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**WWW.NSCC.CO.UK**  
**THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS**

## **The Membership Have Spoken (Well A Few At Least!)**

**T**his month you will hopefully read the election result for the positions of Chairman and Secretary, congratulations go to Vince and Martin, whilst commiserations go to Stephen on the result of this years NSCC elections.

The Committee is now back up to full strength and we can resume our duties and responsibilities accordingly. Hopefully this election result will now see an end to the rumours, accusations and general unpleasantness that has regrettably it seems been a part of the Club for the last couple of years?

Given that the entire Club Constitution was rewritten, commented on by the membership, amended, subsequently revised further and adopted by the membership, I can see no reason why we cannot move on now and seek ways to improve the Club's position and standing within the slot car world, whilst of course increasing our own membership.

On the basis of the above, if you can think of possible ways and means of improving the Club's profile and appeal to a larger audience then please do get in touch with one of the Committee via email, we are now looking at ways to improve and any idea however daft or ridiculous it may first appear will be considered.

We are aware of the obvious ones such as putting the Journal on the website or providing free copies of the Journal to local clubs etc. what we are really after are ideas "outside of the box".

Given that a mere 17% of the membership voted in the elections we are not expecting miracles and 435 different ideas, but hopefully someone out there can come up with a great one that may not have been considered before, and if you do think of it then I may be able to offer you a little incentive in the shape of free membership for 2015, how about that for a deal?

Finally, I have just received news that Pink Kar are returning to the slot car scene, hopefully we will have more on this next month! Until next month.

Jeremy



# MESSAGES FROM MARGATE



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By Pete Simpson

Don't regard this as the September report, with only three months of damp weather to go to the Big C, but rather as sunny August part two: the cars reported here are most, but still not all, of the cars spotted in July. The eagle eyed will realise that some have even been deferred by another month.

## Bentley Continental GT3

As I finished last month's report, so I will begin this: the stunning Bentley circuit racer, C3514. Quite a landmark vehicle as it marks Bentley's return to the racetrack, for the second time since the glory days of the 1920s. Should we celebrate the great British marque or be proud that VW were suitably impressed to portray this icon as



their flagship model? As far as patriotism is involved, it all gets a bit confusing and serves to confirm the global nature of modern culture. If it appears at Le Mans then surely it should be painted in a nice shade of light blue, entered by VW France, driven by a trio of Dutch, Italian⇒





and Spanish drivers to ensure that the fans are all united. The remaining enthusiasts can unite to urge Tom Kristenson on to his tenth victory. This is the livery of the roll-out scheme: the car as raced has the championship name, Blancpain, on the sunstrip so there's still room for a revised livery. News from Bentley reveals that another team, Bob Dyson Racing, is competing in the Pirelli World Challenge. For the Factory team, the results to date include a 13<sup>th</sup> and 17<sup>th</sup> in its first 24 hour event, to complement the two wins at Silverstone and Paul Ricard, whilst Dyson Racing posted solid results in the August Sonoma meeting. I did spot the undisclosed SR version, C3515, on my August visit just as I was trying the new wireless ARC system but alas I'd left my camera outside the restricted zone so was unable to get any photos. Needless to say, it is one of the liveries being raced this year so a little bit of on-line searching will reveal the scheme for anyone who doesn't wish to wait until next month. Oh, I'll also bring news of the second ARC system, confirming some of the expected features, just as soon as I can obtain some images.

Just to add to the confusion of model designation, Bentley has now released a road version – the Continental GT3 R.

### 1986 Monte Carlo Rally

The second review subject for this month includes another new moulding, the Lancia Delta S4, to accompany the Audi Quattro S2. The two models represent the protagonists as they competed in the 54<sup>th</sup> running of the FIA World Rally Championship Monte Carlo Rally in 1986 and represent the change of technology as highly modified production cars gave way to



those which were little more than silhouette racers that complied with the Group B regulations. Whilst the Audi was theoretically capable of winning, with its mature and rally-proven four wheel drive system, it was still based on the floorpan and bodyshell of a car that could be purchased as a daily driver.



The Lancia engineers, conversely, had started with a turbocharged engine and 4WD package that then had a semblance of the current Delta road car constructed around it using the latest race car expertise: tubular chassis, mid-mounted power train, lightweight panels and specially constructed, no compromise, running gear. 1986 was to be Lancia's year. The two cars in this set represent





the third placed Audi of Hannu Mikkola and Arne Hertz and the winning Lancia of Henri Toivonen and Sergio Cresto.



This Limited Edition set, C3480A, will be restricted to a maximum production run of just 2,000 so expect it to be fairly scarce soon after it does appear, although plenty are likely to be stashed away for drip feeding onto eBay by prospectors.



### Lancia Delta S4

Hot on the heels of the boxed set Lancia, should be this solo release, C3490. I can't reveal if this or the Limited Edition set will reach the shops first, but I do know that this singleton will certainly appeal to anyone who wishes to include some of the rarer liveries in their collection: whilst the Martini decor will be preferred by many, this version brings a nice variation of this famous car. However, once again, Scalextric have chosen an obscure car to model, having selected a race which was subsequently removed from that year's championship points: due to controversy over aerodynamic underfloor elements on the Peugeot, their exclusion on the third day of the event and the subsequent objection, the FIA deemed that all points gained in the 1986 Rally San Remo would be annulled. Not much was lost by Fabrizio Tabaton and Luciano ➡





Tedeshini as their car was withdrawn on stage 6. The car as modelled has the correct number 7 on the door whereas the catalogue image shows it with number 3.

The Lancia benefitted from having both exhaust turbine and mechanically driven superchargers which significantly reduced the turbo lag experienced by the competition; careful engine size selection, when categorised by the FIA 1.4 capacity multiplier for forced induction, meant that its 1,759cc engine remained under the 2.5 litre threshold, thus permitting a minimum weight limit of a mere 890kg. Needless to say, it was pretty quick with around 500 BHP on tap.

The opportunity to improve models beyond what the manufacturer can economically justify shouldn't be overlooked: the rear detail on this Lancia would benefit enormously from a small amount of shading, highlighting and dry brushing. If only an hour or two is spent picking out the fine moulded details already present, without adding any extra detailing parts, this can be transformed into a very realistic showpiece.

### **Ford RS200**

Ford introduced their Group B Rally contender towards the end of the era, just too late to have been fully developed prior to these monsters being culled. This delay was brought about by the previous development of the rear wheel drive RS1700T which was aborted in favour of a 4WD car to compete against the dominant Audis. Whereas the majority of cars bore at least some resemblance to a production equivalent, Ford's inclusion of production panels was limited to doors, windscreen and dash, all sourced from the Sierra. I'd guess that very few enthusiasts were motivated to rush along to their showroom and hand over a deposit on their





### **Metro 6R4**

family saloon proud in the knowledge that it shared key ingredients with a supercar! This release, C3493, represents the car as driven at its debut in the Swedish Rally in February 1986 by Stig Blomqvist, navigated by Bruno Berglund. Unfortunately the engine let them down in the penultimate stage. Although it is that same car, B200 AYD, as modelled in the Stig Blomqvist set, C3372A, and is generally very similar it represents an important milestone in Ford's rallying history and it does have a pair of front spot lamps that were not shown in the catalogue. As with other RS200 releases, this one is a highly detailed model, is suitable for easy conversion to digital and has lights front and rear.

To continue the off-road theme, here's another version of the Austin Rover MG Metro 6R4, C3494. This, like the RS200 above, has been a superb choice of model for Scalextric as it has enabled two aspects of Motorsport to be covered: the specialised sport of Rallycross as well as world class rallying. All we need now is one of the few cars that were sold and retained as road cars. This model represents another of the cars that competed at Lydden Hill during the 1980s; although not quite as illustrated in this year's catalogue, it is still the car of Lawrence Gibson. The photo in the 2014 listing shows the car as raced in 2008 but the actual model sports number 4 so it could be a car →





from any of several years from 2006 to 2010 as Lawrence had P&O support for some time. Researching the car got even more confusing as it seems that he has owned two 6R4s so there's no obvious clue which this is. Whilst the Kent circuit wasn't the only venue for these off-road supercars it had many of the attributes that made rallycross such an excellent spectator sport – the ability to view the whole circuit from a vantage point just out of range of flying mud. Brands Hatch worked just as well; both circuits, when configured for a mix of tarmac and off-road racing, lay in a natural amphitheatre. As all previous 6R4s, this one is DPR, HD, has SBL F and R, SW 2WD and XX: it also goes quite well on twisty tracks.

### Ford Falcon

To end the report, we can return to tarmac racers with a saloon car from down under and a couple of British Formula One contenders. The first is the Thorn Red Ford Falcon, C3491, of Allan Moffat Racing, as run in the 1975



Bathurst Hardie Ferodo 1000. Moffat was joined by fellow Australian, Ian “Pete” Geoghegan but, having qualified second to the HDT Holden Torana L34 of Colin Bond and Johnnie Walker, retired with suspension failure after 109 of the 164 laps completed by Peter Brock in his #5 L34. This yellow car was produced as C3101 back in catalogue 51 of 2010 and reported in the April Journal of that year. As an aside, here's another useful web resource: [www.autopics.com.au](http://www.autopics.com.au) for images of Australian race cars.



Rest assured, when the production HD version appears, the wipers will be chrome and a minor error in the logos will be corrected: the sequence of wording will be amended to place the word “Sydney” in correct orientation relative to the “City Ford” text. I've seen both versions at Margate so here's a photo of the one which will not be in public circulation: the correct one is where “Sydney” is on the door. The image in the catalogue, manipulated from a photograph of the real car, is correct. I've played around with one of these on my home circuit and, for such a large car, it can be made to handle pretty well – once the magnet is removed!

## Formula One

This Limited Edition, Twin Pack, C3544A, “Winged Legends” serves to illustrate just how extreme the search for downforce became at the end of the sixties. Unfortunately, the mechanical integrity of the implementation didn’t quite match the gain in grip: after several departures of the adornments, they were banned. Fortunately, Scalextric have pre-empted the potential for crash damage and the wings are designed to fall off, or even be removed prior to racing, rather than snap the fixings.

The Lotus 49 of Jackie Oliver represents his car from the 1968 British GP, then held at Brands Hatch, in which he failed to finish due to transmission problems which ended his progress just after half way. Not a brilliant race for Lotus as, despite gaining the first two grid spots, neither car managed to see the chequered flag: Graham Hill having retired on lap 26. Never mind, he still went on to win his second drivers’ championship.

The McLaren M7 shared the same Ford DFV as the Lotus, so a significant part of this



model might be expected to be common. However, as in real life, it is the way in which the engine is integrated into a full package that is important: Scalextric have captured the differences in transmission, suspension and exhausts beautifully. It would have been much easier to simply fit the same parts, anticipating that it would probably go unnoticed. When Robin Herd redesigned the McLaren M5A to replace their BRM V12 with the Ford power⇒⇒





plant it marked a turning point, putting the resulting fifth generation McLaren F1 creation on an even standing with the competition.

This model is of the car in its second year, as run during practise for the Monaco in 1969.

Before the start of the race, the CSI banned the high wings so the team raced with a low duck-tail configuration and no front wings at all. Once the dust had settled, Bruce McLaren achieved 5<sup>th</sup> place on his way to a championship fourth,



although not quite as good as the previous year's 2<sup>nd</sup> place overall. Concerned enthusiasts who study the catalogue images will be relieved that the full face helmet has been replaced by a much more realistic open version, in the correct colour. However, the tyres aren't quite as they should be: they should be more like those fitted to the Lotus rather than slicks. Later in the year we'll have details of the more restrained version of this car, the M7C, with the low rear.

How many realise that our very own McLaren is the second oldest active team in F1,

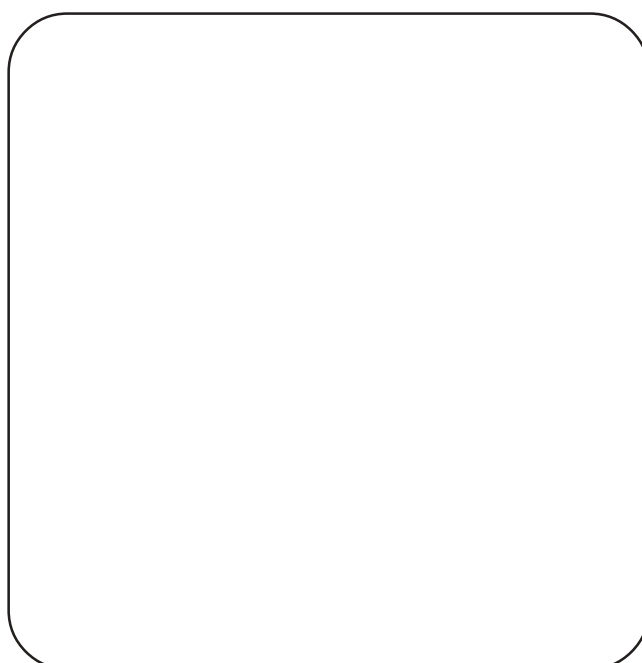
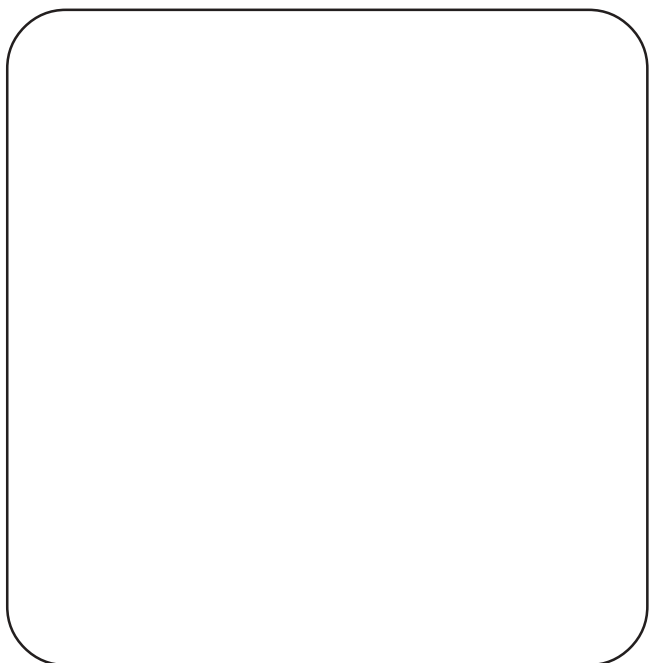


and has been in competition every year since 1966? No prizes for guessing which Italian team come first.

One little tip for those wishing to know the C-numbers for cars included in sets is to search through the Service Sheets for the required car where its set reference can be found. Admittedly, it's a bit clunky, but the data is there to be found.



Finally, a little teaser of what's to come next month: I just caught a glimpse of these two through the Slot Track Scenics catch fencing. ■





I'm writing this as I take my summer holiday and in spite of being in Ninco's home nation, I find myself armed with very little info on new products; only to be expected as the country takes its summer siesta. So among the few announcements for September, I include a write-up from an event held in May this year – a fantastic day and a great demonstration of how slot car racing can bring joy to people whatever their background, benefitting others in the process.

### Keeping Track

Later this month we should find out what is in store for the final quarter which I'm sure will include some interesting re-liveried cars. Until then, deliveries of Ninco's superb Wi-Co wireless controller system is here either as an add-on pack (10413) or included within complete race sets such as the Top Speed Wi-Co Set (20176). Let's not forget about other accessories too; I remember a while back there was a shortage of Rally Loop (10513) sets and people were paying over the odds via internet auction sites! Well, good news... the set has been given a new lease of life and is available once more at normal prices.



### Don't knock it!

The new Seat Leon Cup Racer (50648 and 50649) cars have finally arrived on UK shores and as reported a few months ago, this model has a revolutionary new chassis designed to fully conform to all current health and safety requirements for toys of this genre. I know there are some sceptics out there but you really should give it a try before you pass judgement... there's no getting away from the fact that it is a very well designed concept and gives excellent handling characteristics. Look out for race liveries likely to be released soon, replicating the full size series. The 1:1 scale action continues this month at Spa (6<sup>th</sup> and 7<sup>th</sup> September) and Monza (27<sup>th</sup> and 28<sup>th</sup> September).



### All change in the USA

Other news this month sees the appointment of a new distributor for the USA and Canada. Their impressive website includes details of all new releases complete with high resolution pictures. As well as listing all their main dealers from Alaska to Wisconsin, there's information on upcoming exhibitions such as the iHobby Expo which takes place in Schaumburg, Illinois from 2<sup>nd</sup> to 5<sup>th</sup> October. So, if any members are



travelling Stateside next month, you'll have a chance to visit the show, see what's new and ask if the mighty USA will be fielding a team at this year's Ninco World Cup (*No UK racers have volunteered themselves as yet, but don't despair, at least one Team UK will be there!*).

### **"Charity" Track visits Hertford**

You may recall that, in conjunction with the Horsham Rotary Club (HRC), I set up a track during the Piazza Italia event in Horsham over the Easter weekend. On the run up to organising this, a mutual friend put me in touch with Hertford's very own fashion guru, Azir, who runs his own independent luxury designer menswear boutique in the centre of Hertford Town. In celebration of the anniversary of his shop being open, Azir wanted to put on something special as a thank you to his customers and raise money for a charity close to his heart – Children with Cancer UK. We met one lunchtime early April to discuss a few ideas and I recall being asked "So, how *BIG* can you make this track?" I outlined the circuit being designed for Horsham and we agreed this would fit perfectly in the wide open space outside his shop... and yes, this truly was outside, so the only thing that would scupper our plans would be the weather (*and we all know what that was like at the start of this year!*).

The date of Saturday 3<sup>rd</sup> of May was chosen and almost immediately, Azir began advertising the event through his shop and online media. To help raise the profile of the event he included some track and cars among the designer items on display in his shop window and as the date approached, even local radio gave it a mention. My focus was on the weather; more rain predicted, all week! Should we invest in a marquee for the day? Ideally we wanted to keep



costs down to maximise the donation to charity. Anyway, by the time May arrived, the weather forecasters were predicting "overcast but dry" for the Saturday; I'd settle for that.

Early Saturday morning, beneath white and grey cloud, Azir and I began to piece together the circuit. First the trestle tables, next the base boards, then the task of laying out the 4-lane Ninco circuit. As I already had some practice setting this up at Easter, I was confident it would go together without a hitch. Within a couple of hours, everything was ready. The black asphalt style track contrasted nicely with the green boards. All of the bends had red and white run-off boarders attached and alternating red and white crash barriers enclosed the entire track. At the end of the long straight, added security was provided by the safety wall accessories. The track, covering 6.1m x 3.6m, looked really impressive and seemed quite at home in the huge space that Hertford's Parliament Square ➡➡





offered. Ninco banner skirted the whole layout and a couple of local sponsor banners were duly fitted.

Just before the Saturday morning shoppers started to appear, the sun began to evaporate the cloud. I was introduced to Alex and April who were to be my glamorous assistants for the day and we had a few quick practice laps to check all was working as it should. The first lads and dads took their place at the circuit, next a few girls joined in, then whole families raced together. We soon had a steady stream of budding racers happy to make a donation and pick up the throttle to complete as many laps as possible within a minute of race time. Although the track was open to everyone, Azir's customers had the chance to pre-register for some special knock-out races held throughout the day, to compete for a chance to win a Ferrari track day at Silverstone.

Time passed quickly and the sun continued to shine directly on the 17.5m long circuit. It was early into the afternoon before the first of the customer challenge races took place. The sun had been beating down all day and I was reminded of this as the duct tape used to secure the banners was softening in the heat and the

weight of the banners was pulling it loose! The customer rounds were certainly entertaining and four drivers moved through to the final winning their respective heats which included a ladies race and an under-16s race. (*The under-16s were sponsored by their fathers who made donations that Mr. Ecclestone would be proud of!*).

And so to the semi-final, where only two would go through to compete for the Silverstone Track Day and after a tense three minute round, the two finalists, Michelle and Mark would go head to head in two, two-minute crash and burn (or "if you're off, you're out") races. The highest total number of laps would win the prize. Time was allowed for the drivers to compose themselves (*this included downing either champagne or Peroni – something we don't see much of anymore in motorsport!*) and time was called for the finalists to take up their race positions and their throttles for the last time. New cars for the final heats, McLaren versus Ferrari.

Round One puts Mark three laps clear after Michelle uncharacteristically comes off the track at the tricky chicane. Round Two and still everything to play for... this time it's Mark that crashes out two-thirds of the way through the race. Michelle continues on, clawing back at the

three-lap deficit and as the final chequered flag is waved, her total number of laps falls just one short, giving overall victory to Mark!

Following the celebration photo-shoot, a few more general races were held and at around 6pm, with the sun disappearing over the rooftops, it was time to break the circuit down. Needless to say, the track survived the sun beating down on it for a full 10-hours and the Ninco-1 cars used for the majority of the day's racing lasted the distance (*thanks to Gaugemaster for supplying these robust little vehicles - greatly appreciated*).

It's good to know the weather forecasters can still get their predictions wrong – not that I'm complaining. May 3<sup>rd</sup> must have been one of the hottest days of the year in Hertfordshire!

A hugely successful event with some very generous donations made to the charity Children with Cancer UK – so a very big “THANK YOU” to everyone who took part.

Feedback from the day was fantastic and it is therefore likely that Azir will want to do something on a similar theme in future. ■







**Email:** [carreracorner@nsc.co.uk](mailto:carreracorner@nsc.co.uk)

Those of you who have studied the advert on the back cover of this magazine in recent months will know that that Carrera are due to release the record braking Red Bull RB9 of Sebastian Vettel as part of its 2014 range and that this will be joined by the Ferrari F138 of Fernando Alonso. I can confirm that, by the time you read this, the two highly detailed cars will be available, which is great news for F1 fans.



We have pictures of both cars. CA 27466 is the Ferrari F138 (number 3) of Fernando Alonso and CA27465 is the Infiniti Red Bull Racing RB9 (number 1) of Sebastian Vettel. These are



1:32 Evolution cars with magnatraction and the facility for digital upgrade. At the time of writing the cars were available to pre order, but should be available now from your favourite supplier for £30 or less.

A reminder that Ferrari and Red Bull F1 cars are only available from Carrera who hold the exclusive worldwide reproduction licences for slot cars.

You can follow Carrera on Facebook, go to Carrera uk slot racing.

More releases are due from Carrera next month, and I shall of course report on them then, thanks to Pete Binger from The Hobby Company [www.hobbyco.net](http://www.hobbyco.net) the UK distributors for Carrera, for his help in compiling this column. ■

Ciao everyone and welcome to this month's Forza Slot.it. So, being as we write our column's in advance, I am writing this in mid-August for the September issue and it is now deep into Europe's traditional "take the whole of August off on Siesta/Holiday" and there is very little to action to report on from the slot car perspective!



With that in mind what can I report on this month? Well, since last month's ramblings we have seen the release of the latest Slot.it Nissan R390 GT1 SICA14e in the form of the No. 31 Le Mans 1998 racer piloted by Jan Lammers (Holland), Eric Comas (France) and Andrea Montermini (Italian) and SICA13e Jaguar XJR12 that finished 2<sup>nd</sup> at Le Mans in 1991 driven by Davy Jones (USA), Raul Boesel (Brazil) and Michel Ferte (France). The next couple of cars up for release should be the SICA26c McLaren M8D No. 2 car driven at the Can-Am Laguna Seca 1971 race by Vic Elford (UK), release date 25th August, and SICA25c Porsche 962 IMSA spec Budweiser liveried car that finished 1<sup>st</sup> at Sebring in 1987 as peddled by Bobby Rahal (USA), Jochen Mass (Germany) and Bruce Leven (USA).

Other news. A new spare part that has been released this month is product code PA68, a 4

Product Code: PA68  
Description: Bronze bushings for Carrera and Scalextric - (4x)  
New product



pack set of bronze bushings for Carrera and Scalextric models with improved tolerances on the external diameter dimensions to make them a better fit. Another new product is SP36 that is a clamshell designed box for 1:32 cars with two protective sponge pads that enables you too safely and conveniently transport most 1:32 slot cars. Most useful when you have lots of precious cars that you wish to transport in a racing box or for storage. Both items should be available now from your local slot outlet as well as the latest cars. Please note that the following items are sold out and no longer available from Slot.it so if you require any then best to purchase yours now: PA19-Mg magnesium wheels x 2, 17 x 10, PT9670E1 GT kit racing tyres set of 4 tyres front and rear (17.1 to 19.8 x 9.5mm), O201a oXigen chip in-car controller (type A), ➡

Product code: SP36  
Description: Clamshell box for 1:32 slot cars (1pc)  
New product



SCP201a hand controller SCP-2 analog common ground positive wiring and SCP01b analogue common ground hand controller cartridge for club tracks with common ground polarity.

With very little to report on I thought I would give you a little insight into the new Slot.it patented 4WD system that Maurizio demonstrated to me back at the UK Slot Car Festival earlier this year. A quick email produced this info from Laura at Slot.it “In the Slot.it 4WD system two toothed pulleys and one toothed belt, transmitting power from the rear shaft to the front, work together with micro unidirectional clutched bearings, housed inside each front wheel, to create a unique system whose 4WD traction comes without the usual power losses and under-steer so commonly found in conventional 4WD slot cars.” As you can see from the Slot.it data sheet (in one of the pictures) this new, innovative and complex looking system is going to bring a new dimension to Slot.it cars. In most of the previous 4WD systems produced by several manufacturers their 4WD system has boiled down to a pulley type wheel on both the front and rear axle complete with a smooth “rubber band” type belt connecting the two. I have several models of this type and the system does give some extra traction but is very limited because, in my experience, when the front wheels come across any sort of real effort involved then the band slips or the wheels may stop turning and so there is no real added significant traction. The other 4WD system that I can think of is the one deployed by SCX in the old TT cars (and I think some other SCX cars/ other vendors?) that involved a long shaft through the motor with pinions at both ends. There may be others but they are the only ones I am aware of. At this point I must declare that I think the SCX TT cars are absolutely fabulous and when deployed on the SCX rough terrain track and obstacles they are an absolute blast. I have spent many hours with my son (and by myself!) having a great time with these cars. Did you know that with the Ninco powerbase extra 10401, accessory 10304 powerboost and controller 10406 Vario 16 wound up to max



power you can get the TT cars to do a wheelie with their extended drop arm pickup! Hopefully after that outburst I will not be stripped of my Slot.it column for slot car column treason!

Getting back on track...what makes the Slot.it system so unique is that a toothed belt is deployed between both the front and rear axle and so this should provide positive drive to the front axle at all times when the car is in motion with no slipping of the belt. Another thing that should be noted is that there is also a tensioner deployed in the design to ensure that the belt does not go slack if there is any flexing in the chassis or drive line shunt from the motor/motor mount. Add that to the one-way bearings deployed on the front wheels and Slot.it's proven parts quality track record and this new feature should prove to be a winner out on the track well when it is released. At the moment it will only be available on the new Audi R18 e-tron SICA29a black Le Mans Test livery that is scheduled to be released in February 2015 but the system will also be able to be used on any Slot.it Audi R18 equipped with a CA24t-60b chassis moving forwards. I suspect that one or two other suitable models may become available over time as well but as to what they may be, then we will have to wait and see. Sadly, I do not have a prototype to have a go with and can only fall back on what I saw and reported on earlier with my own eyes at the festival. Suffice to say that it was mighty impressive to see this car rocket round the track as if it was on rails come tight or open corners and there was no magnet installed. It really was impressive and I am

looking forward to getting one in my collection and to write a full report on in due course. Roll on 2015.



Having very little new to report on in some ways has a slight silver lining as it gave me chance to spend my limited pocket money on the new Nissan R390 GT1 SICA14e and Jaguar XJR12 SICA13e as both of these were down on my “to get” list. Starting with the Nissan, this is the fifth model of the R390 GT1 SICA14 series but Slot.it also did five of the very similar SICA05a/b/c/d/e Nissan R390 GT1 that ran at Le Mans in 1997. There was also a red road car variant produced being SICA04a based on the same SICA05 model but obviously this is just a plain car with no Le Mans livery. In real life the 1998 model was an improvement of the 1997 car developed jointly by Nissans racing arm Nismo and Tom Walkinshaw racing which featured a longer tail (LT) end to increase down force but everything else was very similar across the two cars.

Being as I have examples of both types I thought it might be interesting to compare the two and after quite a detailed look around both types, the only differences that I could find between the SICA05 and SICA14 variants are at the tail end as the Nissan R390 GT1 of 1998 had a longer more square ended tail and flip up spoiler at the end of the body work making it slightly longer whereas the 1997 model has a rounded rear end with a more sloping rear deck, complete with different rear end tail light detailing. Everything else, colours and livery



excepted, appears to my eyes to be identical with all the bodywork cut outs etc. all being identically placed but at least the 1998 liveried multicolour shades of blue and white against the black and red 1997 car is more striking. However, I would have to admit that the Nissan R390 GT1 in either guise is not the most aesthetically pleasing of cars in real life and Slot.it's accurately modelled cars do not make it any more appealing!



However, the 1998 (as is the 1997) model is very crisply executed with all the different blocks of blue and white across the bodywork and the fantastic Le Mans race markings across the roof, drivers names on the doors and the superb engine detail visible through the rear window really do make the car stand out. The older⇒⇒

1997 car is similarly endowed with the same fabulous detail as are all the other sister cars in what is the complete teams for both 1997 and 1998 with the only obvious differences between both sets being the racing numbers and driver details. For the latest No. 31 car the drivers helmet of Jan Lammers is a little masterpiece sitting inside the cockpit atop the detailed drivers overalls and seatbelt detail. Along with the other cockpit details of the engine bay, dashboard and silver “gubbins” box in the passenger foot well this must be one of the most detailed interiors of any Slot.it model. When you look at the other team members being SICA14b/c then they too are identical apart from the race numbers, driver’s helmet detail and the Nissan logo (No. 30=red. No. 31=white and No. 32=blue) across the top of the windscreen to denote the different cars easier in the real race.

But, there is a difference with the fourth member of the 1998 team being the No. 33 SICA14d R390 variant which is a much more visually attractive livery to me of mainly green front over silver rear with splashes of red, blue and yellow along with mainly white and black logos/sponsor markings to liven up the whole model. This model has the same internal detailing but this time the bright yellow and blue helmet of one Masahiko Kageyama of Japan sits on top of a set of green and white overalls and seat belt and racing overall sponsor details. The driver’s helmet has some excellent sponsor detail on it as well but (again) way too small for my eyes to read!

Comparing the chassis of both models then here there are significant changes as the older



SICA05/1997 model is inline whereas the newer SICA14/1998 model is of the anglewinder variety and so of much more interest, I would suggest, to the racers out there. Obviously both variants and all other Slot.it cars can be tuned to the racers delight from Slot.it’s more than comprehensive quality racing accessories parts bin.

The running gear, as per the information supplied from the Slot.it website, consists of: anglewinder flat-6 20k rpm motor and mounting, length 143mm, height 32mm, wheel centres 83mm, width 64mm, weight 83 grams, 11/28 pinion/gear ratio, 17.3x8 front and 17.3x10 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. The SICA05/1997 differs in that is an offset endbell inline V12/3 21.5k rpm motor 9/28 pinion/gear ratio and weighs in at only 80 grams due to the shortened tail.



One down and one to go and now it is time for another Le Mans team photo but this time from 1991 in the form of the Jaguar XJR12 No.

35 SICA13c and its earlier released sister car No. 34 SICA13b. Now why, as with the Nissan R390 team above, it has taken Slot.it so long to complete the two teams is a bit of a mystery to me but as with the Nissan's well worth it for the collector in me as I like my teams!

What about the model then? Unlike the dull (have I said that already Nissan?) the XJR12 Jaguar is a beautiful little car in the iconic Silk Cut jaguar purple livery of the time and what I really like is that Slot.it have put on the Silk Cut livery and not taken the easy route and supplied transfers for the end user to apply. Well done Slot.it. The model has the superb flowing excellence of the original car complete with a protruding chin spoiler, aero spats over the rear wheels and venturi detail at the rear. Checking out a few snaps on the web and for me the light/dark purple colour scheme is accurately depicted as are all the names, race numbers, sponsor logos, bodywork cut outs and so on which all add up to make a superb quality

product. Comparing the older No. 34 to the newer No. 35 car and there are a couple of real race differences that Slot.it have captured accurately being the "Jaguar" name across the windscreen (No. 34=red and No. 35=green) as well as the little race night time identification light above the cockpit (No. 34=red and No. 35=blue). All the other details are the same and both cars have the fabulously reproduced multispoke gold wheels and Good Year Eagle tyre logos which really finish the external details off to a treat.

Peering inside the cockpit of both cars provides some more little gems as both drivers helmets, No. 35 being American Davy Jones and No. 34 being Bob Wolleek are (again) fantastically detailed and accurate as far as I can tell. Likewise both drivers have cream coloured team overalls and sponsor logos on their chest (too small for me to read again!) and multipoint racing harness detail as well as what looks like a riveted plate in the passenger seat and⇒





dashboard detail if you really look hard with a torch as it is tricky to see but in there all the same – another great detail. Any bugbears? Well, I say this every time so why change now? Why no working head and tail lights as both featured models are Le Mans runners. Maybe one day they will be fitted as standard.

Now onto a slight problem, well that does depend on your point of view I suppose? When I looked at the drivers names either side of the cockpit I noticed that they were in a different order – opps! The right hand side is Jones, Ferte and Boesel whereas the left hand side is Jones, Boesel and Ferte! I guess that explains the waterslide transfer that came taped to the bottom of the box, along with the standard Allen key, that has Jones, Ferte and Boesel on it! At a stab in the dark I would suggest that this was missed at quality control and by the time it was noticed production had already printed up XXX number of body shells and it would have been too expensive to do a whole new batch? Now for the tricky bit, do you accept this minor mistake, that many people would probably miss, or do you attempt to remove the wrong list of names by rubbing/scratching off somehow and put on the replacement ones? Me, I think it would probably cause more damage to try and remove them than live with it. Mind you, if everybody else out there changes there's then mine will be unique! Does anybody out there have one that is the correct way round?

Another minor difference is that the older model came with a plain black spare wing, for racing no doubt, and a set of rear tyres which you do not get with the newer model. The detail



around the base of the rear wing is also a very nice touch with the jacking point, rear exhausts and lattice work of the rear wing upright in evidence. Problem? One good rear end smack in a race could well see that nice detail destroyed and either way if your car takes a trip off the circuit and heads for the floor or some strong object at the end of your Mulsanne straight then I doubt if the rear wing will last too long! Please note that the spare rear wing is exactly that and it does not include the rest of the rear end detail. So once it's gone, it's gone!

The running gear, as per the information supplied from the Slot.it website, consists of: inline reverse offset 0.5mm V12/3 20.5k rpm motor and mounting, length 151mm, height 31mm, wheel centres 85mm, width 65mm, weight 74 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 conclusion for this month, two very worthwhile models -if a little dull in the case of the Nissan R390 – to complete two team sets worthy of a period Le Mans diorama that you can set up on your home circuit or race together to see who comes out on top in your own mini Le Mans team race. Strongly recommended for all collectors.

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

# Flyslot's Mercedes-Benz Truck Trio

By Paul Croker

Flyslot have released three more trucks since my last review, which was of Jochen Hahn's MAN back in February. All three are based on the Mercedes-Benz Atego Super Race truck mould. Two of the releases are USA Limited Editions, the other is of a Super Race truck from 1996.

The first truck of the three to be released was that of Heinz Dehnhardt, which he raced some eighteen years ago. When this truck was released some months ago, I was unable to review it in my normal manner, as I am now, which is why it has been left. In a lot of the cases, I've usually seen the truck, and had the opportunity to photograph it, but in this case I had not, so turned to Google to find out more information on it. I failed miserably and managed to come up with less information than was detailed in the Flyslot new releases section, 'Fly on the Wall'. As for the other two trucks, they are as the last two Limited Editions made for the American market, in that they are not representative of genuine race liveries, but never the less look very nice indeed, and are again one for the shelf in my opinion.

## USA Limited Editions

The first of the trucks comes in a matt black Coke Zero livery with the Ref No.202301, the



second comes in a gloss red Coke livery with the Ref No.202302. These two trucks from a production perspective are as the Heinz Werner-Lenz truck of last year, but have the following notable differences: the pinion has changed from a plastic 9 tooth to 11 tooth, and they have the over cabin air intake. Both trucks come in the usual packaging, but have backing cards printed to represent two races, the Coca Cola Charlotte Speedway 600 and the Coke Zero 400 at Daytona. There's also an addition of a small white sticker on the backing card upper right hand corner depicting the number of your truck of the 350 models produced and a printed paper sleeve over the box. Both models had some slight mould flash on the rear mudguard area and the red Coke models tampo printing is not so good on the front left hand area of the bumper.

## Mercedes-Benz Model Measures Up To The Real Thing

The truck is supplied with the usual printed plastic base, with crystal lid with backing card and comes with the Ref No. 202102. Flyslot have done a very good job of the livery, usually they have had to make adjustments due to the model being based on the Super race trucks of past and not the current race trucks, however in





this case this is not an issue as both model and real truck are similar but still not the same, so represents the real truck very well.

The only negative points that I can find with the model are, the omission of the driver's safety netting, the lack of cab tilt handles and the Continental sponsor logo on the grille is printed in white not orange as per the photograph. The reference to similar earlier on was to do with the front bumper. As around 1996 the trucks were still running with pretty much standard steel bumpers and it wasn't for another couple of years that they started to use the fibreglass ones which also tied in with moving the cab backwards to give better weight distribution generally, which is the type the model represents here.

### **Conclusion**

No track test as I still have no track, but as the pinions have been changed on the two Coke Limited Editions, they should not wear the pinion out so quickly, but won't accelerate/brake as well as the 9 tooth pinion trucks due to the higher gearing.

Overall it's great to have three more trucks to add to our collections, but I personally can't wait till the arrival of the two totally new race trucks later in the year.

Many thanks once again to Telford of Typhoon Slots and Models for supplying the trucks for me to review, and don't forget if you want to go and see some truck racing for real, then you can catch them at Snetterton in September, Pembrey in October and at Brands Hatch in November for the final. ■

# 100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

Well Doesn't time Fly? I only realised *after* I had sent Jeremy my August contributions that it was now a whole twelve months since I had started writing on a regular basis for the NSCC *and the circulation has dwindled ever since said Jeremy* who was only joking I hope!

So, having mentioned one anniversary, then how about mentioning another, can you tell what it is yet? Think USA and Ford, yes it's the 50<sup>th</sup> Anniversary of the Ford Mustang and more specifically as celebrated in our little world by Pioneer and the NSCC "X-Ray" green Mustang that has recently been delivered to all those lucky people who ordered it.



Now, I hadn't got any of these "X-Ray"/transparent cars at all until this one arrived, I think Carrera have done a few in the past and also EXIN in the old days when times were hard so this is a new one on me to be honest. But, fear not, Jules (Mr. Pioneer) has done a wonderful job with it even the cardboard sleeve is very attractive with a great picture of a Mustang in mid-race leading the chasing pack of Minis, MK2 Jaguars (come on George make my day by making me a MK2 Jag!) and Lotus Cortinas etc.



Even the back of the sleeve has some great pictures of desirable cars together with a bit of text about racing in general that ends in the motto of : "NEVER STOP RACING" which sounds good to me. I also spotted the small "Made in England" sticker on the bottom of the sleeve *which I hope wasn't "Printed in China"* and for those that may not already be aware the statement that all Pioneer cars are DPR (or Digital Plug Ready in general speak) compatible with the "Hornby Easyfit Digital Plug", not that I guess many will be using this one though?

Since its inception the Pioneer brand has always been closely associated with Scalextric





and I see that links like these seem to be extending further with Policar and Slot.it working together as well as Carrera and Slot.it also creating products that can be intermixed which is just like how it was in the 1990s when there were really only Hornby Scalextric, Exin Lines SCX and MRRC products available and either sharing or utilising parts that were readily compatible with each other which is good for all of us at the end of the day isn't it and surely must save the manufacturers in tooling costs, research and development etc.?

Anyway, back to the Mustang itself now or we'll be celebrating 51 years of the car if I don't hurry up with the typing! In a word, nice, or in two words, very nice. But I guess some people will not like it as it's not really a real car, or a real livery, but I do, and I hope you will too (mine was screwed quite tightly to the base so you might want to insert a little spacer now in order to avoid getting flat spots on the tyres in later years).

The wheels look smart and so does

everything else on it. I actually drive past a red "Notchback" Mustang that is being restored every day on the way to work and he's taking longer than me to rebuild a car but then again his is a real one but I do really like the "Notchback" Mustang. In fact when Pioneer first brought the car out I bought three, the twin pack red and blue ones if I remember correctly and the white one which has subsequently been used quite a bit and yes, before you ask, I have also removed all of the decoration and it has even donated it's wheels and tyres to my Hornby General Lee as I think it looks better with the Mustang wheels on it. I think Peter Simpson might have inspired me with that one a long while ago (sorry if you're a purist, but I like to do a bit of swapping of bits sometimes, now if only my real world could keep up with all my ideas, my latest creation that has been in the pipeline for years is the PCS chassised Camper van well I had to hurry up with that one didn't I otherwise Hornby will have beaten me to it!)?

But more on that later, let's stick with the ➡





Mustang first for a bit longer. Well 250 have been made according to all the blurb but not all of them have been sold yet so if you fancy one I'd get in quickly before they all go, my mate in the toyshop can remember when he had many James Bond sets in the shop for ages in the '60s because they just wouldn't sell – so maybe history might repeat itself then, or maybe not but if you like Mustangs then why not go for it if you haven't already scarcity is supposed to be desirable isn't it, and with only 250 then you don't get much scarcer than that generally do you?

### **Oooppssss!**

Having shown a picture of Marc and Ric from Slot Car Mag in the July Journal I suddenly realised that I'd completely forgotten to mention Wayne! Sorry mate it's just that I always tend to just chat to Marc and Ric whenever I am writing stuff for you must be something to do with age I reckon.

### **How to get the Bargains, but you need to be in the know**

I guess many of you probably already do this, but just in case you don't then I just thought I'd mention it. Many of the "well known traders" including the majority of "those who advertise in the Journal" allow you to subscribe to their "emailing list" and every so often a bargain or two comes along that either comes in very handy or allows you to get a particular item quite cheaply.

One such item that I couldn't resist and have



bought recently is the Hornby item "C 8429 36x Body Screws". I bought them as a surprise present for my wife Maxine (only joking). Seriously, these were way under RRP and will always come in handy when scratch-building etc. so don't just think of being on a mailing list as "junk mail" as sometimes they can be quite beneficial, I also ended up buying one of those Green Hornet/ Black Beauty kits as well as it was too cheap to refuse, agreed it has now become yet another item in the "project" queue but if you don't strike while the iron is hot then you miss out, don't you?



### **George Turner News**

Having asked George for an update for this month, he replied with the following : *"I have now got the new Mercedes W125 and W196 in production and so I will now be moving on to my next three prototypes in the next few days.*

*I now also have my new decal sheets which contains*





*the artwork for the Bizzarrini, Lago T26GS, Chaparral 2D and the Embiricos Bentley so they will need to be finished, which will hopefully be before Christmas.*



*I am currently working on remoulding and modifying several models for re-release such as the Wanglia which will now be even lower. I am also in the process of modifying a couple of plastic body shells to make them compatible with Richard Mack laser cut chassis.*



*In track news, don't forget anyone who wants to come down and play on our track is welcome to, and our open weekend will be the 18th and 19th of October". I wonder what the plastic body shells are then?*

## Surfin' USA



Ok, perhaps "Surfin' UK" or even "Surfin' Newquay" might have been a better title but at last I am very pleased to be able to show you⇒



the latest creation of mine, the PCS chassised Volkswagen Camper van.

I saw these in the Arcade Toyshop, Dudley several years ago and have previously converted a few of them using either an Escort XR3 or a stretched Metro chassis courtesy of my old mate Scrapyard Paul (Blows) but as supplies of these cars started to dry up then an alternative was required which was narrow enough at the rear to get some decent (meaning cheap and freely available) wheels and tyres in so that it would run OK on the track or just look good on the shelf if you would rather do that (you need the “Kinsmart” one which has the opening tailgate and side door, there is another one out there as well made by “Welly” I think, but it is slightly smaller and thus not as easy to do as this one).

So, the PCS chassis is just the job for that requirement and it is actually very easy to do the conversion once you start it to be honest with not much cutting and no gluing/ Aralditing required at all for a change!



I'll let the pictures help tell the story for you in general but the real beauty of this conversion is that you can interchange the body top very easily to create different versions of the vehicle as the chassis is screwed to the interior rather than the body and once everything is put back together the end plates that affix the bumpers hold it all together and if you are really brave you can even have a go at re-spraying the body part in a colour of your own choice, but the “off the shelf” ones come in such a large variety already that you might not want to bother some



have surf boards and “Love & Peace” graphics whereas others are just in a plain colour and have no surfboard so the possibilities for mixing and matching are endless, which is probably what Peter Simpson is also implying with the “genuine” Hornby ones that he mentioned last month in his write-up as they too are “modular” in construction.

So, to help you out if you want to do one of these, here is a brief outline of the work required:

1) Cut the front and rear bumper mountings off





the original chassis and trim as shown.

2) Trim the interior at the front in order to allow your chosen wheels and tyres to rotate freely and then trim the interior in the middle to allow room for the motor to sit and at the rear to allow the PCS chassis to sit correctly.



3) Trim the PCS chassis mount at the rear as shown in order that it may be retained by the



rear bumper mounting plate. Note to mount the PCS chassis to the interior you firstly need to drill back through the central hollow tubes on the interior so that you can then drill forwards through these tubes into the PCS chassis and use them to mount it to the interior with some slightly larger screws from B&Q or Wilko etc. (yes, you end up making a small hole in the seats but you won't really notice them once the model is finished).



At the end of the day my conversion will never be as good as the "genuine" Hornby ones as mine is a bit "top-heavy" to be honest as the roof part is made of metal rather than plastic but for the past few years it was your only chance (as far as I know) to get a camper van out there on the track but once sorted they trundle along just like the real thing does on the motorway with everything else flying past them including my own 1979 MG Midget but as the Hornby one is due anytime I just thought I'd share my one with you now rather than never. ➡➡



Ah, I've also just realised that the "real" Camper van must have been around for at least 50 years now as well so it seems rather appropriate to mention it here as well then especially given that I'm almost 50 as well now, blimey, that's hard to take in, age is certainly catching up with me then my friends tell me that I've looked 50 for years and now I nearly am I told you time flies didn't I? So, I wonder what other cars are celebrating their birthday soon?

Having turned on the TV earlier it turns out that "Match Of The Day" is celebrating its 50<sup>th</sup> birthday this year as well but haven't times changed in reality when I was a kid in the '70s then every family had a Scalextric it seemed which must be true given the amount of '70s F1 stuff that turns up on eBay today, but in today's

world I reckon it is as much, if not more, people like us that are buying "Scalextric" rather than the kids which is a good job in reality otherwise our favourite hobby would not have been able to survive, I just wonder how the future will pan out though?

### **PSR Volvo 850 Estate**



Having looked back at last month's Journal I realised that "Minis" were a bit of a prominent theme in my writings and without initially realising it, for this month it has become the number "50".

Work has progressed on this project a bit, but not as much as desired to be honest, my friend Will from our club is also building one as



well but he's going down the lines of using a Mondeo, an Audi A4 or a Vectra chassis on his as then it will be legal for our racing class of 90's Touring Cars as it utilises the correct type of chassis together with the original weak brown "plastic" magnet.

Both of us have painted them, and I have got the PCS Chassis sorted for it but neither of us has got as far as doing the decals yet, Will is thinking of painting the blue areas on whereas I was going to try the decal route first at least. Hopefully by next month one of us will have got there (but in the meantime I can show you the two different ride heights that the clever little adapter plate at the rear allows, note you have to trim the front mounting post as well if you want the lower look).

### **MK1 Ford Transit**

Uuummm, I wasn't going to put this one in yet, but on the subject of low rides then take a look at this! (I bet Gary Cannell of MRE wasn't expecting me to come up with this when he sold



me the body). At present the body is only resting on the wheels I need to do some more "scraping away" of the resin but once that's done then hopefully it will progress to being a "runner". It's also quite relevant for this month's writing as the Transit has got to be around 50 years old now as well hasn't it? So, something for everyone who likes the number 50 then hopefully unless you're a Hitch Hikers Guide To The Galaxy fan that is when I guess you'd prefer 42? Cheers then for this month. ■

# NSCC Election Result for the position of Chairman

**By Shaun Bennett**

In accordance with the Constitution of The NSCC as stated in the April 2014 Journal and subsequently adopted by the Club, the votes have been counted for the position of Chairman for the two year tenure commencing on 1st October 2014.

NSCC Journal Editor, Jeremy Naylor, and Treasurer, Shaun Bennett, met at the Beefeater Brache, Osbourne Road, Luton on Thursday 28th August 2014 to open the envelopes and ballot forms. The count commenced at 12:15 and ended at 13:05.

A total of 445 NSCC members were eligible to vote, with 76 ballot papers being received by the deadline date of 26th August 2014. This equates to a return of 17.08% of the total membership.

All ballot papers were numbered, but were not related to personal membership number, and these were checked against a list of eligible numbers able to vote. No duplicated ballot paper numbers were received.

No 'spoilt' ballot papers were received, although 10 were marked with a tick rather than an X in the voting box.

The votes cast were:

Martin Baines - 51 (of which 7 were ticks rather than an X in the voting box).

Stephen Barber - 25 (of which 3 were ticks rather than an X in the voting box).

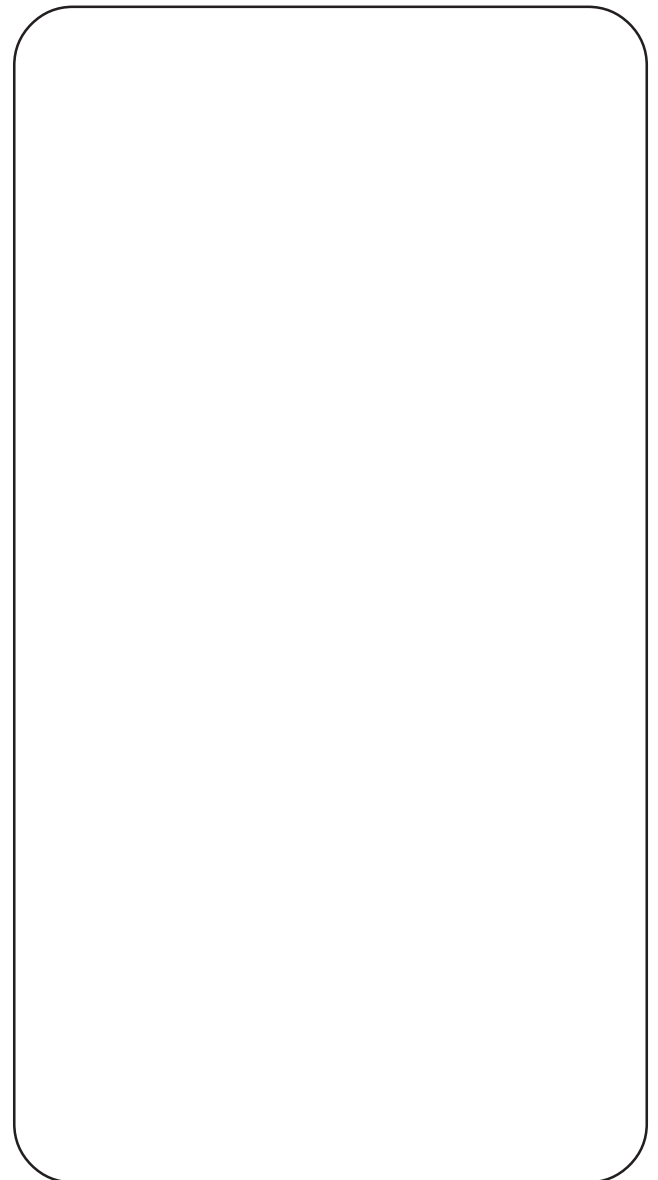
As of 28th August 2014, 4 ballot papers have been received after the deadline date. These have not been opened but will be retained (as will any more received going forward) along with the ballot papers and checklist for six months as per The NSCC Constitution.

As a result, Martin Baines is elected to the position of NSCC Chairman.

The Committee would like to thank Martin, Stephen and indeed Vince Albani (elected unopposed to the position of Secretary) for their interest and commitment in standing for

positions on the NSCC Committee, and I trust all members of the Club will also offer congratulations to Martin and Vince and support them throughout their tenure on the Committee.

We would also like to thank all members who took the time to cast their vote, although, disappointingly, the 'turn out' was very low, and we are slightly disappointed more members did not make the time or effort to vote, and so show your support to not only to those who stood for the position but also for the Club as a whole.■



# 2014 HEART OF ENGLAND F1 CHAMPIONSHIP ROUND 4 GREAT BARR

By Graham Pritchard

After the summer break the Championship racers reconvened at Great Barr for Round 4 of the 2014 Championship.

Unfortunately Great Barr racers Dale and Rob W. couldn't make the heats due to work commitments and a BBQ to go to, and a couple of other regulars were also unable to attend due to holidays amongst other things but with the addition of a couple of the home club lads (thanks George and Curtis) together with the return of Nigel and Emma then we ended up with thirteen racers on the day together with Rod on race control and "pop-in" visits from Dale, Rob W. and Owen from Oaklands.



The heats produced the following results and were very entertaining at times with Chris Aston's car dragging its spoiler around the track at one point with just the lane marking tape holding it on (or was it meant to be an air brake we wondered) and Steve Beach's car disintegrating more and more or getting stuck in the slot as the day progressed.



- 1 – Alex Young 59.33 Johnson (G/BARR)
- 2 – James Noake 56.27 Johnson
- 3 – Simon Young 56.07 Johnson (G/BARR)
- 4 – Richard Welch 55.86 Improved
- 5 – Chris Aston 55.69 Improved
- 6 – Curtis Timmins 55.53 Improved (G/BARR)
- 7 – Steve Beach 53.35 Improved
- 8 – Malcolm Scotto 51.09 Improved
- 9 – Nigel Pedley 48.78 Johnson
- 10 – Graham P. 46.78 Johnson
- 11 – George Davy 46.10 Improved (G /BARR)
- 12 – Emma Humpage 38.05 Johnson
- 13 – Paul Munro 34.32 Johnson

Which just goes to show that "home track advantage" does come in handy sometimes but that's not a problem as most racers will have their turn at this at some point in the series.

After the dinner break we ran the step up finals and these resulted in the following finishing order with a rather frantic battle for 2<sup>nd</sup> and 3<sup>rd</sup> in the improved class going all the way to the line on the last lap!

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### JOHNSON CLASS

- 1 – Alex Young
- 2 – Simon Young
- 3 – James Noake



Scalextric Club on Sunday 14th September where we have now decided to race both the “Johnson class” and the “Improved class” on the same day and we hope that this does not inconvenience anyone in any way.



- 4 – Nigel Pedley
- 5 – Paul Monro
- 6 – Graham P.
- 7 – Emma Humpage

### IMPROVED CLASS

- 1 – Steve Beach
- 2 – Chris Aston
- 3 – Richard Welch
- 4 – Curtis Timmins
- 5 – George Davy
- 6 – Malcolm Scotto

It’s nice to see a different order on the podiums for a change isn’t it? Looking to the future then, the 2014 Championship will conclude in two weeks time at Bearwood



Thanks as ever to Malcolm Scotto for sorting the trophies for me and to Rod and Simon and friends for the race organisation (and kettle duties) today.

Now, as well as the Championship Tables to date I’ll also leave you with a few photographs





others have done to some of the cars that are used in the series, it's amazing what can be done if you put your mind to it, isn't it?



from the day including some rather nice reliveries and modifications that Championship racers James Noake and Paul Munro amongst

### JOHNSON CLASS CHAMPIONSHIP TABLE TO DATE

1 – James Noake	46
2 – Alex Young	41
3 – Simon Young	32
4 – Dale Thursfield	26
5 = Mike Gunton	24
5 = Graham Pritchard	24
7 - Rob Wallader	21
8 - Paul Munro	16
9 = Nick Wixon	11
9 = John Nabbs	11
11 – Nigel Pedley	9
12 = Ashley Evans	7
12 = Dave Arnold	7
14 – Emma Humpage	6
15 = Mark Dawson	4
15 = Lee Reynolds	4
17 - Poppy Nabbs	2

⇒



## IMPROVED CLASS CHAMPIONSHIP TABLE TO DATE

1 – Chris Aston	47
2 – Steve Beach	37
3 – Malcolm Scotto	34
4 – Richard Welch	29
5 – Mr. Dave Homer	21
6 – Graham Thomas	11
7 = Phil Insull	9
7 = Curtis Timmins	9
9 = Dave K Phillipson	8
9 = Ian James	8
9 = George Davy	8

NB – IT IS YOUR 4 BEST ROUNDS TO  
COUNT OUT OF 5 POSSIBLES. ■



**F**irst of all, many thanks to both Dave Edwards and Chris Lale, for suggesting various ways of removing the silver paint from my Scalextric Triumph TR4A. Suggested methods were Car Brake Fluid, Modelstrip, White Spirit, Caustic Soda and Fairy Power Spray. I eventually took the plunge and took up Chris's suggestion of using T-Cut type car paint rubbing compound. I found the remains of a tub I bought years ago with the then futuristic name of "Finish 2001" and a couple of days and much elbow grease while watching TV later, I was amazed by the great result achieved.



Dodge Charger for £8,800 with some TLC needed before being either Fast or Furious (301274883809).



### **Dream Cars**

When I was lying on my back in hospital for a week recently with Cellulitis, I got a bit bored so began window shopping on the internet for 1/1 Scale cars. If money was no object and you had some red paint you could let your imagination run away with you and end up pretending to be Sean Connery in a Diamonds are Forever with a Mach 1 Mustang for £6,995 (331274963286), or you could be Rod Stewart's mate Jeff Beck in Jeff's Chevrolet Corvette for £7,500 (171387482593).

You can be The Hoff in a Knightrider KITT lookalike Trans Am for £8,500 (321480628295), or be Vin Diesel in a Black



Or perhaps you fancy being Burt Reynolds in Smokey and The Bandit in a black Pontiac Trans Am Firebird for £13,600 (301262146256) or £14,500 (271567439631), or Starsky and Hutch in a red and white Gran Torino for £17,500 (251602883930).





Howabout Steve McQueen in the modern version of a green Bullitt Mustang with a Ford Racing engine (yummy) for £17,950 (331283111254) or drive a modern Chevrolet Camaro version of Bumblebee in Transformers for £22,850 (141342572162) or £26,995 (261482597797)? Finally you could join the Dukes of Hazard in a General Lee Dodge Charger for £44,550 (271561095444). Anyway, enough daydreaming and on to this month's top ten:

### Monthly eBay Watch Top Ten

1. BZ 1/24 1966 Batmobile £967.26 (131259335787).
2. Scalextric Yellow Vintage Alfa Romeo £825.00 (131252607610).
3. AFX HO Collection of 130 cars £779.14 (311023897596).
4. Scalextric 1960's James Bond Set £740.00 (261560352913).
5. Scalextric Blue Perris Vintage Bugatti £686.66 (371101437690).
6. AFX HO Box of 80 Chassis only £647.62 (331285258180).
7. Playcraft Highways HO Chevrolet Sedan £646.00 (261542226041).
8. Pioneer Blue X-Ray Mustang £510.00 (251609641643).
9. AFX HO Collection of 92 Cars plus 18 Chassis £479.47 (221497953108).
10. Aurora HO Blue Tow Truck £478.27 (251607723830).

I guess we'll have to wait and see if the green NSCC Pioneer X-Ray Mustangs reach the heady heights of the value of the blue car sold, but as it was a one-off "J Code" version perhaps not?

### Scalextric Power & Glory Top Ten (May-August 2014)

1. Vintage Alfa Romeo 8C £99.00 (291161194223).
2. Vintage 4 1/2 Litre Bentley £91.40 (221509436581).
3. BRM Grand Prix Car £35.00 (251588451738).
4. Vanwall Grand Prix Car £35.00 (251588451766).
5. Mini Cooper Rally Car £34.99 (141333045246).
6. Tyrrell 007 Formula One Car £34.99 (141333068098).
7. Ford 3 Litre Le Mans Car £30.00 (251588451740).
8. Ferrari P4 Le Mans Car £30.00 (261532822023).
9. Ferrari 312B Formula One Car £30.00 (261532822031).
10. Vintage Alfa Romeo 8C Driver Only £12.00 (251535855617).

### 1/24 Stuff

I was almost tempted to change scale to 1/24 this month, when I noticed the large range of cars now available to racers and collectors of these large vehicles. These included one seller auctioning off his body and chassis for a Scalextric 124 Alfa Romeo in two separate lots, resulting in £160.00 for the damaged body (141373108034) and just £77.00 for the chassis (131266502827). For something newer, you could take a look at the Carrera 1/24 range, from which a nice red Ferrari 250GT sold for just £35.00 (251607515433), but a white and green Porsche Carrera 6 failed to sell at £38.00 (181496671221), while a blue and white version of the same car sold for £39.99 (181491993888) and a light blue Jaguar E-Type is still available on Buy It Now for £49.99 (311049700919).

Chaparrals always seem popular on eBay, and an interesting factory red MRRC 1/24 →

Chaparral 2C in Chelmsford sold for £101.00 (171413510702), so I guess they don't just have Ford Capris in Essex after all.

### Conversions

Talking of Ford Capris, I took a deep breath and applied my soldering gun to my Airfix Krackle Kat Capri this month to carve out room for a Scalextric motor and transmission. This worked out really well, resulting in a smooth running car. I just have to choose the paint finish now, although the supplied transfers look a good bet as the previous builder has already painted most of the car in the required cream base colour.



I'm not the only one to convert Airfix kits and static toys into slot cars, as a few others have been selling on eBay, although the hard work put into their construction is not always appreciated in the prices achieved. A nicely finished motorised Airfix Triumph Herald with Scalextric Metro underpan and GT40 rear wheels sold for just £30.00 (131247268500) and a Camper Van ideal for watching the Tour de France perhaps, sold for £18.50 (151378597342).

I got a bit carried away myself this month, and partly due to inspiration from watching



Wheeler Dealers and partly because I was impatient waiting for the Scalextric version to be released, I motorised the VW Micro Bus I'd bought from Littlehampton RNLI lifeboat station. This is a challenging van to drive, as it's rather top heavy due to the diecast upper body, and it totters around the bends.

At least it doesn't waddle down the straights, which the RNLI tractor does, that I bought during my recent visit to Criccieth lifeboat station. I couldn't find room for the motor in the narrow chassis until I had a brainwave and used the cab space instead.



When at Gaydon a couple of friends and I bought 1/32 Ford Transit Vans to motorise from Chase Cars for a fiver each. I had an old SCX Subaru with misted up window glazing that I couldn't sell on eBay, so used the chassis from that and the conversion must rate as the easiest I've ever done. The large bodysell seems to act like a speaker cabinet, amplifying the motor noise so it actually sounds like a diesel van! I was interested to see a similar van (un-motorised) sell on eBay for no less than £21.69 (191282163914) after twenty five bids, so there must be quite a



few White Van Man fans out there, although perhaps fewer spotted the second van the same seller sold for £12.50 after six bids (191291052910).

### Racetracks

A trio of interesting complete slot racing circuits have been available on eBay recently, from a sectional 6-lane routed track in Ruislip which sold for £150.00 after six bids (291216019033), to a 4-lane routed track in Wallasey, still unsold at £380.00 (221516146041) and a scenic Minic Motorways Motorail layout complete with a nice selection of trains and vehicles that is still available in Newhaven for £1,100.00 on Buy it Now (121389006822).

### Shop Watch

While in North Wales, I spotted some Scalextric bargains in Porthmadog, where Demolition Derby sets are on sale at £50.00 each, and the Skyfall 007 Twin Pack of high detail Aston Martin and Range Rover models for £60.00. At least they don't have the dreaded blacked out windows, which in my humble opinion totally ruin the look of so many Scalextric set cars these days, making them look too much like toys rather than models, and will no doubt be far less



desirable as collectables in the future. A similar Skyfall twin set with clear glazing and interiors sold on eBay for £42.13 after ten bids (181499611879). Another Porthmadog shop had a few interesting 1/32 and 1/35 kits which looked like likely conversion projects, and I ended up the proud owner of a Lindberg 1932 Chevrolet Pick-up kit for £10.00. Should make a nice Hot Rod, perhaps along the lines of my yellow 1933 Ford I made years ago from an Airfix 'Duke's Digger' kit in their Dukes of Hazard series.

Hopefully it'll work as well as my customised Airfix Model T Ford. I was surprised when a fellow Bearwood Scalextric Club member said it looked like a lawnmower, but I have to admit I can see what Harry means. ■

