wright of SCC Wholesale Ltd. for some material to help fill my column he has now excelled and sent me loads of stuff, cheers mate it's very much appreciated!

## Teamslot



So, first on the list to talk about is Teamslot and this time it's another version of their excellent Lancia Stratos Ref.: 11513 "Tour De France 1981" Driver B.Darniche and co-driver A.Mahe. The chassis is the new one that can fit a Slot.it Angle Winder pod and Teamslot will have their own range of pods available in a few



months, so that's something to look forward to big time, I've seen how good Slot.it cars go and having met Maurizio at Gaydon then this surely is a great move for Teamslot in the future.

There are also a few new spares available from Teamslot now as follow: CAR001 Lancia



Stratos Bodyshell, 54030 Lancia Stratos Chassis, 54037 Alpine A310 V6 GR.5 Chassis and Classic Wheel inserts (many varieties to choose from).

## Avant Slot



Now, another string to Steve's bow is that of Avant Slot and the latest car from them is the Lotus Elise GT1 in Le Mans 1997 livery Ref: 51604, due out end of June so by the time you read this it should be freely available I would think and something that I bet you weren't expecting is that you can adjust the ride height by means of the body screws, check-out the pictures to see what I mean.

I've tried this on a couple of my creations in the past but I've not seen it on a RTR slot car yet if I remember correctly? So perfect for those who like to fine-tune their cars for racing.



Also out from Avant Slot are some very nice figures which come unpainted and are made in white metal, can you spot anyone familiar in there I wonder? (I haven't got a clue as I don't follow the real world – sorry!). They are also releasing the classic Alpine A310 road cars in red and blue and also a version coming out as a White kit.



## Spirit

Now, from Spirit we also have news of the following items: VW Golf MK1 in Gulf livery, BMW 2002 in Repsol livery and a Mercedes 190E (New mould), All very nice, as they used to say on the Fast Show! ➡







Now, last month Jeremy included a couple of pictures of the OSC (Original Slot Car) Peugeot 205 but hopefully if he has room this month we can squash a few more in as well? It's got to be one of the best looking rally cars of the period hasn't it? I can remember going to Sutton Park near Birmingham when I was a lad to watch the RAC Rally Stages there in the good old days before health and safety went into overdrive, and yes I know that health and safety is important but it was ultimately the overkill we see now that stopped stages like the Sutton Park



one happening today in my opinion. But it really was great to be there as you could almost literally touch the cars as they went past, aahhh, to be old, but being so, means that at least that's one benefit of age that I can talk about it!



## MORE ON THE 2014 UK SLOT CAR FESTIVAL

Drat, all I did was follow Jeremy outside for a quick chat when he had a fag break, I'm not sure which brand he was smoking it might have been James Player Special or Polyester Cut or maybe something else but what happened next was weird, somehow I agreed to write a report on the whole weekend! But after a bit of careful persuasion, luckily for me I managed to pass that task onto my fellow Club member Nigel "Mr. eBay" Pedley, but here are a few things that I spotted whilst wandering around the place such as the new Digital Racing Association (DiSCA) stand fronted by Gary Skipp (if you are into Digital in any form then please get in touch with



Gary as he is trying to bring everyone together for the benefit of all, he's also the guy that organises the 24 Hour race at Henley in Arden each year and from what I'm told and he has BIG plans for all of you Digital guys like your own race series in 2015 for a start!).



In the Swapmeet area I spotted loads of familiar faces behind the tables like George Turner, Steve Ward (Penelope Pitlane), JP (the guy from Holland), Scrap yard Paul (Paul Blows), Colin Spark (RS Slot Racing), Robert Campling (his stand is more like a shop, it's that large he had to have his own room) and many, many more. Roger Barker also had his own room (well the organisers have to have some perks don't they) and he showed me the new range of RUSC (Really Useful Spares Company) injection moulded rubber tyres, yes rubber so in other words, new original spec tyres for all of the 1960s and 1970s Hornby Cars. He showed me a few and they looked superb as well as being very reasonably priced. Colin Spark also had a



new range of wheels and tyres on his stall as well which looked very nice indeed and will go down very well with all of the scratch builders out there. I hope to be able to do a more in-depth feature on some of these new products in future issues of the Journal, but my first impressions were that they were very good news for everyone who is either scratch building or restoring slot cars at the moment.

On the publications side there were stands from all of the main players in our hobby namely The NSCC, Slot Magazine and last but not least by any means Slot Car Mag. Now, Marc, Wayne and Ric of Slot Car Mag deserve a special mention here as not only do they produce that magazine every two months or so but they also do the souvenir programme for the Digital 24Hr race at Henley in Arden and the Slot Car Festival souvenir programme as well. And what a splendid job they have made of it as well, very enlightening and informative, I especially liked the restoration article by Mark Scale and the one about the racing Jaguars, if you've not got around to reading it yet then you really must do, trust me!

Former NSCC writer Phil Insull was there on the Saturday running a 1960's event for scratch built BMC / Jaguar etc. cars, which basically translated into George Turner type cars on the same track that we were going to use on the Sunday for the Heart of England F1 Race that Sean (Pendle Slot Racing) had asked me to do. Now, we initially chose to list the event on Slotforum, but to be honest it was a bit of a "damp squib" in the end which we think⇒⇒

could be down to the downturn that Slotforum seems to have had in recent times? It just doesn't seem to be as busy as it used to does it, but after a few PM's and a few emails we soon had enough racers on hand to make it all worthwhile plus Sean was especially pleased when I told him that the guys behind Slot.it and Policar were on the list!

But, for me and all of the other racers present it was a great honour to meet Maurizio and Andi, and not only did they show us their prototypes of forthcoming models, they even did a few laps of the track with them, now that's got to be a bit of a coup for the Festival hasn't it?

In the end, this event matched eight "Heart of England" regulars against four "Slot Festival" visitors, and the racing on the three lane Slot Fire track proved to be very enjoyable with some tense moments as the racers had to negotiate the chicane section on the track and after twelve heats the distances achieved by each racer after 3 x 2 minute heats on each lane were as follows:

1 – James Noake	54.90
2 – Mark Warburton	53.80
3 – Chris Aston	51.30
4 – Mike Shryane	50.50
5 – Dave Homer	49.70
6 – Steve Beach	49.50
7 – Malcolm Scotto	49.40
8 – Maurizio Ferrari	48.10
9 – Alex Young	44.60
10 – Dale Thursfield	44.50
11 – Andi Rowland	41.60
12 – Simon Young	40.40

We then ran ladder finals based on these heats whereby the three lowest qualifiers raced off against each other with a place in the next final being the prize for the winner. This process continued until the top two went through to meet Bearwood Club Champion and current 2014 Heart of England "Johnson Class" leader James Noake in the "A" final.

After some great racing and a few thrills and spills courtesy of the chicane amongst other things then the final placings were as follows:

1 – Mark Warburton
2 – James Noake
3 – Chris Aston



- 4 – Dave Homer
- 5 – Mike Shryane
- 6 – Steve Beach
- 7 – Malcolm Scotto
- 8 – Dale Thursfield
- 9 – Alex Young
- 10 – Andi Rowland (for Maurizio)
- 11 – Andi Rowland
- 12 – Simon Young

Got to say a big "Thank You" to Policar for sponsoring today's event and also to everyone who joined in with the racing and the marshalling around the track. In true "Heart of England" style these 1970's F1 cars proved yet again to be great fun on the track and considering that they are around 40 years old that's just amazing really.

After the event we hung around a bit and let some of the visitors have a go with our F1 cars, I know a couple of the foreign visitors were especially interested in James Noake's creations, he really has taken these cars to his heart and done some very nice repaints and reliveries of them and the Festival was the perfect place to get all of these decals in order for these cars to be made, although Patto's in Australia is another useful source as well.

So after a "last lap" of the Festival it was time to go, but please spare a thought for all the hard work that was required to dismantle everything and load up for the return journey that the organisers and their helpers have to undertake because without them the event would not have happened, and as joint event organiser Roger Barker said in the opening pages of the programme, *"There is so much to see, do and enjoy here.....so, as they say, please relax, and enjoy the greatest slot car show on earth."* I think he summed it up rather well to be honest, see you in 2015! ■



# Twin Pit Building

The first encouraging aspect of this model, before even opening the box, is the correct use of the apostrophe! Remember, first impressions can only be made once. For the majority of purchases, this model is likely to be a mail order item trusted to our Post Office, or one of its Johnny-come-lately competitors, so the robust box and inbuilt protection is another good sign.

Sam's World in Miniature is the venture of Jem Little and Gary Long – but who is “Sam”? Easy, Gary's son. Back to the matter of buying one of the kits: try Googling the business and no website will be found. When I spoke to Gary at Gaydon he said that plans are to sell through Facebook as a website would cost too much at that stage. Fair enough, but I for one don't use the social network sites so this could inhibit sales. I did find a review of the kits on Slotforum but I could not find a catalogue of the full range anywhere online. They also sell on eBay as “Slotz101” but had no kits listed at the time of writing. Another option is to give them a call on

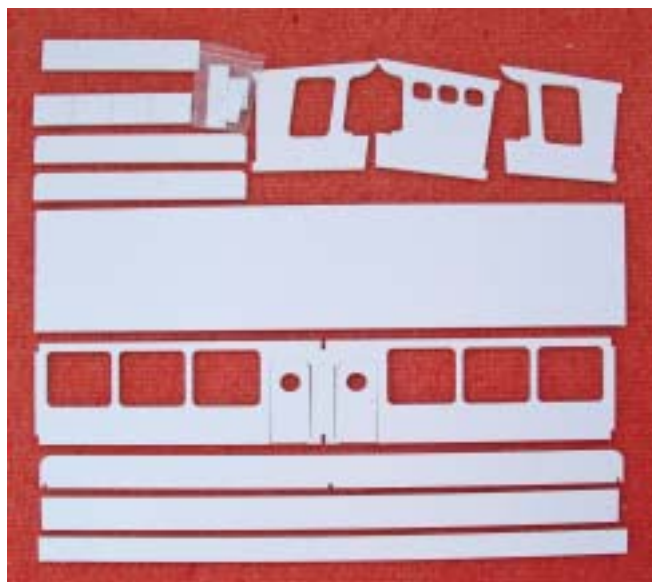


07595 304 939. Fortunately MRE have taken the initiative to invest in stock of two of the models: I couldn't find the kits for sale anywhere else although Pendle do stock a similar product produced by MHS Model Products.

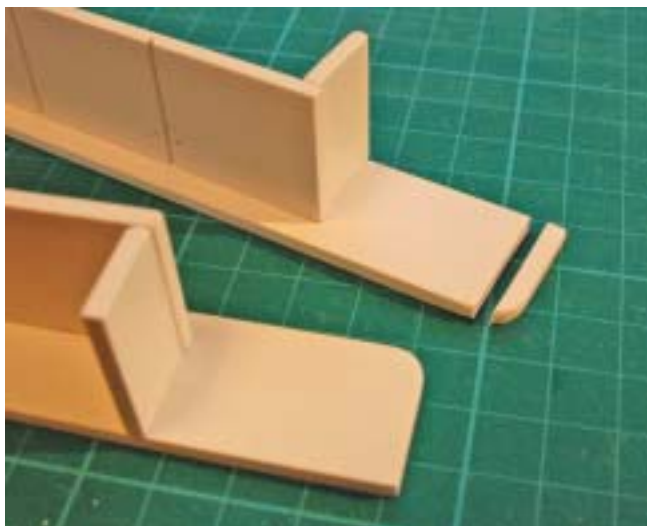
The general appearance of the buildings in the range is that of many that were still in use during the 1970's so give plenty of scope for layouts from several decades. The material used is a form of plasticised foam: high density but much lighter than an equivalent thickness of Plasticard.

Building the model was very easy thanks to clear diagrams illustrating where all the parts should go as well as a logical build sequence. It is important to follow this, especially when fitting the counter top. Superglue is advocated as the ideal adhesive but care needs to be taken as once two parts touch there is no way to get them apart without resorting to a scalpel. A feature of the plastic is that the bond formed with just the slightest spot of Superglue is fantastically strong. I did not bond the doors into position as the small lugs provide a very simple hinge allowing the two doors to be fitted and left in any position.

I opted to build the kit complete before painting any of the parts simply in order to show what can be achieved straight from the box. ➡➡







As only the smallest amount of glue is required, if building again I would spray the counter and cabinet tops, roof and front display panel prior to assembly leaving just the weathering to be added to the completed model. The only modification I performed was to cut the rounded ends off of the overhanging work tops so they would abut tidily against the inner wall.

Windows are not included but would require very little imagination to cut suitable plastic film to cover the apertures on the inside. The model builds into quite a respectable structure at 434mm long, 86mm deep and 93mm high – plenty long enough for two cars to pit for servicing at the same time.

Once complete, I couldn't resist a small amount of weathering: a light blow over with some greys and browns was all that was required to remove the crisp white finish and immediately add a bit of aged realism. The surface finish is slightly matt and takes paint very well: no nasty



reactions to Humbrol or Plasticote sprays but I wasn't quite brave enough to try cellulose. The roof and front counter were sprayed after masking off the rest of the building. In order to avoid the roof appearing as a uniform silver surface, I used two different shades and added some plain grey in between: this is an ideal model for using up all those odd aerosols that seems to accumulate at the end of every project. Once placed into a circuit or diorama the finishing touches can be added along the bottom of the walls and on the ground: a small amount of variegated scatter material will do wonders to tie it into the landscape.

The stickers were then added to the front of the roof fascia – I couldn't apply any to the front of the counter as I'd already weathered it: it was obvious after the event that the logos should have been applied first and then included in the overall effect.

If the other models are so easy to build, and create such imposing structures as this one, then I can certainly recommend them: the build is far less stressful than a slot car kit! ■



# PRESTO PARK SLOT CAR CLUB, HEVINGHAM, NORFOLK

By Michael Harvey

Presto Park goes back many years to 1961 when it was first founded by two local Norwich business men. The first circuit, 60 feet in length and quite complicated to drive was made from the Scalextric rubber sections and was located above an Italian coffee bar called 'The Presto Bar' in Eastbourne Place Norwich, hence the name 'Presto Park'.

In the 1960s' slot racing was massive in Norfolk with clubs at Team Lotus, RAF Watton, RAF Coltishall and North Walsham. The North Walsham club was attended by a young lad called Ken Mason who now part owns Norwich Slot Racing but is also a member of Presto Park. Little did I think that all those years later our paths would cross again.

The club expanded rapidly and moved above yet another cafe in Ber Street Norwich opposite to Oliver Rix Tractors, whereupon a new six lane Scalex Plexi track was built extended this time to 85 feet. It was here that at the age of 14 'I was allowed to join the club'. I had been most weeks with my Dad since I was

12 but due to my age, at that time, children were not allowed to join this adult club. When I became 14 my name was put before the committee and I was allowed to join the club. The first year I was a member I received 'Driver of the Year' award and I still cherish that little cup more than the rest of the slot racing trophies I have. Slot racing had taken off big time so in 1966 the club moved again to another Italian property behind Valories Fish and Chip Shop in Timber Hill, Norwich. There two of the members built a new six lane wooden 180 feet track with a 36 foot main straight. This track became known in the UK as the 'dinosaur track' owing to it being a monstrosity, even today the circuit it still talked about by racers who visited the track in the '60s. In the 1960's the track was regularly attended by the late Colin Chapman of Team Lotus together with his son Clive who is now President of Presto Park.

A few years later the numbers dropped, the premises was due to be demolished so the club moved to the Norman Community Centre in Norwich and was pretty much the same circuit. However the club had several more moves to ➡➡





the BT building in Norwich, the Fleece Public House in Beccles and then the Angel Public House on the A11 at Larling. This rebuilt circuit being a shadow of its former self of the 1960's.

Parts of that track were combined with the March Mustangs track that I also built and were to become the Mussel Bay Raceway at Kings Lynn, which is still going strong I understand at a RAF base!

It was at this time that my wife and I returned to Norfolk and soon established there were no clubs now in Norfolk. In 2006 I purchased all the Scalextric plexi track I could find and built a four lane track 99 feet circuit in a disused classroom in Aylsham Norfolk, hence Presto Park was reborn. The room was extremely hot in the summer and very cold in the winter which didn't bode well with the plastic track. In view of this in 2009 I decided to build a four lane wooden track which is still present in the current circuit. Whilst it was 70 feet in length it was quite demanding as all the bends radius were different.



Membership flourished and at this point we had 35 members. At one race night we had so many members that some had to work outside under the veranda with torches as we couldn't get them all in the clubroom.

After several months of looking we relocated to a very large industrial unit which was a total disaster. The rent was four times as much as we had paid before, access was difficult with electronic gates and the toilet facilities were embarrassing. At this unit I built another track which was 120 feet long with four lanes but I had to heavily subsidise the rent to keep the club going. Another move was desperately required.

In 2012 I was lucky enough to obtain a small industrial unit on a farm opposite to where I live. The rent was much more affordable and we can come and go as we please. What a difference a good landlord makes. The building inside was bad and needed quite a lot of work, so before we started building the track the floor and ceiling were repaired, and the electrics all updated. I asked the Presto Park members what they wanted from a new circuit, so I designed the new track to their wishes incorporating the famous Presto flyover.

The new track took three months to fully complete and three new 46 amp power supplies, track lighting for night racing and scenery added. I must have scenery! I absolutely hate tracks with no scenery. We are a scale model racing car club so I think the scenery is important.

The circuit is an absolute joy to drive on with a new 'S' section and a large radius 180 degrees corner.

To make it affordable on club nights for most people we run six classes. Scalex/SCX NASCAR's, Slot.it, F1/Indy, Pro and Standard Saloons, Pro and Standard Sports/GT and Goodwood Cup. Some of my original youngsters from 2006 are still with me and we try to encourage fathers and sons to become members finding this works very well.

Unlike the 1960's when I started slot racing, we like every other club are up against computers, Xbox, I-Pad's, and Warhammer etc. So to try and lure youngsters out of the house is quite difficult.







Presto Park meets every Wednesday from 7pm – 10pm and every first Tuesday for a practice night 7pm – 9.30pm.

If you are on holiday in Norfolk, we are only

20 minutes from the coast and 10 minutes from Norwich Airport. Full contact details are available on my website [www.prestopark.co.uk](http://www.prestopark.co.uk). Hope to welcome you at Presto Park some time. ■

# Obituary For Terry Riley

By Steve Carter ( London Scalextric Club)

It is with great sadness that the London Scalextric Club reports the death of our great friend and fellow member, who lost his fight with cancer on 25<sup>th</sup> June at the age of 68.

A very popular member for the last 14 years, Terry was a tenacious competitor with an eye for detail in build and preparation, as well as a love of new product and technology.

He came to the club following a chance meeting with club chairman Steve Carter in a local model shop back in 2000 and keen to rekindle his love of slot racing which had begun back in the '60s, he was at the club's door the next week. That first visit was enough to make him ever present for the next 14 years during which time he also attended almost all the

swapmeets, as well as occasional visits to open events at other clubs, which included the 24hr HO race at Derby several times.

Terry loved F1 and this was reflected in his racing where he dominated the Grand Prix category winning it first in 2003, then from 2006 to 2011 unbroken. He was also overall club champion in 2009 and 2010 and became a committee member who helped to run and shape the club.

Terry was a very polite and likeable man who made many friends during his time with us and he will be greatly missed.

Our thoughts are for his family at this sad time. ■

# 2014 HEART OF ENGLAND RETRO F1 RACING SERIES, Round 2, WOLVERHAMPTON SLOT CAR CLUB

By Graham Pritchard

Following the need to reschedule the proposed venue from that of North Staff Slot Car club to Wolverhampton's second club track, eighteen racers attended Round 2 of the 2014 series at Wolverhampton Slot Car Club and the heat results were as follows:

1 - Chris Aston	126.8 (IMP)
2 - Richard Welch	118.7 (IMP)
3 - Mr Dave Homer	117.8 (IMP)
4 - Malcolm Scotto	115.6 (IMP)
5 - James Noake	115.0 (J)
6 - Steve Beach	113.5 (IMP)
7 - Dale Thursfield	111.8 (J)
8 - Ian James	111.5 (IMP)
9 - Nick Wixon	111.5 (J)
10 - Rob Wallader	111.4 (J)
11 - Alex Young	105.7 (J)
12 - Mike Gunton	104.0 (J)
13 - Simon Young	99.97 (J)
14 - Graham P	98.56 (J)
15 - John Nabbs	96.48 (J)
16 - Paul Munro	95.68 (J)
17 - Dave Arnold	80.23 (J)
18 - Lee Reynolds	76.52 (J)

It was great to see a few new faces to the event as well as some returning racers, but in reality Richard Welch and Ian James are very old friends as well with "Richie" especially going back a very long way indeed at our club – and after much persuasion we've finally got him racing with us again!

Malcolm did his "usual" on race control for



us but this time we also had some splendid commentary from Richie from time to time and from Ian as well and together with the usual banter from Rob Wallader it all made for a great day's racing, even though a few of us struggled on the very twisty Aldersley circuit. I'm sure some of us could have done a quicker lap time had we used the inner rally lane than on the main five lanes but that's just how it goes sometimes but never mind, a tight twisty track is very good practice for the forthcoming Dudley round isn't it?

Anyway, after the ladder finals, the final placings were as follows:

## JOHNSON CLASS C'SHIP POINTS

1 - James Noake	12
2 - Nick Wixon	11
3 - Rob Wallader	10
4 - Dale Thursfield	9
5 - Alex Young	8



6 – Mike Gunton	7
7 – Simon Young	6
8 – Graham Pritchard	5
9 – Paul Munro	4
10 – John Nabbs	3
11 – Dave Arnold	2
12 – Lee Reynolds	1



**Johnson Class top three finishers**

#### **IMPROVED CLASS C'SHIP POINTS**

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



**Improved Class top three finishers**

Paul Munro won the award for “progressing the furthest” in the ladder finals and all in all I think everyone had a very good time and as there is now only one round per day then we finished well before 2.00pm which allowed everyone to race in the morning and enjoy the Sunday afternoon as well.



**Paul Munro receiving his award for  
“Progressing the Furthest”**

#### **JOHNSON CLASS C'SHIP TABLE**

1 – James Noake	24
2 – Rob Wallader	21
3 = Alex Young	18
3 = Dale Thursfield	18
5 - Mike Gunton	15
6 = Nick Wixon	11
6 = Simon Young	11
6 = Graham Pritchard	11
9 – Ashley Evans	7
10 = Paul Munro	4
10 = Mark Dawson	4
10 = Lee Reynolds	4
10 = John Nabbs	4
14 = Dave Arnold	2
14 = Poppy Nabbs	2

#### **IMPROVED CLASS C'SHIP TABLE**

1 – Chris Aston	24
2 – Malcolm Scotto	20
3 – Steve Beach	17
4 – Mr Dave Homer	11
5 – Richard Welch	10
6 – Phil Insull	9
7 = Dave K Phillipson	8
7 = Ian James	8

So, thank you once again to Malcolm and Company at Wolverhampton Slot Car Club as ever for hosting yet another superb days racing for us and many thanks again to Malcolm and Chris Aston for taking additional photos as well, and we hope to see you all again at the next round which is at Dudley Slot Car Club on Sunday 29 June and if all goes to plan then Mr Dave will be doing us all a curry as well as racing! ■

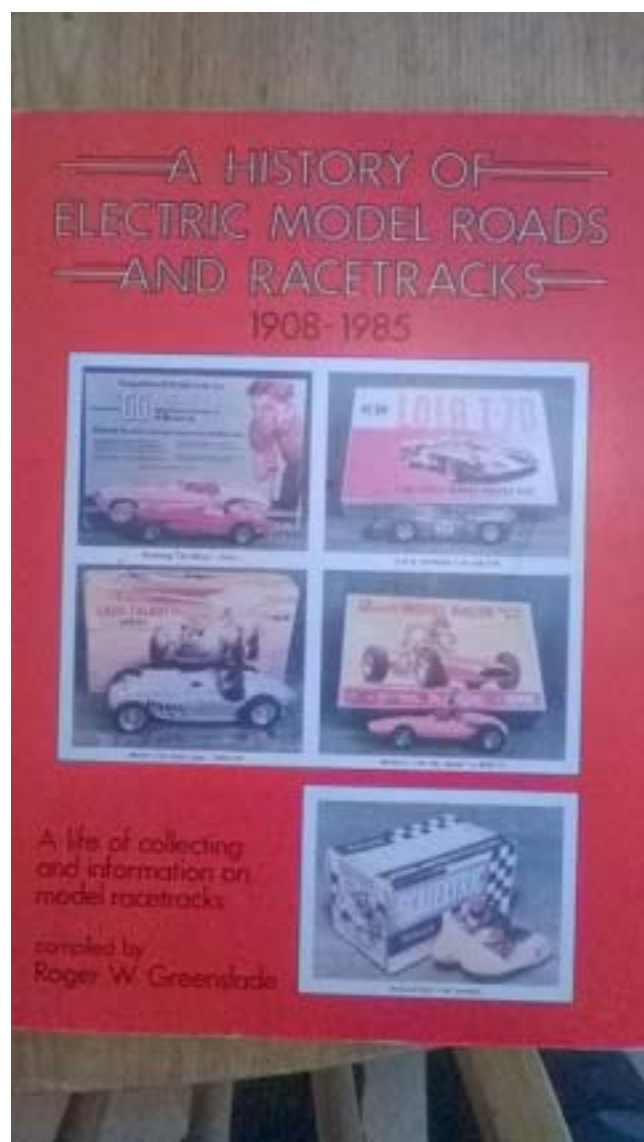


**email: ebaywatch@nsccl.co.uk**

After receiving my first Scalextric Set, three events further stimulated and strengthened my interest in our Hobby. These were two new blue Scalletti Arrow and Team cars, which I still have although painted since, the discovery of a box full of track including a Dragster Turn and Skid Chicane at the local Church Fete for 30p, and my discovery in Birmingham Central Library of the book *Table Top Car Racing* by Richard F. Dempewolff. This has remained my favourite book, and should be required reading for any slot racer, marshal or early slot car collector, as not only does it provide tips on driving (such as leaning against your opponent when on the inside of a bend) and marshalling (such as putting the offending car in a pile-up back on the track last), how to scratch-build cars and track, but also a run-down of club circuits and the many commercial systems available at the time, including Scalextric.

Both the 1963 American first edition, and subsequent 1965 English edition have been available on eBay recently, with the US edition selling for £18.47 (321413089626), and the UK edition listed at £50.00 Buy it Now before being removed by the seller (321413089626).

Other interesting slot car books on eBay have recently included Roger W. Greenslade's *A History of Model Roads and Racetracks*



(1908-1985), which is still listed at £110.00 or Best Offer (261395506822) and is a great book for identifying lesser known cars which you may come across, due to its wealth of pictures, and William Nordner's *How to Build Model Cars* (£62.55, 111314043816), a copy of which has yet to find a place in my collection.

A competitor to Roger Gillham's many books in 2001 was Rod Green, who raised the game with his book "Scalextric: The story of



the World's favourite model racing cars" (listed at £4.38 then removed by the Seller 301149499800). I was excited to discover on eBay this month that Rod had recently published a new book in 2013, although this time about the development of full-size cars, named "The Car: The evolution of the beautiful machine." I snapped one up at what appeared to be a bargain price of £1.50 (191071068736), then when it arrived discovered the loose extras of posters and drawings originally included in the book were missing. It's still a great book though, and although it doesn't mention models, it features a surprising number of real cars that have been the subject of both Scalextric and other slot car manufacturer's products over the years. My favourite is the centre-spread of the 1969 Dodge Charger Daytona, in the same red livery as the Scalextric model, lined up against a classic American diesel locomotive, as Rod says, to prove the NASCAR car is not as long as a train!

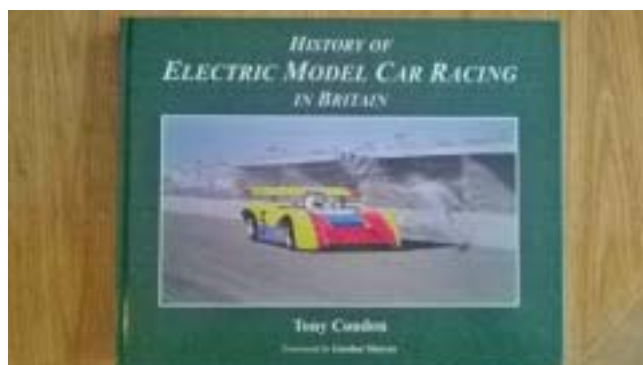


### Monthly eBay Watch Top Ten

A Ninco Porsche 997 *appears* to have sold for £1,500.00, despite having an original Buy It Now price of just £24.50 – presumably an attack of more computer gremlins at eBay (121350740031).

1. New Parks Raceway 8 Lane Club Track and extras £1,000.00 (191179175154).
2. Scalextric Yellow Vintage Alfa Romeo £941.54 (131199697346).
3. Scalextric Super 124 E-Type Jaguar £802.86 (151309034731).
4. Scalextric 1960's James Bond Set £801.22 (251541848174).
5. BZ 1/24 Scale Batmobile £759.45 (351076988460).
6. Scalex Boxed Tinplate Clockwork Ferrari £567.00 (231243274546).
7. Slot Classic 1/32 Pegaso Z-102 £543.50 (360937852051).
8. Scalextric Super 124 Ferrari 158 V8 £517.78 (151299763059).
9. Racer Bartoletti Ferrari Transporter £506.30 (171316636347).
10. Slot Classic 1/32 Seat 124 £480.13 (360937846934).

The grey wooden New Parks Raceway track



had apparently been in storage for some years, and was sold by the Leicestershire Police – perhaps the club members had it confiscated for speeding, or the Traffic Cops used it to practice their convoy formations? Strangely, the photograph on the listing is *exactly* the same photo of the →





BSCRA UK8 track being used during the 2006 National Finals at Wotton, Bedfordshire, featured on page 78 of Tony Condon's book "History of Model Car Racing in Britain". An item with provenance, then, and it looks like the buyer got a bargain.

### **NSCC Top Ten (March-June 2014)**

1. 2001 XJ220 Weekend Car £356.00 (141226491350).
2. 2013 Caterham 7 Weekend Car £299.99 (271488757489).
3. 2000 TVR 12 Weekend Car £244.99 (141226483091).
4. 2014 Slot Car Festival Mini Cooper £176.99 (301194307099).
5. 1984 Ford Escort XR3i £152.33 (360904191623).
6. 2007 GT40 (Final approval model) £125.00 (261454418825).
7. 1989 MRRC Mini Cooper £110.00 (121313834112).
8. 2011 Ossett Swapmeet Ferrari 308 GTB £102.00 (251541855969).
9. 2010 Slot.It Lola B09/60 £62.99 (251470113802).
10. 2009 Ninco Lotus Exige £53.00 (181411250634).

Good to see a Ford Escort holding its own amongst models produced 30 years later. Excluded from the Top Ten are a couple of cars which sold for undisclosed "Best Offer" prices – a 2008 Aston Martin Weekend Car sold for between £299.99 and £356.00 (121313837707), and a 2013 Ninco Slot Car Festival Union Jack E-Type Jaguar sold for between £62.99 and £94.95 (301111996237). To avoid duplication I've also excluded another four of the 2014 Slot Car Festival Mini Coopers, which sold for between £135.00 (251545066564) and £171.00 (371066827189). If you've missed out, you can always buy one of the standard Neptune Racing versions for a lot less, currently listed at a starting price of £20.00 (131205906189), and available on Buy It Now from £27.99, for one of more than ten that have already made it to California (190817100215). I've found a companion car to my NSCC Neptune Mini, in a Scalextric



Neptune Racing Ford Cortina for £21.99 (221460362922), produced in 2011. In fact, I think I may have spotted a trend here – having already made the Mini and Cortina in the Down Under racing team's colours, perhaps Scalextric will give us and their Australian Customers the matching Notchback Mustang in the future? I don't suppose they'll go as far as the Chevy Nova or Holden though?

### **X-Ray Cars**

If you've always wanted X-ray vision like Superman, then the next best thing could be the increasing number of see through X-Ray type cars on eBay, such as the Clear Flush Scalextric BMW 320i that sold for £112.00 (171337789563), or the transparent Reprotec Fiat 600 that sold for £56.59 (151290666260).

In the past, I understand a few of these clear test versions of new slot car bodies were moulded to enable the flow of the plastic through the mould to be checked, prior to moulding the standard cars. These rarities became very collectable, and now it seems manufacturers have realised, and are catering specifically for this niche market. Not forgetting, of course, the new NSCC members only Pioneer X-Ray type green Mustang, which was on display at Gaydon and announced last month.

### **Maestro**

The only time I drove an Austin Maestro, when I borrowed a Company pool car years ago, it gave out some great clouds of steam for some reason after I drove to the top of a multistorey car park in Birmingham. Hopefully the rare Scalextric MG Maestros that have sold on eBay recently are more reliable. They looked quite





smart too, in their yellow (sold at £18.18, 201080376308) and red (unsold at £34.99, 191185305941) liveries. I also remember when I kept my MG Maestro driving friend at bay in my Mk 3 Ford Escort Estate through Mid Wales, but that's another story.

### **Circuit 24**

Apparently, the French like to do everything they do noisily, and their early slot car racing was no exception: The Meccano Circuit 24 slot cars were fitted with massive 20 volt AC Vibrator motors, and by all accounts were no shrinking violets.

A number of these attractive cars have appeared on eBay recently, from a red Panhard sold for £8.12 (161314356178), to a very nice pair of green and red E-Type Jaguars for £16.25 (161314355243), a Dunlop Bridge sold for £32.50 (161314352831), and a green Ferrari TR 60 is still available on Buy It Now for £34.95 (291018340337).

### **Minic Motorways**

At the smaller end of the scale, Minic Motorways were perhaps the ancient ancestor of Micro Scalextric, although much more integrated with OO Gauge Triang Hornby model railways. It's a shame Hornby haven't yet given us Micro Scalextric level crossings, buses and lorries, tram tracks, etc. With today's electronics, the interaction with trains could perhaps be even greater – a Channel Tunnel train with cars and trucks that drive aboard, perhaps?

There's always enough Minic Motorways equipment on eBay to construct an integrated road/rail layout or racing circuit still, and recently this has included a Dunlop Bridge for a



bargain 99p (331205907711), a red E-Type Jaguar for £5.23 (301166653093), a gold Ford GT40, red E-Type Jag and red Ferrari P4 for £15.42 (271461733906), another red Ferrari P4 by itself for £23.76 (261461990802), and a red Ferrari Superfast that sold for £38.23 (261461992318).

If you decide to start your own Minic Motorways collection, you could do worse than snap up the Public Transport boxed set that is currently available for £110.00 and includes both a double decker bus and a single decker coach, complete with a lay-by and two Bus Stops for them to pick up and disembark passengers (201102929947).

A bit more pricey and perhaps not such a bargain, is the Heliport International set available for £375.00 (261482906549), although it does include a nice building as well as a red Aston Martin, a Breakdown Truck and flying helicopter.

### **Advert Watch**

I decided to be brave, risk my wallet and take a look at the websites of the advertisers in our Journal this month, and it was a revelation. There really is a wide selection of different brands available, mainly new cars of course, but also a surprising number of limited edition and collectable cars, including a few NSCC and Slot Festival cars, that only occasionally appear on eBay.

The number of spare parts available is also diverse, and includes separate chassis and bodies so you can mix and match to create your own custom car, should you be so inclined. There are even green track borders, to give your circuit that vintage feel.

Take a look for yourself, if you haven't already, and I'm sure you'll be pleasantly surprised. Bargains can certainly be had – a Gulf Livery GT40 for £15, for example, or a wide choice of Fly cars from £25 each. One advertiser even has a special section for Airfix slot cars. I like those, so maybe next month I'll have bought a few before my next eBay watch, who know! ■