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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Stress? What Stress?

Like some people my current job allows me to work from home most of the time apart from the required site visits and meetings which I have to attend, I am fortunate enough to have a great employer and to some of my friends my current position appears to be easy, with them often ringing me up and asking if I am watching Jeremy Kyle this morning!

To be fair it is 70% of the time reasonably relaxed, but of course like many other jobs it has it's fair share of stress, trouble and general grief for the remaining 30% of the time, usually it appears, when I am trying to find time to do the Journal at the end of the month.

So linking in again to my opening paragraphs in a round about way is the recent Havant swapmeet, which having attended and spoken to a few who were there, dealers, traders and buyers alike appears to have been a very successful event, and worthy of opening the swapmeet season both this year and hopefully beyond?

Thanks and indeed congratulations I would say, to the organisers both Robert Learmouth and Steve Cannon for organising the event and I am sure who both put in considerable time and effort in doing so, particularly as it wasn't just a swapmeet but also a informal gathering and meeting of a number of people who worked for Minimodels/ Scalex when they were based out of the Havant Factory, started by 'Fred' Francis all those years ago. It was also good to see Mrs. Francis and her family present and indeed she had a tale or two to tell about the history of the place, her husband and indeed what could be considered the starting point to the masses of our hobby.

Finally, I am in the process of sorting out the NSCC/ Hornby Ramsgate weekend, and have sent emails to all applicants to advise you are coming and how much to pay etc. If you applied and haven't heard from me can I ask you get in touch without delay, there has been the odd one or two emails that appear to have gone astray that I know about!

Until next month.

Jeremy



MESSAGES FROM MARGATE

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By Pete Simpson

To begin the month's report, I can bring information on another new moulding, in both SR and HD format, a few circuit racers and finally the second version of the VW bus. With the year rapidly coming to an end, it's good to see that all the range has very nearly progressed to the sign off stage. Indeed, next month I'll be bringing news on a few models that aren't even in this year's catalogue. With regard to new mouldings for 2014, the only two cars which could still remain as candidates are the current Formula 1 offerings, about which I have had very little information, but strongly suspect these will be reliveries of existing mouldings.

One minor point to observe is that cars are now being decorated, very effectively, by using a mix of tampon printing and decals, employing the most appropriate method for each subject. In some instances this results in films being applied across door shut lines, without fully shrinking into the gap, don't be tempted to probe any fissures with a fingernail as it could crack the carrier film and lead to flaking of the decal.

VW Polo R WRC

At the end of last month's report I included a teaser of what will probably be the last of this year's new mouldings – the VW Polo both in Super Resistant and High Detailed variants. Apart from the lack of interior and lights on the SR version there is very little to choose as both liveries are very detailed and appear close to the real cars: expect to pay about £5 less for the SR version. Whether the reduced mass makes it



faster or less stable will depend on the circuit being contested.

According to the Volkswagen Motorsport website, the World Rally Championship car was created as a result of uncompromising development of the production Polo which enforces VW's dedication to producing highly efficient engines. The 1.6-litre turbocharged engine with direct fuel injection produces 232kW which it delivers via a six speed gearbox to a permanent four wheel drive system to achieve 100kph from standstill in 3.6 seconds. Top speed is in the order of 200kph, depending on gearing. The rally car is based on the fifth





generation Polo, a road-going WRC version of which is available, albeit fitted with a 2 Litre turbo-charged power plant instead of the smaller 1.6 Litre. Confusingly, but doubtless to maximise publicity, the road car is also designated as a Polo R WRC.

The HD version, C3524, is the car which competed in the 2013 Monte Carlo Rally, first round of the WRC, driven by Jari-Matti Latvala and Mikka Anttila. They slid off the road during the fourteenth of the sixteen stages and were unable to continue. The remainder of the season went very much better.

C3525 is the SR version as taken to victory in the 2013 Rally Sweden by Sébastien Ogier and Julien Ingrassia: Latvala managed a strong fourth place. Sébastien Ogier went on to win the FIA World Rally Championship for Drivers, ending Sébastien Loeb's nine year winning streak, whilst the two drivers combined to make Volkswagen Motorsport the winners of the Manufacturers' title.

Both cars can be easily converted for digital running, the HD version also being fitted with powerful front and rear lights. As with most current Scalextric releases, the SR version can be upgraded by swapping parts from the HD



model. I wasn't able to push either of these too hard on the small analogue track available at Hornby but the sidewinder configuration gave a nice confident feeling: it stuck solidly to the track with the magnet in place, but provided a controlled drift when the magnet was removed.

Lotus 49



Following on from the Monaco "Winged Legends" set is another, similar, solo Lotus. This release, C3543A, is also adorned with the high rear wing but more conservative front winglets. It will be released as part of the "Legends" range so will be in the collectors' style box, rather than the clear display case, and limited to a total of 4,000 examples.

This is the car raced in 1968 at the British Grand Prix at Brands Hatch on 20th July. Despite the team cars claiming the first two qualifying positions, the result wasn't as expected with both Hill and Jackie Oliver retiring leaving Jo Siffert, in the similar Rob Walker entered Team Lotus Type 49, to come through from fourth to take the win. Unfortunately, as this range of F1 cars are not DPR, the three cars cannot be raced together: Siffert's car is available as C3413 and Oliver's car is the one from the set shown last month, C3544A. The second placed car, which had qualified third, was the Ferrari 312 of Chris Amon so we'll have to wait until the prancing horse licence is due for renewal and see if Scalextric are tempted. We have now had three versions of Graham Hill Lotus 49s from Scalextric: we've previously been treated to his number 5 car from the Tasman Series of 1968, C2964, and the number 7 ➡



green Team Lotus car, C3031 from 1967. Maybe this one will be faster than the other two as the Tasman series 49T ran with a smaller, 2.5 Litre DFW engine in order to comply with the championship rules and corner better than the '67 car due to the increased down force provided by the wings.

Scalextric have now released enough versions of the Lotus for it to have lost its artificial "collectors' value" and is now easily available so can be enjoyed with impunity. If racing on a large circuit, where high speeds can be achieved, it is certainly worth removing the magnet as the damage incurred when crashed is likely to be considerably less.

McLaren M7

At the time of my last visit I was also able to photograph the solo release of the McLaren

M7, C3545A. As no one mailed me regarding the sample shown in the collection shot at the beginning of the August "Messages", I can but assume that the photo was too small for the missing wheel to be evident. Fortunately a second example has been produced so it can now be included. This is the car that ran in the German GP of 1969 and looks far less radical than those of the previous year, the rear wing is far more conservative as the shot of the two versions demonstrates. The front wings have also been modified with appropriate end plates: much smaller than the '68 car.

Like the Lotus 49, this will be powered by the slim-line FF motor thus enabling these current generation models to be far closer to the correct profile than the earlier versions with either Johnson or Mabuchi motors: even the





contrate gear barely causes any deviation in outline. This model will be in slightly shorter supply as it is limited to only 3,500 examples, again in the card rather than clear box.

McLaren MP4-12C GT3



McLaren MP4-12C GT3, C3505. This is a Super Resistant release but with a fully decorated body representing an actual race car: remember, despite the attractive appearance, it won't be fitted with lights or an interior. However, if this is a car that is particularly desired as a detailed version the additional parts can, with a little care and determination, be swapped from another HD version. Having



raced these in HD form, at Croydon Scalextric Club as a control car for a year, I can vouch for their superb performance, even on a large circuit. However, the SR cars may not be as quick as the HD cars owing to the reduced weight and associated reduction in stability: we even had to add a small amount of ballast to the HD cars in order to optimise handling. This example, representing the car run by Gemballa Racing, enjoyed quite a collection of famous German drivers for its entry in the Nürburgring 24 Hour race of May 2012: Nick Heidfeld, Klaus Ludwig, Sascha Bert, and Hendrik Vieth. Unfortunately it was unclassified after completing only twenty four laps compared to the winners' 155 laps.



Camaro GT-R

The final version of the Chevrolet Camaro GT-R racer for this year, C3517, represents that of Jan Magnussen, the winning car from the Danish Thundersport Championship in 2012: Jan also won the series in 2003 and 2008. Searching the web provided lots of information on the championship, cars and drivers but unfortunately much of it is in Danish: let's hope that there is a hardcore group of slot car fans⇒⇒



waiting to replicate their favourite racer. Obviously, Jan has an impressive pedigree of other racing including F1, CART, ALMS and most recently Le Mans 24 hour where he was successful with the Corvette Racing's CR5, -6 and -7: four wins and two second places in the last decade. There's no doubt that the frontal appearance of this new generation Camaro is nothing less than intimidating, providing an imposing presence on the track: can you imagine trying to place your car accurately and glancing in the mirror to see this right on your tail?

This version is the fully detailed HD version with lights at both ends, a rear wing and very little else to part company in the event of a crash: if in contact with another car, there's a fair chance that this one will emerge the victor.



Audi

Fans of the FIA GT Series will immediately recognise this as the 2013 entry of Anthony Kumpen from the race at Circuit Terlaemen, Heusden-Zolder, Belgium: the rest of us have to rely on the www. This version of the long-lived



Audi R8 GT3, C3516, can be expected to perform well on most home circuits and be very resilient when crashed, we raced these as a control car at Croydon for two years with the loss of only one rear wing (and most of the door mirrors, obviously!). This HD version captured the race car's livery very well with all the decoration being correctly positioned, sharp edges to the patterns and good colour registration.



VW Bus

The solo version of the VW Camper, C3395, has now been approved. Without the roof





adornments of the “Sand and Surf” set this one is closer to many that can be seen returning home from meetings after sunny summer weekends. Having observed several of these over the holiday period, one aspect that is a bit odd is the omission of a front passenger: how often do you see a lonely camper driver? Anyway, minor details aside, this second colour scheme looks convincing: I’m not going to guess at the correct shades as there are so many variants from which to choose. This one, like the Surf and Sand version, is fully detailed with lights front and rear, and is DPR. Similarly, the approval model carries the same, dubiously



spaced, registration number: VW T1B.

Bentley GT3

Following on from last month’s report on the HD Bentley, the second, SR, version, C3515, can now be revealed as the car of Generation Bentley Racing, run by David Appleby Engineering to provide experience for young drivers. Current driver are James Appleby and Steve Tandy in the British GT Championship with Jody Fannin joining the pairing for the Blancpain series.

I spotted the first sample a month ago but as it had an incorrect paint scheme it couldn’t be shown; however, this second attempt of the SR model has it correct, although the photographs really don’t convey the subtlety of the Union Flag very accurately. The best way to envisage→





it is the crosses of St. George and St. Patrick in Mithril Silver over a Runefang Steel background, with the Saltire represented, appropriately, by Macragge blue.

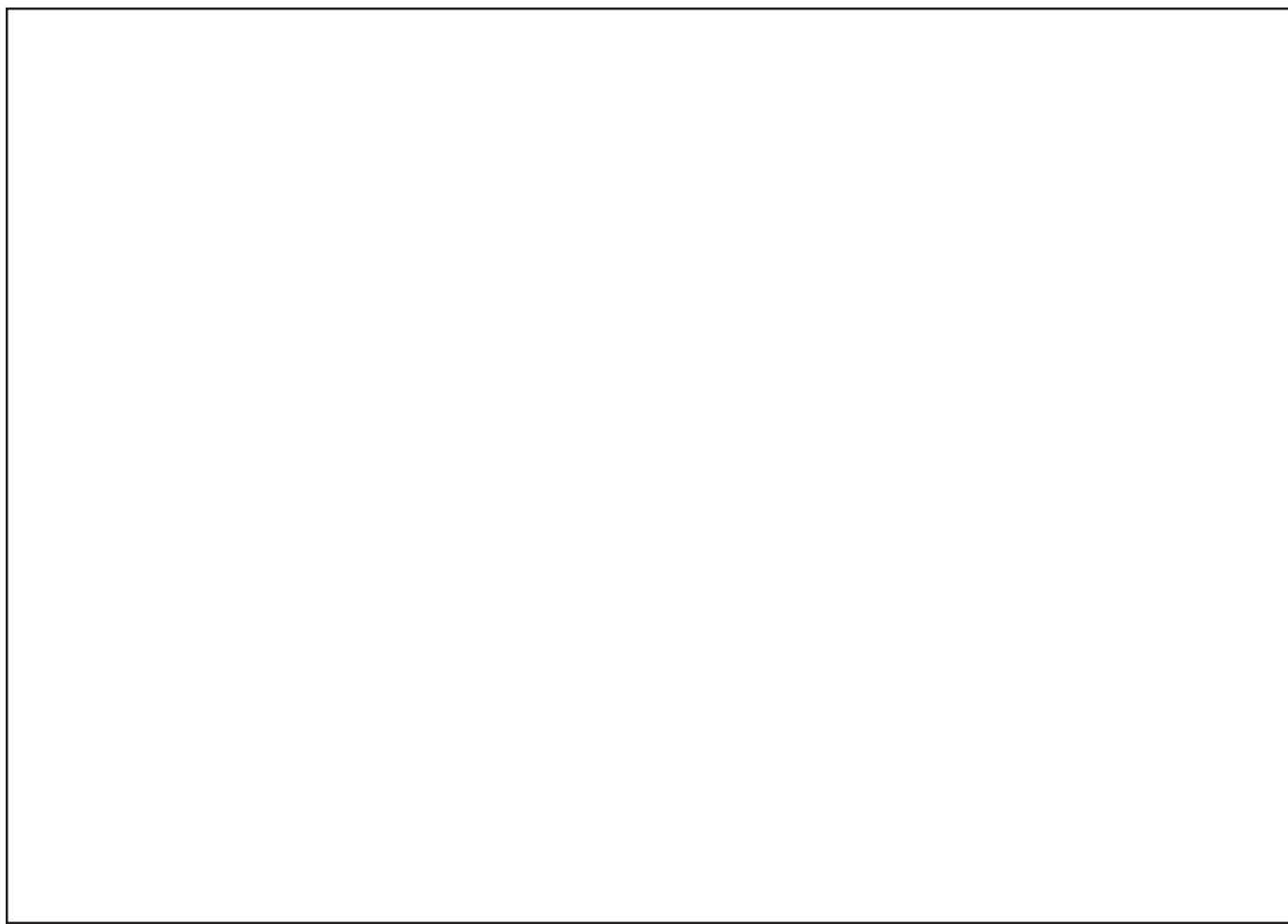
Last month I mentioned the second in the ARC range, ARC Air. Unfortunately, I still can't include any details as the official release is due soon and I've been asked to hold fire until then.

Following on from Graham Pritchard's observation regarding the possibilities of converting Airfix car kits, there's one other that could easily be overlooked: Monty's Humber Snipe Staff Car, reference A05360. Although it



is listed as 1:32, I wondered if this model would be slightly undersized as one of the common scales for military modelling is 1:35. Having taken the plunge and purchased an example, I can report that it is indeed suitable for a slot car conversion. One to add to the queue, it may emerge one day as a street rod: it comes with a representation of an erected hood that would be easy to convert into a roof so it need not remain as an open topped version.

So that's all to report for another visit. Next month, as the deadline approaches for Christmas present shopping, I'll bring news of some of the sets new for this year and hopefully photos of this year's two 2014 Formula One cars. ■







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Here are the latest releases from Carrera for this coming months report. They are all Evolution 1:32 Scale Models, which should cost under £30 from your favourite supplier. Reference numbers are quoted plus we have pictures of all models. We mentioned some of these cars back in March but they are only now due for release.

Firstly two cars that should be available as from September: The first being reference 27460, which is another version of the Citroën DS3 WRC, this model depicts the car driven to



victory in last year's Monte Carlo Rally by Sebastian Loeb and Daniel Elena. Sponsored by Total it carries race number 1.





Reference 27461 is the Dodge Charger 500 Daytona from 1969 in yellow and black as driven by Andy Hampton with race number 58. This is a USA Limited Edition, and looks very nice indeed.



A further German manufacturer is represented with reference 27470, which is another VW Kafer Beetle, Group 5, this one is finished in blue with race number 47.



The following cars are due in October, firstly reference 27467, which is a Porsche 918 Spyder in Martini Racing colours with race number 23, an iconic livery if ever I saw one.



More releases are due from Carrera next month, but of course you can follow Carrera on Facebook, go to Carrera uk slot racing if you can't wait until then.

Thanks again to Pete Binger from The Hobby Company www.hobbyco.net the UK distributors for Carrera, for his help in compiling this column and all being well I'll be back next month! ■

Following on from this we have reference 27468, a BMW Z3 in Schubert Motorsport livery, finished in green with race number 12, this is the car which competed in last year's 24 hour Dubai race.

Ciao everyone and welcome to this month's Forza Slot.it. The August European Siesta is now over and there appears to be quite a bit of movement in our slot car world as everybody seems to have several new cars in the shops from all the various slot vendors so let's see what Slot.it has for us as I'm sure you will read about all the other stuff in different columns of the NSCC Journal this month.



Product code: CS26b
Description: M8D body kit
New product



- McLaren M8D unpainted body kit.

First up is the availability of the new McLaren M8D plain white body kit Ref: CS26b. Slot.it already provides many of these types of body kits for us to have a go at creating our own liveries of cars that have not yet been produced so I'm sure the builders out there will welcome this new kit. I've yet to try out one of

the McLaren M8D cars as none have really taken my fancy so far but the September release of the black SICA26C Can-Am Laguna Seca version of 1971, as driven by Vic Elford, has now registered on my radar so I may take the plunge soon? Next up is advance notification of the latest little exquisite Alfa Romeo 33/3 (SICA11f) release which should be on the boat over as I type and in the shops by the time you read this? This will be the 6th version of this beautifully formed car with the impressive rear end detailing and cool look of the driver, one Nino Vaccarella, resplendent in a predominately white helmet complete with Italian flag and colour detail as well as what look like black shades with a strap round the helmet. Typical Italian flare for fashion and style! It would appear that a separate collectors box will be available to purchase so that you can slide in





SICA11f and the yet to be released sister car from that race is the SICA11g car that finished second to give the team a 1-2 finish for that race.

The #2 car is a very similar livery to the #5 car with the main difference being the white (instead of orange) band on the nose and driver helmet. Another must have for the collectors I think? Details of how to purchase the presentation box should be found in the SICA11f model backing card.

My featured car for this month will be the latest Lancia LC2/85 from the Monza race of 1986 in the iconic Martini livery (SICA21d) and what a stunner this one is, but more later...

Product code: O201b1
Description: In-Car Controller (Type B1)
Replaces O201b



- A red led indicates power and communication status between O2 cartridge and in-car chip;
- re-designed board shape for easier fitting of Slot.it and other models.



brass (10x), SICH90 – M2x4mm motor fixing screws, Titanium, 1.5mm button hexagonal socket (4x), SIPT228C1 – C1 compound tyres, slick dwg 1228 (4x), SISP33 – spare hall effort sensor for O2 Chips and 0201B1 – In-car controller (Type B) Oxygen digital chip. Sold out/no longer in production is O201b digital chip which is replaced by the new 0201B1 variant.

Product code: CH80
Description: M2x4mm motor fixing screws, titanium, 4x
New product



- The new titanium screws are 50% lighter than equivalent brass screws, and can be used to fix the motor to the motor mount;
- 1.5mm button hexagonal socket;
- 4 pcs.



Product code: CH89
Description: 2.5x6mm metric screw for Carrera, brass, 10x
New product



- New 2.5x6mm metric screw for Carrera bodies and chassis;
- specially designed for the new Slot.it DTM chassis which can be ordered from the "Slot.it 3D Print Shop" via the link on our website;
- 10 pcs.



Other news to mention would be a couple of new spare parts being available: SICH89 – metric screw M2.5x6mm for Carrera cars –

Product code: PT1228C1
Description: C1 compound, slick, dwg 1228 (4x)
New product



- tires type "1228" (new shape), made in C1 compound, for Classic rear wheels;
- used as box stock starting from CA21c.



Product code: SP33
Description: Hall sensor for O2 chips
New product



Spare Hall sensor for Oxygen car chips O201b and O201b1.



In the near future (in the shops now?) we should have SICA23d, the Porsche 911GT1 Evo 98 #25 as driven to 2nd place at Le Mans in 1998. A deceptively simple livery but⇒⇒

another stunning car that Slot.it have decided to release. This will make the perfect sister car to the previously released SICW13 #26 Porsche 911GT1 EVO 98 car that won the Le Mans race that year. Looking further ahead and eight new cars have been announced by Slot.it being: SICA03h Porsche 962C FAT Turbo LM93, SICA17d Porsche 962C Jim Beam Interserie, SICA09g Porsche 962C Rothmans 1983 Nurburgring (yes please!), SICA13e Jaguar XJR12 Castrol Daytona 1991 (must have?), SICA19e Toyota 88C STP Suzuka, SICA27b Matra MS670B LM74 # 9, SICA20c Ford GT40 MK2 Gulf Daytona 1967 and SICA24c Audi R18 TDi LM11 # 3. Who can't wait for that new AWD chassis then? Well that would be me! Sadly, none of these will be available until sometime in 2015 but a few have hit my must have list and I'm sure that will be true for many other Slot.it Le Mans race fans out there. Start saving your pennies now and maybe get in a pre-order or two for that must have car. I think I will do that now! Check out your favoured Slot.it vendor now to place your pre-order too.



Warning on – gush/vomit alert! Mind you if you are a member of the NSCC you probably have your own favourite or must have models as well? I few of mine being: most 917/956/962 Porsches, Ferrari F40's, Le Mans Jaguars and Mercs (1980s onwards), SCX TT cars, Fly trucks (might be in trouble over those two!).

Rothmans and (you guessed it!) Martini livery cars to name but a few! With that in mind - warning still in place – the newly released SICA21d Martini liveried Lancia LC2/85 was high on my list. The beautiful lines of the LC2/85 coupled to a stunning Martini livery that



accentuate the shape and form of the real and model car and have me struggling for enough adjectives to adequately describe this car. OK, that will do I guess! Warning off.

Dreamy eyes aside this is the latest Slot.it model released in the SICA21 LC2/85 line. Previous variants have been the West livery of Le Mans 1988 (A), the Martini livery of Spa 1985 (B), which is very similar to the featured car and the (sorry to say) dreary red liveried WSC Nurburgring 1989 model (C). Slot.it have also produced four variants of the earlier 1984 version LC2 car being reference numbers SICA08a/b/c/d. As it happens, I have a couple of the 08 variants as well and so decided to pick the SICA08b #5 Martini liveried car from Le Mans 1984 as a comparison to how the real life/Slot.it model have changed. I picked the #5 car instead of the SICA08c #4 car so as to make it easier to pick out the featured model in the associated pictures!

Where to start then? Livery? Covered that and it is fab! Ok, the execution of the simple but very effective combination of predominately white car with Martini colour red/blue/black stripes running the length of the car front to back either side is crisp and clear on my model. Likewise the rest of the cars sponsors and numbers are nicely done but there is the odd break/missing pin prick in the printing such as the #4 on the left hand side and on the black of the left hand side rear wing top end plate but you will not spot these in any of the pictures so maybe I am being a bit picky! I really like the little red elephant logo on top of each door and the Martini roundel type logos on either side of the rear engine deck behind the cockpit. Another minor masterpiece is the driver's names and nationality flags on the cockpit roof being Andrea De Cesaris (driver) and Alessandro

Nannini (both from Italy) and the blue race ID type flag alongside the names. The Lancia logo in front of the windscreen is worthy of note too as are the fine emergency details on the right hand side door.

Looking round the car at the various details the things that caught my eye are the drilled out ventilation holes in either door, fine central windscreen wiper blade, flexible rubber aerial and massive venturi at the back with the spoiler uprights and minor rear end detailing in between. Moving inside we can see Andrea firmly gripping the wheel amongst the very well executed cockpit interior, just shine a torch in the side windows and check out the dashboard, it is fabulous. Andrea's helmet, suit and seat belt harness are particularly fine on this model, probably the most intricate I have seen for a while and well worth a peer inside on your car.



The wheels accurately complete with disk brakes visible through the five spoke wheels and Michelin tyre logos prominent. I had a quick look at a few pictures on the web and the placement of the livery and sponsor decals looks correct as do all the relevant body cut outs, air scoops and so on within the limitations of any production scale model at this price point. One negative point would be the left over flashing on the underside of the rear wing as it is still there! However, this can be easily removed with a sharp modellers knife so all in all a very nice and tidy model of the real thing.

Now to compare it with the earlier 1984 LC2 car being as they both have the gorgeous Martini livery. At quick first glance from a



distance they look very similar but look more closely and the differences become apparent. Just as the real car evolved so has the Slot.it model. Obvious differences, the slight colour difference and size of Martini stripes down the side of the cars as well as several different major and minor sponsor logos and placement. The wing mirrors on the older car are perched on the front wings whilst the newer cars spout from the door frames. The older car has a much more pronounced central "chin" spoiler extension that is a centralized, wider and deeper opening as well as having a yellow towing eye sticking out with blanked out front headlights. The newer car has a broader more aerodynamic looking chin spoiler that extends across the whole front and includes headlight details. The newer model has more pronounced front wheel arches that dip more at the rear into the body as well as more sculpted sides between the wheels than the original cars slab slides and flat top across the doors. The rear haunches of the older car rise more leading from the front of rear wheel arches with the rear wing supports in the body starting earlier than the younger car. The various cut outs for ventilation are also different with the added bonus of the newer car having great little multi vent slots above the front wheel arches. The Le Mans race numbering and driver info on the roof of the #5 1984 car as well as the driver's helmet (Mauro Baldi) and racing suit detail are worth of mention too and look much "flashier/fancy" than the newer car! Other things – slightly larger and different size spoiler on the new car and at the rear the cars have different light clusters and trailing bodywork⇒⇒

above/behind the rear wheels. The older car has Dunlop tyres so I wonder if that makes a big difference in how the cars handle! Oh dear - I think I have just noticed an omission on my new car as well! The older car has a little bit of probably gearbox detailing and a central red high vis dark red fog light lens but my new car has none! There is a little hole there where the red light should be so I guess quality control missed this one. Hhmmm, having quickly checked all the 4x 21 variants they all have this light missing but all the 08's have it fitted! I guess it must be correct then? But if it is not and anybody from Slot.it is reading this article then I would be most grateful if you can send me four red lights for my 21 variants and I will happily fit them! Hopefully you will be able to see a lot of these body details in the accompanying photos as both cars are quite different really but obviously share a family resemblance between them.



The running gear, as per the information supplied from the Slot.it website, consists of: inline reverse 0.5mm offset V12/3 21.5k rpm motor and mounting, length 148mm, height 30mm, wheel centres 84mm, width 62mm, weight 68 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. Front axle height adjustment is also available. The SICA08 specification differs in the following areas: length 144mm and weight 72 grams.

Moving on to the chassis and you would think from the details specified above that only the length and weight are different so the chassis would be the same and the length would be taken care of by a slightly longer body top profile and extra plastic at the front in the chassis? How wrong I was! For reference, in the pictures the older chassis is on the right with the Dunlop logo on the chin spoiler area or at the bottom of the two chassis stacked together. As you can see there are a lot of differences. The older chassis has a raised thick rail running the whole length between the wheel centres, the newer chassis does not. There is finer grub screw adjustment available on the front axle of the new chassis as well as a different plastic profile in front of the guide blade hole. New, flat, older rounded around the guide blade cut out hole. At the rear you should be able to pick out the differences to the venturi and either side of this around the back of the rear wheels. There are other differences as well so what it really boils down to is a new chassis! Both cars have the ability to accommodate angle winder motors and both chassis are secured to the body via two screws fore and aft. However, the newer model has little washers for each screw whilst the older one does without. Both motor mounts are secured in place by four screws that also hold in place the plastic filler pieces for the angle winder chassis holes should you wish to change the



motor pod. Unfortunately no track test this month as work has kept me busy, I have only just got the new car and the Editor's deadline for this

months copy is today! Anybody doubt that this Slot.it model will be a duffer on the track? Me neither!

So, in conclusion for this Lancia model, a fabulous Martini liveried addition to the sensuous curves of the Lancia LC2/85 that is further enhanced when you compare the older 08 variant with the newer 21 model and realise that Slot.it have gone the extra mile to do the detailing differences of the bodywork and to create a new chassis for this model run rather than just cut corners and make the new body – old chassis combination fit. Maybe you should go and buy yours now before there are none left? I hope you enjoy your model as much as I do mine.

That's all for this now but once again a big "Thank You" to Adrian at AB Gee and everyone at Slot.it for the info supplied on product releases this month and for the future. Ciao and arrivederci! ■



As we enter the final quarter of 2014 (where did this year go?), Ninco have lined up some fantastic releases on the run up to Christmas. For this month, three Ninco-Sport models and one Ninco-Ultra are set to land in the UK with a further four Ninco-Sport cars waiting in the wings for a November launch.

A Genius Idea!

It was around five years ago that investment firm Genii entered into an agreement that would see their name on the side of an F1 car as they acquired a large stake in Renault F1 Team Ltd. Today, their logo can still be seen on the side of the 2014 Lotus Renault F1 car. Their interest in motorsport extends beyond F1 and one of their group companies, Gravity Racing, was behind this Mosler "GENII" (50651) entrant on the GT circuit. Ninco have also invested in a totally new chassis for this Mosler with the motor now fitted in the angle-winder position. The motor-mount has an adjustable suspension feature to enable the car setup to be optimised for handling depending on driver preference and circuit being raced on. When the Mosler was first

released by Ninco some eight years ago, it became a favourite for GT and Endurance class racing... it is only fitting then that this release combines a great body with a new chassis and uprated components to help launch the Ninco-Ultra series.

New 'Gulf' Club Member

One of the most collectable liveries is that of the oil company and major motorsport sponsor, Gulf. Previous Ninco cars sporting this livery have included the McLaren F1 GTR, Mosler MT900, Porsche 997 and even a Hummer H2!



The latest to join the Gulf club is Ninco's Porsche 911/934 (50652) based on the recent entry to the San Remo Historic Rally driven by Matteo Musti and Claudio Biglieri. Their Gulf liveried Porsche 911SC competed alongside other iconic rally cars such as the Lancia 037 and Stratos. I recall seeing the 911 "Anthracite" models being assembled during one of my first visits to Ninco's Barcelona factory back in 2004 and remember being amazed at how many components went into this model to support the superb detail. All round suspension gives this car great handling and makes it a popular choice on the 1/32nd scale Historic Rally scene.

Sporting Shades

Back to the world of GT racing and third on the launch list is the excellent Audi R8 GT3 in the "Oakley" (50653) sponsored livery of Rotek Racing's 2014 entry to the 12 Hours of Bathurst. Both Class B Audis out qualified the Lamborghini Gallardo and Porsche 911 and 997 GT3 cars with the Oakley car qualifying first in its class. However, their fortunes changed on race day when, after leading their class, suffered an engine failure just after completing four hours of the endurance race. Do not despair though; the reliable NC-5 Ninco motor fitted in the angle-winder position is sure to bring better results on Ninco's asphalt style track!



Partners in Time

Completing the line-up for this month is an iconic old-timer; the Jaguar E-type "Tour Auto" (50654). Although this fine motor car was built fifty years ago, it still regularly features in historic



events such as the Tour Auto. Sponsored and maintained by fashion-house Alain Figaret, this year's entry had the company's Managing Director taking to the driver's seat alongside his wife as co-driver. As per Ninco's usual high standard of decoration, this beautiful E-type is finished in high gloss silver with crisp tampon-print sponsor logo details.

Your Country Needs You!



A major setback in the "Ninco News" household this month... my daughter's 21st celebrations clash with the Ninco World Cup weekend! I have been preparing for this year's event and am truly gutted not to be able to represent the UK at the end of next month. I am therefore appealing to the membership (*and beyond*) for⇒⇒

UK citizens to step up to the challenge of competing in the NWC'14 on the 22nd and 23rd of November. The car to be used during this event is the F1-style single seater; I will be supplying the car and spares – (motors and tyres are issued at the event) – so please let me know if you or any racer is available to travel to Jerez on the above dates as part of Team UK. I promise you it will be an experience that will remain with you forever. There are still many low-cost flights available to that part of Spain... so come on, *Britain Needs You!* ■



BITS & PIECES

By Graham Pritchard

OK, I confess! On the copy deadline for the September Journal I sat pondering whether I should attempt to finish the PSR Volvo 850 estate or think of a good excuse why I hadn't and tell Jeremy accordingly!

PSR Volvo 850 estate – the scary bit!

But, after reading several pages of peoples attempts at doing the decals on Slotforum I decided that I was scared, in fact VERY scared, even my mate William was struggling and he's pretty good at model making, so what chance did I have then I thought? (For a hint, it rhymes with Bill). So I went for the latter - sorry.

BUT on the night I was thinking I must brave it at some point and have a go, so having read everyone's advice I decided to go for it and gather all the equipment together that I would need: Tweezers to get the decals out of the water, plastic tooth picks to tease the decals into the panel gaps, cotton wool/ hanky to absorb excess moisture on the body, plastic tub to hold the water (don't use a saucer as it will go cold rapidly), brand new Stanley knife blade to cut the decals out, curved scissors (think Superdrug rather than pinching the wife's!) to cut out the



wheel arch curves etc., Decal Soft (Mine is Revell, which I think it's some sort of alcohol in reality), a mounting stick to fix the car body to (that I use for spraying the cars as a third hand) and a quiet place to sit in front of the computer with a picture of the Volvo as big as I could get it for reference purposes.

Now, I did cheat a fraction and cut the very thin light blue line off the dark blue bit over the rear doors as that stood a chance of not settling down correctly plus I tried to measure where the decals needed to bend into the panel gaps etc. so that I knew what was required as time is of the





essence and I also trimmed the light blue ones that go on the door pillars a fraction as they seem to be designed to wrap around the pillars but I wasn't going to be that adventurous!

I also used quite hot water to be honest thinking it might make the decals more flexible, after three seconds the decal was loose and onto the car in a few seconds more so then the panic set in as people were saying, it just moves around and won't follow the panel gaps but, to the rescue, the Decal Soft liberally brushed on BUT the key to it as I discovered is to leave it for a few minutes to actually soften the decal because after five to ten minutes you go back to it and then ease the decal into the panel gaps remembering that it will move as you are reducing the area covered as it fills the panel gap it's magic the initially "stiff as copy paper" decal transforms into more like "cling film" once the decal soft has worked its magic and if you keep the backing paper as well then if you need a bit more sticky then you can always put it back onto it and then re-apply to give it a new coating of glue.



By the way, as the resin is so thin beware of how hot the water is when you are initially washing the body to remove any mould release agent etc. you might end up warping it and before applying the decals, I also degreased the area first with a quick wipe of lighter fluid just in case that was why peoples' decals were not sticking? With hindsight I'd say that degreasing the area is very relevant and I also discovered that the temperature of the water doesn't really matter either, even cold water will do it, it takes literally two to three seconds for the glue to soften honest!

Bottom line is that after a while you can actually be quite firm with your actions once the decal is softened it sort of sucks itself into the panel gap after a bit I remember that with my George Turner XJS, well one side did it's all a bit of a mystery to me but what I can say is that my reluctance to start the decals has actually pleasantly surprised me and I'm so glad that→





I read it on Slotforum first but trust me, you cannot do it without the Decal Soft (or equivalent).

I started with the two tone blue decals down the sides and then quit whilst I was ahead! Yes, it's not perfect by any means but it's far better than some others from what they said on Slotforum and before you ask that's by luck rather than judgement on my part 100%!

Tomorrow is another day and I will carry on with a few more decals then, this job is definitely one not to rush, or do too many decals in one day you need to let them dry first otherwise you can inadvertently allow one to slip or even come off totally if you try to do them all in one go, been there done that!

As the computer was on then I decided to write this as I went along so that I got it right so I'll also tell you of a little trick that came to me whilst I was trimming the "glass" for the Volvo you basically need to cut it exactly to the bottom of the door frame + 0.1 mm say so brainwave

happened stick sellotape to the outside of the windows, fit windows, draw along bottom of window frame with DVD marker pen, remove windows, cut along a fraction below the line, remove tape and hey presto perfect fitting windows and it works! (Apologies if you already knew this but I only thought of it when I was in mid cutting so good job I thought of it then rather than afterwards though).

Now, having typed all of this, I've just looked at the Volvo and all the decals have fallen off! (only joking). They've actually "shrunk" into most of the panel gaps quite nicely to be honest especially the fuel filler and around the door handles as well yes, the wheel arches are a bit rough but they can be tidied up tomorrow by either removing the excess or maybe using Johnsons Klear to "glue" the overlaps down I'm not sure yet but at least I'm happier than I was expecting to be!

I just hope the rest goes OK.....Well, several days and a few hours later having forced myself to do a few at a time instead of the usual "all in one go" then here is the finished article faults and all. The front bumper was a bit tricky the top decal actually overlaps the front decal but with the decal soft they all merge together and don't look too bad overall.

This is the slowest and trickiest decaling that I've undertaken so far but with the right equipment and LOADS of patience then a reasonable result can be achieved. I also painted over every decal with the Decal Soft as it seems to help them "glue" to the car even better but





watch that they don't slide around when you do it, i.e. don't use too much on the flat ones I remember the roof decal folding over on my XJS when I flooded it with Decal Soft and it took ages to get it unfolded again but with a bit of patience and luck it all went flat again and saved the day.

I stuck the windows in with two small squares of double sided carpet tape about 10mm x 10mm one at the front and one at the back and it's more than ample to hold it. I also cut a tiny "V" shape out where the door mirrors go and I also cut up each corner behind the windscreen pillars so that the windows "can go where they want to". With the driver I drilled out the hole for the mounting peg on the helmet so that it doesn't break off when you try to insert it into the body and the driver's body was fixed again with a bit of double sided carpet tape (as it is so thin). The interior was taped into place with sellotape as that is more than adequate and allows a bit of trial and error to get it right. For



the mirrors I also drilled out the body mounting holes fully so that the pegs had somewhere to go and also so that you can apply a bit of superglue from the back, but how long they will last when on the track is anybody's guess!

The headlights and grill were painted separately and then the grill was highlighted with Games Workshop Black Inkwash and again they were fixed with double sided carpet tape. I also opted out of applying all of the decals to be honest as some are so tiny like on the bottom of the air dam but overall I think it looks OK, less is more sometimes I think? I then Johnson's Klear'd it all in order to protect and seal the decals ready for when it's racing!



So, in conclusion I'd say that this build is probably not recommended to be your first one, but don't let that stop you buying it now and putting it away for a few weeks the end result is very well worth it, as I hope my pictures show (by the way, my wheels are '90s Hornby⇒⇒



wheels off a Mondeo initially sprayed matt black and with the spokes and rims then painted white by hand).

With a bit of patience and a bit of practice then an excellent result is achievable for sure and the thanks for that must go to Brian King and Sean from Pendle Slot Racing for building and putting together such a very good quality kit for us all to buy. Now, I wonder what they will be bringing out for us next then?



IPA – and I don't mean Indian Pale Ale!

When you want to get the livery or paint off a modern car to repaint it yourself then one product that you can use is IPA, or Isopropyl Alcohol to give it its proper name. You can also use a variety of other things as well such as toothpaste (yes Nigel, I was being serious) as it's really just a fine cutting paste like T-Cut and for the '90s cars you can also use Surgical Spirit as that dissolves the tampon printing of that era especially well, but you must do things like this VERY carefully as I tried a '70s Mini Clubman and a Rover SD1 in IPA at the same time a while ago and whilst the Rover was fine the Mini most certainly was not, it looks like it's been crushed sideways and upwards, which was very annoying indeed but never mind, maybe that one can become a rally-cross car now with plenty of dirt effect to disguise it?



After a bit of trial and error my mate Phil and I have concluded the IPA does not like the



waxy type of plastic that the 7'0s Mini Clubman or indeed many if not all of the cars of that era and before were made from and yet with the later harder types of plastic it seems to work OK, for example the Rover or the current SCX Escort MK2 for a further example. You also need to be careful with it as it will dry out your skin very rapidly if you get it all over you! I use a plastic tub with a lid and an old toothbrush to extract the cars when required and then swill them under running water before handling. I also recently re-sprayed a Hornby MK1 Cortina and found that the IPA made the original paint "tacky" within seconds of immersing it I only put it in to degrease it to be honest, so I quickly got that out then and another tip I did on this one was to use superglue de-bonder on the rear lights to get them out but be very careful if you try this yourself on anything as it leaked onto the body a bit and affected the paint/clear coat, so it was a good job that I was repainting it otherwise it would have been ruined but at least it did the trick with the lights.



I've also been repainting my George Turner A35 this month as the original pale blue was not one of my best at all to be honest, it was an old tin of paint and it came out a bit spluttery which was not very pleasing at the time especially when I put the tin down on the shelf in the garage and heard this funny noise like gas escaping and having looked around I saw that the paint was spraying from the tin out onto the shelf and so I panicked, carried the can a few paces and left a blue line along the wall and the shelf like something out of Laurel and Hardy before I realised that I could just put my finger over the hole and carry the tin out of the garage! (Yes, you may laugh at my expense and I don't mind but it just goes to show you the pitfalls of old tins of paint there must have been a pinhole caused by rust and out came the paint!).

BUT the biggest "let off" for me was that the hole faced the wall rather than my 1979 MG Midget which was in the garage at the time⇒⇒





imagine the mess that blue paint all over the soft-top would have made had it been facing the other way, boy was I lucky that time!).



For those of you who are new to IPA then it can take between “minutes” to “days” to loosen the paint or the printing it all depends on the type and the thickness and any clear coats all you can do is keep an eye on it and if it looks like it’s warping then get it out quick!



From memory the SCX Escorts took 3 to 4 days to become clean (blue EATON livery especially) whereas a Humbrol sprayed GTM resin Mustang took only an hour or so, it really can vary that much.

For the record, my A35 took about 1 hour for the paint to be “scrapable” with your nail but after three to four hours there were still some really stubborn bits that in the end I just left on the shell after having scrubbed them for ages with toothpaste and Scotchbrite/ green nylon saucepan scourers to lose the hard edges and once it was painted with “Lawn Green” (hey, it’s that chap from Battlestar Galactica again) PlastiKote paint from Wilko then they don’t show up at all, do they?

And now I have a very nice looking A35 at last, cheers George it really is a great car to drive on the track and speaking of the “Master” himself, here is the latest update from George that I have:

I have continued on my quest of subtly widening





some of my models. Giving people the choice of the scale(ish) cars that always seem too narrow and fall over at the corners or ones that have a few mm added in the middle to help improve their handling is always useful - and in a lot of cases I think it makes them a better looking slot car as well.

So far I have widened the MGC GT, MGB (nicknamed the MGBeasty), Anglia and Morgan of my own cars. I have also reworked a couple of Revell shells, the Cortina has had a little bit added and I am currently widening the lightweight E-type (nicknamed the Heavyweight E-type). The Corvette had slightly wider



wheel arches added. You can still get all of these cars as the unedited Revell shells but most people seem to be converted when they see the widened cars running on the track.

They go well and look good and so long as we keep things sensible it is all fine – but having said that I have just stuck 6mm in the middle of my Froggy Sprite and nicknamed it the Bullfrog!

Uummmm, so now you know a bit more about some of the pictures in last month's Journal. Now, all being well I will be seeing George at the rapidly approaching open meeting at Wolverhampton Slot Car Club on Sunday 5th October, where we will be racing our pre 1976 Saloon cars assuming that I have actually finished mine that is and hopefully I'll be able to get a load of photos for Jeremy to put in the Journal as well as some more insights into George's current work and future projects etc.

It all sounds good to me but I just wonder how much money I will need to take though as it will be hard to resist the temptation to buy something! Never mind, you can never have too many projects on the go, can you? ■

2014 HEART OF ENGLAND RETRO F1 SERIES ROUND 5 BEARWOOD SCALEXTRIC CLUB

By Graham Pritchard

Sunday the 14th September saw the final round of the 2014 series take place and although the entry level was a bit low we still had a great time racing these cars yet again.

John Nabbs and Dave Arnold returned to the event having missed Great Barr and kept us entertained for ages with their unique “double act” even though John’s accident when he broke his arm could have been much more serious but it did have an upside, it turns out that he is a better racer with his left hand than with his right hand so looks like we need to do something about that then Dave for next year doesn’t it? (There was also one about ironing a shirt whilst still wearing it – but I won’t mention that one here John – OK?).

Anyway, we were concentrating that much on running the day, counting the laps, timing the races and recording the scores (boy do you suddenly realise how much work the computer does for you) that I forgot to take some photos as we went along, but never mind, at least we got the winners on camera thanks again Dave for sorting that for me that was much appreciated!

As today was the final round of the series we had to calculate the overall finishing places as well and also make sure that we fitted in a few cups of tea and a few nibbles as well as this all goes along with making it a great social occasion as well as a great race meeting and a couple of our club members also popped in to see us as

well (Dave P. and Mick P.) as the rumour that the sausage rolls were rather nice spread rapidly or so I gather.

So, how did it all go then? well like this actually.....

HEAT RESULTS – JOHNSON CLASS

1 – James Noake	70.50
2 – Alex Young	66.25
3 – Simon Young	61.25
4 – Dale Thursfield	59.75
5 – John Nabbs	55.25
6 – Graham Pritchard	55.00
7 – Dave Arnold	51.50

HEAT RESULTS – IMPROVED CLASS

1 – Steve Beach	69.50
2 – Chris Aston	65.50
3 – Malcolm Scotto	60.75





4 – Curtis Timmins 55.25

After the heats we ran the usual ladder finals and these resulted in the following finishing orders:

JOHNSON CLASS – BEARWOOD ROUND

- 1 – James Noake
- 2 – Alex Young
- 3 – Dale Thursfield



- 4 – Simon Young
- 5 – Graham P
- 6 – John Nabbs
- 7 – Dave Arnold

IMPROVED CLASS – BEARWOOD ROUND

- 1 – Steve Beach
- 2 – Chris Aston
- 3 – Malcolm Scotto
- 4 – Curtis Timmins

⇒



Now, after my trusty calculator and I had spent a little time together then the overall 2014 series placings can be confirmed as follows:

JOHNSON CLASS – OVERALL PLACINGS

1 – James Noake	48
2 – Alex Young	44
3 – Simon Young	36 (as had a better 5 th round score)
4 – Dale Thursfield	36
5 – Graham Pritchard	27
6 – Mike Gunton	24
7 – Rob Wallader	21
8 – John Nabbs	18
9 – Paul Munro	16
10 – Dave Arnold	13
11 – Nick Wixon	11
12 – Nigel Pedley	9
13 – Ashley Evans	7
14 – Emma Humpage	6
15 – Mark Dawson	4 (better average than Lee)



16 – Lee Reynolds	4
17 – Poppy Nabbs	2

IMPROVED CLASS – OVERALL PLACINGS

1 – Chris Aston	47
2 – Steve Beach	42
3 – Malcolm Scotto	37
4 – Richard Welch	29
5 – Mr. Dave Homer	21
6 – Curtis Timmins	18
7 – Graham Thomas	11
8 – Phil Insull	9
9 = Dave Phillipson	8
9 = Ian James	8
9 = George Davy	8



Thank you to everyone who joined in with us this year and many thanks also to Chris Aston and Malcolm Scotto for taking some of the photographs and again special thanks also to Malcolm Scotto for sorting the trophies for us yet again. ■

Eldon are probably best known in the UK for their Japanese made Billy Blastoff Space Scout figures and vehicles they sold here in great numbers in 1969 or thereabouts. Billy had batteries in his backpack which powered a motor in his chest that connected to his vehicles when he sat in them to drive them along. The basic set which was pretty extensive, with Billy, three different vehicles and accessories.



I was interested to discover Eldon had also made slot cars at the time. There seems to be some controversy over how good these were, and they do seem to vary in realism from the early blob-type Indy cars initially produced, through Le Mans Ferraris and Porsches with unrealistic blacked out windows to some of the later Muscle Cars, which are really nice and have interiors too.

While Scalextric had Jim Clark supporting



their advertising in the early sixties, Eldon had Dan Gurney (although Jim did still manage to feature in a photograph in the Eldon 'Pit Pass' newsletter racing an Eldon slot car). This led to Eldon producing models of the Lotus 19 that Dan drove at the time. I was thrilled to obtain one of these on eBay from a Californian seller for £12.67 (390911069178). The car looks great, although perhaps a little larger than 1/32 scale to be fair, maybe 1/30 or even 1/28, and works well, making rapid laps around my home circuit.

The early models had 3 volt motors before changing to 6 volts – which may be why mine goes so fast! It has a blue can motor which seem pretty standard on the other Eldon cars on eBay. The chassis were pretty much identical across the range, and many Eldon sets came with two chassis and four interchangeable screw-on bodies. That probably explains why there are a lot of spare Eldon bodysells for sale on eBay⇒



now without chassis. They go for pretty low prices too – I picked up a bodyshell of Dan Gurney’s red version of the Lotus 19 for just £6.16 from California (291228009024), although a matching chassis to fit from a Canadian seller cost me £12.24 (131272458616).

A gorgeous white Eldon Dodge Coronet (despite its black windows) sold for £25.30 when I was outbid (331295634957), and a red and white pair of similar cars sold for just £14.75 (171432098600). Perhaps I should have bid more, but I was bearing in mind that the postage from non EU countries into the UK can exceed the value of the item sometimes, especially if you are unlucky as I have been a couple of times, and get charged import duty by our Customs and Excise, then on top of that a fee from our Post Office for relieving you of that import duty!

Then I made an amazing discovery – If you take a look at item 111072991896 then you will see the 1967 Eldon Power Pack “8” Road Race Set contains very similar cars to the Scalextric Javelin and Electra – cars which did not appear in the Scalextric catalogue until 1968, and were supposedly not based on any particular cars, but here we have pretty much the same pair of cars, in a set together, which Eldon clearly state are a Chaparral and a Ford GT Roadster. It can be easily inferred from this, therefore that the Scalextric Javelin is a Chaparral, and the Scalextric Electra is a Ford GT Roadster!!!



Okay, so the front of the Eldon Ford is more similar to a Scalextric GT40 regarding the headlamps, which slant upwards instead on the Electra, but take a look at the rear deck surround which is virtually identical to the



Electra. I have researched the full size cars further and discovered there were only 12 of these sports prototypes, only 6 of them roadsters, and some of the real cars do differ a little in detail.



For instance, the Green Ford GT Roadster has a different bonnet air scoop detail to the white one, which is identical to the Electra’s bonnet scoop in shape, apart from a thin central stripe. The question arises of course, over which Company inspired which, or whether we are looking at a coincidence here. I leave you to make up your own mind (and provide any further information if you have any). After all,





for all I know Eldon and Scalextric may have liaised together willingly – take a look at item 160671656284 for instance, and you will see a set of Eldon ‘Flagmen’ which are identical to one of the Scalextric sets of figures. Strangely though, Eldon’s equivalent of Scalextric’s Starter on Rostrum is totally different, looking more like the robot from *The Day The Earth Stood Still*, and works electrically to cut off the power before a race starts (160671659212). Airfix had a similar electrically operated flag, but without a man (or robot) to wave it (381002758587).



As for the real cars, the Ford GT Roadsters were built as prototypes for the GT40 in 1965 and developed in Slough, England before being shipped over to the USA, so it may have been possible for Scalextric designers to gain inspiration from the real cars before they were exported too, although they were racing in 1966 apparently so would have been well reported then. The February 1967 Airfix Magazine even featured the Ford GT Roadster on it’s front cover, being driven by Sir John Whitmore in the 1965 Targa Florio in Italy. He shared the driving with Bob Bondurant.



If you look closely, you can see what looks like a number plate under the front radiator grille, in the same place as the early Scalextric Electras, although there are air intakes either side on Sir John’s car. As well as the usual orange, there have also been rare green and white versions of the Scalextric Electras manufactured of course, which would match the real GT Roadsters.

If you fancy driving the full size car, a white example sold at auction for \$6,930,000 on 15th August. Scalextric examples on eBay are considerably cheaper:

Javelin V Electra eBay Top Ten (July-September 2014)

1. Dark Green Electra £107.87 (151343663475).
2. Blue Javelin plus Orange Electra £41.00 (191294081100).
3. Red Electra £36.00 (121408486293).
4. Yellow Javelin plus Red Electra £34.99 (251559507939).
5. Orange Electra £30.00 (221467337667).
6. Yellow You Steer Javelin £28.70 (191214554637).
7. Blue Boxed Javelin (striped aerofoil) £25.99 (231322088984).
8. Complete Set 31 with Blue Javelin, Orange Electra £25.00 (301216361949). ➡



9. Blue You Steer Javelin £24.18 (201104173226).
 10. Tiger Special (Electra) £22.15 (221520397720).

There certainly seems to be more versions of the Electra than the Javelin, and it was also the Electra that Scalextric chose to update as the Tiger Special, so perhaps they saw that as the most popular car. The yellow Javelins are particularly nice though.

Monthly eBay Watch Top Ten

I won't include the Scalextric Olympic Velodrome Cycling Set that appeared to have sold for £1,121.84, as presumably it was another case of eBay Gremlins (360718775482). If you want one, there's a charity shop in Duston, Northampton that has two in its window for just £5.00 each. The set also briefly features in the latest independent film *Bicycle* currently in UK cinemas.

1. Five 1/24 Wing Cars and Koford/Proslot/Red Fox Spares £878.06 (141403354140).
2. Scalextric 1960's James Bond Set £873.33 (231310124274).
3. 1/24 BZ Batmobile £816.44 (131271775155).
4. 1/24 Classic Batmobile £693.20 (131271776088).
5. Scalextric Collection of 32 NASCAR cars £650.00 (321509030244).
6. Scalextric Collection of 30 classic cars and motorbikes £644.55 (281426337925).
7. Six 1/25 A.M.T. Sets £616.18 (251637115691).
8. 1/32 P. Smith Morgan 3-Wheeler (1 of 5) £565.00 (151391331869).
9. Hobby Classic Pegaso Bacalao Transporter £530.95 (281433595307).
10. 1/24 Cox Cheetah IFC £496.03 (221526720809).

I hadn't realised A.M.T. stood for American Model Turnpike. Apparently the 1960's sets were a loft find in the USA. The hand throttles look interesting, with miniature steering wheels. In *Table Top Car Racing* in 1965, author Richard F. Dempewolf pointed out the unique feature of these cars being steered by similar controllers. Apparently they could run two cars to a slot too. This was a trick also made the most of by Eldon with their 'Selectronic' cars, using diodes to separate the two control circuits – an early forerunner of digital slot racing.

French Matra

Steve Williams spotted one of the rarer French Powersledge Matra Formula One cars selling on eBay for just £20.99 (131265448579). As Steve pointed out, the Devon based seller didn't mention the car was the French version, so it may have gone unnoticed amongst all the English alternatives.

James Garner



When James Garner passed away aged 86 in July, it was disappointing how many of the obituaries neglected to mention one of his greatest films, *Grand Prix*. This is being put right this month, however, with the publishing of Matt Stone's new book, 'James Garner's Motoring Life'. Along with his neighbour Steve





McQueen, and Paul Newman, (both subjects of previous Matt Stone motoring books), James managed to find time in between making films and TV shows to go motor racing. Some time ago I bought the Airfix/MRRC version of the Honda James drove in Grand Prix, and after replacing it's original motor which had lost it's power with a more recent Scalextric Johnson motor, it finally goes around my version of the Monza track nicely, reminiscent slightly of the slot car racing scene in Grand Prix.

Halloween Horrors

There have been a few horrors on eBay recently, including vintage slot cars with monstrous drivers, such as the Revell Mr. Gasser car that sold for £42.00, driven by a green chap with goggle eyes having a bad hair day (321497094046) and his stable mate the Revell Mr. Rat Fink car that sold for £93.39, driven by a long armed, large handed and big eared rodent (301295370711). I nearly fell off my chair laughing, however, at the home made spectators inhabiting an open Scalextric Grandstand that surprisingly failed to sell at £15.00 (151404449948). At least they looked like friendly ghosts!

Thanks

Finally, it's a year now since I started writing this column, so many thanks to Steve Langford, Graham Mattingley, David Yerbury, Gary Clift, Graham Pritchard, Jeremy Hamon, Dave Anscombe, Graham Poulton, Steve Beach, Steve Williams, Dave Edwards, Chris Lale and everyone else who has so far helped provide me with help, ideas, encouragement and information, and thanks for putting up with my musings! ■