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Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Ninco News.....	13
Fly On The Wall.....	16
Forza Slot.it.....	18
Racer News.....	22
Micro Scalextric History....	24
Bits & Pieces.....	28
Morale Boosting Builds.....	34
Ninco at Horsham.....	39
Early Birds 50 Meeting.....	41
Ebay Watch.....	46



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

I'm Enjoying this Kit Building Lark!

Despite the constant battle I have finding time to commit to this hobby, due to work and family commitments, something I am sure you are all familiar with, I still manage to snatch a few hours here and there to not only race but also to continue with my new found interest in kit building. The wife would argue that I seem to find considerably more time to follow this interest than I am admitting to but that is another story!

As I have previously touched on, I am in the process of completing two of Gareth Jex's Toyota Celica GTs, one is very nearly finished, and I am pleased as punch with the result. This is not all down to my skill I can assure you but is also a testament to Gareth's superb quality of the kit and to Colin at RS Slot Racing for his help in supplying the tyres and wheels.

So once these are finished, I hope to start a George Turner kit of one of his Auto Unions purchased at Orpington last month, these kits come highly recommend to me by Peter Simpson and Graham Pritchard, who both say they are fairly easy to build for a novice like me! I may report on it in the Journal, but then again given the time it takes me to build a kit I may not as you could be waiting a long time?

So very soon the Slot Car Festival will be here, and this gives me a further opportunity to not only admire others examples of builds and perhaps steal a few ideas, but also the chance to look around and perhaps buy more kits at the swapmeet!

Of course the event has been well publicised and I hope as many of you as possible get to attend, it is the main slot car event and deserves as much support as possible from all of us. We of course will be there so please do come along and say hello to us and perhaps attend one of the "NSCC Live" interviews with some of the "movers and shakers" of the slot car world, last years interviews were very interesting and I am sure this year will be no different.

Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nsc.co.uk

By Pete Simpson

Since January this year, when the board of directors underwent significant changes, there has been uncertainty regarding how Hornby would recover from the losses of recent times: reorganisation were anticipated, rumours rife, but staff discretion was required until the situation had been resolved. The revised structure for product introduction and marketing has now been established, resulting in a few changes that will hopefully secure the future stability of our favourite toy manufacturer. The process for introducing new products has been restructured into three key activities: research, selection and market planning, the latter being an activity similar to the former marketing function. Adrian Norman's role has changed from marketing into heading the research activity for new products across much of the Hornby range, concentrating on Scalextric and Airfix.

When I visited Margate in April I was able to meet the new Market Planner for all Hornby products, Hannah O'Toole. Hannah moves into this new role from a background in Airfix and will be responsible for launching Adrian's ideas into the marketplace. Hopefully NSCC members will get an opportunity to meet her at the Gaydon Slotfest, where she will be part of the Scalextric promotion team, and welcome her into our hobby.

In conjunction with the organisation changes, Dale Luckhurst, former Scalextric Product Manager, has left, as has Simon Kohler, the respected expert in the field of model railways.

In the past I have suggested that members lobby Adrian and make their desires for new



models known: this is now more appropriate than ever as it is Adrian's role to initiate plans for future production. So, how about a reintroduction of the Airfix Beach Buggy and Bond Bug, a couple of models that seem to be so desirable judging by the ludicrous prices people are prepared to pay on eBay?

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This month witnesses a range of models that represents how Scalextric models continue to be of interest to people of all ages, representing the cars they have known throughout the years. With the Maserati dating from the first decade right through to a current GT3 sports racer the '50s, '60s, '70s, '80s, '00s and '10s are all represented in just one month's latest prototypes: shame about the '90s!

VW Camper

After last month's opportunity to photograph the prototype Bentley I was pleased to be able to add another to "Messages". Two versions of the second 2014 prototype had been located and were sitting proudly on the display: the VW Camper. Both versions of this model that are planned for 2014 will be High Detailed: one to be a solo release, C3395, the other in the "Sand



and Surf" two car set, C3371A. The differences will be the paint schemes and the addition of a roof rack and surf board for the collectors' version: these examples are therefore one of each. The one destined for C3371A is to be finished in one of the twenty five combinations of white over red that would be correct and the solo release will be in a similar scheme with the lower body being blue. Let's see how long it is before someone equipped for the cold observes that Scalextric has got it wrong.

VW Camper type designations can appear





mysterious until it is realised that the Type 2 designation was allocated as the Type 1 was, obviously, the Beetle. Unfortunately, car manufacturers don't allocate "1" to the first of the range for instance, there is no Cortina Mark 1, only the one that came before the Mark 2.

Over the years there have been several body styles, with different names depending on the geographical market: what we, in the UK, call a Camper is known as a Bus in the USA and a Kombi in Germany. With a wide range of seat and window layouts, trim levels and side door configurations the subject is never going to be easy to comprehend without defining the exact year and country of origin. Since 1990 it has been generally accepted that the split screen version is known as T1 and the bay window replacement as the T2, with interim versions being allocated letters. Naturally, any type allocation system needs an exception so the Brazilian built vehicle is T1.5 as it used a combination of new and old tooling in order to

reduce production costs. Hence the Scalextric model represents a second generation of Camper therefore now known as T1b.

The construction of the models reveal that future derivatives may have already been considered as the body is split at the waistline so it can be envisaged that van and pick-up versions could be produced with a relatively small outlay for new tooling.

Indeed, the prototypes shown here do not include the door shut lines as they will be separate tooling inserts which would support the guess that we might see a pick-up derivative.

When the unpainted prototype is studied, the under frame looks too obvious but once painted black this will surely disappear, leaving the body appearing to be sitting clear of the track at a conventional ride-height.

Both versions will be fitted with the smaller FF motor in order to provide space for fully detailed interiors, lights and be DPR: no SR version is on the horizon. Of course, if on-track performance is to be improved, it may need to be lowered just a teensy weensy bit.

Trans Am Upgrades

The TransAm series race cars have proved to be so popular that the Camaro Z28 and Mustang Fastback have been given a new lease of life with a redesigned chassis which now becomes DPR. The first two new generation models are designated as C3390 for the Z28 and C3538 for the Fastback. The Camaro was originally driven by Duane Winkle but is currently in the care of Bill Godwin and it is this livery that has been faithfully reproduced by Scalextric. ➡➡





The Mustang is a bit more of a mystery. The catalogue lists it as the car driven by Pete Halford at the 2010 Mid Ohio vintage Grand Prix.



Whilst I managed to find a photo on the web of this car claimed to have been taken at the event, I couldn't find it listed in the entry or results listings. The car carries the name of John



Hall who certainly drove Mustangs in the '70s, indeed one of his former cars, a Notchback, still runs in the historic series driven by Fred Cziska. This car was driven by John from 1970 to 1972 in this livery so it is certainly correct, maybe just not as run in the 2010 race – or maybe it is? Having compared the new chassis with the previous versions, I can see no reason why this could not be retrofitted to older cars to provide an upgrade for any favourite bodies. Well, it may be necessary to remove the lower portions of the driver's legs.

Maserati 250F

This model is another of 2014's Limited Edition "Legends" range, with this version being restricted to 2,500 examples of the car driven by Carroll Shelby in the British Grand Prix of 1958.

Although better known for his involvement with Cobras and Mustangs he drove Grand Prix cars in two seasons: in 1959 he drove a DBR4/250 following his previous season in a Maserati 250F. This model, C3481A, represents the car in which he finished 9th in that year's British Grand Prix at Silverstone.

Being one of the front engined Scalextric models this is not suitable for easy conversion to





digital as there is insufficient room for the DPR plug. However, once the magnet is removed, the forward motor gives it superb balance allowing it to be drifted around radius one and two curves with those skinny rear tyres just about hanging on.

GT classes of the period: to quote the Masters website “all cars must be presented in period specification with period specification engines”. This allows a huge range of models to be run so we can probably expect a few more entries to be replicated by Scalextric.



Escort MK1

For us older slot car fans, it is pleasing to know that historic car cars are still very popular subjects and sales are buoyant. This is probably coincident with the current enthusiasm for racing these more mature cars. The 2013 Masters Historic ‘70s Celebration Series is for saloon and sports cars from the 1970s which remain compliant with most of the touring and



This Ford Escort MK1 RS, C3489, represents the car run by Daniel, Sean and Robert Brown during the 2013 championship. The colour scheme looks to be correct with even the small MDVSE sticker on the rear wing, which was missed in the catalogue, being included. However, this early prototype will undergo a couple of minor changes prior to being available: the door mirrors will be painted black and the front quarter bumpers will be omitted. Maybe, if sales of these modern interpretations of the ‘70s racers prove successful we’ll be treated to more of the original entries: Dave Brodie’s black “Run Baby Run” would be an ideal candidate as it would be very difficult to replicate at home.

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Audi Quattro

This model, C3487, differs slightly from the catalogue illustration as a full set of spot lamps are fitted but it is still the car in which Michèle Mouton competed the British Midland Ulster Rally in 1985. For this event it was entered as an Audi Sport Quattro E2, the version with the wide arches. Unfortunately the turbo failed so she and co-driver Fabrizia Pons were forced to retire.



Camaro GT-R

Clearly emblazoned along the side is the fact that this is another Stevenson Camaro GT-R. This version is an SR interpretation of the car as raced in 2011 and carries catalogue number C3383. This is an ideal candidate for a first set upgrade as it has a very colourful scheme and is



pretty well indestructible with no rear wing: even the door mirrors seem to be robust.

Corvette C6R

The most striking aspect of this car, C3381, is that it's black: body, windows and wheels. These always handle well on a home circuit so, like the Camaro GT-R, this would be an ideal car to augment a first set. Indeed, being the antithesis of the latter car it should appeal to anyone that finds the Camaro scheme too bright. It represents the entry of the Dutch V8 Racing team driven by Miguel Ramos and Raffaele Giammaria which finished in 9th and 3rd places in the two races of the GT Open race at Brands Hatch in July 2012. The sister car, in a livery reminiscent of C3189, didn't fare quite so well with 10th and 5th places. Remember that, if this is a car that is of particular interest, it can be converted to High Detail specification by swapping parts from any other HD C6R model.



Next month I hope to be able to bring more information on the RCS and a few changes to catalogue details, but until then I hope to see a few of you at the forth coming slot Car Festival at Gaydon, which is of course sponsored this year by Scalextric, so come along and meet the team in person. ■



A few more details have surfaced regarding Ninco's innovative Wi-Co system. An N-Digital version is also due for release offering full wireless control of the race car as well as total compatibility with all existing N-Digital products. These systems can be introduced to any circuit as they have been neatly designed to replace the power base. Digital chips are required for use with the N-Digital version and these chips are easily installed between the motor and braids without the need for soldering. To enhance the Digital experience, an "App" will be available to download to various mobile devices which will allow you to manage the race settings remotely.

A "Quick Race" facility enables racing to go ahead without the need to set a range of parameters so everyone can enjoy the hobby straight out of the box!



Tooled up!

This year sees the launch of Ninco's "Ultra" series which caters for the high-end racer and replaces the 'Lightened' and 'Lightning' versions. In order to get the best when setting-



up these cars, I recommend Ninco's new range of tools; *no more fiddling around with tiny Allen keys...* this superb selection of tools with various screw or Allen style tips give positive connection to all of the screws used within the Ultra spare parts.

No licence, just thrill!

As the Formula 1 season gets underway, the welcomed re-release of Ninco's F1 cars prepare to adorn the race track. One of the major hurdles toy and hobby manufacturers face is the huge cost of licencing when reproducing a race livery. Coupled with tobacco and alcohol⇒





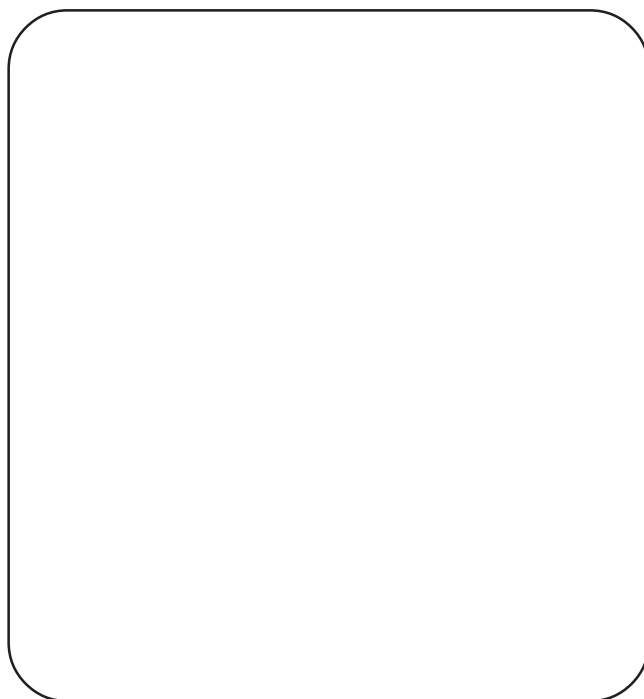
advertising being frowned upon, many cars are replicated using modified or “fantasy” liveries. Ninco’s F1 cars have long been a favourite to race at club level and I hope that their choice of colours does not detract from the fun that can be had racing these 1/32nd scale rockets!

Four colour-liveried cars will be released in Yellow (50696), Red (50697), Blue (50698) and Black (50699) with an additional plain White (50700) car suitable for adding your own replica or unique livery. Personally, I can’t wait to see these F1 cars back on the club circuit.

Bumps and Jumps!

Ninco’s RAID series of cars and track provide great fun especially when the circuit designs are full of twists and turns across changing gradients. Ideal for rally layouts, the Raid track sections provide a level of unpredictability which makes for great competition. This year’s first release in the Raid category is the Bowler Nemesis “Team Training” (50644). One of the best looking Raid models with superb handling thanks to its 4WD and all-round ProShock

suspension. The NC-7 provides all the torque required to power this vehicle across the lumps and bumps of any Raid circuit with the drop-arm ensuring good contact with the rails at all times. ■





I mentioned last month that the first of the Senna cars would be with us soon. I am pleased to say that the Williams FW08C that Ayrton Senna drove in 1983 is available now; reference number W40101.



We have several pictures of the model and the actual car. The recommended retail price is £54.95 but you may be able to buy it for less. At the time of writing there was some adverse comment on Slotforum about the accuracy of the much awaited model. I have yet to see the



model and will thus refrain from comment. Senna made his F1 race debut with Toleman in 1984 after he tested for McLaren, Brabham and Williams. The latter were the first team to put him behind the wheel of an F1 car and this FW08C is the car he drove at Donington Park in July 1983. A Brazilian TV channel captured the moment and the footage featured in the Senna film. Senna would not drive another Williams until he fatefully signed to drive for the team in 1994.





car driven by P.Diudonne and J.Libert at the Le Mans 24 hours in 1982. This will be reference W50103.



Next in the Senna Collection will be the Toleman TG184 that Senna almost drove to an historic victory in the rain at Monaco in 1984. The race was stopped due to adverse conditions and Senna came second, with Prost in first place. This model (reference number W59101) will be joined by his 1984 team mate Johnny Cecotto's car (reference W40103). These cars will be available later in the year. Before that we will see the two 1983 Williams FW08 team cars of Jaques Laffitte and Keke Rosberg. These will be W40102 and W40103 respectively. Due soon is the third of the Slotwings Ferrari 512BB's; the

Released since the April Journal is the JPS Lotus 78 that Mario Andretti drove in the 1978 Monaco GP (FS058106) which is the team car to the previous Peterson liveried car from the same event.

Thanks once again to Terry Smith from Gaugemaster www.gaugemaster.com for help in compiling this column. ■



Hi everyone and welcome to this month's Forza Slot.it. Having been away from home for the last three weeks I decided to work from home today and to my great surprise and joy the postman knocked on the door. What did he deliver? The brand new, hot of the press/boat/truck SICA17c Porsche 962C KH in the very bright sunglasses yellow of the Japanese FROM-A Racing team and how splendid it looks in just a plain colour and simple markings of the main and smaller sponsors. Who do I have to thank for this? None other than Adrian from AB Gee who strongly supports the NSCC and kindly donated this car for me to pick and muse over in this column – "cheers Adrian!"



This is the third Porsche 962C KH version from Slot.it but there are many very closely related Porsche 956 models and some limited edition cars that take the total Slot.it Porsche 956/962 variant count up to 27-29 depending on how you count it! To me the three car Rothmans Team counts as three cars but others may count it as 1 and then there was a CW01 or CW02 variant so I guess that could make it

28-32! I will leave it up to you as individuals to decide how you wish to count them and I suspect that there will be a few more to come yet!?

A brief bit of history first. The Porsche 956 design first saw light in the early 1980s and dominated the class from the early '80s onwards. From the 956 they developed the 962C to compete in the newly instigated WSPC & IMSA events of 1985 that had new safety regulations introduced. The domination of these events continued around the globe with multiple race and class wins for both the 956/962s variants around various world series for all of the 1980s culminating with two Le Mans wins in 1986 & 1987. With continued development by Porsche and many top privateer teams the 956/962 cars continued being very competitive well into the mid-1990s with a heavily modified Dauer 962 badged car winning Le Mans in 1994. If you want to know more then check out the WWW as there is an awful lot more to read and many pictures to gander at!



On to the Slot.it model then and this is the, to give the model its full title, Porsche 962C KH (KH – Kurz Heck = short tail) WSPC Fuji

1,000km 1988 (#27) as piloted by Hideki Okada (Japan) and Stanley Dickens (Sweden) that finished in 4th position in this particular race. Okada went on to win the All Japan Sports Prototype Championship that year winning four out of six races with the No.27 car driving for the From-A team which was known in Japan as the Porsche works team of the region. From the pictures I have looked at the model is an excellent representation of the real car with a stunning vibrant yellow overall colour scheme and accurately placed sponsor decals around the body. What is slightly unusual is that the FROM-A logo is correct on the left hand side of the car but is reversed on the right hand side of the car – how strange, and correct, but also very effective! All the various cut outs, air scoops, vents are accurately modelled down to the three vertical holes on each curved door window as well as a very smart single wiper blade and reflective wing mirrors.

In my Slot.it collection I am fortunate to have the sister cars in the SICA17x range and comparing all three cars together they have identical chassis and bodies as well as running gear with the obvious differences of livery and driver details. The driver for this car is one Stanley Dickens and his helmet design is faithfully reproduced down to the rather excellent “Arai” logo. Peer inside the cockpit even further with the aid of good light or a torch and you can pick out the dashboard dials and driver seatbelts and buckle which looks particularly good to me. Comparing all three cars together is very tasty as all three liveries are so different and contrasting that picking out

your favourite is tricky. For me the FROM-A has the simple purity of line and single colour, the “Jagermeister” is again one orange colour and a logo/sponsor design that is outstanding but the “tic tac” liveried car takes the award for sheer “in your face” look at me I look fantastic and a very tricky livery to pull off so effectively on a 1/32 model! Another plus point for the tic tac car is that instead of an obligatory allen key you get spare rear tyres which are much more useful!

The Porsche logo on the nose of the car is exquisite (but does look a little large to me), the drivers names and national flags are crisp and clearly executed on either side of the cockpit, twin exhaust pipes protrude just enough on either side of the body and are a nice detail as well as the supporting spars for the massive rear aerofoil and the front light clusters are great but obviously would be better if little LEDs were fitted as standard! Other nice details are the fuel filler caps either side of the cockpit and the inclusion of the “Marlboro” advertising across the top of the windscreen and am I glad that Slot.it have included it as it is correct for the period and the “Nanny State” of leaving cigarette advertising off models made today by some manufacturer’s has been resisted. More attention to detail is the correct aero wheel covers on the front wheels but the open multi-spoke rear wheels are visible as well as crisp Bridgestone Potenza logo’s on all the tyres. Bad bits? None really for me apart from the couple of things I have already mentioned as on my model everything is in tip top shape and looks superbly executed.

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How about another comparison then? I have the Scalextric version of the same car which is C272 released in 1994! Only 20 years between the two so how different can they be? Well one look at the picture should show you just how much slot cars have moved on and how lucky we are today with the technology that is available to produce such good cars. However, if you take the time to compare them a bit more closely then you will see that the cars are exactly the same length, width, height (more or less) and wheel base but the Slot.it has the higher rear wing and far superior detailing. However, the numbers are different, #28 for the Scalextric variant, but many of the logos are the same and positioned in broadly the same location and the FROM-A logo is identically reversed. The Scalextric model also has a few more sponsor logos dotted around as well but the tampo printing is still crisp and clear 20 years and several races/crashes on. The yellow of the Slot.it car is more vibrant but all the cut outs, vents etc. are very similarly placed as well. I do know one thing, way back when I raced in the last century these Scalextric Porsches had a class of their own with super-duper engines and magnets that altered the moons orbit. Boy could they zip round an open fast club track even to the point that when they did shot off the track at a rate of knots exceeding the escape velocity of a Saturn V rocket you could just pick them off the floor and just stick them back on the track!



would be left stuck to the track if the super glue failed but they just kept going. Now I'm sure the Slot.it Porsche will be fast but I doubt if it would sustain the punishment that the old hand did and probably would still take!

The running gear, as per the information supplied from the Slot.it website, consists of: inline reverse offset 0.5mm, V12/3 21.5k rpm motor and mounting, length 146mm, width 62mm, height 32mm, wheel centres 84mm, weight 67grams, 9/28 pinion/gear ratio, 15.8x8.2 front and 16.5x8.2 rear rims/tyres and with a Neodymium magnet situated in the rear location behind the motor with the option to move to a second position directly in front of the motor. This is the same as all the previous versions of this model so far.



What about performance I hear you ask then? Well I didn't bother putting it against the Scalextric Porsche as it only had the standard motor and soft bar magnet (not the one I used to race!) but I did take the Slot.it for a few laps of my home circuit and it did not disappoint me. The guide is about as far forward as it can be, the magnet provides good traction and the motor has enough punch to drive it at a good pace around my circuit. However, as I always say with my layout, max Slot.it speed is not really possible without a lot of tears but on an open track in the right hands and with all the tuning accessories available from Slot.it with different motor mounts and configurations, gear ratios and so on then this can be one heck of a potent weapon for the club racer.

Want one? Well, lots of 956/962 variants to choose from but many have sold out so best not to hold out too long as all Slot.it prices generally stay strong and rise in value even when looking at second user examples. Also remember that once Slot.it have done the production run of “X” amount of cars for each one they do not make anymore. I know I have missed out on a few that I should have purchased at the time, but waited for the “right price”, which are now silly money or just not available anywhere.



Have you downloaded yours yet? Available from Slot.it's website now (www.slot.it) is the 2014 brochure which is a free PDF download. Just select the news page and you will find a link to the new brochure for all the cars that should be made and distributed this year. That's all for this month but once again a big “Thank You” to Adrian at AB Gee for this month's review car, I'm already looking forward to my next big surprise from the posty!

Hold the press! Just got news that CA23c the fourth Porsche 911 GT1 EVO98 “Jever” in a fetching dark green with red and white stripes across the driver cockpit area that raced in the FIA GT Donington Park 1998 race will probably be in the shops by the time you read this article and that really is all for this month, see you soon. ■

Racer

SLOT CARS

Report by Nic Ayre

In stock by the time you read this only just in mind, is the Momo Sponsored Joest Porsche 935/78 “Moby Dick” as raced at Sears Point 100 miles in 1981 and driven by Gianpiero Moretti. I reported on this model back in February and here are some more detailed images of the final production model,



you will notice that the rear wing is totally different on this later machine compared to the earlier works Martini cars.

Another model I covered in February is due to be released in May, this is the RCSW26, Works blue/white Lancia Montecarlo from Le Mans 1980.

This is to be followed a month later by the 512BB that raced at Le Mans in 1979. This car featured different air scoops than the later cars



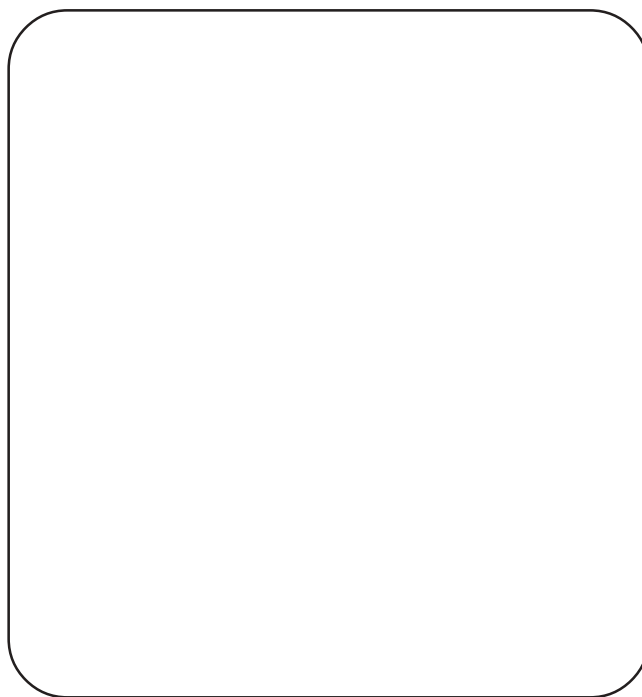


and Sideways have faithfully reproduced this in their moulding. I hope to have some images of this version for you for the next issue.

Work is underway with new body tooling of the Porsche Kremer K2, the Porsche 935/77 and the BMW 320 Group 5, all of which we hope to see this year.

Also announced recently for the racers who wish to put their own cars together, Sideways have launched a complete kit version of the 512BB along with a body only kit of the same car. Part numbers for these items are RCSWK/BB and RCSBK/BB1A respectively. (sorry about the quality of these two images but this is all we have got at this stage).

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



Micro Scalextric History Part Two - 1995: Scalextric Micro MR1 becomes Micro Scalextric

By Andy Player

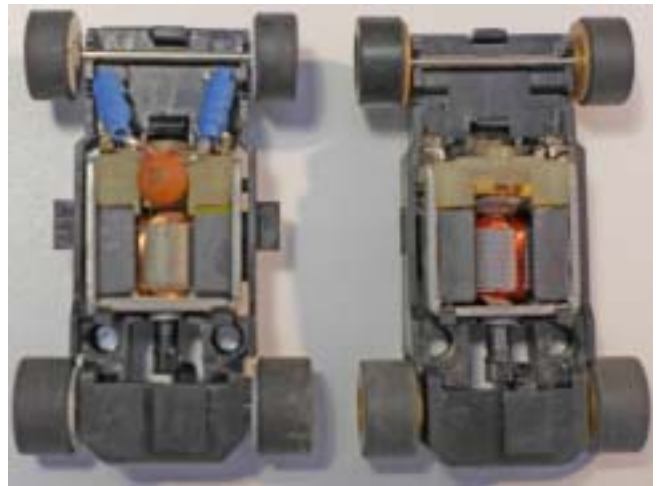
Even as Scalextric Micro MR1 was being launched at the 1994 London Toy Fair, a redesign of the chassis and track system was already under way.

Hornby had picked up the MR1 system off the shelf after doing a deal with the American company Marchon. The 1994 range had been a mix of re-badged Marchon products, together with a fleet of Scalextric designed Formula One cars, all on the MR1 chassis. What was on offer at the 1995 Toy Fair was a new chassis, new bodies, a new track system and re-jigged brand name - Micro Scalextric.

The Micro Scalextric chassis is a true HO chassis in the sense that different body shells are made to fit to a standard chassis design. The biggest innovation in 1995 was swapping the ubiquitous solid HO pick-up shoes for braid, a change that cuts production costs and makes the car more Scalextric-like.



Scalextric Micro MR1 and Micro Scalextric chassis



Wide and narrow Micro Scalextric chassis

Also gone are the chunky traction magnets of the MR1, replaced by two smaller Neodymium dot magnets. Other parts, such as the Mabuchi can motor, pinion and rear axle assembly remain unchanged from the old design.

Finally, there are two slightly different configurations of chassis, as with the MR1



1995 Micro Scalextric set (Andrew Rose)



1995 Micro Scalextric set (Andrew Rose)

design. The standard 'wide' chassis has tabs sticking out that fit into a recess in most closed wheel bodies. The 'narrow' chassis - mostly for Formula One bodies - has no tabs, but small indentations into which the body sits. The only difference in width is the tabs.

Strangely, the tabs on the wide chassis are different on the Micro and MR1 chassis, so that the bodies are not interchangeable. This meant there were some exciting new bodies in the range for 1995.



1995 Micro Scalextric set (Andrew Rose)

The five sets announced during 1995 were Super Endurance (G090) with a red Ferrari F40 and Unipart Jaguar XJ220; Hi Loop Mega Power (G091) with two brand new Porsche 911s - different from the 1994 cars; Euro Saloons (G092) that included a yellow Mercedes and red Alfa Romeo 155; Frontera Mountain Rally (G093) with two Vauxhall Frontera 4x4s; and World Championship (G094), with updated liveries for the F1 Ferrari and Benetton.

The G094 World Championship remained⇒



Vauxhall Fronteras



The blue/green and green/green Benetton variations

the entry-level figure-of-eight set for three years. It was given different box art each year, but had the same contents. Having said that, this set is the source of one of the rarest Micro Scalextric cars, the mysterious 'green/green' Benetton variation.

All the 1995 sets contained the new Micro Scalextric track. The main difference in the MR1 and Micro systems is the connectors, with the new style connectors being tougher and more robust. In order that the two systems could be used together, an all important converter piece (G113 / L7658) was produced and has

only recently been dropped from the Scalextric catalogue. Initially, Scalextric kept many of the MR1 track piece styles with the notable exception of lane-changers and have added others, such as the hairpin curve and lap counter, over the years.

Another 'Scalextric-isation' of the Micro range was classic Scalextric shape controllers replacing the Marchon MR1 throttles.

The first eighteen months of the Scalextric 1/64 scale range was all change. However, the chassis and track system that was introduced in 1995 has remained almost exactly the same ever since.

Over the past twenty years, a wide variety of body shells and themes have made Micro Scalextric a fascinating range for those making their first steps into slot car racing as well as for hardened HO racers and collectors.

In the next couple of articles, I am going to look at the development of the Micro range and pick out some of the highlights. Once again, I'd like to thank Andrew Rose and Doug Passell for their help and assistance with writing this history. ■

100 YEAR BITS & PIECES YEAR

By Graham Pritchard

Hi everyone, I hope that you enjoyed my diversification into a few resin builds and kit conversions last month. I know when Phil Insull used to write for the Journal his was the first bit that I would read “in depth” having had a quick flick through the complete Journal first to see what was in it and I actually miss his writings to be honest, so I thought that it was time that I tried to cover some more of what he used to for the Journal in case you are missing it too.

I’m sure that you will all be pleased to know that Phil is alive and well and is still seen quite regularly at the Wolverhampton club by me amongst many others and that he is still producing kit builds and repaints at an unbelievable rate and with such quality, have a look on Slotforum under the heading “not scratch builds, just simple repaints” for example where his work continues to amaze people on a daily basis. But unfortunately for you guys I am nowhere near anything that he can do, but if you are happy for me to show you what I get up to then I will continue as best as I can.

Now, something that I bet Phil has never done is to experiment with Lego (Well probably not for a very long time?).

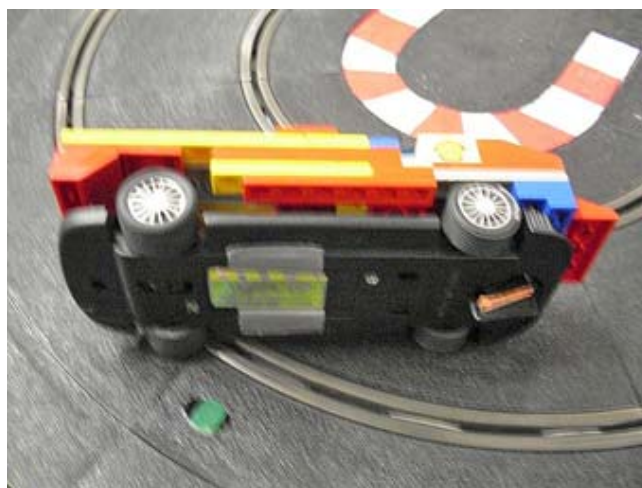
Lego Slotcars

Just to prove that we have a sense of humour at Bearwood here is Edward Beach’s take on a Lego slotcar and the most scary thing is not the close up of him but the fact that he wants us to race them in the summer only one small problem there Ed, most of the adults don’t have their Lego anymore, but now that Hornby have made a set that is fully compatible with those famous little bricks then maybe the time is now after all especially as Nigel (the NSCC’s Mr. eBay) pointed out last month that there are some



bargains to be had with them at present if you look.

Ed’s car is a bit of a cheat though utilising a Ninco Audi A4 chassis rather than the genuine product but to be fair it does go fairly well, so hopefully it might inspire all those Dads out there to show the kids how it can be done with existing stuff, rather than having to shell out for a brand new set.



Slotcars on TV - Well, the inspiration to make them correctly!

If you are into classic cars and watch the TV then have you seen that there are currently two programmes on at the moment that link quite well with our hobby?

Firstly there is the second series of “Classic

Car Rescue” on Monday nights on Channel 5, if you saw the first series then you might remember that they did a Mini but what you may not have known is that the car was actually bought from a chap who lives just seconds away from the Dudley club where I go on a Monday. Small world or what?



In the latest series they have so far restored a Porsche 928 (I have a kit of that the I bought in the early 1990s somewhere ready to convert into a slot car) and by pure coincidence a 1970s FIAT 500 that I am currently doing from a resin shell I bought off eBay. The only trouble is I painted mine orange first but having seen the programme I am now wondering whether to repaint it white like they did. My friend James Noake also has one that he did in yellow. No wonder I never get anything finished but I think the white might just win once it stops raining and drizzling!

The Pendle Slot Racing “PCS” chassis fits straight in although you do have to trim it down



to its smallest possible size in order to make it fit correctly and believe it or not this is the first time that I have actually used one of these chassis in a slot car despite having had several for ages now.



I always think I’ll save it for something else but in this case it really was the easiest option to use what it was designed for. They are very easy to use and come with a variety of little spacers for setting up the front axle. The side pans can be easily reduced in size with the pre-moulded cut lines or removed completely if they are superfluous as in an F1 car for example. ➡➡





But the real beauty of these chassis is that the front axle sits as close to the guide as you can get which makes it very easy to convert older kits to slot cars, as you don't always realise that older cars had very little overhang at the front which means that more modern cars chassis are just too long (as in the guide is too far away from the front axle) to use without a lot of cutting and Aralditing. You can also get a slightly longer guide/axle mount as well if the standard one is not long enough.



Several of the “cottage industry” resin body shell manufacturers (like OCAR/ World Classics) include mountings to fit the PSC chassis which is great for keeping it simple, I believe Jeremy has also used one in his Chevette that he mentioned last month.

My FIAT is currently running an early “open window” Mabuchi motor so that its performance is controllable rather than having the fastest motor you can find. I've also fitted SCX MK2 Escort wheels and tyres at present but I think they look a little large so I might down size them but I think my “donor” Escort definitely looks better with its replacement wheels which are Hornby “Ferrari” wheels from a few years ago but are still currently available from Stephen at Slot Car Wales on eBay. As they are a bit wider than the standard ones then they make the Escort go much better on the track





and yet they still fit within the wheel arches and are literally just a straight swap (I know it's not technically correct but I think they do the job quite nicely).



The other programme on at the moment is "For The Love Of Cars" on Channel 4 on a Sunday night. The first episode covered the restoration of a MK1 Ford Escort Mexico and gave a fascinating insight into the history of the car as well, which also gave me a chance to spot all the cars that Hornby have made in recent years, a great treat for someone who has never really followed the real world like me. So, for enthusiasts "of a certain age" then the slot car range at present is really great as it features iconic cars that we grew up with but if only you could turn back time, my Dad had a 1973 MK1 Escort that I so wish that I could have kept and enjoyed now, but if you have enough cash you can always buy a restored one now or just make do with the slot car version instead.

I don't know what the future episodes of the shows have in store for us at the time of writing this but I don't think we will be disappointed if they are all as good as the first ones!

George Turner News

Finally, a snippet of information from George Turner, this month, he has been working on his Mini 24 project, and has advised as follows:

"We have finished a couple but have not tried them out. Richard Mack has made a laser cut chassis for the Mini and from all accounts it works very well. We are hoping to have some ready for Gaydon. There will be two versions, the standard version with a resin chassis and the super duper one with the RM chassis.



The Vac formed body is obviously very light and just to tweek it a bit it has a resin grill and headlights. We would like to get some vinyl decals made up but that might prove expensive. The Mini 24 class, I hope will prove popular with clubs. It won't be expensive and the bodies will be cheap and easily replaced."



So that's all for another month, hope to see some of you at the Slot Car Festival in a couple of weeks time! ■

Morale Boosting Builds

Pete Simpson

I'm sure that I'm not the only modeller that has more projects in progress than are ever likely to be completed, not to mention a vast untouched collection planned for retirement. This causes a degree of frustration as valuable time is continually being depleted in an attempt to reorganise the components for models currently under construction and be able to clear enough working space. Every once in a while the dissatisfaction at not completing a working car becomes too much, all is swept aside and a new, undemanding model started and driven to completion. Sometimes it works but on other occasions it just adds to the uncompleted gathering.

Last Christmas I packed everything away and constructed the Ostorero Maserati that I reported a few months back: maybe the determination to write a report ensured a conclusion. Or, just possibly, the expense of the comprehensive kit precluded it being ignored.

On this occasion I felt I needed both the

satisfaction of completing a build and a 1930s Grand Prix car ready for a planned race day with a friend. As it transpired, I still failed to contain my enthusiasm to a single model, but succeeded in completing two fairly straightforward builds of differing character in a period of little more than a weekend and a few evenings.

George Turner Auto Union Type C

If an easy project is required, then avoid the temptation to buy an apparently cheap, basic body and instead opt for a comprehensive kit. In terms of cost it is prudent to spend a bit more if it results in a completed slot car rather than save money and have to abort the build due to lack of time. George's kits are probably amongst the cheapest around if only those that prove capable of running on a track qualify as being of any value. Watch out for George at swapmeets, follow Graham's reports or visit www.georgeturnermodels.com for details of his impressive range.



Once a subject has been selected, researched and a suitable kit purchased, try to ignore any inconsistencies or minor design errors: time spent correcting small details may result in a perfect model but are likely to inhibit completion. Remember that the focus is on completion, rather than producing a technically perfect replica.

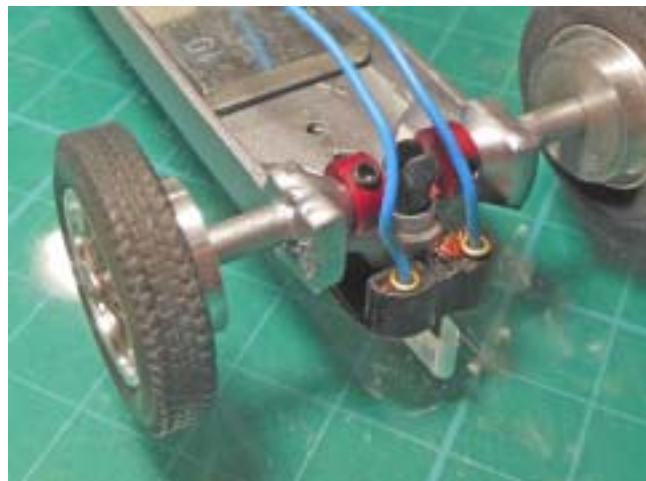
One benefit of having too many stalled builds is that I am never short of the basic parts so most bits were either available from stock or were commandeered from other part-built models, thereby avoiding the excuse for any delays frequently caused by excessive enthusiasm and the associated lack of planning. The wheels I really wanted are not yet in production so I had to compromise with an incorrect set of PST spoked rims that were destined for another model: these will be replaced once the proper parts are available.



GTM kits usually come complete with a resin chassis so all that was required prior to painting was gentle filing to provide clearances and a light sanding to remove a very small



amount of moulding evidence. I couldn't resist the temptation to modify the front of the chassis slightly to add a sprung guide which necessitated fitting a length of tubing for the guide and splitting the front axle to provide a path for the guide shaft.



For the axle, a length of K&S tubing was first bonded into place then cut to provide clearance: front stub axles were cut to length, inner bushes fitted to retain the axle and wheels fitted. The guide required the chassis to be drilled to accept another short length of tubing. Not a great delay in the build but I felt that I'd contributed to an improvement in an already impressive subject and it would accommodate the revised larger wheels once they became available. If I'd used the Slot.it guide that George suggests, this complication could have been avoided without any detrimental effect on the running, but I would have had to wait for the correct wheels before setting the axles at the correct height. I also chose to add tube inserts for the body mounting screws in case the chassis proved too fragile. ➡





In order to ensure that the rear axle would run true, I ensured that the axle bushes were a bit loose in the chassis, inserted an axle and super glued the bushes in place.

In just a few days I had a running chassis and enthusiasm was growing.

Fortunately a day warm enough to prime and topcoat the chassis and body arrived on cue. In this instance I had an advantage as the silver finish I required didn't need the usual 20°C threshold to be exceeded and I managed with a small down-heater in the garage to augment an ambient temperature of only 12°C. Base and top coat were sprayed in the same day using Humbrol grey primer and Halfords silver.



Whilst the body was allowed to cure for a couple of days the driver and steering wheel were primed and painted and the windscreen and its frame assembled – they'd all been trial fitted during the initial dry build.

The complete car was then assembled with motor, wiring, guide, wheels and driver and tested on the rack. It went the wrong way, as ever. Correcting the wiring required a bit of careful dismantling as the rear axle can only be fitted once the chassis is in place.

All that remained was to apply the decals, fit the driver, 'screen and steering wheel. I couldn't resist lining the panels and adding a small amount of shading to the vents. Since Games Workshop discontinued their inks I have struggled to find a suitable alternative but now I have a solution – literally. A small amount of Games Workshop Chaos Black mixed with Dr. Ph. Martin's Radiant Concentrated Water Color #28B Sepia results in a waterproof ink that can be encouraged into the crevices. A water proof medium is required to prevent the lining bleeding whilst decals are applied, prior to a final coat of varnish: this ink can be found in many card-making, craft shops.

So, within a week, another slot car had been completed at a cost of a kit plus motor, axles, wheels, guide and a few bits of K&S tubing.

Scalextric Beetle Conversion

As soon as I saw the VW Camper in this year's catalogue, I knew I'd want to give it the slammed look but I also needed to produce a Beetle in a similar vein. The idea was to lower the body as close to the track as possible with no compromises but avoid having to respray the body. Not too difficult as the front wheels don't need to steer so all clearances can be much less than that would be practical in real life.

First off, the car was dismantled to assess which parts would require attention: simple enough but it immediately revealed that, as the lighting circuit was attached to the floorpan, it would be easier to discard than try to align with the lenses once the body had been lowered. Then it was time to attack with the trusty Dremel. A little bit of planning was required to ensure that enough material remained for reassembly but having committed, there had to be casualties. The body posts are in two parts with one half on the chassis and the other on the body. For the degree of lowering that I'd envisaged, both parts would need reducing, thereby cutting off the shoulder against which the screws register. A simple solution was to bond a short length of K&S tubing in the chassis part of the mount in order to provide a shoulder for the screw head.

The edges of the floor pan were trimmed to allow it to sit snugly in the body – hopefully the photographs illustrate the extent of the material removal. Nothing scientific, just simple progressive approximation.

To lower the front of the chassis, the front tyres needed a dramatic reduction in diameter,

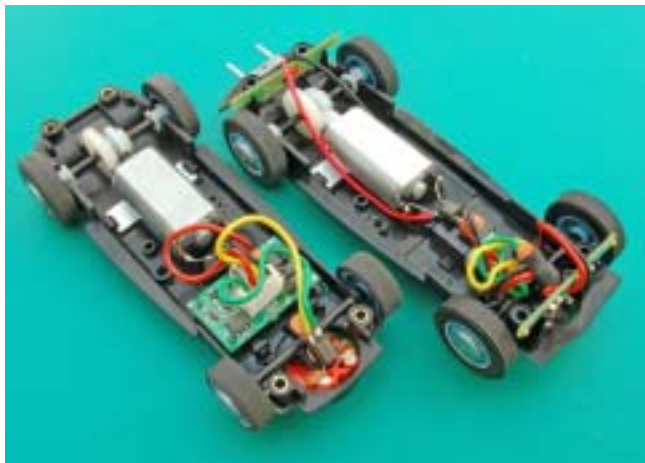


much more than would be feasible by running against glass paper. The tyres were fitted to a spare wheel on an axle in the lathe chuck and, whilst rotating fairly slowly, were sanded using a drum sander in a Dremel.

With the smaller diameter front tyres, it was necessary to replace the Scalextric quick change guide with a conventional type thereby permitting it to be raised relative to the wheels. This was necessary as, because the tyre diameters had been reduced to fit under the wheel arches, they no longer reached the track. The same procedure for the Auto Union was adopted by drilling the existing chassis mount and fitting a length of K&S tubing.

At this stage, the chassis was tested for running and, maybe not surprisingly, proved to be very stable.

The next stage was to modify the interior as it had to be reduced in height in order to maintain the alignment of the top edge relative to the body. Much machining and trimming took place before the remains of the driver could be restored: he lost much of his lower torso. The central tunnel was removed and then reconstructed with various filler pieces →





being added to conceal the motor and restore some mechanical integrity to the assembly. This was all done by trial and error in the knowledge that very little would be visible once complete.

After several abortive attempts, the body was finally fitted and sat squarely on the mounting posts without putting any pressure on the interior. Having tidied the workbench and swept up the detritus, there was quite a collection of unused parts to return to the parts bin. As with the Auto Union, the goal was to achieve a running model as quick as possible. Once finished, there are plenty of accessories that can be added to increase the detailing such as number plates, nerf bars and zoom exhaust.



I chose to leave mine alone and defer the tampering for another day. Amazingly, back on the track nothing fouled and all still ran smoothly.

I hope these two builds will provide some encouragement to those that have the impression that kits and conversions require huge amounts of skill and resource to complete – all that is needed is a little discipline to not move onto the next project until the current one is complete.

Right, now back to the several part-built kits that litter the workbench. ■



Ninco Excels at Horsham's Piazza Italia

By Peter Solari

For the past eight years, over the Easter weekend, Horsham has been turned into a small extension of Italy. Good Friday hosts cars from the Ferrari Owners Club of surrounding counties, Saturday sees an “Italian Job” theme and on Easter Monday the town square rumbles to the tune of a multitude of supercars’ powerful engines. The town centre is not only brought to life with the sound of engines, but there is a positive buzz of trading from the authentic Italian market traders selling their home cooked breads, pasta in all shapes and sizes, national cheeses, succulent meats and wine that would tempt anyone to leave their car behind! All of the shops promote the Italian theme and street entertainers add to the enjoyment of the whole experience and believe me, it is truly a fantastic experience.

A few years ago, fellow NSCC member Chris Holt approached me regarding setting up a slotcar track at the event and almost every year since, I have tried to oblige. This year saw Horsham’s 8th Piazza Italia and with the Rotary Club of Horsham securing a vacant shop within the shopping centre, the wheels were set in motion once again. A move to a more modern computer platform (*Windows 8*) meant that I was without my usual Ninco TrackMap software which I have previously relied on to design suitable circuits. Turning to the internet, I discovered a rather neat piece of software called

Ultimate Racer 3.0 – not just a track designer but also a race management system *and more*. Organisers sent me the dimensions of the shop floorspace (5m by 10m) and it was agreed that we would run an impressive 4-lane Ninco circuit using as much of the floor space as Health and Safety would allow! It’s always a challenge when designing a layout as there are many considerations to make. Open to the public across the Easter period, a varied age range and level of ability needs to be catered for. The circuit needs to offer a challenge but cannot be too tricky. Experience has taught me that it needs to be easy to marshall too! Anyway, a suitable layout was arrived at and a week before the event, with Mrs. Ninco News out on the town, I found myself home alone so gave the layout a trial run - *just to make sure it all fit together, of course*.

Maundy Thursday arrived and straight after work I began a painful journey from Hertford to Horsham with seemingly everyone else in the UK making use of the M25 London Orbital motorway. Upon arrival at the venue, all the tables and boards had been set up according to plan (thanks to the Rotary Club members) and so it was just a case of clipping all the track together, trimming it with borders and barriers and making sure all the power cables and throttles functioned OK. With almost everything ready, we turned in for the night, leaving the final touches of adding a skirt to the boards and colour-coding the cars, until Friday morning.

An easier journey next day meant that the layout was all ready to go thirty minutes before the official 10am start. Two or three people wandered in for a go, then a few more and before we knew it, a steady stream of racers flowed in and out the shop throughout the day. By the time 4pm arrived, we had completed ninety races, most of them with a full grid of four competitors. A similar number competed ➡





the following day and when I returned again on Easter Monday, we achieved a hat-trick of another full day of racing.

Over the Easter weekend, racers of all ages attempted to clock up as many laps as they could in a two minute period. I witnessed some great driving particularly from the youngsters and I'm

sure there's quite a few people out there that haven't discovered their full potential with this hobby! As well as bringing joy to each and every competitor, a big chunk of cash was raised for Horsham Rotary Club's charity account!

The asphalt style Ninco track and Ninco-1 Lamborghini Diablo cars ran without fault across the weekend, a testament to the reliability of the Ninco design. The only temperamental connection came from a non-Ninco extension lead for one of the throttles... (*Grrrrrr!*).

So, as the super car drivers and visitors set off home, traders packed away their stalls and shop keepers closed up for the day, we broke down the layout and packed it back into my plastic crates, ready for the journey home too – but not before a well earned meal at “Carmela”, a fantastic Italian restaurant situated in one of the oldest buildings in Horsham – *Thanks for the recommendation Chris!* ■

"EARLY BIRDS 50" CLASSIC GP MEETING AT WOLVERHAMPTON SCC

By Graham Pritchard

This year marked the 10th anniversary of the above event that was the brainchild of one of our former members by the name of Mac Pinches who together with another racer called Dave Jones originally organised the whole thing way back in 2005.

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 at our club for several years and he 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 his own "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.

But one day somebody had the bright idea that there should be an official race meeting for these cars and so the idea of "Early Birds" was born, and they never looked back as the saying goes!

Mac made the masters for the cars and did the casting of the bodies and Dave did the scrutineering on the day, but I'm sure over the years many other people must have helped out as well, but one thing's for certain, with this being the 10th anniversary a special attempt was

made to bring back as many of those racers who had taken part previously so that it would be a great tribute to Mac and Dave plus it was great for me personally to catch up with Mac again as our paths hardly ever cross nowadays and this was the first time that James and I had entered this event also.

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!

Unfortunately Dave was not able to make it on the day due to illness, and another one to two notable omissions from the "hall of fame" also occurred due to illness as well, which was a real shame as a lot of effort had gone into today's meeting by the racing crew at Wolverhampton, headed as ever, by my long time friend Malcolm Scotto.

In fact Wolves and Dudley racer Chris Aston together with Paul Griffiths had prepared a special commemorative souvenir programme for the day which all the entrants received – nice one guys, what a great idea! There were also small picture framed "plaques" to go with the trophies to help make today's event even more special. ➡➡

Race Class
Schedule

Sports
3

Lane Sequence

Position	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6	Heat 7	Heat 8	Heat 9
White	Mike Kerr	Mike Long	Jon Gange	Jon Flegg	David Lums	Paul Cuth	Alan Young	Chris Shaw	Steve Mac
Yellow	Mike Thom	Jon Ralder	Chris Adam	James Robb	Mark Cooke	Mac Pinche	Paul Cuth	Paul Cuth	Mark De
Red	Dick Smith	Sam Cooke	Nick Harte	Edith Cox	Rob Wallard	Archie Rob	Luc Brown	Paul Emery	Paul Parke
Blue	Paul Dal	Mark Wicks	Roy Pritch	Peter Cox	Bryan King	Alvin Gai	Ben Charnock	James Neak	John Mearns

Position	Heat 10	Heat 11	Heat 12	Heat 13	Heat 14	Heat 15	Heat 16	Heat 17	Heat 18
White	Mike Thom	Dave Capel	Simon Jones	Phil Fiel	Mark Wicks	Roy Pritch	Peter Cox	Bryan King	David Lums
Yellow	Dave Coll	Dave Farrow	Russ Thomas	Mike Kerr	Mike Long	Jon Gange	Jon Flegg	Paul Cuth	Paul Cuth
Red	Graham Pitt	Paul Lynch	Maria Gai	Mike Thom	Jon Ralder	Chris Adam	James Robb	Archie Rob	Mark Wicks
Blue	Mike Thom	Colin Spar	Nick	Dick Smith	Sam Cooke	Nick Harte	Edith Cox	Rob Wallard	Archie Rob

Position	Heat 19	Heat 20	Heat 21	Heat 22	Heat 23	Heat 24	Heat 25	Heat 26	Heat 27
White	Ben Charnock	James Neak	John Mearns	Mike Thom	Colin Spar	Nick	Dick Smith	Sam Cooke	Nick Harte
Yellow	Mike Young	Chris Adam	Simon Jones	Phil Fiel	Mark Wicks	Roy Pritch	Peter Cox	Bryan King	David Lums
Red	Jon Thom	Paul Cuth	Maria Gai	Mike Thom	Jon Ralder	Chris Adam	James Robb	Archie Rob	Mark Wicks
Blue	Jon Brown	Paul Emery	Paul Parke	Graham Pitt	Paul Lynch	Maria Gai	Mike Thom	Jon Ralder	Chris Adam





To show you how popular this event has been, in one particular year the whole entry grid “sold out” on Slotforum less than seven hours after the event first being posted which has got to be a record that would be hard to beat anywhere else we reckon.

The only trouble was that the “Pre Ad” range of cars 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. But luckily for us Steve Ward (Penelope Pitlane) and George Turner (GT Models) and several others do plenty of cars that fit into the classes for today’s racing and so anyone can join in quite easily now, assuming that is that you get your entry in quick enough as today was initially oversubscribed by at least half a dozen people and that’s on top of the already very generous maximum entry of 48 people, and which actually became 51 on the day so I gather.

What was also great for us today was that Steve, Colin Spark (RS Slot Racing) and Charlie



Fitzpatrick (Betta and Classic) also came along as traders so that it was like having a mini swapmeet there as well, there’s nothing like having another look through their items for sale as you always seem to find something that you’ve missed before or something that they’ve added to their range. I especially like Colin’s metal hubs and tyre sets complete with axles for £10 they look really smart on some of my hot rods that I’m making at present (George was also planning to be there but had to cancel last minute so I am told, that actually saved me some money well for a while, but was a shame as he would have helped make the day even greater as well).

Steve has also added a rather nice Triumph Herald Coupe to his range of resin bodies and there were two built up examples there today to peruse and they also make use of his extremely clever and very well designed “flat pack chassis” that is so easy to use it is amazing. Many of the cars today were in fact using these types of chassis including my fellow club racer James Noake’s and my own car as well.





The club was also open on the Saturday for the visiting racers to get some practice in and also to get their cars scrutineered by Bill Charters and registered by “young” Ashley Evans in advance, I also went along to get to know some of the racers better and also to catch up with old and new friends like Peter Emery, who now lives in Oxford but also used to be a member of our club in the 1990s when he lived in Worcester.

I’ve tried to capture the spirit of the event in the many photos that I took, the quality of the car building is just immense take a look on the Slotforum pages for this event over the years if you want more proof but when you see them in the true light of day you really do have to take your hat off to them, there’s even a guy (Alexis) who comes over from Greece for all of the Wolves “open” meetings so surely that must tell you that these events **MUST** be worth it and I’m sure that the regulars from the Isle of Man club would agree with me too as they come over nearly every time as well. But without the likes of Malcolm Scotto, Phil Insull, Bill Charters etc.

then the slot racing world and slot racing calendar would be a much poorer place for sure were these events not to run.

Today’s racing was based around two classes of car, firstly F1 cars up to and including 1951 which includes cars such as the Auto Union and then a second class for GP cars from 1952 up to and including 1960 which includes cars like the Scarab and Ferrari 246 Dino but forget the large “doughnut” tyres that our “Heart of England” 1970s cars race with these are proper scale models of the era so think 7mm to 7.5mm wide front and rear tyres but with any engine power allowed then trying to get all of that power down onto the track with tyres that wide can be a bit challenging to say the least.

For some strange reason I actually managed to remove around 1mm of tyre when I did about one hours testing on the Wolves track the week before don’t ask me how, but what it meant was I then had to sort some new rear tyres as mine were now too small, doh! But after scrutineering and a quick test of the car with ➡➡



the new tyres on Saturday I chickened out of doing any more practising in case I wrecked this set as well.

Martin De'Ath's Concours winner was based on a Revell kit, but with mega amounts of detailing as he does on all of his cars. Martin is always a regular at Wolves so I have seen some of his work before, but I also got to peruse many more of his masterpieces at last year's Gaydon event so make sure that you take a look at his stuff at this year's event as they are amazing!

Class 1 final winner was Mick Kerr with his superb Mercedes W154 whilst Class 2 final winner was Roy Pritchards (no relation, honest!) and he rebuilt his car on the race morning by combining the best bits of two of his cars and in a VERY exciting final just managed to beat Phil Field by 0.03 of a second, boy that was close!

Concours Event Results

1st Martin De'ath - Auto Union 60pts
2nd Mick Kerr - Mercedes W154 54pts
=3rd Alan Shaw - Alfa Romeo 158 51pts
=3rd Bryan King - Alfa Romeo 250F 51pts
5th Peter Emery - Talbot Lago 50pts
6th Alan Shaw - Mercedes W154 49pts
=7th Paul Cash - Talbot Lago 48pts
=7th Jon Grainger - Mercedes W154 48pts
=9th Sam Cockerton - Lancia D50 47pts
=9th Colin Spark - Talbot Lago 47pts
11th Peter Emery - Mercedes W154 46pts
12th Ross Trowman - Talbot Lago 41pts
=13th James Noake - Ferrari 246 Dino 40pts
=13th Malcolm Scotto - Aston Martin DBR5 40pts
(Many thanks to Phil Insull for organising the



event and sorting the results).

RESULTS ROUND UP - CLASS 1 - GP MODELS UP TO 1951

Driver - Finishing Position After Finals

Mick Kerr - 1st
Bill Charters - 2nd
Chris Adams - 3rd
Ian Fitzpatrick - 4th
Lee Beswick - 5th
Peter Emery - 6th
Alan Shaw - 7th
Dave Capelan - 8th
Mike Buss - 9th
Ross Trowman - 10th

RESULTS ROUND UP - CLASS 2 - F1 MODELS 1952 TO 1960

Name - Finishing Position After Finals

Roy Pritchards - 1st
Phil Field - 2nd
Mike Thompson - 3rd
Ben Clements - 4th
David Farrow - 5th
Rob Wallader - 6th





Mark Witham - 7th
 Dick Smith - 8th
 Jon Grainger - 9th
 Nick Huxley - 10th
 James Robertson - 11th
 James Noake - 12th
 Alex Young - 13th
 Sam Cockerton - 14th
 Peter Crane - 15th
 Mark Cockerton - 16th
 Mick Langridge - 17th
 Eddie Grice - 18th
 David Collins - 19th
 David Lawson - 20th
 Archie Robertson - 21st
 Mac Pinches - 22nd
 Bryan King - 23rd
 Steve Morrow - 24th
 Keith Clements - 25th
 Chris Aston - 26th
 Alexis Gaitanis - 27th
 Peter Christie - 28th
 Mike Dove - 29th
 John Moxon - 30th
 Paul Leyshon - 31st
 Joel Thura - 32nd
 Paul Cash - 33rd
 Martin De'ath - 34th
 Graham Pritchard - 35th
 Colin Spark - 36th
 Ralph Parker. - 37th
 Simon James - 38th
 Neo' Gaitanis - 39th
 Maria Gaitanis - 40th
 Malcolm Scotto - 41st
 There was also a "just for fun" Race of Champions

on the smaller five lane Aldersley circuit over five laps and the top three for this were as follows:
 1st Bill Charters - BRM V16 MK2
 2nd Mac Pinches - Mercedes W196
 3rd Mick Kerr - Maserati 250F
 (Many thanks to Bill Charters for formulating the results for me and to Chris Aston for some of the photos). So, all in all this was a very fitting tribute race for the 10th anniversary of such an iconic event.

Now, let me leave you with the thoughts of Mac Pinches himself:

There you go, the 10th "Early Birds" event is now done and dusted. I think you all will agree that the Wolves guys make the set up and running of these meetings look easy, but I can assure you it isn't – you did a great job guys!

For me it gave more than just another good meeting, after stopping racing a couple of years ago I was left with the thought of "have I done the right thing after 5 and 1/2 decades of electric cars", but last weekend gave me a "start" and "finish" to my time in the hobby.

On Sunday I met Geoff Taylor, a very successful rail racer during the 1950s and the early 1960s and we talked about the cars, tracks and the "names" of those days, which reminded me of the "start" of a long journey.

With an oversubscribed entry list, many new faces and some of the closest racing ever seen, Early Birds is definitely fit and well, with a great future in store, and this gave me a "finish" to my time in the hobby.

Thanks guys for your friendship and support of the Wolves meetings, and I hope I bump into one or two of you soon.

Cheers

Mac P

See, I told you he was a gentleman, didn't I? ■



email: ebaywatch@nscc.co.uk

A boon to early rail racers and the slot racers they became, were the detailed Merit static model Grand Prix car kits. I was interested to see a few pop up on eBay this month, from a regular London eBay slot car seller. Although most of these 1/24 scale kits had been built up as they were originally intended, as static models, they still had their original boxes.

Perhaps knowing something of their historical importance, the optimistic seller listed them on “Buy it Now” from £49.95 (1950 Alfa Romeo 301094824586 and 1955 Mercedes 31872002793) to £59.95 (1956 Connaught 390769464750, Lago-Talbot 390753401382 (un-built) and Maserati 301077224737 (un-built)), to £79.95 for a built 1956 Cooper (390769471837).

They remain unsold at time of writing, apart from a nice 1956 Ferrari that looked as though it should have Fangio at the controls, and sold for £49.95 (390769379849), and a 1956 Vanwall that sold at £59.95 (310871999612).

Another Southern seller’s windscreen-less Merit Alfa Romeo sold for £8.27 (181364423056), and his un-built but also windscreen-less Lago-Talbot sold for £7.00 (310919093816), while another seller in Scotland sold an un-built 1952 Gordini for £16.55 (161263648574), and a Leicestershire seller is offering just the box for a Merit Vanwall at £17.50 (251482393073)! Meanwhile, a South Wales seller is offering a built Merit D-Type at £29.99 (201067195158), and a Lancashire seller has a similar 1956 Aston Martin DB3 at £34.99 (171260479724).

If you want the complete set of fourteen of these models, including BRM, Lotus, and San Remo Maserati, still un-built, then a seller in Surrey is offering these kits for £1,250.00 (351037393709), but with no takers so far.

Monthly eBay Watch Top Ten

1. Tamiya 1/25 Dodge Charger Slot Racer Kit £3,287.41 (171293163450).
2. Collection of 96 Resin Body Masters and Moulds (HO to 1/32) £1,147.60 (191109320085).
3. Scalextric 1960s James Bond Set £1,031.55 (181374612773).
4. Scalextric QuattroX full set of six cars with Race Queen Figurines £615.11 (121295291222).
5. Revell 1/24 Lotus 30 £603.09 (131154704695).
6. Cox 1/24 Chaparral 2-E (Box, Instructions, Driver and Engine *only*) £564.84 (111307422541).
7. Scalextric Yellow Auto Union £537.75 (151276709538).
8. Revell 1/24 Milano Home Raceway Set £537.34 (121309893376).
9. Scalextric RAF Camouflage Livery Audi A4 £525.00 (251491330894).
10. Slot Classic CJ-38 Jacques Peron Tour de France £524.68 (151261130321).

The vagaries of final eBay prices are amply demonstrated by the Cox Chaparral parts selling for £50 more than the £514.03 that a complete version of the same car sold for recently (121294642729), so I guess someone wanted some of the parts individually to do something with?

The RAF Audi was apparently one of only three made, and was presented as a retirement gift to a Hornby employee upon his retirement in 2005, complete with certificate, and ‘Wing Commander Oliver “Hornby Squadron”’ printing on its accompanying plastic plinth.

The seller of the QuattroX (Japanese Scalextric) cars stated they were rare having the Pit Babe figurines with them, as most had been removed from the shelves at the time as they were thought to be too suggestive apparently. They are reminiscent of the young ladies in the Fast and Furious films (very nice!).

Scalextric Range Presentation Top Ten (January-April 2014).

1. 2003 Ford Boss Mustang £175.00 (251471146077).
2. 2000 Porsche QC Sample £113.00 (181297893524).
3. 2013 Caterham 7 £99.95 (151270473298).
4. 2004 Ford GT40 £99.00 (331172072870).
5. 2007 Ford GT40 £70.00 (271376134520).
6. 2005 BMW Mini £69.00 (331172049851).
7. 1998 Gold Lamborghini £66.00 (181360386715).
8. 2002 Cadillac Northstar LMP £59.95 (251438603054).
9. 2009 Chaparral 2F £56.55 (301124282451).
10. 1999 Jaguar XJ220 £49.06 (271402566794).

Other special edition Scalextric cars available on eBay this month have included a pair of 1996 NSCC SD1 Rovers in silver and green, listed for £130.00 Buy It Now (251504369548), and a red UK Slot Festival Ford RS200 listed at £21.95 (261450070492).

Meanwhile, I thought I was going a bit over the top collecting several versions of the same car sometimes, but I'm not as bad as one eBay seller, who has collected no less than nineteen of the Toys 'R' Us Scalextric Triumph TR7s in red and black, and is now offering the lot for £950.00 (151270545989).

G.P. Miniatures

My biggest surprise this month, when helping run a Scalextric display stand at the Aston Manor Road Transport Museum (now in Aldridge!), was the sudden appearance of Graham Poulton, professional modeller and proprietor of G.P. Miniatures. Graham brought with him some of his exquisite models, which I had not seen before.

The finished Aston Martin DB4 GT model shown is not only based upon a resin bodyshell



that was in turn based upon a balsa wood original made by Graham, but it incorporates several custom metal etchings, from the radiator grill and the window frames down to the door handles and a minuscule Zagato "Z". Graham had completed this model for an overseas buyer for £245.00. If you fancy making one yourself, an unmade kit is available on eBay from a Sutton seller for a starting bid of £75.00 (261445845223).

Graham also brought along a couple of new projects he is working on, a new Aston Martin model, of which we were privileged to see the first prototype and a Ferrari based upon an enhanced version of the old MRRC car. Graham specialises in Aston Martins, as you can see on his website www.gp-miniatures.com.



On the Buses

The Transport Museum venue was a brilliant excuse to run my 1/32 scale converted Tudor Rose Routemaster Bus, although I had to drift it around the borderless inside bends to remain on the track, and as a result received some comments from the visitors that they felt sorry for the passengers!

The bus that drew most attention though, was the one made by Gareth Crompton, which he had converted from a Hong Kong made





friction toy and painted to represent Birmingham's WMPTE buses of the '80s. As it was to a smaller scale, it was easier to drive around the standard bends on the track.

While primarily a Bus Museum, pride of place is given to a red E-Type Jaguar, virtually identical to the Ninco model version.



Power to the People

A lot of companies acknowledge that their people are their main asset, and this was borne out on eBay this month, by the astounding auction sale price of £390.99 after twenty four bids for just three Scalextric Mechanics, and three Driver figures, although they were part of a still boxed HP3 Special Accessory Set, in early packaging which also included a couple of speaker stands, a trophy set, some paddock fencing, gate and flagpoles (400687730972). I managed to pick up a more recent Chinese manufactured set of the same Scalextric figures for £13.99 (291051346528), while a similar Chinese set later remained unsold at just £10.00 (310922709935). Other Scalextric VIPs this month, included an original sixties Scalextric James Bond ejector seat passenger who sold for £65.00 (310919870327) and his sniper friend who sold for £56.25 (141245095085).



Spaced Out

What do you call a slot car that can reverse, has a slot in it and sits upon a monorail track so it can operate in three dimensions, up, down or sideways? Hornby called it 3.D.S of course, and the Hypercruiser spaceship vehicle was similar to one featured in a series of intergalactic films a long time ago and far, far away. While traction rather than speed appears to have been the essence with these model vehicles, judging from the films of them on You Tube (maybe the Warp Drive was not working), another hand-held Photon Gunship was also supplied, a bit like a TV remote control, to shoot at the Hypercruiser and register the number of hits made. Collectors of these sets are well catered for on eBay at present, with a complete Mission 1 set listed and relisted after remaining unsold for £40.00 (331178781379), and a Collection of the range at £200 or "Best Offer" including Planetoids (351030955757), Meanwhile, the separate track

pieces, Hypergates and Planetoids are also available on eBay, from 99p upwards.

Indestructible

The above white liveried Hypercruiser also reminded me of the Captain Scarlet MSV Maximum Security Vehicle, so I checked on eBay and discovered Triang had made Captain Scarlet slot cars back in 1967! The Triang Magicar boxed set currently available on eBay at £399.99 Buy it Now (380888384807), includes a pair of attractive battery operated red and yellow Captain Scarlet patrol cars, apparently powered by Wrenn Maximiser motors. Perhaps that was the secret of Captain Scarlet's indestructibility? Could be a good deal, as another seller has a smaller set listed with just the red car for £1,250.00 Buy it Now or Best Offer (380871571117). Another set is also available, but with different track without a central slot and with outer walls instead to guide the cars, and two red patrol cars included at £385.00 (200628326469).

At the cheaper end of the scale, and possibly bargain of the month, was a three car Wrenn Grand Prix car set which was disguised as a "Scalextric Set" and sold for just £22.01 when I was outbid by a pound! (291114149007). Steve Beach was asking me this month what I had purchased myself recently, so if you'll allow me to indulge myself slightly, here's my own Top Ten eBay purchases:

1. Scalextric Red Ferrari 250 GTO £47.00 (321331907087).



2. Revell Orange Dune Buggy £45.00 (261448548906).

3. Carrera Red Corvette Stingray £20.00 (251500043015).

4. Carrera White Mustang £20.00 (261447526966).

5. SCX Blue Jaguar E-Type £20.00 (380870080367).



6. Revell White Chaparral 2 £19.99 (390805549732).

7. Ninco Black AC Cobra £19.87 (281292867902).

8. Ninco Red AC Cobra £19.78 (281292865657).

9. Airfix Porsche Carrera 6 unbuilt kit £19.09 (380857743629).

10. MRRC Honda and Scalextric Lotus remains £16.99 (201041422012).

I guess I'm still addicted to eBay then! ■

