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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Now for Something Different

Last month I mentioned how I have now taken up regular racing at the Croydon Scalextric Club, well I say racing, actually my presence is mere participation more than racing, and it will be some time I think before I become a serious threat to any of the regulars at the club!

As well as racing, I of course collect, mostly Scalextric but also a few other makes, depending on the car that is produced and whether I like the look of it more than anything, or perhaps when a certain dealer may ring me and tip me the wink of a forthcoming release that he thinks I may be interested in.

Something else I have started fairly recently, when time permits is a bit of kit/ scratch building, I am a complete novice also in this field and my creations so far fall a long way short of those produced by some members of the Club, but hey I don't care it fills up a bit more of my time and I get a bit of relaxation from trying to achieve a similar end result to the likes of Phil Insull or others!

I only do one car at a time, and so far have managed to produce to reasonable standard I think, a Toyota Levin produced by Gareth Jex and a Talbot Sunbeam by Team Slot. I am in the process of making a mess of a Vauxhall Chevette, manufacturer unknown, which I picked up for a reasonable sum from the recent Milton Keynes swapmeet, and so in a roundabout way this brings me on to these events.

Swapmeets, I think provide a great way of seeing what you are buying, something I personally prefer, and also give you the chance to catch up with friends and other enthusiasts, whilst often getting a bit of a bargain to boot! OK you have to get out and go to one, something you could argue is not necessary in this internet age, with eBay and the like but there is something nice about attending and making it a social event as well as a chance to buy things and support your traders, who in turn support the Club. So the next one is a few weeks away at Orpington, by then I should have an idea of the required bits I need for the Chevette in order to finish another master piece!

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nscc.co.uk

By Pete Simpson

The first subject for the month has to be to reveal the mystery cars in last month's Micro photograph. The two which I'd not previously seen are available in a set named "Off-Road Mayhem".



It has been available in Toys 'R' Us, Argos and Debenhams retailing at £90. However, at the time of writing, it can either be obtained from Debenhams at a reasonable £27 or from various eBay sellers, most for considerably more. These two cars really sit nicely on the Micro chassis and are a perfect match for its dimensions.



As it's been a bumper month for new cars, I apologise for deferring news on other Micro releases until next month but, with Andy Player's history articles, at least the small scale advocates are being catered for elsewhere.

I mentioned last month that I'd missed the opportunity to photograph the cars which had been taken to the Nuremberg show. Fortunately, when I visited Margate in February, all was back to normal with the sign off models safely returned to the display shelves.

It should be expected that the first of the 2014 range to appear would be reliveries, and indeed most covered here fall into that category. However, as we saw last month, there is already rapid progress on the new mouldings. So, here's another selection from both categories which should be expected in the next few months.

Many thanks to Graham Pritchard for referring me to a Scalextric review of the Digital Law Enforcer set that he spotted on the msn website. For those that wish to read it for themselves, either carefully enter the full URL, <http://cars.uk.msn.com/reviews/scalextric-digital-law-enforcer-review-2013-onwards>, or →

visit <http://cars.uk.msn> and search for Digital Law Enforcer. The report summary is that the set was very enjoyable with plenty of play value but the cars were maybe a bit too fragile, having shed a few of the more delicate parts after the first full day's enjoyment. Nevertheless, the set was well received with the reviewer raving over the experience of racing and chasing in the digital slot racing format. The two cars below certainly provide an alternative to the less resilient models.

GT Lightning

As soon as anyone takes ownership of their first Scalextric set the subject of acquiring more cars is never far from being raised. Of course, it could be argued that the first car to be bought should be the most expensive, fragile offering available, funded from several months' pocket money thereby ensuring that sufficient care is taken not to damage the precious example. No, life's not like that! What is needed is a few brightly coloured, indestructible cars that can be bounced off walls, floors and relatives without any fear of breakages. The range of Super Resistant cars presents an ideal entry into expanding any collection whilst the finer driving skills are still being learned. New for this year are solo releases of the generic GT racers which were originally launched as part of the "Start" range. With the demise of the track system, the cars live on repackaged in cardboard boxes designed to be recycled rather than put away for posterity. The first two, C3476 in White and C3475 in Purple, at about £20 each, should be regarded as sacrificial tools to learn the skills of slot racing. These will come with stickers to allow some degree of owner customisation.



Unfortunately they are not DPR so, in order to progress to the realms of potentially damaging digital racing, the true Super Resistant cars fill the need.

Lamborghini and Bugatti



At the cheapest and most resilient end of the SR range are those examples which lack the elegant "fally-offy" bits: no rear wings or delicate body mouldings. The door mirrors may not last too long but they are inherited from the High Detailed versions so are part of the package. Further cost reductions result in the omission of lights and detailed, often licensed, paint schemes.

The first two examples to be seen this year are the Lamborghini Aventador LP 700-4, C3526 and the Bugatti Veyron, C3527. They are both configured as side-winders so will handle pretty well either with the magnets or, once confidence has been gained, without. Although the Lamborghini appears to be much bigger than the Bugatti, the two cars have the same wheelbase although the Lamborghini does have the guide set slightly further forwards so it may be compromised on the smaller home circuits. At around £30 each they are significantly cheaper than the High Detailed versions but still provide similar performance and have the capability of being upgraded by fitting a digital chip.





Ford Escort Mk2

The second version of the Mk2 Escort, C3483, is listed in the catalogue as the winner of the Lombard RAC Rally, which took place between 22nd and 26th November 1975. As I'm not a great rally expert, I have to spend more time researching the rally cars than most of the others so I got a bit confused when I discovered that Roger Clarke came second in the 1975 WRC Lombard Rally, driving car number 6, teamed with Tony Mason. However, in May of that year, Mr. Clarke, with Jim Porter in the navigator's seat, did win the Welsh Rally, a round of the European Rally Championship rather than the World Rally Championship.

This model, therefore, represents a different car altogether, if the registration numbers are to be trusted: it even has Jim Porter's name on the top of the nearside wing and the correct event stickers for the May rally. I'm sure that someone at Scalextric does this on purpose to see if I'm paying attention! Anyway, having nearly



resolved the identity crisis, it is a very pleasing car. It comes fully loaded with all of the High Detail goodies: sharp detailing, front and rear lights, latest guide assembly, magnatraction and is DPR.

McLaren MP4-12C GT3

The Red Bull sponsored McLaren MP4-12C GT3, C3503, has been submitted for approval, although there were still a few details that had not been approved by the Scalextric design team. I was surprised to see the car in Red Bull livery as I'd assumed that licensing would inhibit any such scheme. However, life is not that predictable as the scheme for the car belongs to the owner, enabling Scalextric to replicate the well known design without the need for further payments. The model is of the car entered in the FIA GT Series race at Zolder in April 2013, driven by Sebastien Loeb and Alvaro Parente ➡





to 13th position in the main race of the day. They were beaten by the other car entered by Sebastien Loeb Racing which finished in 4th position.



The eagle eyed will notice that the “MP4” has been omitted from the catalogue description but it is still the same car. As with most new cars, this HD version has lights at both ends and is DPR.



I can vouch for the performance of this model as we are using these as our club class cars at Croydon this year, having retired the Audi R8s after failing to destroy them after a spell of two years. These McLarens needed very little work to be a pleasure to drive but only time will tell if they are as resilient as the Audis.

Caterham

This little gem refuses to die! Yet another variant of the Caterham, C3309 represents the R600. This is amongst the more powerful variants of the diminutive sports car. Planned as a production model to be designated 600, it didn't progress beyond a single example. This model represents a car as entered in the Classic Sports Car Club event on Anglesey in June 2013 where it actually ran with number 71 but carrying the type designation of “600”. Although it's not quite the same as the real car due to the usual compromises on making special components, it does capture the livery very well: Caterham fans in search of a more accurate model may care to construct their own rollover cage.



It was entered in the Gold Arts Magnificent Sevens race by Caterham Cars as an R600 and driven by John Barnes. The meeting comprised a qualifying session to set the grid for a 15 lap race which then set the grid for the final 40 minute race. The eight classes range from cars of up to 140 BHP to those of over 260 BHP with a special ninth class by invitation: this example, with a supercharged 1,999cc motor was in the most powerful class. Despite winning the 15 lap race, Barnes slipped to third in the



final although just 6 seconds behind the winner. The Scalextric version really is of a previous generation as it has no lights, is not DPR and still retains the Easy Fit guide. However, having had a chance to drive one again recently, they are great fun and much lighter and responsive than many current models and remain true to the concept of the real car.

Sebring MGB



The final model to complete the trio of MGB hardtop-fitted Roadsters which competed in the 1964 Sebring 12 hours World Sports Car Championship Race, C3488 has now been approved. It represents the most successful of the cars entered by the USA importer Kjelle Qvale, having qualified in 40th place and subsequently raced to 17th place by American Ed Dalton and Brit John Leslie. The other two

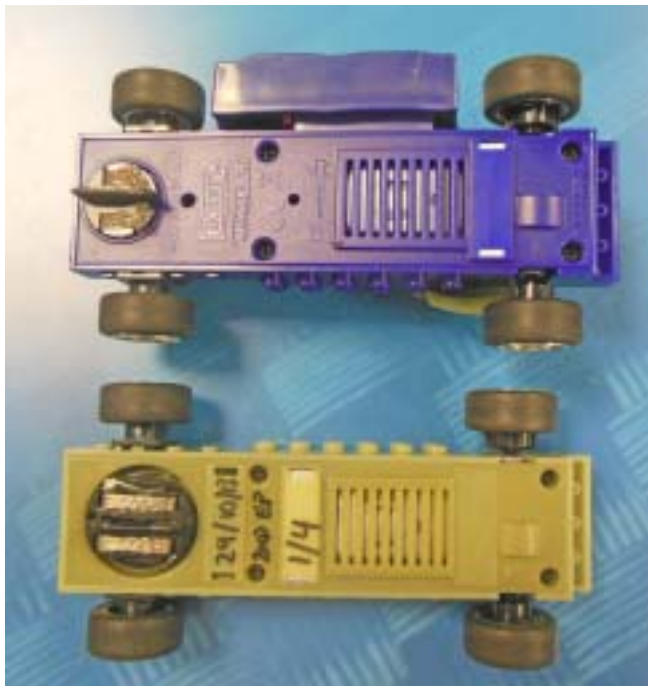
cars were less successful: the white #46 retired as the result of an accident and the blue #48 came home 22nd, ten laps behind this entry. The set of three cars certainly makes an interesting collection. These models are all DPR so can be raced against each other as well as against other Scalextric models representing cars from the same era.

Quick Build



The second Quick Build set, introduced to complement last year's set which has been retained for 2014, is the Cops 'n' Robbers set, C1323. These two cars have a revised chassis which has been further developed from the first Quick Build set. The wheelbase and block connectivity are unchanged but a 360 degree guide has now been installed and the magnet relocated further forward in order to allow the





drivers to indulge in wild spins. This enables even more fun in the pursuit of vehicular destruction when allied with the set's 90 degree crossover track section.



The general aim is for the driver of the Scalextric PD patrol car to intercept the robber's Street X vehicle in order to recapture the glowing gold bullion stashed behind the driver. In addition to the guide modification, both cars benefit from further chassis modifications with



the addition of a siren for the police car and lighting to illuminate the gold and the police car's light bar. Stickers will be included to add the decoration to the two cars.

The track will be a simple figure of eight but with borders all around to provide plenty of room for spinning the car to go in the opposite direction.

RCS

I was also treated to a demonstration of the first version of the new Race Control System, RCS One, C8433. This is the most basic of the new range which all provide a wireless connection from a special track piece to a SMART device to control and monitor analogue races. In this case we used Adrian's iphone to set the race profile and provide live data as we raced. The track section has sensors at either end so can be used to monitor car position and speed in the various different modes. Set up is very easy with a touch screen device and is everything that the six car powerbase isn't: user friendly, intuitive and a pleasure to use. Even at this entry level there is the ability to configure fuel consumption, different kinds of race, jump starts and maintain a catalogue of available cars and





layouts. The display, which can be viewed on any Smart device once the App has been

downloaded, provides start conditions, gives a live commentary of race positions for each car and at the end of the race will provide analysis of each driver's standing. In addition to a device showing lap times, position, fuel consumption and tyre wear, each driver can have their own device set to display their own preferences. The set also allows race results to be shared on Twitter and Facebook so results can be compared globally. So if cars are purchased online, slotcar racing can be shared without ever having to set foot in the real world ever again. Hmm, not too sure about that aspect! It should be remembered that there is not an upgrade route through the three options so care needs to be taken when selecting which version is right for you: I'll bring details on the Air and Pro versions once I've had a play with each and eventually I'll provide a full report on the capabilities of each. In the meantime, keep an eye on the Scalextric website. ■



The following three releases from Fly should be with us in the near future: a Mario Andretti JPS Lotus 78 and two more of the desirable racing trucks are all due soon.

FS058106 is the Lotus 78 JPS; the car, race number 5, that won the USA GP West in 1977 driven by Mario Andretti, Niki Lauda was second and Jody Scheckter third. Mario Andretti thrilled his home crowd with the third of his twelve career Grand Prix wins.

The two race trucks are: FS202102; a black Mercedes Atego with race number 65 and FS203105; a MAN TR1400 in Castrol colours and race number 1.



I am particularly indebted to Terry Smith who tells me that he had an interesting and honest meeting with Rafael Barrios Jr. at the Nuremberg Toy Fair. The brand is often criticised even though it was Fly that changed the way slot cars looked forever when they

released their first models back in 1996. He is acutely aware of some quality control issues and assured Terry that the company is now heading again in the right direction. On the basis of their releases over the last six months Terry thinks this is definitely the case.



The first of the Senna cars should be with us in March/early April, a little late but hopefully worth the wait. Terry says they have captured the shape of the Williams FW08 perfectly and the finish of the sample he saw was top quality.



Also good news for classic F1 fans is that as well as the Senna collection they are to produce the Brabham BT44, a Lola T370 and possibly



the early McLaren M23, although SRC also announced at the show that they are to do this so it will be interesting which of them goes ahead with it.



Fans of Fly Racing trucks need not feel left out because they are introducing total new models of the Pegaso and Buggyra racing trucks during the next twelve months, as the latest release information shows.

Reliveries due soon will be the Derek Bell/Jo Siffert Gulf 917LH from the 1971 Le Mans (FS709103). This may well be the last release of the budget Alpha series models as the firm



concentrates on more detailed models. Also the Ian Scheckter March 761 from the 1977 German GP (FS045102) in the red, white and gold livery of Sportsman Lager is to be released this year. More details of these models, including prices, later.



Thanks, as ever, to Terry Smith from Gaugemaster (www.gaugemaster.com) for his help in compiling this column and his pictures taken at the Toy Fair, I hope to bring you more information on some of the releases described this month as soon as I can. ■

100 YEAR BITS & PIECES YEAR

By Graham Pritchard

Sorry that February's contribution was a bit short, but that's how it goes sometimes, however as long as Jeremy has room then this month's helping should be a lot longer, but I'll have to apologise in advance for a lack of pictures as much of it relates to the past, and unfortunately we only have our memories rather than photos.

But before then, this month has been a bit of fun for us at our club as one of our longest serving members was recently the subject of a poaching attempt by someone from a rival club now that would be like trying to get Gordon Brown or Tony Blair to vote Conservative wouldn't it, Was Will to have abandoned us? But never mind, it made excellent subject material for my weekly news/ "p" take and results round up email that all of our members get and we all had a very good laugh about it, I just wonder when it will be my turn, I could do with a change for a bit!

HO, HO, HO (BUT NOTHING TO DO WITH SANTA)

Whilst reading last month's Journal I noticed and enjoyed the "History of Micro Scalextric" article.

It reminded me that way back in the 1990s we were part of the HO racing scene for a very short while as well as at the time I knew the then "National HO Organiser" Gordon Fowell as he used to live by me and one particular day, he asked me if we would be prepared to let the local HO Club use our room to host a race meeting. Well, I couldn't really say no could I? Plus we fancied having a go at it as well.

What they did was to lay their HO track on top of our layout basically and then run their cars like we do. A couple of our guys and myself had a go at it and it was great fun to be honest, basically they were magnatraxion cars as we

know them today, but on a smaller scale, but the enjoyment factor was just as good as our 1/32 stuff. A couple of us also travelled up to the Chesterfield Club to join in with the racing courtesy of Doug Passell later in the year as well. I actually had a couple of the MR 1 cars myself for a bit together with a Datsun 280ZX (if I remember correctly) and one or two others, and you could even get them to run on our track with a little bit of effort, but as you do, they eventually got sold on and the money ploughed back into 1/32 stuff.

It's good to see that they are still going strong after all of these years I will have to pop along and say hello at Gaydon I think?

TOURING CAR LEGENDS ON THE TV

Did you all see the recent ITV4 3-part TV series called "Touring Car Legends"? I did, talk about liveries that Scalextric could have done, there were tons! Part 1 also made me think about George Turner's cars as there were many of his cars featured as well, I hope George watched it and will hopefully be inspired to create even more cars for us in the future based on this series.

It was also great to see "our local lad" Matt Neal being featured in the series, in the mid 1990s we actually had the privilege of Matt presenting our club trophies to us at the end of the season which was very special, especially when we asked him about the infamous 6 wheel Jaguar XJS that his family Company "100+ Wheels" used to have as their promotional car, what a beast! I used to see it every day on the way to school, that was a long time ago of course, but how about you making one of those then George? You're already half way there with the XJS that you do at present, you just need to morph 2-into-1 and away we go! (Check-out the real car on the www, you'll also see how "un PC" the advertising was back then as well!).



MORE TV STUFF

On the subject of TV programmes, yet again in the 1990s a few of us from our club travelled up to the “Quorn Slot Car Club” in Leicestershire to be part of the filming for an episode of Top Gear, but this was in the good old days when it was actually more about the cars rather than being more like “Last of the Summer Wine” for car fans with all of the adventures that Clarkson and Co. get up to nowadays.

In those days a properly famous, ex-rally co-driver by the name of Tony Mason used to be part of the presenting team on the show and we all got to meet him one cold and miserable Bank Holiday Sunday morning if I remember correctly. It started off with a shot of a real life Touring Car in the car park of the Public House that the club was situated at then (by the Steam Railway) and then Tony progressed inside to find a load of us racing the miniature versions of the real thing. I still have it somewhere on VHS and so one day I must get around to putting it onto DVD (I’m not sure if it’s made its way onto “You Tube”, but you never know?).



“EARLY BIRDS” RACING AT WOLVERHAMPTON

This year marks the 10th anniversary of this event which was the brainchild of one of our former members by the name of Mac Pinches together with another chap called Dave Jones.

A long time ago, in a galaxy far, far away Mac and his Father were there at the very dawn of slot car racing, and in those days it was actually called “rail racing” as the cars were retained on the track, and the power was delivered to the cars via a small rail (like a train track rail) which was actually located on top of the road surface rather than via a “slot” as it is today.

My good friend Mac used to race every week for several years and travelled from Cannock to our club in his burgundy MG Midget and whilst he was there he also did the scenery on the club track for us, which was obviously a sign of things to come from his model making skills as when he retired he started to make his marvellous range of cars from hand carved bodies for everyone which he called “Pre Ad” and if you wondered why they were called that, it’s because it was based on the period before the cars carried advertising basically.

Only trouble was they proved so popular that Mac ended up working more hours in his retirement than when he was at work, and so in the end he gave up on that to concentrate on other stuff.

I would describe Mac as a true gentleman in the world of slot car racing, so if you ever get



the chance to meet him please do, he is a living legend in our world, trust me! (OK, I'll also say hello to Peter Emery here as well then as he is a former club member of ours as well and is also a frequent visitor to the Wolverhampton Club , it's actually a bit like having our own branch of "Friends Reunited" when we all go to the Wolverhampton club as Richard "Richie" Welsh also started out with us so long may it continue).

2014 HEART OF ENGLAND RETRO F1 RACING SERIES

At long last the format for the 2014 series is now available on Slotforum or directly from me.

This year we have decided to offer you a chance to race in either the "2013 spec Johnson Class" or the "Improved Class", which has been created in order to allow you to use readily available parts to create more consistent and slightly faster cars when compared to the 2013 cars. We've been trailing these cars for quite a while now and whilst they offer the same classic appearance on the track they will hopefully prove to be as enjoyable as the 2013 series was.

Hopefully Jeremy will have room in the Journal to publish our series poster that was created for us by our friends at "Slot Car Mag" from the material given to them by ourselves it really does look the part cheers Marc! (I also

need to thank Steve Beach and James Noake for their work in preparing the cars that form part of our publicity material as well).

The first Round will be at the Wolverhampton Slot Car Club on Sunday 13 April so if you fancy joining us then please let me know.

We will also be at Gaydon again this year at the invitation of Sean Fothersgill (Pendle Slot Racing) and Mark and Julie Scale (Scale Models) all of whom I have known for many years now. If all goes to plan then we will be hosting a short race meeting where the regulars take on the "newbies", the idea is to give other people a chance to race rather than just filling it with all of the people who have done it before or are doing it already, so if you are new to the series and fancy joining in with us on the day then please keep an eye on Slotforum or contact me directly for more information (your cars will need to be built to the "improved" class rules and we will be racing on the "Slot Fire" track that we used at last year's event that was very kindly loaned to us by Malcolm Scotto and the Wolverhampton Club).

George Turner News

Finally, for this month, I have the latest news from George Turner, and this is his own commentary and the photographs have been kindly supplied by him also, so here he is: - "my main project at the moment is the 1930 GP cars. The Alfa 12C is almost finished then it is on with the Merc W125. I think I will have to put in a Maserati and a Bugatti is also likely. The pre first world war cars are still in the pipeline but are on the backburner at the moment.





The Richard Mack laser cut chassis have proved very popular and I am now adapting more cars to use them. The latest is McLaren M1A which sits happily on the Corvette chassis. We are also working on some laser cut chassis for the GP cars.

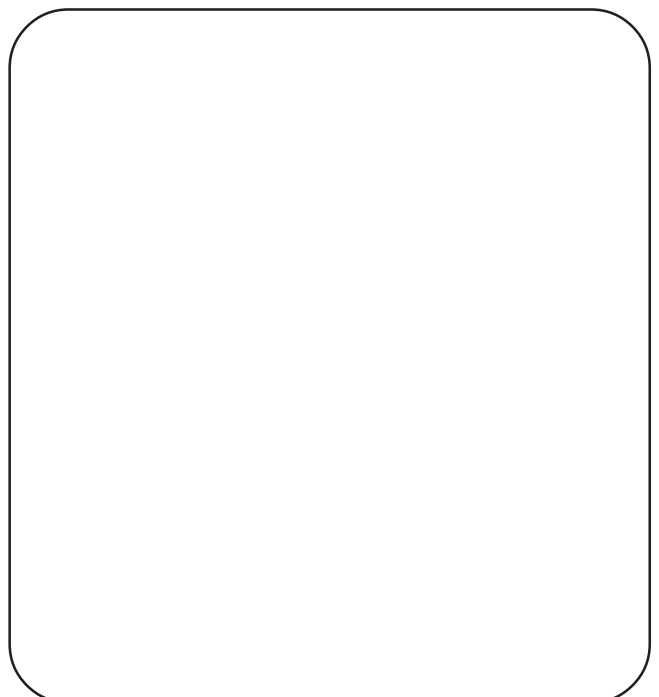


If you take a look on my website you will see that we have been quite busy of late with getting new models out like the MK1 Coombes Jag, so please feel free to "BUY 1" as the registration plate kindly invites you to and also some new wheel inserts to suit Slot.it wheels. We are also doing some generic decal sheets with racing roundels, numbers and logos on them as well."

Right, I think that's about it for this month, so see you next month with more "Bits & Pieces" hopefully! ■



A new project that we are working on which will make a few people cringe is a 1/24 vac form mini on an RM chassis. It is still not a big model but it looks like it could be great fun. The D-Type Jaguar is now out and is looking very pretty.





Email: carreracorner@nsc.co.uk



Lots of new releases from Carrera this month. The following are digital 1:32 scale cars. Hopefully there will be something for everyone here including F1 fans. All models have Xenon headlights and rear brake lights, except the two F1 cars. We have pictures of the models and/or the actual cars where available.



Carrera hold exclusive licenses for Ferrari and Red Bull Racing. As part of its range for this year they have released two F1 cars from last

season. CA 27465 is the successful Infiniti Red Bull Racing RB9 as driven by Sebastian Vettel and CA 27466 is the Ferrari F138 as driven by Fernando Alonso, with race number 3.



CA 27453 - Audi A5 DTM 2013, driven by Spaniard Miguel Molina, the car is finished in red, with race number 20.



CA 27454 - Is another version of the Aston Martin V12 Vantage GT3 we covered last month, this is the blue and yellow Bilstein-liveried car, race number 97, driven by the team's FIA World Endurance Championship



works drivers Darren Turner (GB), Stefan Mücke (D) and Frédéric Makowiecki (FR), at Silverstone in 2013. The car not only took pole position but won the race.



CA 27455 - Ferrari 458 Italia GT2 from the US based Krohn Racing team. The car is finished in green with race number 57. This is the car which Tracy Krohn, Niclas Jonsson and Maurizio Mediani drove in the 2013 Le Mans 24 Hours.



CA 27457 - Porsche GT3 RSR "Haribo Racing", the car is finished in black with race number 8.



CA 27458 – La Ferrari finished in yellow which is in addition to the red version of the new Enzo Evo we mentioned in February.



CA 27459 – A model which will appeal to fans of historic race cars is the Porsche 904 Carrera GTS from the mid sixties. The car is finished in light blue with race number 51.



CA 27460 - Citroën DS3 WRC Citroën Total Abu Dhabi, number 1 as driven by Sebastien Loeb and Daniel Elena.



CA 27467 - Porsche 918 Spyder in the distinctive Martini Racing colours, race number 23.



CA 27468 - BMW Z4 GT3 Schubert Motorsport, number 12 from last year's 24 hour Dubai race.

CA 27470 - VW Käfer, Group 5 Race 1. No pictures or details of this car at the time of going to press but I believe the car bears a resemblance to the Beetle.

Thanks, as ever, to Pete Binger from the Hobby Company (www.hobbyco.net) for his help in compiling this column. You can follow Carrera on Facebook, go to Carrera uk slot racing, although when I looked (28th February) nothing new had been added so far this year. ■

Hi everyone and welcome to this month's Forza Slot.it, and for which, for a change! The sun is out as I type, wow! As I mentioned last month, Slot.it news was a bit thin on the ground as it was for all manufacturers as everyone was saving their latest news/announcements of new releases etc. for the Nuremberg Toy Fair. It would have been nice to have gone but I was not in that fortunate position but Adrian from AB Gee was there and he has shared with us his photos and some information on what is to come from Slot.it and Policar who (I have been informed by Adrian) are owned by Slot.it. News to me but I expect some of you probably knew that already?

So where to start? Slot.it have a very ambitious programme ahead with several new models as well as may reliveries so I hope that all of them can be fitted in this year. I have several pictures to talk about and it will probably be a nightmare for Jeremy the Editor to fit them in around the text so you may have to scan around the various pictures and match the text to the picture! Prices, well no information from Adrian on this so I can only assume that the price of the Slot.it cars will be approximately the same RRP for the coming year as they have been this last year.



On to the pictures then and first up is the new Nissan R89C moulding. This will be a new model for Slot.it but will certainly complement all the other Le Mans GT models and as far as I know this is the first time this model has been produced. There are three different liveries



shown (but only two listed in the 2014 brochure) being the: vibrant yellow FromA liveried #23 car raced at Le Mans in 1989, the graphite coloured SICA28b #85 Tenoras car from Le Mans 1990 and finally the very striking SICA28a #23 Calsonic car that ran at Le Mans in 1989. Sadly the Nissan R89C did not have a very distinguished racing career and was replaced by the R90CK/CP in 1990 and Nissan dropped out of this race series at the end of 1990 due mainly to the poor results but as you can see from the pictures it gives us slot heads some more lovely cars to collect. You will also notice a new livery Toyota 88C SICA19d #36 in the very eye catching Minolta colours from Le Mans 1988. I think this is a particular pretty livery and has been on the cards for a while so I'm hoping this one is released in the early part of this year!



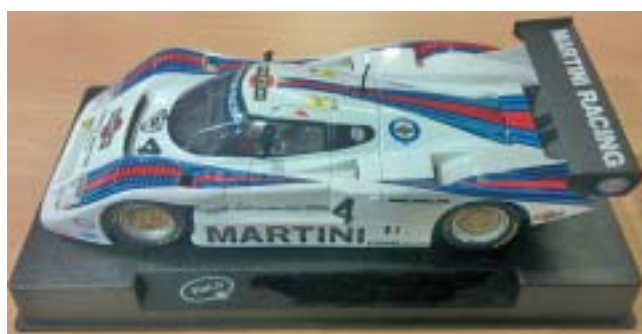
We will also be getting a couple more Porsche 956Cs to join the already massed ranks of 956Cs and 962Cs. Again we are treated to two more fabulous liveries the first being the SICA09f Porsche 956C KH #12 that ran in the Mugello 1,000Km in 1983 with the principle sponsorship of Momo with a very simple but effective red/yellow/white colour scheme. The second is SICA02g Porsche 956C #34 from Le Mans 1984 in the very bright orange with yellow



coach lines of the Bob Jane T-Marts livery – get your sun glasses out for this one! I wonder if we will ever run out of reliveries of Porches! But no complaints from me.



A couple more reliveries are the SICA21d Lancia LC2/85 beautiful Martini #4 model that is the car that raced in the 360Km Monza race from 1986 and probably a bit of another must have for me as I really like the Lancia LC2 and who can resist a Martini livery? There is also a SICA10h McLaren F1 GTR long tail #39 in the ever popular Gulf colours that always sell like hot cakes. It looks like the sister car to the already produced SICA10D #41 car from Le Mans 1997 to me which means only the #40 car to make the whole set for that team/year! ➡➡





The SICA26c Can Am McLaren M8D #2 car from Leguna Seca in 1971 in a very deep black colour as driven by Vic Elford is next up. Another simple livery with crisp logos well executed and the third car in what is currently Slot.it's newest released chassis. So far I have not had the pleasure of getting to grips with an M8D as I did not take to the plain orange SICA26a, nor the newly release SICA26b Led Zeppelin liveried M8D - didn't like the music then or now! Sorry Slot.it but I just don't like the



Led Zeppelin livery either but I do like the latest one so I may be tempted to take the plunge soon so watch this space for a review when this particular car is released.



Last but not least from the Slot.it stable is the all new and eagerly anticipated Matra MS670B that ran at Le Mans in 1974. The car featured is the winning #7 Limited Edition SICW18 car but there should also be a SICA27a #8 car to follow and probably a few more. For me the car is a lovely blue livery with white roundels for the numbers and just enough sponsorship as some of today's cars can be lost in a sea of sponsorship logos that mask the purity of the body shape underneath. Interestingly the Gitanes cigarette font and logos are on the car which some manufacturers today have omitted from their models of period cars. I for one think is perfectly fine and all cars should have their liveries faithfully reproduced and not miss off the

cigarette logos if that is how they were produced “back in the day” and the politically correct can take a back seat as far as I am concerned. You can always opt not to buy the car if you are offended!



Adrian has also supplied me with a few pictures of the new Policar Lotus 72 car that should be available later this year which for me is particularly interesting as one of the first Scalextric cars I even bought was the Lotus 72 C050 Formula 1 in the iconic JPS livery. I still have that car today and remember spending many happy hours back at the start of the 1970s blasting round my track to recreate the F1 racing of the day also watched on black and white on TV, remember that? I used to create twisty challenging tracks that would wind there way under the sideboard and other furniture in my parents house in the front room when I was allowed to get my track out! Mind you, it does lack a little grip these days so may require some new tyres after 40+ years on the originals! The three liveries shown in the picture look good to me even though the models are not yet fully complete and being as I have no Policars in my collection at the moment I can see me investing in at least one of these little beauties at some point when they get released, how about you? I believe that Policar will also be doing the March 701 and 711 in various liveries as well as a Ferrari F40, yet another one of my all time favourite real cars. I had one literally rocket past me in the late ‘80s when they first came out and what a magnificent car/sound track that was that has stuck with me forever as well!

Back to Slot.it and according to the information

that Adrian has been provided with the models will be released in the following order – subject to change obviously:

SICA26B – McLaren M8D Led Zeppelin #2 Can Am Leguna Seca 1971 – available now.

SICA24B – Audi R18 TDI #1 Le Mans 2011 – available now.

SICW16 – Ford GT40 Gulf #9 LM68 Limited Edition, order yours now this one will sell out very quickly! – available soon.

SICA27a – Matra MS670B LM74 #8 Le Mans 1974 Gitanes, eagerly looking forward to this one.

SICA23c – Porsche 911 GT1 EVO98 Jever #5 FIA GT Donington Park 1998.

SICW15 – Alfa Romeo T33/3 Targa Florio winner 1971 Limited Edition #5.

SICA11f – Alfa Romeo T33/3 1st Targa Florio 1971 #5.

SICA13c – Jaguar XJR12 #35 LM 2nd Le Mans 1991, a must have for me this one.

SICA14e – Nissan R390 GT1 #31 Le Mans 1998

SICA21d – Lancia LC2/85 Martini #4 2nd 360Km Monza 1986.

SICA31a - Lola Aston Martin DBR1-2 Gulf #009 Le Mans 2010.

SICA30a - Audi R8 LMP #6 Le Mans 2003.

SICW17 – Audi R18 e-tron Quattro #2 Le Mans Winner 2013 – this car is advertised as having four wheel (toothed belt) drive so a first for Slot.it and certainly due a review when it appears

If you go to Slot.it’s website (www.slot.it) and select the news page you will now find a link to the new brochure for 2014 (free PDF download) for all the cars mentioned in this article and maybe a few more that have not been mentioned. I would also advise you to check out the vendors of Slot.it cars to check on release dates of all Slot.it cars and maybe put in a pre-order or two as some of these will sell out very quickly.

That’s all for this month but if you are like me you will be eagerly awaiting some if not all of these cars to add to your collection, it’s going to be another wallet bashing year so start saving now! ■

Racer

SLOT CARS

Report by Nic Ayre

By the time you get this the first of the Racer Sideways Ferrari 512BB's will be in the stores, RCSW28 the CH Pozzi JMS Racing machine from 1980 Le Mans as reported on last month.



On display at the Nuremburg Toy Fair was the follow up to this, the attractive yellow Ecurie Francorchamps entry into the 1979 running of the Le Mans 24hrs reference RCSW30. The car was driven by the British pairing of Nick Faure and Steve O'Rourke and the Belgian pairing of "Jean Buerlys" and Bernard de Dryver and qualified in 46th place and went on to finish 12th.



The Group 5 models have been very successful helping the *Sideways* division of the



Racer brand establish itself as a top producer of high quality plastic models. The range compliment their wonderful resin masterpieces and there are more releases this year to whet your appetite. Work will commence shortly on the BMW 320 big arched car and with fingers crossed the Group 5 Mustang following soon after. Also in the planning stage are various Porsches, a Skyline, Celica and a Stratos Group 5.



In the meantime expect some nice liveries of the existing models to be released this year, including the BMW M1 RCSW27 that was driven at the 1982 Le Mans, by non other than Pink Floyds Nick Mason alongside Steve O'Rourke and Richard Down. The car retired after 266 laps when the engine expired and had



actually covered more laps than the last classified finisher, but it's a 24 hour race and you need to cross the finish line.



Regarding Racer, no new announcements regarding their top end models, however there was some news on the Silverline range. Due soon will be the pairs of BRE Datsun 240Zs and Shelby Toyota GT2000s that have been promised for a while now, with the Toyotas looking very desirable.

Also on display was a pair of stunning road going 275GTBs which may well turn out to be called the Pebble Beach collection, and a prototype of a new model the Ferrari 250GT TdF 'Tour de France'.



Hopefully further news and images on the future releases will be with us in the near future and of course I will report it to you. ■



By Nic Ayre

Here are the latest models from NSR, who were sadly not present at the Nuremburg Toy Fair, even though they had been booked to be there. All three of these models are due during March.

The 1149AW Audi R8 LMS is based on the W Racing Team Belgian Audi Club car, although after several hours trawling the web I have been unable to track down the livery of Speedhunters.com and start number of #21 to an actual race car, but similar liveries date to the 2012 season.



Anyway the model is bound to be popular with the club racers, and is fitted with the angle winder King EVO 21, which runs at 21,400 rpm and produces 322gr/cm torque.



Next up is the 1155SW Porsche 917K Gesipa Racing Team based on the #14 car which finished 10th overall in the 1970 Monza 1,000kms in the hands of the German pairing of Jurgen Neuhaus / Helmut Kellners. The



model is the latest livery in the NSR Porsche 917K range and is fitted with a Shark 20K sidewinder motor.



And finally the 1163SW Ford GT MkIV Red No.4 which is a Limited Edition of only 500 units worldwide.



The Ford is interesting, as it is the livery of the 1967 Le Mans winning car but uses number 4 and not the correct number 1. This possibly has been done so that racers can buy this coloured car individually because up to now it has only been available in the "Le Mans Winners" two car set. The change of number may be to appease the collectors who have already purchased the set with correct numbered car it in. Anyway it makes for a welcome addition to the classic GT grid even if it may not be historically correct. ■

AIG Profit Driving Challenge set

By Steve Langford

Well after an appeal for more information on the AIG set that was mentioned in Peter's column in January I thought I would record the little story behind the purchase and what I have gleaned from the seller of the set as well as a few photos for the record as I had purchased the set after a tip off from one of our members. Nigel (eBay Watch) had kindly provided a bit of background in his eBay Watch column last month, so hopefully between the two of us this can put a little more flesh on this "Mini" story.

I managed to secure the said set for a fellow NSCC member remarkably at the opening bid price of £35 just before Christmas, which I think shows that although there may be still people following eBay auctions, there are not actually that many bids being placed. The seller was a bit surprised as well at the selling price, as he had indicated it might be worth £200 in his sales blurb. After payment was completed and more dialogue with the seller, it emerged that he had obtained four of these sets from a "garage clearance" he had carried out. Having already sold one set and having one allocated for his son for Christmas there was still one left for sale, which after some hard bargaining was secured at mid way between his valuation and the value at what the other set had sold on eBay for. It



transpired the sets had been used as a promotional item for AIG and the seller had been in the right place at the right time to get them included in the clearance. Maybe these had not been used for the original purpose or the person clearing them was a particularly good salesman perhaps? There were very few made but that is all the eBay seller could confirm about the details of the numbers made and he had no further details of the person where these came from.

Well to cut a long story short after several phone calls I managed to persuade the seller to swap the last collectable set left that he had intended for his son for Christmas for another of similar size. (I wanted this for a Mini mad Scalextric collector in Germany who helps me out from time to time before you ask is this one for sale!). Swapping the set for one with Ferrari cars, I threw in a pair of new Minis, some extra track and borders as he wanted a decent set up for his son for Christmas to secure the deal. Hence my Christmas Eve on visiting relatives "down South" was spent delivering the said goodies to do the swap just in time for Christmas much to the rest of the family's amusement. The lengths we collectors go to sometimes to get our treasure! I did get a nice message from the seller Boxing Day to say that without the extra bits→→

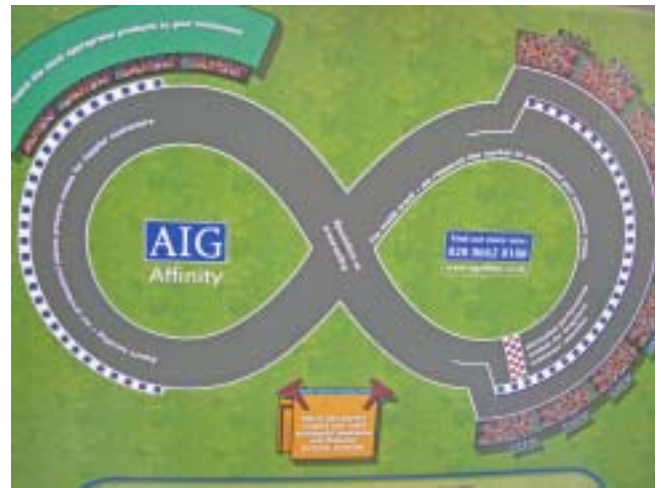




it would not have been a great present, so hopefully I may have helped to get a long term Scalextric fan.



The set itself seems to be based on the 2005 C1155 John Cooper Challenge set with the red and blue Minis. The cars have had a sticker specially created and cut precisely to fit on the car to produce an AIG branded car in blue #1



and a plain car #2 in red. See photos for close up shot. These look to have been professionally done not just hand crafted. Maybe Hornby produced the decals – who knows? Packaging wise, the set box is the normal set box polystyrene that has been placed in a purpose made flip lid box that has an internal cover as well. The outer box that does not have any mention of Scalextric or Hornby on, just AIG wording and pictures of the cars and set which can hopefully be seen in the pictures with this article. A nice touch when opening the box lid is the inclusion of an extra magnet in a bag stapled to the internal cover. This was intended for the blue Mini AIG car as there is a card inside the bag to ensure that car stayed on the track and thus won the race, the message being that partnering with AIG would give the prospects an unfair advantage over the competition with the extra magnet? No screwdriver or instructions were included though as how to put the magnet in the car, so I am not sure how that message would have





come across! Onto the track itself then, and this is another of the unique parts of this set as it has been tampo printed much in the same way as the Top Gear set track was printed in 2007. Words were “AIG Affinity”, “Break customer loyalty records”, “Drive your business forward” and “Send your profits racing”. On checking the track date of manufacture there were various dates from the track underneath but showing it had to be made after September 2005 though. The Top Gear set was available in 2007 so gives us a time frame of the likely production of these sets if indeed they were made by Hornby.



Included in the set was a Race for Real leaflet number 11 that was available in 2005 but other than that I could find no further clues to a production date and no mention of dates on the Hornby set paperwork and instructions that were included.

So there you have it, but there is a bit more information at the link Nigel mentioned from the agency who dealt with this work <http://www.juice-uk.com/our-work/aig-affinity/index.html> If you want any pictures email me at stevelangford66@gmail.com. ■



The flag has dropped on a new slot car racing season at last and (just like last month) by the time you read this I'll have raced in a round of the Southern 32 Championship at Rockingham . . . but first.

Falcon Pro Championship 2014 – Round 1 Pinewood

The 2014 Falcon Pro Championship finally kicked off on Sunday 2nd February with the first of the six championship rounds taking place at the excellent Pinewood Circuit near Wokingham. Pinewood is a beautifully built circuit with good facilities and some classic corners which flow superbly one after the other.



Racing in all three classes (1/32 Sports – F1 – 1/24 Sports) I was joined by my “compadres” from Oaklands Park Model Car Club including Sandy and Ralph Parker, Greg Johnstone and my daughter Alice.

Ralph is a bit of a legend when it comes to slot racing and he's designed some classic race winning chassis over the years. What I find truly amazing is his racing pace considering he's had some ill health of late and only has sight in one eye. He is however a “font of all knowledge” and

as a rookie at my first race of 2014 it was a comfort to have him along to help, advise and guide me on my way.

His daughter Sandy is one of the nicest and fastest people to race alongside. She's quick and races cleanly and fairly and you can trust her not to take you out of the race when you are battling “door to door”. She also really knows what's needed to set up a race winning car and it's fair to say that she's a real “chip off the old block”.

Greg is an electrician by trade and he's the main man responsible for the resurrection of the new Oaklands Park track on the electrical side. He's also an incredibly quick slot racer who could even race a washing machine quickly if only it was fitted with a guide! He's also one of the most laid back dudes I've ever met and his relaxed approach to racing is really soothing if you are suffering from any pre-race nerves. It's a joy to have his company on race days.

My daughter Alice has been called “a natural” by people who have seen her race and even though I'm biased I'll have to say that (so far) she's done me proud. She stays in the slot, can run wheel to wheel with anyone without doing anything silly and is mature well beyond her years at racing events – and – she's just 12 years of age!

We were also joined by some real “world class” racers, including Chris Thomas from Dudley and Paul Harwood from North London, so I would have the opportunity to directly measure my performance against theirs. How would I get on?

After walking around the track with Sandy and Ralph I felt I had a reasonable grasp of what to expect from the racing. The surface is painted black and retains a lot of grip, but the trickiest sections would clearly be the esses - just



before the bridge - when the quick transfer of weight from one side to another could easily throw you out of the slot.

Race 1: 32 Sports

A short “free practice” period is followed by a one minute qualifying session and I lined up my 1/32 Sports car with some trepidation. I’ll have to admit 32 Sports is not my favourite class and I’ve had a bit of difficulty getting my CMG chassied Lola properly set up. Mind you it’s felt a lot better since fellow Oaklander Brian Bradley realigned the rear axle level for me and sorted out the body anchor points and gear ratios. I went for the CMG chassis originally because it is very tough and robust and ideal for a newcomer to this racing formula. However, I’ve also tested a 32 Sports “JK” chassis and although it’s not as tough as the CMG it’s got a better balance and is superior in every way.



The aim of the one minute qualification is to travel as much distance as possible in the 60 seconds available, so you’ve got to be quick, but, you’ve also got to be cautious because a de-slot could be very costly indeed. Of course the esses caught me out and I had a silly off which cost me some time and broke my rhythm, but I just about managed to out qualify Ralph leaving me just behind Greg. More significantly I was only just a shade (0.1 sec) off Sandy’s pace. Sandy’s pace is my benchmark at the moment and if I can get up to her level by mid-season I should have a decent year’s racing. More importantly I need to stay at that pace and stay in the slot at

the same time consistently over the full race distance and that (Dear Reader) is a whole other “different ball of snot” and a real challenge for me.

Chris Thomas took pole position and was 0.94 faster than I was per lap and a whole second at this level might as well be a week! Perhaps I’m being a bit hard on myself because Chris is one of the best Falcon racers in the country with nearly 15 years’ experience at this level. Chris finished 8th overall at the F1 ISRA World Championships held in Chicago in 2010 and he would have been 6th or even higher if he hadn’t had a gear failure during the finals.

The race itself consists of three minute races on each of the lanes with a one minute break between stints to change lanes and place a new lane sticker on your car. Pinewood is a 6 lane track so each race segment amounts to eighteen minutes of trigger time, so you really need to maintain your concentration for a not inconsiderable amount of time.

During the race I managed a steady pace throughout, but I still got caught out at the esses which was frustrating and mildly infuriating. It’s easy to lose your temper with yourself when you keep coming off at the same corner. But, drawing upon my experience as a rallying co-driver with over 160 rallies under my belt I consciously fought against losing my cool and slowly and surely I managed to string together a few decent laps to finish 9th and gain 76 valuable championship points.

Results: 1/32 Sports Production

Pos	Name	Round 1
1	Chris Thomas	100
2	Graham Whitby	97
3	John Ovens	94
4	Ralph Parker	91
5	Sandy Parker	88
6	Greg Johnson	85
7	John Maun	82
8	Keith Edgar	79
9	Ian Howard	76
10	Graham Mason	73
11	Alice Howard	70

During the short break before F1 qually my daughter won the Concours class with a⇒



wonderfully painted pink and yellow Paul Harwood creation. Besides being a world class racer Paul also paints some of the best slot car bodies known to man at very reasonable prices. I've just ordered some very nice bodysells from Paul. Just Google "Painted by Paul" for further details.



Race 2: Formula 1

I'd be lying if I didn't say that I didn't have a big sloppy grin on my face for the F1 class. I love the cars, I love the engineering and I love the way they drive. Amongst BRSCA circles F1 is known as "the driver's class" because the body shells produce less in the way of aerodynamic down force (compared to the "Sports" class cars) and depend more upon chassis set up and mechanical grip from the tyres. I'm competing with an SCD chassis built by Ralph Parker using a Brawn body shell which I've prepared myself with the help of fellow "Oaklander" Owen Cooper. F1 chassis use an "in line" motor set up



with moveable side pans which allows the body to pitch backwards and forwards under breaking and acceleration. I don't pretend to know enough about chassis set up yet because there are so many variables, but my car felt reasonably well balanced in free practice.

But, under pressure of qualifying the car becomes a different wee beastie though doesn't it? Once again the esses were catching me out and I only managed to qualify 9th. Fundamentally the car feels right, but you still need to set up the car for your technique and driving style mixed in with what the circuit allows you to get away with. I was finding that getting a quick lap at Pinewood needed a large amount of "self-control" and that sometimes you can't rush at a corner, you need to allow the corner to "come to you" before you plant the throttle down the next straightaway. Ex F1 driver Martin Brundle sums it up perfectly when he calls some corners "hurry up and wait" corners!

Although I only managed 9th place in the race I wasn't too far off the pace over a lap



compared to Chris Thomas (-0.47 sec) Paul Harwood (-0.54 sec) and Sandy (0.154 sec). I just need to spend more time in the slot than out of it! Despite a mildly disappointing result I still had a ball driving my F1 at Pinewood and I'm pretty sure that with a few tweaks to weight distribution and a lighter "Bite bar" I'll have a car with a better balance that I'm happier to race.

Results: F1

Pos	Name	Round 1
1	Chris Thomas	100
2	Paul Harwood	97
3	John Maun	94
4	Sandy Parker	91
5	John Ovens	88
6	Ant Hawkes	85
7	Keith Edgar	82
8	Greg Johnson	79
9	Ian Howard	76
10	Ralph Parker	73
11	Graham Mason	70
12	Graham Whitby	69
13	Alice Howard	68

Race 3: 24 Sports

You don't have to be a complete nutter to race 24 Sports . . . but it helps!

As 24 Sports cars have a wider track, wider tyres and a larger body that generates good aerodynamic down force you can really "drop the hammer" with these cars and keep the power on virtually everywhere. The big difference between the fast guys (and girls) and the slow ones can sometimes render down to small chassis set up tweaks and gear ratios. I'm



running a steel JK chassis that was very kindly donated to me by fellow Oaklander Stan Comely and I absolutely love it! It's fast, easy to drive on the limit and really quite tough.

I had a great time racing it at Pinewood but I just don't think I was using the correct gear ratios for the flowing nature of the circuit. The setup is well suited for Oaklands Park but I was just struggling for straight-line speed at Pinewood. The angle winder motor set up is more troublesome to adjust when you get to a circuit as you need to de-solder the motor if you want to change the gear ratios. If I'd had more time and experience I might have had a go at selecting a better race set up, but as a rookie I just left it as it was and "run what I brung".

Unfortunately I can't recall where I qualified but I finished 10th overall but with a huge smile on my face!

Results: 24 Sports

Pos	Name	Round 1
1	Chris Thomas	100
2	Nigel Barrow	97
3	Paul Harwood	94
4	Graham Whitby	91
5	Sandy parker	88
6	Greg Johnson	85
7	John Maun	82
8	John Ovens	79
9	Keith Edgar	76
10	Ian Howard	73
11	Ant Hawkes	70
12	Alice Howard	69
13	Graham Mason	68

I was really pleased with how my daughter⇒⇒

Alice raced at Pinewood but she's a very competitive young lady and was disappointed with her race performances. I had to remind her that she was racing at a circuit she had not seen before against top class racers with years of experience racing at home and at World Championship level. Mind you I felt the same as her too. Maybe I should listen to my own advice sometimes!

I love this formula of racing and the crowd that I'm racing with. Everyone is kind, friendly and full of open and honest advice. I can't wait for Round 2 of the Championship at my home circuit at Oaklands Park.

At the time of writing I may have to pull out of the Earlybirds meeting at Wolverhampton because my daughter has been told at late notice

that she has dance exams on the same day. Like slot racing for me, dance is her passion and if she works hard she may have a shot at joining The Royal Ballet Company. So given that choice slot racing simply has to give way to "The Arts" for once!

But next month I'll have a race report for the Southern 32 at Rockingham and you never know I might even have made a start on all the hardbody car builds that I've got stacking up in the Woodyard. If I don't make a start on the Chaparral Can Am car that I've promised to build for Ralph Parker soon he's going to get nasty. Believe me I don't want that Dear Reader!

Until then "keep it smooth and stay on the blackstuff". ■



The “ANDREWS Heat for Hire” Slot Years

By Andrew Garrod

For many years the “ANDREWS Heat for Hire” sponsored cars driven by British rally driver Russell Brookes have been my favourite liveried rally cars.

I have decided to exactly replicate all of these cars as slot cars so I have purchased his book Stage by Stage for reference.

The first car to carry the “ANDREWS” livery was the Mark 1 Escort RS2000 as driven on the 1974 Tour of Donegal.

In 1976 he upgraded to the Mark 2 Escort RS1800 which he continued to rally with great success until 1980 when he changed manufacturer to drive a Talbot Sunbeam Lotus.

In 1982 Russell took charge of his Vauxhall Chevette HSR which he stated was the best handling car he had ever driven.

In 1984 the Opel Manta 400 was unveiled in the “ANDREWS” colours which turned out to be very successful even though it was competing against more powerful Group B 4-wheel drive cars.

Russell managed to blag a one off drive in the car of the moment a Lancia Delta HF Turbo in the 1987 RAC rally, he found left hand drive format to be difficult to master.

After International Regulations changed in 1987 Russell’s only option was to drive the 2-wheel drive Vauxhall Astra GTE which was



Just missing the Opel Kadett!

seriously under powered, in 1988 he changed to the last car to carry the “ANDREWS” livery the Ford Sierra Cosworth which was more far more powerful.

I have converted a number of manufacturers’ cars, and these are as follows:

Mark 1 Ford Escort RS2000 Airfix (converted to slot car).

Mark 2 Ford Escort RS1800 SCX.

Talbot Sunbeam Lotus SCX.

Vauxhall Chevette HSR World Classic Resin Kit.

Opel Manta 400 One off model/ Avant Slot

Lancia Delta HF Turbo Spanish resin Kit.

Vauxhall Astra GTE Octane OC01.

Ford Sierra Cosworth Scalextric.

Ford Transit Service Van TBC.

I have manufactured all of the decals for the above cars, anyone interested in viewing all my other repaints please Google slotcarpaints photostream or contact Andrew on andkim@talktalk.net.

If anyone has a spare OCTANE OC01 Opel Kadett please contact me as this is the only car I require to complete the collection.

Any of the above can be ordered should you want your own version, please contact me for prices as above. ■



Andrews Heat Collection

2014 Milton Keynes Swapmeet Report

By Graham Pritchard

Having “walked right into that one” re doing the report on the Swindon Swapmeet then I guess I’ve got the job for this one also, but thankfully today proved to be a break in the weather, agreed it was probably the lull before the (next) storm (again) in reality but at least it gave the event the best chance possible to succeed and judging by the packed room when we arrived (thank you for driving me there fellow NSCC member Paul Pearson) then it must have been a success I would have thought (250 people attended in total), even if not all of the attendees were NSCC members.

Having flashed my NSCC Membership Card to Paul Yates on the door I quickly made my way over to the far end of the room in order to purchase the Limited Edition Black McLaren MP4-12C that was specific for this event, and before they all went well it was a very crowded room when we got there at around 10.20am and a quick count said that over half of the cars had been sold already so time to purchase mine ASAP thought I!

(Unfortunately I did not attend the Ossett Event where the red car was up for grabs but side by side they looked really great).



There was also a great display of some of the “NSCC only” cars that have been done over the years I spotted the odd one or two that I have



but as for the rest, I’ll just have to live with the pictures I guess. This particular swapmeet has been going for many years but the earlier ones were in a different room I seem to remember I’ve been an NSCC member since 1989 and coming to this one as far back as I can remember, so that makes this one probably the oldest swapmeet that is still going on the calendar I would think? (Nigel Copcutt ran it before but when he stepped down it’s a good job that the NSCC stepped in otherwise we would have lost it I guess?).

I had a very long “to-do” list of things and people to see etc. so I had delegated the “shopping” for some of our members who could not make it on the day to fellow Bearwood Scalextric Club Member Steve Beach and he delivered on all three cars that Mark W. wanted and only went slightly over budget, nice one Steve and that proved the point there were some great bargains in the room today, all at BIN prices (or lower) and without the postage. But for outright and maximum “slot car stuff” enjoyment then you can’t beat a swapmeet but why are they still called that I hear you ask? Easy, because you swap your money for slot cars !

Anyway, onto a bit more detail now of who was there etc. Firstly my old friend Dave Norton from Quorn was there for a start, he always used to win the various “Open Meetings” at



Quorn Slot Car Club (as run by Bob Bott for many years) way back in the 1990s when we first started going there as a few “racing rookies” from Birmingham complete with 100% authentic “Brummie” accents!

That was also where we first met Steve Carter and Don Stanley from London amongst many others and we have remained life-long friends ever since, which is another good thing about swapmeets you get to meet up with your slot racing friends again as well!



Another old friend that was here today was Robert Campling you can always tell his stall as it is the highest one in the room, they only charge you per square foot on the floor don't they and there's nothing in the lease about cubic feet is there if you aim to reach the ceiling?

I also caught up with George Turner fairly early on in the day and discovered that he had been rapidly trying to finish off a couple of cars in the run up to the swapmeet namely the D-Type Jag and the Auto Union.



Well, despite not feeling 100% (OK, having a hangover really the truth never hurts anyone does it George!) I think he's made a superb job of doing that I just hope you can make them out in the photo as I never did do a proper close up of them, sorry but if you look on his website you will see them in all their glory, the Auto Union is especially nice looking.

I also bought one of his “track day” MGB Roadsters which I might build up with the Penelope Pitlane chassis that it was modified specifically for time permitting that is, for the forthcoming Wolverhampton Slot Car Club's MRE Sponsored SCCA Race on Sunday April 27, it's currently in his “clearance section” (i.e. the “No Longer In Production” bit) on his website as not many people wanted to buy it apparently. I don't know why though, it was only £15 which is quite cheap for a resin body especially for the quality that George's are. He does have some left so if you want one please give him a call.

Most, if not all of the regular “official” traders were there today like Mark Scale, Phil Smith, Roger Barker and Bob Bott etc., as well as the regular “privateers” like Mark Cockerton, Paul Leyshon, Bill Charters, Paul Blows (Scrap Yard Paul) as well as the old NSCC Editor Brian Rogers who very kindly sold me a massive box full of stuff prior to the swapmeet. Sorry, I never got a picture of Brian but apparently my money will be going towards the hire of a 5.7 V8 Dodge Challenger when he holidays in the USA this year good job it's not in the UK otherwise he'd have not have had enough for even some of the fuel, let alone anything else!



I also spotted a chap selling various sets and old genuine 1960s/ 1970s shop display cases and I also spotted a great display of the “holy grails” of early Scalextric in a green EXIN-LINES (the old Spanish version of Hornby) triangular display case in the room as well.



There was also a small track for people to have a play on that was provided by the Rockingham Club and one of the people manning it was my old friend Bruce Farr from Raunds in Northampton along with Dave Farrow and a couple of others.

Attractions like this all help to make the event more enjoyable and provide a place for the kids to spend a bit of time at whilst Daddy goes around the swapmeet?

It was also a great chance to catch up with some of the other regular contributors to the Journal like Peter Solari and Peter Simpson that I only see from time to time which is a real shame as they really are nice people and very enthusiastic about our “Scalextric” hobby and as our cars really do look like the real thing then



you can see why they are so enthusiastic and that’s what it’s all about, “real racing in miniature” like it said in the 1960’s catalogues.

Right, hopefully I’ve given you a good idea as to the variety of stuff that was on sale today, which ranged from tin-plate cars from the 1960s together with Austin Healeys to the 1970s and all of the F1 cars that we race in our Heart of England Race Series, and then the 1980s and 1990s with the “blocks of colour cars” like the BMW 3.0CSL and MK1 Ford Escort together with the introduction of “Magnetraction” and all of the F1 cars of the era like the Benetton and Williams etc. that paved the way to where we are today I bet there was probably almost every UK car there somewhere today if you had looked hard enough.



SO WELL DONE THE NSCC! And thank you to all of the Committee members and everyone else who gave up their time to organise this event and finally, if you want further proof that swapmeets are NOT dead then check out the comments that have been made on the relevant pages on Slotforum it obviously made several people’s day, including mine! ■

It's been a topsy-turvy world on eBay this month, with a black Aston Martin Marshal's car selling for only £51.99 (281254286317), while a Starsky and Hutch Gran Torino plus Corvette twin set sold for £205.00! Possibly because the first seller miss-spelt Marshal as Marshel, (and there was a repaired crack in the roof), and the second seller was the inimitable Hornby themselves from their Archive.



Monthly eBay Watch Top Ten

1. Boxed 1966 1/24 Batmobile Slot Car £1,528.50 (151226968059).
2. Scalextric Digital 12 x 6 Ft layout with 20 Cars £1,483.53 (350968628677).
3. Scalextric Parts Collection including Bugatti and Auto Union bodies £1,220.00 (201022145583).
4. Cox 1/24 Chaparral 2E restored by Vintage Slot Cars book author Philippe de Lespinay £1,214.41 (380827960041).
5. Scalextric 1960's James Bond Set (No Mercedes) £1,099.00 (221372003027).
6. BZ 1/24 Batmobile Slot Car £1,086.44 (161219166315).
7. Aurora AFX HO Super II White No 3 Can Am £1,327.00 (291061335039).
8. Doyusha 1/24 James Bond Aston Martin Kit £766.05 (111279977552).
9. Lightning 1/32 Corvette Stingray Body Kit £681.00 (380846276256).

10. Lightning 1/32 Ford C100 Vac-form Car Kit £681.00 (380846276395).

The make of the 1966 Batmobile was not indicated, but the box artwork said "Holy Slot Racer, Batman. There goes our Classic Batmobile"!

Hornby Archive Scalextric eBay Top Ten (Nov2013-Feb 2014)

1. Monaco 1992 Mansell v Senna twin F1 pack £293.00 (171241894131).
2. Goldfinger James Bond Aston Martin No. 1967 £220.00 (181298511671).



3. Starsky and Hutch Gran Torino and Corvette Twin Pack £205.00 (181313509450).
4. Nascar Ford Taurus 3 Car Bundle £145.88 (171178033202).
5. Italian Job Triple Pack £136.95 (181318519968).
6. Alan Mann Cortina and Escort Twin Pack £130.56 (171207933146).
7. 1967 Mexico GP Jim Clark Lotus 49 £124.22 (201025068028).
8. 1967 Year of Legends Lotus v Eagle Weslake Twin Pack £122.00 (171241894904).
9. Dutch Club TVR QC Car £116.55 (171178152680).
10. 2000 Range Presentation QC Porsche £113.00 (181297893524).



French Connection

My mention last month of “Le Circuit” by Emile Standart reminded Jeremy Hamon of the French swapmeets organised by Claude Rozier of the Circuits Routiers Club, that he used to attend in Paris in the 1980s and 1990s and the great fun he and his friends had afterwards trying to fit four adults plus ten purchased Scalextric sets into an Austin Metro!

Jeremy is in one of the pictures in Emile’s book, manning his table, and had a copy signed personally for him by the author. Emile, whose real name Jeremy thinks was Christian, later sold his slot car collection in order to buy a full size Lotus 7.

Multiple Listings

Dave Anscombe also emailed me this month, to say how frustrating he finds some eBay sellers who list the same item several times at once, and use the same picture for several listings of different items. Dave was wondering why they would do such a thing. I think the sellers involved are, probably, taking advantage of free listing weekends, by starting several duplicate listings when they are free, then changing them to suit whatever items they wish to sell during the week, to avoid eBay fees.

I agree with Dave that this practice is very

annoying when scrolling down eBay listings trying to find real auctions. The only exception I have seen to this recently, is a charity 24 hours Le Mans slot racing event being held in Derby City Centre on 14th-15th June 2014, as the organisers have listed each half an hour of driving a car in their race, for people to bid for in aid of the Derby City Mission Charity, and raise further sponsorship for their drive. Their choice of cars to race is from Scalextric Ford GT40s, Porsche 911 GT1s, Ferrari P4s and MGBs (321312958633 et al).

E-Type Jaguars

There have been some really nice E-Type Jags on eBay recently, from a red bodyshell lurking in a Scalextric Scrapyard which sold for £19.55 (141180047153), to a red Ninco 50th Anniversary Jag that sold for only £20.00 (121277320336), an MRRC E-Type roadster *plus* a Scalextric Ferrari GT250 Berlinetta for just £26.90 (161217967022), a red Scalextric E-Type with carved wheel arches, although they didn’t look too bad, for £26.99 (301099802819), a green Exin Scalextric Jag with a cracked windscreen from the same seller for £36.00 (301099796887), a green Scalextric Jag with a cracked roof for £40.00 (271391229010), to an attractive white Scalextric ➡

Jag with a blue stripe and "Scalextric" Transfer for £46.05 (141178010446). Meanwhile, a blue Planeta Coches Miticos E-Type remained unsold for £40.00 Buy It Now (231133472004), and a Ninco Union Jack 2013 Gaydon Helper's NSCC Jag sold for £55.55 after 21 bids (370994977590). They all make the green SCX E-types currently available on Buy it Now from £25.00 (261409727946) look like bargains, while the professionally airbrushed and so far unsold at £50.00 Buy It Now white SCX Altaya E-Type with blue stripes, looks interesting too (231149429737).

Britains Transporter

Hot on the heels of the recent Racer Bartoletti Ferrari, a creative eBay seller listed a 1/32 scale six wheel Mercedes Racing Car Transporter he had built himself from an extended Britains Lorry chassis. He had made a good job of it, but seemed to be appreciated by only a single bidder, although the price was perhaps a little high at £85.00 for a chopped static model (380842259402). If you fancy making your own cardboard transporter, check out the interesting ones available for free download on www.geocities.jp/mekr200/f160/ as mentioned on Slotforum.

Steve McQueen

One of the best Motor Racing films of all time is of course Le Mans, starring Steve McQueen. Fly made a range of models celebrating both Steve (The Steve McQueen Collection) and the production of the film (The Making of Le Mans), including not only Steve's fabulous Porsche 917, but also models of the camera fitted racing cars used for filming. A collection of three Steve McQueen Collection cars sold on eBay this month for £103.00 after 21 bids, and

included the number 20 version of the 917 with a Porsche 908 Flunder camera car and another Porsche 908 from the 1970 Sebring race (400661589680).

Nibble of the Month

Graham Mattingley spotted a tasty morsel this month – a boxed VIP wooden Grandstand Kit, but he and others may have been put off bidding by the seller's admission that a mouse had nibbled the box! The final price was £33.00 (371010140053). Not quite as high as the built Scalextric Control Centre Kit that sold for £69.89 (181315737264), or the presumably rarer still un-built boxed Control Centre Kit that achieved £205.00 (251457555940). ■

