



No. 392 NOVEMBER 2014

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	8
Carrera Corner.....	14
Ninco News.....	16
Fly On The Wall.....	19
Wolves Classic Event.....	22
Chairman's Chat.....	25
Forza Slot.it.....	27
Flyslot Truck Review.....	34
Bits & Pieces.....	36
Ebay Watch.....	48



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Bargain Month

This month I shall tell you all about some recent bargains I have found, at two recent events that were held, both of which I think were little gems.

Firstly, the Bishop Stortford swapmeet, which returned to it's old venue and which had a superb collection of traders packed in to the venue, selling something for everything. The disappointing thing though was how few people came to the event, given the time and effort again put in by the organisers. Personally I thought it was a very relaxed and well stocked event, and again bought a fair few bargains for both ready to run and kit building. These included a nice little kit from JP of an Alfa Periscopica along with most of the required running gear, and on behalf of the Club a lot of Scalextric track borders etc. for the forthcoming Ramsgate weekend, all reasonably priced from Steve Langford and Paul Blows, so many thanks to those two.

The next event was the Gaugemaster Autofest, held at their shop near Arundel, they had a number of tracks set up and then had a huge sale of stock, largely returns of various cars by Fly, Racer, Ninco and Avant Slot to name but a few. They also have loads of spares on clearance, again a paradise for the tuner or scratch builder, I parted with a not insignificant sum and purchases included a current Ninco F1 car for £10.00 unboxed and numerous packets of spares including wheels, tyres and such for 50p a pack! Of course you can also browse their very well stocked shop whilst there.

In addition, having taken the two girls with me this time, they came away with two of the Flyslot sound Porsches for £12 and a Limited Edition NSR GT40 for £29.99! And Rachel won the fastest lap time of the day (subject to some debate on the day!) and won another NSR GT40!

My final bargain, and one I'm sure many saw was the recent sale at Argos where you could purchase the Scalextric Demolition Derby set for a mere £40! So I bought four from the Epsom Argos! Oh happy days!

Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nsc.co.uk

By Pete Simpson

We're now getting very close to the end of the year and the completion of the 2014 catalogue models. In addition to those reported this month, there are only a few to come, none of which I've yet seen at the sign-off stage. However, don't panic as I sometimes miss the odd approval version and they slip through to the shops before I realise. Notable absences are all Grand Prix examples: the two 2014 Formula 1 cars of Lotus and McLaren and The Simpsons Micro set!

Mini Cooper

First thing to note about this model, C3485, is that it's not able to accept the plug-in Digital Chip, although, if determined to emulate its racing heyday against a plethora of Fords, the smallest retrofit chip can be coerced into the back seat. Hmm, fond memories there! This latest release represents the earliest Monte Carlo outings for Issigonis' baby, pre-dating the four straight wins. Technically, there were only three wins as the 1966 results were marred by a headlamp bulb homologation violation. Fair, but maybe unreasonable.



January 1963 was BMC's first entry into the Monte Carlo Rally with the Mini. Although previous forays into international rallying had proven encouraging, reading some of the reports of the day, opinions were somewhat divided regarding the chances of one of the cars reaching Monte Carlo in one piece, with the remote chance of a class win. The surprising result of third place overall, and first and second in class, was the catalyst for increased development and a dedicated attempt for an overall win the following year for the "S" derivative.



This model captures the MK1 of Rauno Aaltonen navigated by Tony Ambrose very well, with small details such as the twin filler necks nicely replicated. Obviously, there are compromises but as this is a very early example of the Mini, it's pretty good. It has been criticised in the past for being too narrow but, that aside, it captures the delicacy of these 1960s versions very well.

Ford GT40

Although at first this may appear to be yet another model of another of the 1966 Le Mans contenders, a couple of noteworthy changes have been made to the underpinnings of C3533. The first is the adoption of the current round guide assembly, opinion of which appears to be mixed: are the benefits of an easy change braid plate offset by the slightly intrusive appearance of the surrounding moulding? Either way, this scheme provides good electrical contact, thereby satisfying its primary parameter. Although some implementations have tended to lift the front of the car, when applied to the GT40 it looks fine. The second change is also to the floorpan so that it can easily be digitised using the plug-in module. These modifications to a model that has been around for several years, and already released in many liveries, give some indication of the anticipated ongoing success of these Fords.



The real car of Comstock Racing Team with F.R English Ltd., chassis number 1017, it was not quite as successful as those featured in the winners set, C2529A, as it only managed 8 laps before Innes Ireland and Jochen Rindt were disappointed by an engine that'd had enough. To be fair, it wasn't to the same build standard as the winning MK2 7-litre (427 C.I.) versions as it was an older car, still fitted with its 4.7-litre (289 C.I.) engine. Don't be fooled by chassis numbers, the second placed MKII was chassis number 1015, although modified to accept the larger Galaxie-derived, NASCAR engine by Shelby American.

Due to the various modifications to the body shape over the racing life of the Ford GTs, Scalextric's offerings will never capture all of the changes, being limited to two basic body shapes with a few extra options available for the front air outlet panels. However, this one correctly reflects the fundamental configuration of this early car as raced in 1966 with lots of little details being accurate: Union flag on the →



front, red ring around race number, right registration number and rear lights and exhausts all appearing in the appropriate orientation when compared to contemporary images. This car, like many of its generation, still remains in use: visitors to the Bournemouth Wheels Festival this May would have enjoyed the distinctive sound of the single-plane V8.

Just when I was panicking about struggling to provide any information on new prototypes, Scalextric announced three more overseas special releases: one for the USA and two for Australia. As is usual, some UK distributors have taken the plunge and imported each of these in limited quantities so they can be purchased without the need for personal importation.

USA Mustang



Obviously a favourite of the American car fans, this is another livery depicting a 1969 Shelby Mustang Boss 302 from the Historic TransAm series. This is now owned and raced by Marty Beaulieu of Concord, MA, although it is another car that was originally campaigned by

Dan Gurney. Comparisons with photographs of the car as currently being raced indicate that the colour is well represented, the stickers are correctly positioned and even the wheels are of the correct style. This version also benefits from this year's upgrade to DPR.

Australian Tin Tops



These two Australian models will probably be available by the time this appears in print, although not yet listed on trader websites: a Ford Falcon, C3530 and a Holden Torana, C3529.

The Ford represents the Bathurst 1977 entry of Bryan Byrt's Ford dealership driven by Vern Schuppan and Dick Johnson. Not a glorious





race as the XB finally cried enough after 124 of 163 laps when it dropped a con-rod through the sump, having already suffered a puncture, a spin and a couple of cam followers being displaced. This was midway through a long run to victory for Johnson: it took from 1974 until 1981 before he crossed the line first, still in a Falcon, although on this occasion it was in a car bearing his own team name.



The Torana is very similar to the earlier C3030 release: the 1976 Bathurst winner driven by Bob Morris and British driver John Fitzpatrick. For this latest version, Scalextric

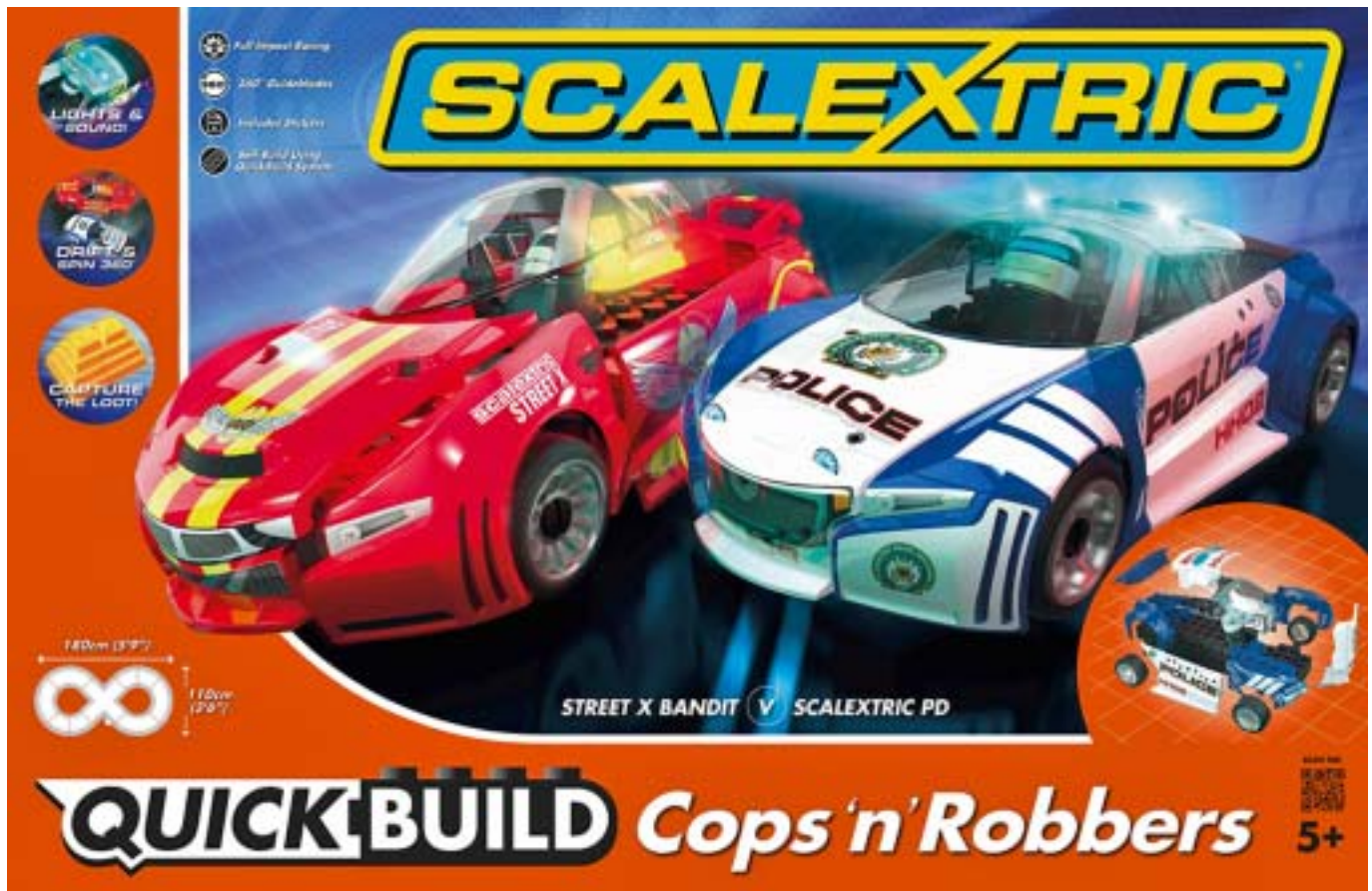


have slipped back a year to capture the second place car of Frank Gardner and Bob Morris. Once again, it is in the basic colours of Ron Hodgson Motors with a couple of subtle livery and sponsorship differences: the Australian flag on the roof is the best indicator that it is the 1975 car.



The Big C Approacheth

The traditional route into slot car racing is the initial acquisition of a set as a celebratory gift. For many, a big box trying to merge into the pine needles and squishy parcels just has to be that elusive Scalextric set. Obviously, the folk at Hornby recognise this and, apart for trying to pervert youngsters by offering T**** sets, can be relied upon to tender a reasonable selection of offerings to cover a range of prices and available floor space. The ubiquitous figure of eight, where the two lanes are of equal length, has long been the preferred format for beginners: only the 90-degree crossover comes close to ensuring that no one gains an unfair track advantage. However, whereas the flyover comes with a modicum of danger, the intersection ➡➡



guarantees that, eventually, cars will come into bone jarring contact followed by tears as nonessential parts are lost. With modern, SR cars, long term damage should be fairly rare. Of course, to maximise on children's inherent desire for destruction, Scalextric have now launched the second of its fall apart range: Quick Build Cops 'n' Robbers.



This year Scalextric have again added new sets to the range, whilst retaining the favourites from 2013. The Monster Truck set, with its leaps, is an ideal compromise between immediate fun and further expansion despite the trucks being to a unique scale with no others

currently being offered. But this is not a dead end venture as the track is Scalextric Sport so any other standard cars can be run when finance permits. With this layout equal lane lengths are achieved by a pair of crossover curves.



New analogue sets are the "MINI Challenge" with nearly 5m of track and a pair of Team Scalextric racers and "Continental Sports Cars" with a pair of generic racers: a GT1 and a GT Prototype, formerly released as part of the "Start" family. Both sets represent excellent value and entertaining racing.

Digital pushes the limits of technology as well as permitting the whole family to



participate. Remember to check the size of the design before starting to lay these out as the lane changing sections do tend to require significantly more space than analogue layouts. The largest “Platinum” set, still available from last year, also permits the running of analogue cars, but only after the addition of a second power supply. It’s planned successor for 2014, “Digital Carbon”, will feature the ARC system but will now slip into next year.



The only new Digital set is “Digital Racer”, an entry level set with over 6 metres of track, two straight lane changers and a pair of SR cars: Lamborghini Aventador and Bugatti Veyron. Be aware that the floor space required for this set is 2.5m by 1.35m: imagine an 8x4 sheet on the



lounge floor and see just how much room is left. Once committed to buying, remember that all sets will qualify for free delivery if purchased directly from Hornby on-line.

Not to be overlooked is the smaller-than-proper cars: Micro. These offer an even cheaper entry into slot car racing for the youngest enthusiast and, like the grown-up 1/32nd scale models, can easily be extended with more track and additional cars, several of which share the same design process and prototype similarity to their larger cousins. Micro can be viewed as a stepping stone into standard scale but it could easily encourage a love of the mentally fast HO racing where swift reactions are just as essential. One set yet to be finalised for this year, as mentioned above, is the “Simpsons Grand Prix” – I’ve not yet seen the proposed vehicles so this may be one for a future festivity.



So, there’s plenty to choose from already in the shops, with a few more options arriving in the next few weeks. As ever, many thanks to the team at Hornby who continue to make compiling this article a pleasure with special gratitude to Adrian Norman who regularly organises his day around my presence. ■



Carrera proved to be a massive crowd pleaser when it displayed its Carrera D132 demo track at the prestigious Ferrari Racing Days event at Silverstone in September.

The event is aimed at fans and owners of Ferrari and featured a programme of on-track racing as well as an indoor based collection of Ferrari based new road car displays and official merchandising stands.

The Carrera demo track, featuring the company's range of exclusive Ferrari licensed cars, was located in a prominent position in Hall 2 of the new pit building at Silverstone next to the official Ferrari merchandising stand and alongside the Pirelli F1 simulator, but it was slot racing that won the day with huge crowds which dwarfed those of its neighbours.

The track was run by a team of three event staff from UK distributors The Hobby Company over the two days. Guests were invited to try the Carrera digital track three and four at a time. Visitors to the show were given a



number of practice laps before being invited to undertake a 15-lap race. This proved a highly popular format with many rejoining the queue straight after the race,

Over 17,000 people attend the prestigious event over the two days with Carrera being busy both Saturday and Sunday. Queues stretched around the layout and the Carrera track was constantly busy from 10:00 until 17:00 and was noticeably busier than the F1 Simulator throughout both days, which just shows the public's enthusiasm for slot racing remains as high as ever.

Demographic of visitors to Carrera were



roughly 4-10 years 50%, 10-18 years 30%, 18+ years 20%. It's estimated that more than 600 consumers participated in the promotion with thousands looking on.

Comments on the Carrera system were 100% positive with all expressing a view that Carrera seemed a superior system to other slot racing systems that they had owned. The digital track was seen as: impressive, advanced, feature packed, value for money, fast and fun. The high quality and value for money of the Ferrari cars

was subject in particular to great praise and overall the event proved a huge success for Carrera.

Finally, just to confirm there are no further releases from Carrera to report to those mentioned last month in Carrera Corner. All the cars mentioned in that article are now available to purchase from your favourite supplier but more news from Carrera in the December Journal. ■



November releases include two rally cars and two cup racers; a mix of old and new from the rally scene with a classic Group B model and a more recent WRC title winning car. With Christmas approaching, Ninco offer another four options for adding to your wish-list!

Spanish No.1

Hot on the heels of the iconic Stratos, Lancia married up engine specialists Abarth with body experts Pininfarina to help design a car to get them back to the top. The result, the 037, born in 1981 and making its debut the following year, this high performance rear-wheel-drive car stamped its mark on the rally circuit. In 1983, it secured the WRC Constructor's Title for Lancia – Job done!

Outside the World Rally Championship, the 037 featured in a number of other competitions on tarmac, gravel and snow, clocking up more victories. This Ninco model (50655) reproduces the number 1 car driven by Spanish duo Salvador Servià and Jordi Sabater in the 1985

Rally of San Froilan, part of the Spanish Championship. The duo went on to win this event adding to their previous victory in the Rally of Madrid. Due to current regulations preventing the use of tobacco advertising, the Ninco car will feature the word 'Racing' in place of the Rothmans brand name. Supplied in Ninco-S trim, the slot car features all-round ProShock suspension (*which can be interchanged to give soft, medium or hard settings*), compact NC-9 'Sparker' motor, spring loaded guide and 9-tooth pinion, 27-tooth crown gear.

All Round Endurance

The new chassis design and new body of the current Seat Leon Cup Racer is released with two new race liveries. The first, "KH-7" (50656) is based on the livery of leading race team 'Monlau Competicion' who also school championship drivers and motorsport technicians. Their number 25 car competed in this year's 24 hours of Barcelona, finishing first in its class and a remarkable twelfth overall. History was made with this car being driven by just two drivers, Laia Sanz and Francesc





Gutierrez. Another two Spanish drivers with a very credible pedigree, particularly Laia, an accomplished motorcyclist who has finished first in the female category in the past three Dakar competitions as well as having a huge list of other wins in National, European and World Trial Championships.

The second Seat Leon is liveried to replicate that of Pujola Racing's Seat Leon Eurocup entry for the first four races this year at Nurburgring and Salzburg, when their number 54 car was driven by the young Danish driver Thomas Fjordbach. Denmark also supplied the team with their main sponsor for the 2014 season in the form of "Polar" (50657) Seafood.

These new race liveried Seat Leon race cars are fantastic additions to the range and widen the choice for competing at club level. The robust fully enclosed chassis combined with the durable clip on body ensures these cars can withstand the close 'door banging' racing that goes hand in hand with one make series. It also makes them suitable for conversion to N-Digital racing which inevitably brings about 'bumper to bumper' action too.

Determined to Win

The final release for November brings two famous names together. The Citroën C4 rally car exploded on to the WRC scene in 2007 and narrowly missed out securing the constructor's title although made up for it over the next three years before being replaced by the DS3.

Ninco have previously released the C4 in a choice of liveries and it is not unusual to see one of them competing in open rally events. The 4-

wheel-drive and active ProShock suspension give the Ninco model a clear advantage over other 2WD, fixed axle cars when it comes to tackling the uneven terrain of rally/raid stages. Their latest Citroën C4 celebrates the return of Robert "Kubica" (50658) to motorsport following his horrific crash at the start of 2011 resulting in him missing out on the entire F1 season although he remained signed by Lotus Renault team. Determined to return to motorsport but unable to compete in F1, Kubica turned his focus to rallying, winning a round in 2012 and the WRC2 driver's title the following year. Now that's dedication!



NWC'14

I'm extremely disappointed to say that no one, absolutely no one has stepped up to represent the UK at this year's Ninco World Cup. The F1-style car is ready to go but no team available to drive it! Ironical that it reflects the current state of full size Formula 1 right now with two of the teams entering administration.

Good luck to all those countries that are making the journey to Jerez, you're all in for a treat. So which country will be crowned World Cup winners for 2014? ■



After a short break, Fly on the Wall is back and courtesy of Terry Smith, we have some exclusive pictures of the forthcoming Brabham BT44 from Flyslot. This is a car that Terry has campaigned Fly to produce for many years, but it wasn't until he took a model of an old Scalex version with all the inside of the moulding scooped out and mounted on a March chassis to Madrid, that



they took any notice. Naturally Terry was pleased when Rafael Barrios Junior confirmed to him at this year's Nuremburg Toyfair that they were to go ahead with the project, with him stating we are finally going to do "your" car Terry! I have also included a shot of Terry's prototype which is the car on the track.

The new model should be with us by Christmas (reference number FS062101) and is the 1975 German GP Winning Martini →



Brabham BT44B driven by Carlos Reutemann. Various other liveries of the car will be produced during the next 12 months including the 1976 low air box cars and some featuring no air boxes at all. The BT44 should be a welcome return for collectors of 1970's F1 classics and timed perfectly with Martini's return to F1 with the current Williams team.

Fly are working on racing versions of their models in collaboration with Avant Slot. Future offerings will feature new chassis designs and up rated parts under Fly's beautifully finished body shells, with the Porsche 911 and 997 getting this treatment. In the meantime, two of Fly's latest releases the Ferrari 512BB, from the 1982 Le



Mans 24 hour race and the Ferrari F40 from the 1996 Le Mans 24 hour race will get new up rated motors sourced by Avant Slot. These motors are rated at 25,000rpm and for the more technical minded, have 44gr of magnetic force and 308gr of torque, all come with 11-tooth metallic pinions and silicon motor wires. The 512BB and F40 both feature fairly simple flat sidewinder chassis so they should be able to handle the power hike and the great thing is they are now cheaper than the standard versions.



The F40, as driven by driven by Luciano Della Noce, Anders Olofson and Carl Rosenbland, number 44 (FS049101) and the 512BB Pioneer Racing, as driven by Claude Ballot-Lena /Jean-Claude. Andruet (W50102)



Flyslot F40 2.0
 REF: 49101 2V



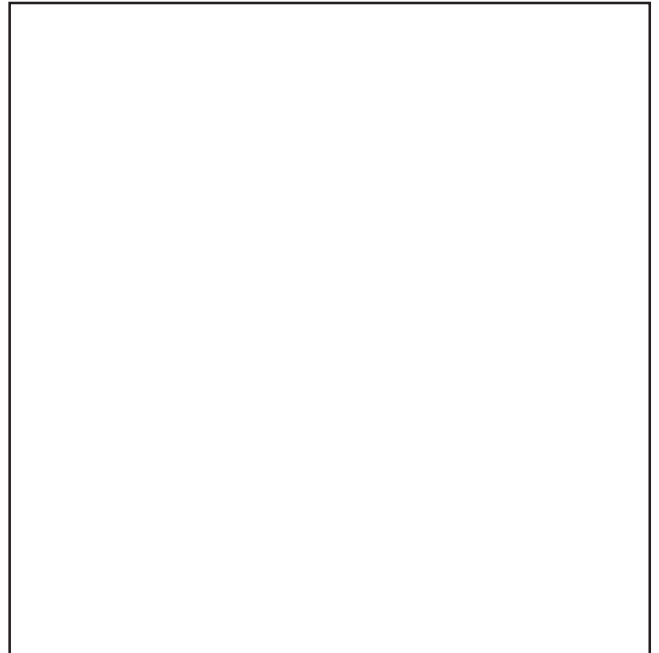
**NUEVO MOTOR
NEW ENGINE**

**CABLE DE SILICONA
SILICON CABLE**

**PIÑÓN METÁLICO 1:12
1:12 METALIC PINION**

www.flyslotcars.com

are currently available. Sadly neither car finished the Le Mans races in which they were entered. Expect to pay £44.95 each or possibly less. Thanks once again, to Terry Smith from Guagemaster www.gaugemaster.com for his help in compiling this column. ■



WOLVERHAMPTON SLOT CAR CLUB – 2014 PRE 1976 CLASSIC SALOONS EVENT

By Graham Pritchard

While most people were enjoying a bit of a lie in on a Sunday morning spare a thought for the few intrepid slot racers and traders who set off very early in order to travel to the Wolverhampton Club in order to join in with this year's event.

The usual traders were also there, such as George Turner (GT Models), Steve Ward (Penelope Pitlane), Colin Spark (RS Slot Racing) and the Fitzpatrick Family with their "Betta & Classic" range of slot racing products which go a long way to making the event even more enjoyable as we get to spend some money on resin kits, metal chassis, wheels and tyres as well!

Regular Bearwood racers James Noake, Steve Beach and myself have done this event for several years now and can highly recommend it, but given this familiarity with the proceedings then we must ask Steve why he was still building his car late on the Sunday morning when he has actually had all year to do it and his answer to this was that "it was much too late to do the drilling at way after midnight of the Saturday night before because of the noise, and so he had



to do it on the Sunday morning instead" (So the famous scouting motto of "be prepared" must not apply to "Slot Cars" then?).

James was first there out of us whilst Steve and I chose to arrive later which doesn't really look that good when the traders can get there before us and we only live thirty minutes away!

Anyway, back to the racing and this year's event organiser Phil Insull had decided to open up the classes a bit by allowing USA Muscle cars in and also relaxing the rules on the cars being





“exactly to scale” which meant that there were quite a few Chevy Camaros out there amongst the entry grid as they made the best use of the entry parameters for car length and width etc., but the Bearwood crew all chose to go for the smaller class in the end with James racing a white “Herbie” look alike VW Beetle, Steve racing a bright orange Mitsubishi Gallant (which was a very gallant move some would say) and myself racing a George Turner “Racing” Austin A35 which is the one with the rounded and slightly enhanced wheel arches rather than the squared off ones as per the standard road car.

Events like these always provide a great chance to catch up with old friends and also to make new ones, and you also get to see the cars that others have made like Martin De’Ath’s

Customised MK1 Transit van complete with furry dice(!) amongst many that I spotted on the day and also to have a chance of taking a close up look at the many impressive models that the aforementioned traders have brought with them as well, and with the bacon sandwiches in plentiful supply courtesy of Malcolm Scotto’s son Ian then what more could you want on a Sunday morning then apart from a lie in that is.

So, after a few quick words from Malcolm Scotto the event got underway and after some very close racing together with a few false starts and car breakdowns we ended up at the ladder finals where in the end the overall winners’ trophies went to James Noake in the small class with his Penelope Pitlane chassised, Airfix VW Beetle and to Chris Aston in the large class with his Scalextric bodied Chevrolet Camaro that also ran a PP chassis, so top marks to Steve Ward (Mr PP) there then!

There was also a Concours D’Elegance which was won by my own Vauxhall Corsa➡➡





that was parked outside, OK I jest, it was parked outside but it didn't win the Concours but Phil actually commented on the very high quality of the entries this year so it was a good job that I didn't enter my own car given that it was made by Mr G. Turner but painted by me (Had it been painted by him then maybe I might have won something, but alas it was not and so I didn't!). But, never mind, there's always next year!

And with 365 days (approximately) left to build next year's car at the time of writing this then there's PLENTY of time to do it later and unfortunately we fall for that one every year don't we Steve? And that "we" includes me I hasten to add, spot the Blu-Tack headlights and the wrong grill on my car in the pictures.

So, in the meantime I'll leave you with the top few places for each class etc. and a few pictures of the day including some of the many splendid cars that were on show on the day, and I'll also extend our thanks to Phil, Malcolm, Chris, Ashley and everyone else from the Wolverhampton Club for putting on yet another great day's racing – see you next year!



CONCOURS (SCORED OUT OF 100)

1. Martin De'Ath - AMC Javelin - 91 points.
2. Mark Witham - Camaro - 89 points.
3. Peter Emery - Ford Fairlane - 84 points.

SMALL CLASS

1. James Noake – Airfix VW Beetle/ Penelope Pitlane Chassis.
2. Ashley Evans - Ford Escort.
3. Dick Smith - Lotus Cortina.
4. Nick Huxley - BMW 2002.

LARGE CLASS

1. Chris Aston - Camaro.
2. Richard Welch - Camaro.
3. Roy Pritchards - Camaro.
4. Mick Kerr - Camaro.



Chairman's Chat

By Martin Baines

I would like to start my first Chairman's chat by saying what a great privilege it is to have been elected Chair of our great Club.

The real work now starts of helping to move our Club forward. However first I would like to take this opportunity to pay tribute to two people in particular. Firstly to Andy Carmichael our previous Chair who was in my opinion an outstanding Club Chair and also to Steve Barber who gave years of tremendous service to the Club as our former Secretary. Both Andy and Steve deserve our thanks and appreciation for their service to the Club.

I would also like to thank everybody who voted in the election whoever you voted for because it shows that you care about the future of our Club. All of us whether you voted in the election or not, I know have the Club's best interests at heart.

The Club has been through a difficult time with the current Committee successfully steering it through the adoption of a new Constitution and a successful Committee election. The Committee has at times been short handed but with your support has continued to do a great job.

We now need to come together. There is no question that without the NSCC our hobby would not be in the great shape it is in today but we need now to look forward.

We will be holding a Committee meeting before the Hornby/NSCC Ramsgate weekend. As a Committee we will do all that we can to make sure that the Club continues to be successful and will be looking at ways of improving things moving forward. This includes Increasing Club membership, raising the profile of the Club, improving the benefits of membership and the Club's position in our hobby will all be priorities.

However as Jeremy said in last month's Journal the Committee does not have a monopoly on good ideas so if you have great

idea or suggestion as to how the Club could be improved then let us have it. We would love to hear from you even if its been mentioned before and maybe for some reason or other it wasn't taken up. Sometimes it's the right idea at the wrong time. So lets hear about it. It's your Club after all.

The Hornby/NSCC weekend in Ramsgate will soon be upon us and those of you have attended in the past know what a great weekend it is. If you have never been you need to put it on your to do list. I am certainly looking forward to it and also to acquiring some of the new Scalextric Legends formula one cars that are now being released. I am sure that you will agree they look fabulous and are certainly a move in the right direction by Hornby.

I am also looking forward to meeting up with members, both at Ramsgate and at future events around the country. However in the meantime if there is anything that you want to talk about just get in touch via chairman@nsc.co.uk. ■



Ciao everyone and welcome to this month's Forza Slot.it. Only towards the end of October as I write the column this month but already shops are gearing up for Christmas (yes I know it gets earlier every year!) and we still have Halloween and Bonfire Night to go yet as I write. This month's review car, generously donated by Adrian at AB Gee, is the fabulous SICA06g Sauber Mercedes C9 as driven to victory at the Diepholz Super cup race of 1988 by one Jean-Louis Schlesser of France. This is the first Mercedes C9 for some time so a good choice for a review car as well as being a distinctive livery, so more on that later.



What else is new this month? Well, I have just spent some of my hard earned on the exquisite little Alfa Romeo 33/3 SICA11f as driven to 1st place in the Targa Florio of 1971 by Nino Vaccarella and Toine Hezemans. As I recall from last month's article, I mentioned that details on how to purchase the display presentation box for this car (and the yet to be release sister car SICA11g) could be found in the box for this car. Indeed the display card in the back of the box mentioned as much but no

details on how to get it! A quick email to Slot.it revealed that the box will be available from the 1st November and more details are available on the Slot.it website now. I am not sure if this will only be available directly from Slot.it or via your local dealer so watch this space for more information when I have it. SICA11g should be along in February 2015 according to the website so don't forget to put in your pre-order for this car and an order for the Limited Edition Presentation box when it is released otherwise you may not get one!



I have also been informed (directly from Slot.it) that they now have a new and improved website, so off I went for a quick look to see what's what. According to the information I received you should find that the most relevant new features include:

- 1: a redesigned and refreshed graphic style introduced to make the site more user-friendly across the different products.
- 2: a "search" bar at the top of the page.
- 3: a completely new planner revealing the future car releases for the next 6 months.
- 4: body kit assembling instructions.

Well the website certainly looks cleaner and I found the new features useful especially the 6 month future release plan but maybe that will do me out of a column? So best you don't look at that one then! Overall I found the redesigned ➡➡



website much easier to use with some good new features, although there are still more things to be added as some of the links still have no info in them. Check it out yourself here <http://www.slot.it/> and make your own mind up. You can also use Facebook as well.



Slot.it have decided to change the cardboard sleeve design/ packaging of their cars starting with the release of SICA02g No.34 Porsche 956LH No.34 Le Mans 1984. A couple of new pictures and summary of the design changes can be found below as per the email I received:

- 1: The new design of our functional and practical sleeve retains the iconic original concept.
- 2: The simple and clean design uses the distinctive shape of the eye-cut curve which now emphasises the front of the car.
- 3: The eye-catching colours of our logo aims to make our cars instantly recognisable and undeniably different.
- 4: Our new stylish choice of the black colour for the background and the transparent box give the illusion the car is floating inside.
- 5: Glossy graphic elements stick out from the matt soft-touch orange carton sleeve.

6: A transparent clamshell inside reduces the risk of damage when shipping.

In a nutshell the internal colour of the sleeve has gone from orange to black! Don't you just love marketing! But I currently work in Technical Marketing so best I tow the line and say it is great!



My featured car for this month is the latest Sauber Mercedes C9 of which there have been several in the past being SICA06a/ b/ c/ d/ e/ f as well as the fabulous three car set SICW05 with the winning Le Mans 1989 line up of 1st #63 Mass/ Dickens/ Reuter, 2nd No.61 Baldi/ Achisson/ Brancatelli and the 5th placed car No.62 of Schlessler/ Jabouille/ Cudini. This set is a real stunner so I hope you have yours as they are completely sold out and hard to come by, as are many Slot.it cars if you don't get in early. Me I'm still after SICA06b as I did not get one at first release and now they are just not available at reasonable prices – lesson learned!

Mind you, on Slot.it's website one of the new features is a marvellous 360° rotating image for some cars that you can stop and spin to your hearts content! Good news: there is a C9 version of SICA06d No.62 which is the same livery but from Le Mans 1988. The tricky part was trying to find pictures of the real featured car (SICA06g No.14) to check out how accurate the livery was. I did manage to find a few pictures of the "same" car from other races with a different race number but only one offset head on shot of the actual car as it is modelled and on and a grainy 3 minute video of the race but nothing of much use. The problem with the video was that it focused on a Porsche that had the massive fuel can refuelling tin wedged on the back engine cover and rear wing circulating round the track and no black flag to pull him in.



I guess “elf and safety” had the day off back in 1988? However, it does look like the only major differences are the car number, the big white number square on the flanks of the car, white sponsor covers in place of the headlights and a white rear wing/sponsor decals so all the livery detailing appears correct to my eyes.

Moving onto the model in more detail and the first thing that really caught my eye are the odd coloured wing mirrors: red on the left and yellow on the right. Indeed Mr. Schlessler looks to have had his hand out of the window to move his on my version as the yellow wing mirror is angled back slightly so maybe the quality control was not quite up to scratch here? Being as I also have SICA06d I thought that it would be interesting to compare the two cars together as well and all the intricate circuit board detailing

of white lines/ little circles over the glossy black body are beautifully recreated and very crisp on both cars. The sponsor decals are also of the same quality and crispness of printing from the larger names all the way down to the drivers name and nationality flag(s) on either side of the cockpit and the emergency warning signs on the front right hand side of the car. I particularly like the “Powered by...” down the engine cover area as well – marketing again see!

At this point you should also spot the red emergency engine cut off handle protruding from the bodywork (watch your fingers – easy to knock off!), the little orange indicators on either side of the body just aft of the front wheels, the detailing of the fuel filler cap and the exhaust exit area (on both sides of the model) just forward of the rear wheels – fabulous detail. I have raved a little about the detail of the driver’s helmet, overalls, seating and switch/ gauge detail of the current Slot.it cars and this one is also up to the same impressive standards right down to the name of the driver on the side of his helmet and red racing gloves caressing the wheel – fab again! Now at this point, as I was moving the model around to check out the details it was also rattling. Hmm, so I thought there was something loose inside the bodywork but once opened the shell was fine but the chassis still rattled! Turns out that it is the front l/h side break disc detail that is loose inside the wheel hub so that rules out a track test as the brakes⇒⇒





are defective! Easy to fix should I ever feel the need but I don't at the moment as I have an article to write and a fast closing (opps late) deadline to meet – sorry Jeremy.

Moving on to the back of the car and Slot.it score a few more points with a nicely detailed rear end. Hopefully you will see from the picture that I have lined it up with the older SICA06d (left side car) as a comparison. The detail here extends to the orange strut uprights and red lines either side of the rear r/h tail light, a high vis tail light, big red rear light lenses and some nice detailing of the rear wing supports. The rear wing is a big part of the car and is nicely detailed but a strong rear end shunt might see the end of that. However, apart from the usual Allen key, Slot.it have thoughtfully provided a plain black replacement rear wing for the racers out there to pop on. Having said that, to replace the rear wing, once you have opened up the car, you have to pull a piece of support plastic off that has been heat welded to the main body before you can do this. You may well have to glue this piece back should you replace the rear wing. The rear wing is also held in place by the rear screw which passes through the chassis and into the rear bodywork via the screw hole/tube in the rear wing support.

So what are the major differences between No.62 and No.14? Well, I have already covered the obvious things such as racing numbers, driver detail info, large rear wing and so on and apart from that they are identical, but the No.62 does have front lights and the No.14 has white sponsor covers over the lights. They both have the same Michelin rubber, same red/yellow

wing mirror combination and what I believe is an air duct for the drivers poking out above right hand driver's door window. But what the No.62 car has that the No.14 does not, as far as I can remember for a Slot.it car, is a spare chassis that came with mine that was in-between the box and the outer sleeve. I remember when I bought the car some time ago that it was a big surprise and most unusual I thought at the time. Now, if only Slot.it would put a different part in every model, such as complete wheels, axles, a body shell (that would fit the chassis!) motor and so on then eventually you would have a kit of parts to build a whole unique (maybe) car? Anybody at Slot.it reading this? Might be an idea?

The chassis/ body is held together by two screws fore and aft with little washers and the motor mount is held securely in place by four screws. There is also the possibility of adjusting the height of the front axle as well changing the motor for anglewinder propulsion (if you so desire) as well as the option to delve into Slot.it's



extensive parts bin of tune up bits to tweak your car to your heart or wallets content. The running gear, as per the information supplied from the Slot.it website, consists of: in-line reverse 0.5mm offset V12/3 21.5k rpm motor and mounting, length 149mm, height 31mm, wheel centres 84mm, width 62mm, weight 70 grams, 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 mounted location at the rear of the motor with



the option to move to a second position directly in front of the motor. In the picture the SICA06d/No.62 chassis is the bottom car.

So, in conclusion for this latest Sauber Mercedes C9 from Slot.it then I would certainly have been purchasing one (if it had not been supplied as a review model) as I found the odd but distinctive livery to my liking and now I have a team of “circuit” (board) racers! It is also one of the models that I have been keen to get the whole set of as Slot.it release them because this era of the ‘80s and early ‘90s is, for me, the best period of Le Mans type Group C racing and Slot.it is doing a very good job of producing all the different liveries for me to collect!

That’s all for this now but once again a big “Thank You” to Adrian at AB Gee for this month’s review car and his continued support of the NSCC, as well as everyone at Slot.it for updates on current and future product releases. Ciao and arrivederci! ■

Flyslot's Latest Truck Releases

By Paul Croker

Flyslot have released two more trucks recently, both being of the Mercedes-Benz Atego model, and one of them being particular rare and now proving hard to find!

Limited Edition JPS Livery Mercedes Benz Atego

The first to be released was a Limited Edition of only 250 models worldwide, and comes in the striking black and gold JPS livery. The truck I'm led to believe was for the French market, but as usual a small amount has been brought into the country through Gaugemaster our UK distributor for us. The trucks have sold out

quickly and prices are rising on eBay already.

Apart from the usual drivers safety netting and cab tip handles missing as is the standard since the return of the Mercedes-Benz trucks, the build quality was quite poor on my version, with wipers not seated properly and at different angles, grille badge positioned at an angle and roll cage not installed correctly being the most noticeable. As per the last Mercedes-Benz Limited Editions, this has the over cab air intake fitted which removes the issue of the hole in the roof, which the Heinz Werner-Lenz truck suffered from. So once the build problems are rectified, another nice model for the display



Flyslot JPS Mercedes Benz Atego



Flyslot Ellen Lohr Mercedes-Benz Atego

cabinet I think, or if you've already got one at the standard price then maybe a future investment?

Mercedes-Benz Atego Ellen Lohr ETRC 2012

The second truck to be released is modelled on the truck in which Ellen Lohr competed in during the 2012 FIA European Truck Race Championship. The truck in which she competed was a race truck of the later Actros model, so how have Flyslot done on replicating the livery on the older Atego Super Race Truck model? Not bad actually, having done a bit of research on the internet, the sponsors appear to be in the correct places apart from the areas where the super truck differs from the race truck, namely the front bumper fairing with regards to the Liqui Moly sponsor.



Ellen Lohr in Action with the real thing!
Photograph reproduced courtesy of
truckracing.de

Having seen the real truck for myself at the following round from Nagaro which was the UK round at Donington, and having taken photographs of it, the only other differences I can see are the real trucks mirrors, front wheels centres, rear mudguards and the area below the windscreen are all black in colour, of which the model is not.

The negative points that I can find with the model are, the omission of the driver's safety netting, the air intake locating slot in the roof which has not been filled and the lack of cab tilt handles, all of which the previously released Heinz Werner-Lenz truck suffered from. There is one addition to this, with this particular model, that of the print over the front wheel on the cab wheel arch, as this doesn't match that of the side panels, in that it is darker and also matt in colour.

I have been unable to test the truck as I still have no track at the moment, but I can say that the running gear still has a plastic pinion fitted but is now of 10 teeth instead of 9. Overall it's great to see the Mercedes Benz back in a race livery and in the striking JPS livery, but Flyslot need to improve the build quality, which was a little better on the Ellen Lohr truck than the JPS version. I would still like to see the handles and mesh fitted, and can't understand why Flyslot continue to leave these off the models.

Many thanks once again to Telford of Typhoon Slots and Models for supplying the trucks quickly for me to review. ■



Ellen Lohr in action at Donington round of 2012 ETRC

100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

With the clocks going back in October that at least has given me an extra hour to write my bit for the Journal. I know that my recent contributions should probably have been renamed “Longer & Longer” rather than “Bits & Pieces” but I hope that you enjoyed them all the same? For this month I’ve tried to go back to small and many for a change, so here we go again.....

Monty’s Zumba – not a dance but an Airfix kit if you don’t pronounce your H’s

Having bought one for myself a few months ago then this month I’d like to follow up Peter Simpson’s thoughts re the Airfix kit of Monty’s Humber and instantly agree with him that this is a VERY easily overlooked potential conversion. As my mate in the Toyshop in Dudley has had this on his shelf for ages now and I never clicked that it was just crying out to be made into a slot car, but by the Law of Sod as soon as I sussed that fact and went to buy it they had all gone – DOH!

Never mind, a few clicks later and with the magic of eBay I had one and upon opening the



box I don’t think Peter’s worries of it being perhaps “undersized” are at all likely it’s a MONSTER!

Officially it’s a Humber Snipe 4x2 Open Tourer, which comes in at 15ft length, 5ft 10in width and weighs 1 ton 13 cwt. whatever that is? No wonder the postage was expensive then!

A quick go with the calculator and the callipers reveals that the model is actually “to scale” as we were probably expecting given that “Airfix kits” generally are the right size they just look small when the various slot car makers “add a bit on” in order to hopefully make them handle a bit better for us all.





Check out the pictures to see what I mean, the green car is a vintage 1/32 Palmer kit of a '32 Chevy Cabriolet that is going to become a Hot Rod one day, I can't believe how small it is next to the Humber, but then again it is only a 2-seater and not four.

The body parts are only Sellotaped together at present purely for the camera but once it gets under way then yes it should make a great Hot Rod, albeit a bit on the large side but the classic tapering body sides and flowing wheel arches of the USA cars are there for all to see when it is in pieces. Just don't hold your breath for when it will get done though, you know what I'm like? By the way the next car that I'm looking forward to is the Carrera Group 5 VW Kafer Beetle now that does look a monster as well!



Electras & Javelins

Don't know about you but I found fellow Bearwood Club member and NSCC eBay writer Nigel's bit about the Javelin and Electra

fascinating, our resident "Scalextric Anorak" at Bearwood Dave Parish couldn't recall the story ever being told and I'd never heard of it before either to be honest but once Nigel had said it then it became so obvious and the picture of George Turner's WIP Chaparral in my bit last month a few pages earlier was so well placed it is untrue especially when I asked Nigel to elaborate on his "discovery" when he mentioned it at our club prior the Journal coming out and he wouldn't!

So, imagine George's car without the cockpit and the roof and it is there so I wonder if George will modify one of his Chaparrals then into a Javelin one day? Nice one Nigel you are a genius!

Hornby VW Camper van



As the genuine Hornby one draws ever nearer then here's one I made earlier as they say this time I decided to take one apart totally and spray the roof and the body sides to match in⇒⇒

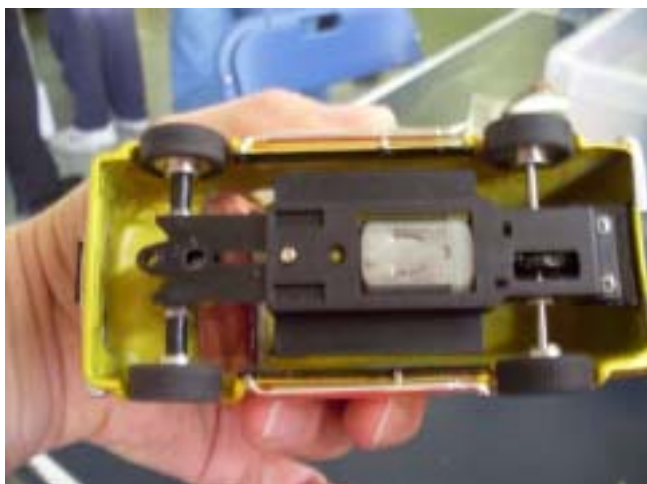


green and yes, you guessed it, it's Lawn Green but in my defence it is a big tin of paint some say that **ALL** of my cars are painted in this green but they are not, honest just most of them!

MRE / Chase Cars MK1 Transit van



When I was at the recent Wolverhampton Slot Car Club Classic Saloons event I spotted this beauty that my friend Martin De'Ath had done if you went to Gaydon this year or last year you will have seen his amazing creations for certain but along with his red Ford Popular Hot Rod this one is just superb. Notice how he has added wheel arch extensions and a front spoiler to the original model that I showed you last month and he has even put a pair of furry dice hanging off the rear view mirror! As soon as I saw Martin's Transit I thought "Drat, I wish I'd thought of that!" And so mine has now had a bit of a rethink and work has started on it again, but it will never look as good as Martin's I can tell you that for sure.



Hornby Bentley GT3



How many of you got the email off Hornby that the car had been released only to find that when you tried to buy it, it had sold out then? Lots of you I reckon, but boy does it look good and at Bearwood we actually race a Hornby GT class so we will be able to tell you how well it goes once somebody can actually buy one! Aaahhh,





to the rescue Steve Beach has managed to track one down and it arrived in time to race at our club also.

First impressions are it is big and the guide is a bit recessed in order to make the front spoiler virtually rub the track which looks good but might lead to trouble on a bumpy track we think. Maybe the Hornby springy guide is the answer then? More to follow on this one.

James Noakes' Wolves car v the Hornby one

As James is one of our club members then how about a quick comparison of his car to the Hornby one once I'd taken it apart? When you get close up then they are as different as chalk and cheese what with James' Penelope Pitlane chassis and metal hubs and a Slot.it Flat-6, 25,000 rpm motor compared to the plastic chassis and the super fast FF motor that the Hornby one comes with.

You may also think that James' one is a little on the high side but if you look closely at the Hornby one you will see that it too is "high", it's just that it's not as immediately obvious.

On the track James' car is very fast and



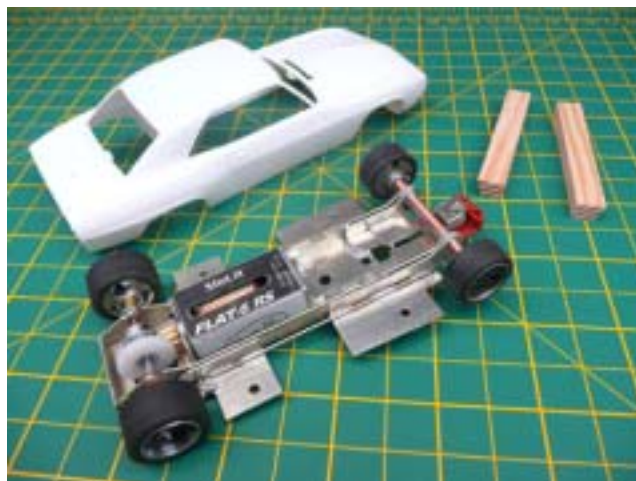
smooth, and so is the Hornby one until you take the magnet out that is, when it's then still very fast but slightly hard to drive with the usual 45-Ohm Parma controller but I've found an excellent solution to the problem by using a 90-Ohm Parma controller which means that you can then drive it at "walking pace" if you want to rather than at "a fast jog" or "a minimum of 30mph" if you try to use it with a 45-Ohm or a 30-Ohm controller.

One other solution is to swap the FF motor over to a Johnson 111 motor like those in our F1 cars, I've done that to a Hornby Lotus Cortina and it makes it far more drivable but that's another story for another Journal, but changing to a 90-Ohm controller is the easiest route by far.

Chris Aston's Wolves car v the Hornby one

Following my realisation that this event was won by local friends of mine then here's a very quick look at "large class" winner Chris Aston's car⇒



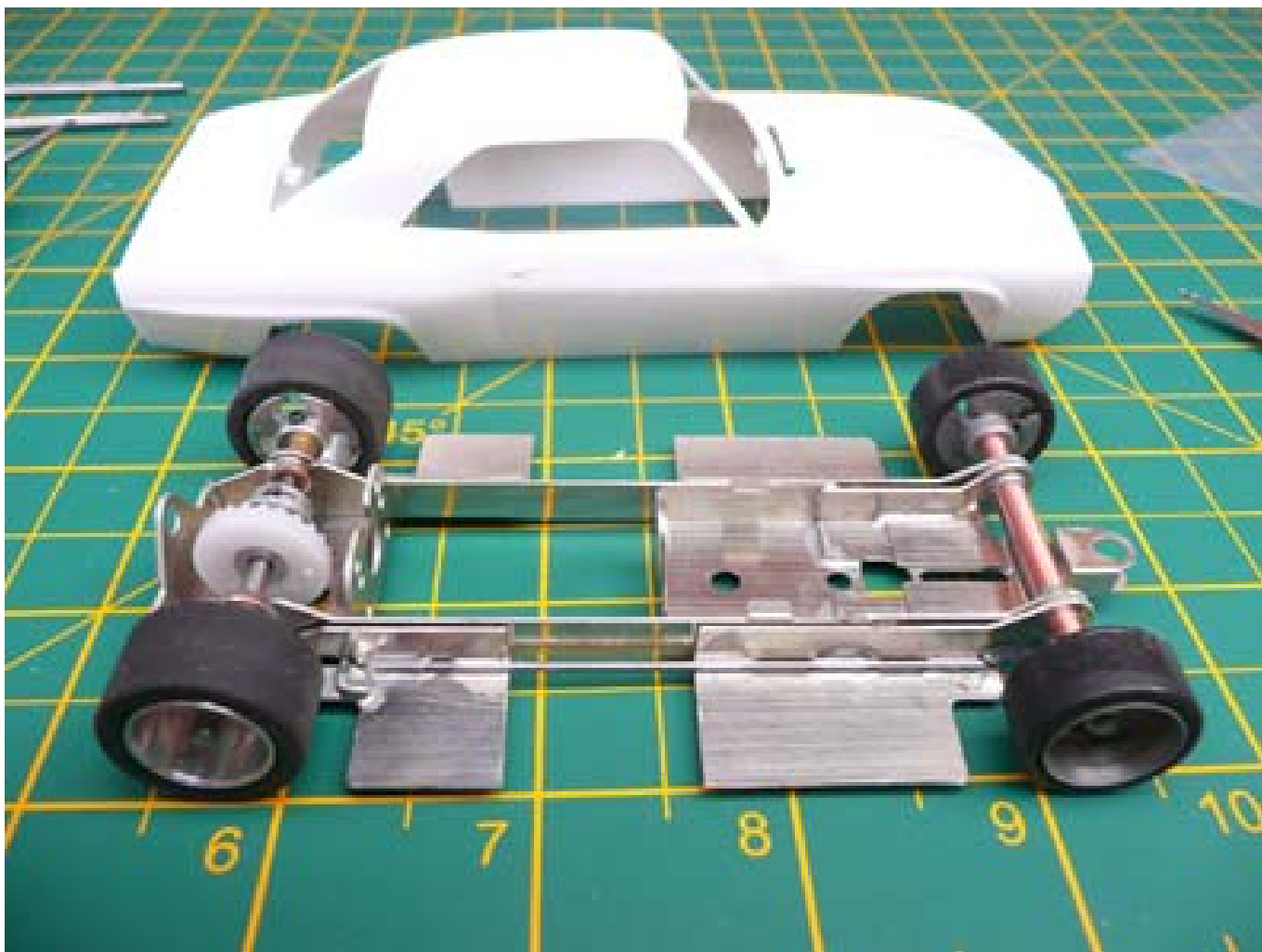


which is basically one of the old Hornby “Airfix” type kits of the Camaro that were out a few years ago and didn’t seem to sell very well at all according to my mate Alan in the Toyshop in Dudley that is.

My car is the genuine Hornby “Australia only” release that my mate Phil Rowley sent me a few years ago from Australia. Amazingly it got to me in perfect condition given that Phil

decided to send it unboxed and with nothing more than just a little bit of bubble wrap around it to protect it, and even more amazingly the Postman even managed to get it through the letterbox without it being damaged as well! (So pity we managed to break it a bit racing it at Bearwood where it is one of my pool cars).

So, that’s the Hornby one, now, and in his own words, here is the build spec of Chris’s





car....."The shell is a Hornby static kit painted in Fiat Racing Red (Halfords) and decorated using Patto's 'Bob Jane T-Mart #7' Decals. The running gear consists of a Penelope Pitlane Competition chassis which I've cut and stretched with piano wire to extend the wheelbase to

86mm. The motor is a Slot.It Flat-6 RS 25k rpm with Slot.It offset gears (10:25). Rear tyres are Slot.It P6's on 10mm wide air-hubs".

So, chalk and cheese again but from the outside they both look very similar indeed. But the one thing that definitely comes across though as being the key component is the PP chassis if you've never tried them you really must give it a go they are amazing!

More Hot Rods



Remember eBay Nigel's yellow Hot Rod in last month's Journal well here's another one I made earlier, this is the same kit except that I bought it as a body only and it was missing the grill so after a bit of work with some plastic card ➡➡





sections and a bit of body repair Aluminium mesh hey presto the body was sorted. The chassis is actually a Hornby Scalextric Caterham and so are the front wheel mudguards. The enlarged rear wheel arches were made by me from a couple of layers of plastic card glued to the Caterham ones and then the chassis was lengthened a few mm and sprayed gloss black to contrast with the metallic purple, which is Hycote Ford Purple Velvet Double Concentrated Acrylic Paint and when I sprayed it, it went on rather thickly but luckily for me as it dried the bodywork details began to emerge again, so don't panic if it happens to you as well.



I also got a complete “already built” kit of the model recently off eBay so if we all wait long enough then I sense that another Hot Rod will be born, well one day that is.

Bostik glue gun

Yes, I know they've been around for ages now

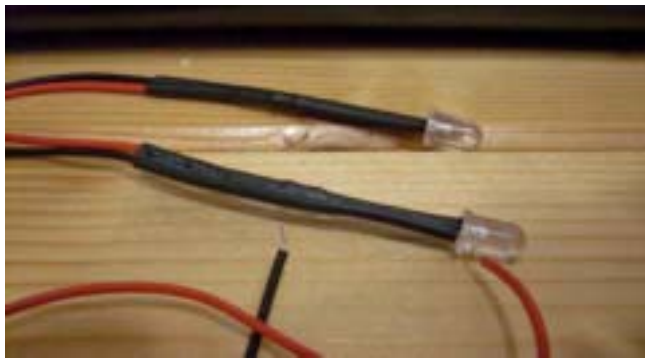


but I like to live in the past. I recently bought one of these mainly down to the fact that it was only £7.65 from Wilko, so I thought for that price it would surely come in handy one day and pretty soon I found a use for it with slot cars.

When converting Airfix kits etc. to slot cars instead of using Araldite or similar product to fix the screw tubes to the body I did this one with the glue gun and whilst it did get a bit hot it doesn't seem to have warped the body at all and they seem quite rigidly fixed so it's looking good so far then.



Another use for it has been when mounting the front axle tubes on our Heart of England car's because they are metal, if you are not happy with the location then you can very easily warm the axle tube with a soldering iron and as the glue softens you can adjust it as required and then as it all cools down again it sets where you want it again, Simple!



Making your own headlights with LEDs

I recently saw these great LEDs on the Route 1 Racing Website of Richard Perry, he was the guy at the Gaydon Slot Car Festival selling those ingenious “Sure Change” guides for the Digital racers amongst us. These LEDs are just the right size for headlights in many cars and so I bought a few to keep in stock for my George Turner A35 etc.

Richard also sells a few bits and pieces on his website like the “ferrite men” (the grey thing by the lead wires on a Hornby car that suppresses interference with the Digital cars) and some really soft racing braid that he has sourced specifically with slot cars in mind. We’ve been trying it out recently and it seems to do the job very well.



We’ve also come across a trick with guides and braids in general recently as well and that is to use grub screws or even small “self-tapping” screws (where the thread goes all the way up usually) instead of eyelets to keep the wires in the guide. Richard does some Slot.It ones or you



could try others maybe but you need to be careful if you end up buying “soft” ones as they can actually rivet over and thus prevent you getting them back out again, which can be a real pain and beware of over tightening the ones in the SCX Pro metal hubs anyway as the thread in the wheel hub can strip out very easily as they are made of a very soft metal it seems.



The grub screws are 2mm and come in a variety of lengths we’ve found that they fit the Hornby guides very well including the short⇒



stem “blue” guide which can make your 1970’s F1 cars very low at the front if you fit them once you’ve filed the raised boss off the chassis that is.

George Turner news



Here is the latest news from Mr. Turner, I saw him at the recent Wolves event but as ever he was extremely camera shy but one day I will get him, trust me!



“The main thing for this month is the release of the new Chaparral 2Ds. I am very pleased with the look of these models and they’ve had a great reception from the people who have seen them at shows.

The 1966 Le Mans car is now available and I am currently working on modifying one of the prototypes to make the Daytona car, which should be out before Christmas (with any luck).

I am also hoping to get a couple more of the modified





and widened cars based on plastic models released before Christmas as well, but I can't say what they are yet, but they should be interesting.

I am also hoping to get one more complete model made from scratch before Christmas, however there are no guarantees on this at the moment."

I wonder if it will be a Javelin? So that's all for another month, more to come soon.■

No sooner had I written last month that I was worried about being hit by Custom charges when buying from outside the EU, that our beloved Customs and Excise hit me with a £5.39 import tax and our Post Office charged me an extra £8.00 for collecting the tax from me and all for three used Slot Cars made in the 1960's that I bought from the USA. Perhaps if the seller had ticked the "Gift" box on the customs form, or listed the value at less than £15.00 then I would not have been charged. Whether it would have made any difference if he'd put "used" as well as just "toy cars" I don't know?



I was excited to receive them though, as they were examples of the Eldon Chaparral and Ford GT Roadster that had enabled identification of the Scalextric Javelin and Electra as versions of the same cars.

Awaiting motors and guides, the Chaparral



was just £4.63 (371141316709) and the Ford was £6.48 (281437828539). The third car was an Eldon Porsche, although that was complete with working chassis for £12.03 (371138863863). The early cars like the Porsche are definitely to a slightly larger scale than the later Eldon cars.

Some interesting vintage slot cars were available at the Havant swapmeet, including an Eldon Lotus 19 and Ferrari Testa Rossa for just £15 each, and a Carrera Porsche 804 Formula One found in a "3 for £10" box.

The seller of the Formula One wished me good luck at getting it working, and I discovered why as the hefty and bombproof looking circular motor stayed jammed and difficult to turn even after a liberal dose of WD40. After replacing the motor, I found a great use for one of those annoying black plastic clips that hold SCX cars onto their box display plinths though, as a new guide pin to replace the original metal pin which would have shorted out my Classic Scalextric track.

The yellow car behind the Porsche is a Stabo Lola BMW T100, also found at Havant for just £8, although as you can see, the original drivers had deserted both cars and I have had to find substitutes. Similar cars do seem very reasonable on eBay at present, at least for the buyers, as a Carrera Sharknose Ferrari and Porsche 804 sold for just £5.64 (221560311026), and a Lotus Climax for £6.34 (351182990945).



It can be a pain to convert the triple contact early Carrera guides to enable running on Scalextric track, so perhaps that reduces the demand for these cars, but once converted they run nicely and are well engineered, especially my Carrera E-Type Jaguar, which runs very smoothly.



I got particularly interested in vintage Carrera cars this month, so ordered a copy of the Carrera 50 Years On Track commemorative book from Amazon at £17.90. The concept of Andreas A. Berse, this is an interesting volume, with a candid history of the company through changes in ownership, and takes an unusual, fresh approach to the subject, rather than a run-down of the range of cars which I was expecting.

The book covers the Mercedes trucks manufactured by Carrera in their Transpo range too. A six wheel tipper sold on eBay this month for £27.17 (400781004228) and another is available on Buy It Now for £57.00 (171389872093). A nice 3-way tipper and matching trailer sold for £125.68 after 21 bids (390941935876).

Buried Treasure

A couple of weeks before the Havant swapmeet,



I purchased a couple of Scalextric cars from a Havant eBay seller. When I realised where he lived, I mentioned the swapmeet and he wrote: "Many of the locals of my age remember (as we were youngsters then) lorries full of scalextric gear being dumped in pits which were then covered up (must be worth a fortune now). As you drive off the M27 towards Southsea on the Eastern Road you pass Salterns Golf Course on the right then carry on and then there are flats on the right. Opposite these flats to the left is a large grassed area which years ago was the dumping area. I remember kids telling me how they went home with handfuls of cars still in their boxes from the pits before they were filled in!" Perhaps we should write to Sir Tony Robinson and ask Time Team to dig them up again for us?

Similar stories were on display in the slide⇒⇒

show at the back of the Havant swapmeet, including an horrific story of bonfires of Scalextric seconds being lit, perhaps those stories could be printed in the Journal sometime please Jeremy?

Monthly eBay Watch Top Ten

1. Scalextric 16x8ft Four Lane Brands Hatch Circuit £1,440.00 (291251834483).
2. Aurora HO T-Jet Box of 100 Mint Chassis £977.91 (131308918552).
3. Scalextric 1/24 Alfa Romeo £598.90 (291239202128).
4. Scalextric 3.75x2m Four Lane dismantled Track £510.00 (301310751246).
5. Playcraft Highways HO Black Chevrolet Lorry £500.00 (311091795342).
6. Two 1/24 Wing Cars plus Difalco hand throttle £499.08 (181523182905).
7. Cox 1/24 Dan Gurney Ford Galaxie Unbuilt Body Kit £487.42 (351166596723).
8. Scalextric White Auto Union £458.53 (380998687998).
9. SCX Bulk Lot of 20 new cars £449.17 (261592929866).
10. SCX Bulk Lot 16 Hummers plus 16 Nascars £436.69 (261590667331).

Presumably the 16x8ft track was digital, as the listing said it could be connected to a computer, and it came with some cars too. The 3.75x2m track was incomplete and without cars. I try not to include duplicates in the Top Ten, so haven't included the other Scalextric 124 Alfa Romeo that sold for £476.66 (151410871674). Both of them were boxed, but the cheaper one had what looked like white mould on it, referred to as white residue by the seller, and looked a bit like a real car would when the bodywork has been rubbed down and imperfections filled in ready for repainting.

I bought an Auto Union myself from Havant for only £8.00, together with a Porsche 804, sold as projects, although they are both Airfix MRRC versions.

The SCX Bulk lots look interesting, but they were in Connecticut so I bet our Customs and Excise would have a field day if they were bought by a UK buyer!



Spectators

A nice boxed set of Carrera figures containing five vendors and a commentator remained unsold on eBay at £24.95 (400781994040), while a stand at Havant was selling similar individual Carrera figures, and Monogram and Scalextric ones too, for a pound each. The stand holder commented I'd chosen the rare ones when I bought some!



Super Shells

A few Super Shells slot cars have appeared on eBay, from a nice Lotus Formula One at £25.30 (281446180685) to a Jaguar E-Type and 14 other bodysells of various makes and completeness for £68.66 after 14 bids (281446264197).

Plain Slots

Interesting items with plain, un-electrified slots on eBay recently have included a Triang Spot-On Magicar Set, which included a very nice trio of Northern Ireland manufactured and battery powered Rolls Royce, Ferrari and Jaguar cars available for £295.00 Buy It Now but eventually sold for an undisclosed Best Offer price (291239662799). Another interesting Triang set was the Bandit Chase Game which is still



available at £39.99 Buy It Now and features battery powered versions of a Police Aston Martin and a lorry. It appears the idea is to ram the Aston Martin into the back of the oil barrel carrying truck to stop it. Could be an expensive strategy, and it does look as though it ended in tears, as the car chassis has been snapped in half (261548240339). Meanwhile, a battery powered Triang Captain Scarlet Patrol car with extra bodyshell sold for £52.00 (251643910986).

Jim Clark V Dan Gurney eBay Top Ten (July-October 2014).

1. Cox 1/24 Dan Gurney Ford Galaxie Unbuilt Body Kit £487.42 (351166596723).
2. Cox 1/24 Dan Gurney Built Ford Galaxie £269.72 (171452542415).
3. Scalextric 1/24 Jim Clark Lotus 38 Indianapolis £220.00 (161379871439).
4. Osterero 1/32 Jim Clark Lotus 38 Indianapolis £178.55 (291172568977).
5. Cox 1/24 Dan Gurney Ford Galaxie Handmade Chassis with 36D Motor £149.15 (221546818043).
6. Monogram 1/24 Jim Clark Green Lotus 38 Indianapolis £125.30 (311038407840).
7. Monogram 1/24 Jim Clark Blue Lotus 38 Indianapolis £92.41 (201156497035).
8. Scalextric Jim Clark Lotus 49 Number 5 £75.00 (231340032643).

9. SCX Dan Gurney 1970 Plymouth Trans Am £58.19 (321486637742).

10. Cartrix Dan Gurney Porsche 804 Formula One £57.00 (371127639465).

It's pretty clear that the most popular of Dan's cars is the Ford Galaxie, and Jim's is the Lotus Indianapolis. This could be due to the American influence on the Worldwide scope of this Top Ten, however, as a UK only Top Ten would make Dan's Cartrix Porsche the highest placed of his cars, closely followed by his Scalextric Eagle Weslake at £55.00 (251648460960). Only listings mentioning Dan or Jim are included, so other cars such as the VIP Lotus 38 Indianapolis spotted by Graham Mattingley selling for £106.66 (261610076385) are not.

Almost making the Top Ten was the Number 4 Scalextric version of Jim's Lotus 49 at £55.00 too (251659505747), while we should not forget Jim's Gold Leaf Scalextric Lotus at £39.99 (201145582640) or his Scalextric Lotus Cortina at £36.99 (331245327323), just pipped to the post by Dan's Pioneer Mustang at £37.01 (251611016862). Apparently Dan was one of Jim's competitors whom he respected most, and it appears they raced both full size and slot cars together from time to time. ■

