



No. 397 APRIL 2015

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Forza Slot.it.....	15
Carrera Corner.....	21
Chairman's Chat.....	23
Members Adverts.....	24
Wolves Early Bird.....	26
Fly On The Wall.....	29
Ninco News.....	32
Bits & Pieces.....	36
Ebay Watch.....	45



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President

Caveat Emptor!

Following on from my little piece last month, I thought I would mention eBay, and that the fact that as I mentioned last month, some sellers are attempting and perhaps succeeding in duping buyers in to paying over the odds for cars that are being advertised as NSCC Club cars, when in fact they are not.

For example currently on eBay, one seller has listed a relatively common Scalextric Jaguar XJ220 in Gold, but on an NSCC labelled base and originally had it on offer for a very conservative price of some £150! Fortunately this was spotted by some, in particular our ex Editor, who advised the seller of his "error" shall we say, and this resulted in the price being revised downwards to a more modest £30 starting bid.

This regrettably has not been the only example and other cars have been advertised with shall we say a heavy emphasis on a link to the Club and that it may be a Club issued car, perhaps because the NSCC logo or other branding has been used, where in fact the Club has actually had little or no input in said car.

With the new Committee in place now for a few months, this is something that has been discussed at length and we have taken steps to ensure that in the future such items cannot and should not be marketed as NSCC cars, and consequently our branding is also protected, to the benefit of both you the members and also the Club as a whole. It will of course also protect the buyer on sites such as eBay, who may mistakenly think they are buying a genuine NSCC product and paying considerably more than it is perhaps worth, when in fact they are not! It will of course also protect all of us Club members who of course have purchased genuine Club cars in the past and protect their value in the future.

Finally, our Club Forum should be up and running shortly, with the opportunity to buy and sell there, so perhaps you can avoid the risk of using eBay and of course the relatively high fees and instead use the Club's Forum, safe in the knowledge that you are buying from genuine NSCC members and Club associated traders/ dealers. Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

This month, as promised, I can bring information on some of the single seaters destined for release this year. Not all are F1 and not all are from new tooling. With Mercedes and McLaren being represented by prototypically-styled new mouldings of the 2014, cars we already have four new releases, but these are to be supplemented by a new generic GP Racer. In addition to these we will also see further additions to the Legends ranges, two of which I can include here. Later in the year we should also have a version of this year's Honda powered McLaren, although the livery for the Scalextric model is still under wraps. And if all those F1 cars weren't enough, we also have the new karts to enjoy.

With so many new mouldings and prototypes available at Margate I've fallen behind on reporting some of this year's models which are already in the shops, mainly reliveries of existing models. Next month I'll make amends and catch up on those but for now here's a summary of the most recent models to be presented prior to being released for manufacture.

2014 McLaren

The first to appear should be the two versions of the 2014 McLaren Mercedes MP4-29, as driven



by Jenson Button and Kevin Magnussen. This is a new moulding for 2015 to represent the 2014 body shape and distinctive anteater nose. To vary the appearance of the two cars slightly, Jenson's car will be decorated as it ran in the Australian GP whereas Kevin's car will represent the Malaysian livery. The season opener brought Jenson an unexpected third place after the exclusion of Daniel Ricciardo due to a rule infringement by the Red Bull team relating to the rate of fuel flow, however Jenson was still six seconds behind his new team mate. The car shown here, C3619, with Mobil 1 on the sidepod is Jenson's third placed car.

The SAP liveried car of Magnussen, C3665, represents the car raced at the Sepang circuit ➡➡





where he achieved an 8th position, two better than Jenson. The front wing is closer in style to the Sepang car than the Melbourne version as it includes the smaller, outer winglets: for the Australian race more, larger elements had been featured. However, reference to web photos indicates that the sidepod sponsor may be incorrect. The car carried Esso sponsorship during practice, qualification and the race, rather than SAP as on this model, making this car closer to that which ran in other races such as China or Spain. I'm sure that either the description in the catalogue was defined prior to final selection of the model's livery or the model represents an obscure appearance as it was unloaded from the transporter prior to having the Esso logos applied. I've been caught out before so now I'm more circumspect with my comments!

Performance of this new car should be interesting as it has an appreciably longer wheelbase than the previous F1 car: circuit design could significantly alter the balance of performance between the two.

2014 Mercedes

Later this year we should be thrilled with the pairing of Hamilton and Rosberg in their



Mercedes WO5 Hybrids, also as raced last year. This is also a new moulding, capturing the revised body profile as dictated by last year's regulations with the distinctive dropped nose. Indeed, once the model is compared to previous releases, it definitely is a whole new shape with many subtle variations.

Although I've not yet seen the decorated versions, I thought it worth including some images of the prototype in this focus on single seaters. As can be seen, the nose, rear wing, body and rear suspension detail all capture the distinctive characteristics of last year's World Champion. This model will evolve to be released as C3593A (Hamilton) and C3621 (Rosberg).



These two will retail at a £5 premium over the rather less successful McLaren. It's a shame the Caterham won't be modelled as it would probably come wrapped in a £10 note! More images will be provided once fully liveried versions become available.

2015 McLaren-Honda

Also shown in the catalogue, albeit under cover, is this year's McLaren, the Honda powered MP-

4 30, to be released as C3620. The driver has yet to be announced but one parameter that has been stated is that it will be a Scalextric Club Release so don't expect it to be available in the shops. I might be speaking impulsively, but I've a sneaking suspicion that this might just be a revised livery applied to the 2014 shaped cars so don't anticipate another new F1 moulding for 2015.

After all the speculation regarding the livery to be applied now that Mercedes have departed it was slightly disappointing that they were devoid of any prominent sponsors and only sported a modest red stripe around the top of the body. OK, it might have made it easier for other drivers to spot Button in their mirrors, as he disappeared into the distance, but it was hardly a radical departure from the reserved Mercedes scheme as was being predicted by some pundits. Maybe Scalextric will be able to choose a more dramatic colouring for their 2016 release if additional sponsors are added during this year. And no, I haven't been presented with a 2016 catalogue yet; it's just an inspired guess!

Generic GP Racer

I have only seen a plain black prototype for this one so far, but I thought it worth including here as it gives a good impression of the shape. It is slightly more robust than the F1 releases as it lacks the airbox mounted camera and many of the small aerodynamic aids that characterise modern F1 cars. The only solo release planned for this year, C3597, is reminiscent of Martini colouring but two other versions will be included in an ARC ONE set, as detailed below. The nose section is modular so there is the ability to change just this one element to capture this distinctive feature of the different cars. Combined with appropriate liveries the two models should be quite convincing. This could



be an inspired feature as, with the FIA changing the regulations on nose configurations for 2015, it should enable Scalextric to emulate the 2015 cars without too much expense for revised tooling.

ARC ONE Set

The verbosely titled "APP Race Control AMG Petronas Formula One Team vs McLaren Mercedes" set, C1346, will include two of the generic cars but decorated to represent a Mercedes W05 and a McLaren MP2-29. Thanks to the ability to change the nose sections, the two cars will be reasonably accurately represented. Current box art shows these in 2014 liveries but these could just as easily be released in 2015 schemes, with the changes observed above, so keep an eye open for special editions at Argos or Toys 'R' Us. This is not based on any inside information, just an optimistic supposition.



Tyrrell 003

At the pinnacle of the Scalextric range is the Legends series of classic race cars. The first to be spotted this year is another Tyrrell, C3655A, representing the 003 chassis. This is the 1971 car in which Jackie Stewart claimed his second





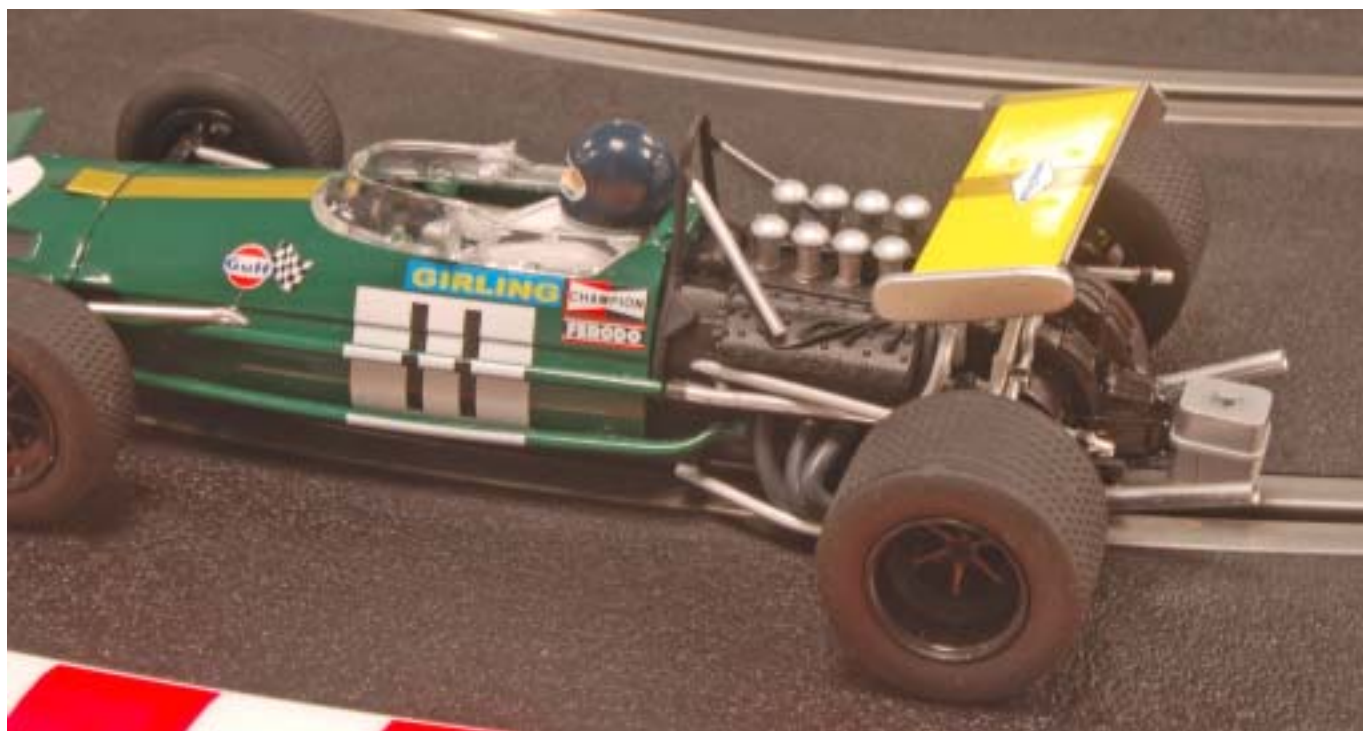
World Championship. This model differs from the previous releases, C3482, the 002 car of Francois Cevert and the later 1973 incarnation of 003 as released in the Legends Grand Prix boxed set, C3479A. Notable changes are the nose and rear wing; unchanged is the lack of decoration on Sir Jackie's helmet.

Although it is a Limited Edition, the number produced will be 4,000 so it shouldn't be too hard to find an example although an early purchase is recommended if inflated prices are to be avoided.

Brabham BT

Leaving the best until last, I can now bring images of the car that Australia has been hoping for: C3588, Brabham BT26A/3. This is the final incarnation of a spaceframe F1 car to be designed by Ron Tauranac working with Jack Brabham as Motor Racing Developments Ltd.: all subsequent models would be of monocoque construction. The "A" in the model number indicates that this is a Cosworth DFV version which superseded the 1968, less reliable, Repco engined model. Having changed power source, the Brabham team went on to second place in the 1969 F1 World Championship for constructors with its two drivers, Jacky Ickx and Jack Brabham, contributing to the total points score.





This initial version of the model represents the car of Ickx in which he finished third in the 1969 French GP at Clermont-Ferrand, beaten by the Matra Fords of Stewart and Beltoise. Later in the year we'll also get a twin car set, C3589A, in which Jack Brabham will be pitted against fellow constructor, Bruce McLaren at the wheel of his McLaren M7C.



Karts

These represent one of two diversions from the core slot car range due this year: whilst the trucks are in 1/32nd scale, the Karts are closer to 1/18th so can only be raced against each other

or the Ninco equivalents. Although these were initially listed on the Scalextric website at £20 this was possibly an error as they were subsequently revised to £25.

In total there will be four examples produced this year: two will be fully decorated and released as solo models (OK, toys) whilst the other two be only be available in the Super Karts set, C1334. The latter pairing in plain red and blue will be supplied with stickers to enable the proud owners to customise their karts.

The detailing is more than reasonable for models of this nature with realistic engine detailing and driver figure whilst remaining sufficiently robust to survive several crashes. The wheels could be criticised for being on the small size but certainly don't detract from the overall impression and can doubtless be justified by ➡





their contribution to the handling. I've had a few chances to drive the early prototypes and production versions around a couple of tracks at Hornby and can endorse for their fun-factor. The little HO-style motor provides plenty of performance, doubtless as a result of the weight, gearing and tyre diameter combination. Of particular interest to some is the ability to fit the DPR F1 module for quick conversion to digital: six of these would definitely be entertaining. Maybe racing karts is something to suggest for this year's NSCC/Hornby Ramsgate weekend? If an opinion isn't voiced we could end up with trucks!

One minor point to note is that they can't negotiate the common Scalextric flyover: the driver probably got a sore head when I tried to circulate on the ARC ONE layout! Fortunately this won't be an issue with set C1334, in which they will first be available, as the circuit remains flat.

At a current price of £100 for a basic set with 484cm of track, but no lap counter, it's competing against several other, better equipped sets. The identically priced McLaren P1 set,



albeit with slightly less track, or the ARC ONE APP Race Control Set, C1329, even at the revised price of £130, both appear to be better value unless the novelty factor is considered. The same designs will also be produced in Micro as set G1120, Race Karts: more news on these once I see the prototypes.



PCR

The two upgrade chassis, to improve the McLaren MP1 and BMW Z4 by fitting Slot.it mechanicals, have now been manufactured on production tooling. As I mentioned a few months ago, both are capable of accepting most motor installation options including a long can motor in angle winder configuration. I resisted the temptation to remove them from their packaging as I wasn't sure that any other examples existed. We'll just have to wait for the two PCR models and then start the fun of experimenting with the vast range of Slot.it parts which are available.

In the meantime I've purchased a couple of examples from Shapeways which employ Slot.it parts, one uploaded by Slot.it, the other by a third party, to convert some Carrera and Fly



models. Once built, I'll take them along to Croydon and invite the opinions of some more proficient racers.

Whilst at the recent Goodwood Members' race meeting, courtesy of Peter Solari, we spotted a familiar banner in the distance. I'll leave it to Peter to divulge details on where the sign took us and express his delight in the subsequent revelation: so to find out, follow the trail to the news on Ninco elsewhere in the Journal.

Finally, just to prove that Hornby are continuing to invest in significant new tooling and producing complete new models in their



core business, here's a photo of the stunning Cock O' The North, the first P2 class locomotive to come out of Hornby ever.

So that's all for this month more to come next time. ■



Ciao everyone and welcome to this month's Forza Slot.it. So with spring now upon us and the days starting to get longer and maybe just a touch warmer it may well be time for some of us to get back out into the garage and dust off your permanent tracks that have lain dormant for a few months? I know that for me, even though I do have my own fixed track, finding the time to play is restricted due to all the travelling I do in my current job. Combine that with running round after children at the weekends (any spare moment!), getting other jobs done and your time just seems to evaporate away. I expect many of you have the same problems!



Now, what has Slot.it released in the last few weeks since my previous article? Well, the first of a brand new model/chassis combination that is SICA28a Nissan R89C, official selling date 12th February 2015 and featured this month. At the same time the white kit of the Nissan R89C has been released (SICA28z) to enable you to do your own liveried cars. If you check out Slot.it's appropriate webpage you will find online instructions on how to assemble the kit and other similar kits, most useful I would say. I would suggest that everyone takes a fresh look at

Slot.it's website as the design has improved and there is a lot more information, data sheets etc. that you may find useful to download as well as the latest information on Slot.it products and possible release dates. This new release was closely followed by me getting notification of SICA9f the Momo liveried Porsche 956KH #12 as driven at the Mugello 1,000Km race of 1983 which looks much better sitting on my desk than it does in any picture you may see. Finally for this month, rant on the exquisite little Alfa Romeo 33/3 #2 that finished 2nd in the 1971 Targa Florio that I can stuff in my bxxxxxxx lovely red SICW15 nearly impossible to get presentation box, rant off, both with the official selling date of 4th March, so in the shops by now then and already in my collection!



So, now that things from the manufacturers are picking up after Christmas, New Year, Nuremberg Toy Fair, Chinese New Year and less rain (maybe?) then I will see about doing a full track test on this month's car. I briefly mentioned it last month as the posty delivered it as I was wrapping up my latest article for Jeremy so let me introduce you to Slot.it's latest brand new Group C racer and the first of no→

doubt several liveries: SICA28a Nissan R89c #23 that ran at Le Mans 1989. Sadly for this and the other two cars that Nissan entered in the race, none of them completed the distance. The #23 was classified as finishing in 32nd spot (DNF) expiring after 167 laps with engine problems. The best placed car being the #25 (DNF, 250 laps, loss of oil) driven by Geoff Brabham (Australia), Chip Robinson (USA) and Arie Luyendyk (Holland) finished in 25th place and the third car #24 that managed a dismal 5 laps (suspension damage after an accident) for the all British team of Julian Bailey, Mark Blundell and Martin Donnelly. As it turned out the Nissan R89C did not really have a very illustrious racing career and was soon replaced by the R90C for the 1990 season which had a far more successful time competing in the World Sportscar Championship (WSC) and the all Japan Sports Prototype Championship (JSPC) that the car won three times as well as several other endurance races. Nissan carried on competing until 1993 with the R90C and then stopped competing in sports car racing until returning again in 1997 with the R390 GT1, but that would be another story as Slot.it have already produced that series of cars.

Enough of the history for now and I shall return to this all Japanese #23 entry of Masahiro Hasemi (featured driver), Kazuyoshi Hoshino and Toshio Suzuki. Surprisingly, after spending some time explaining the new Slot.it sleeve a couple of months ago this brand new release has reverted to the old style packaging, how strange? Now another interesting snippet that I found out whilst researching this piece was the reason why Nissan picked the number 23 for

many of its official racing team cars. It is because the #23 is pronounced “ni san” in Japanese, fancy that eh! What of the car itself? Well, it is in the very pleasing and iconic “Calsonic” livery as sponsored by the Calsonic Kansei Corporation of Japan who are a very large automotive company that manufacture car parts all over the world and have sponsored Nismo/Nissan cars for many years over many different classes of motor sport. Having trawled the web for several pictures of this particular Le Mans race car model I also found it interesting that all three cars that raced at Le Mans that year had subtle differences to their individual liveries apart from just a number change, so maybe Slot.it will model all three cars over time? Putting that aside it looks a very well executed copy of the real car with a beautiful deep blue over white body with accents and highlights of red, very effective. The effect of the blue sponsor lettering over the white body parts and visa versa is superbly detailed on my example with crisp lines/lettering and no bleed over between each element of the livery, excellent detail. What I am not so taken on is the bland blobby body shape of the car itself. This is nothing to do with Slot.it as they have modelled the car very accurately from what I can tell with all the ventilation/aero cut outs, exhaust detail and so on but the body shape is, well just so uninspiring and dull/boring to my eye when so many of this cars real contemporaries had such beautiful lines and details. Beauty, as they say, is in the eye of the beholder and this is not mine!

However, looking even closer at the detailing gives up even more little gems such as on the sculpted recessed side panels of the body where





it meets the chassis, then take a look at the superb sponsor logo details and what looks like a light detail along the recessed sill, marvellous. A little further aft and just before the rear wheel arc spats that seal in the rear wheels is the exhaust detail with large and small barrels pointing out that has a silver riveted frame around the aperture, another nice detailing touch that is accurate to the rear car. The single wiper blade on the windscreen looks to scale but the vibrant red towing eye at the front looks a little large to me and the miniature Nissan logo on the nose is another little masterpiece. Something I am not so sure about are the two aerials on the cockpit roof. Many of the pictures I looked at only had one but, of course, they may or may not all be from the Le Mans race! No real issues for me but maybe for the purists? The driver's names and nationality flags sit atop of the cockpit above the doors and three drilled ventilation holes in the side windows.

There are a couple of detail bits that could have done with a bit more attention to detail on my particular model. One being both wing mirrors are not square to the body. As you look from the rear they slope from (high) left to right (low) and it would appear that Slot.it are using little oblongs of metal sticky tape to mimic the mirrors on the model and these are definitely squiffy! Maybe it was the vibration of the

Mulsanne straight that dislodged them? Two, the rear spoiler is definitely flimsy to the touch/wriggle and I would not hold out much hope for that staying intact in the event of a severe rear end shunt or if your car speared off at speed and went at a sideways angle back end first into a solid barrier then sayonara (Japanese for Goodbye!) to that rear wing! Good news, well Slot.it sell what they call 'tear proof' parts for the Nissan and many other models so if you are going to race then you may wish to replace the rear wing first as the replacement is just plain black.



Moving inside and to my immense surprise the dashboard detail is none existent! Driver, steering wheel and some minor detail in the seating area next to the driver, check but absolutely no other dashboard dial or switch detail that I can find in my particular model. Could be a manufacturing mistake with my particular model I suppose but after the superb detail in all the Slot.it cars this does come as a surprise and a disappointment to me even though I have remarked in the past that it is hard to see. If this is correct then it is a backward step for me that I hope Slot.it rectify for the following cars of this model and any further models they create. As for the driver, one Masahiro Hasemi, then he sits there in nicely detailed racing overalls (seat belt harness, "Nissan" logo on chest of overalls) and a magnificently detailed helmet (unlike the rest of the interior!) but, and it is a big but, I have no idea how he can see out of the car as his head is rammed so firmly into the cockpit roof?! To get some idea of what his view down the race track is I tilted the body⇒⇒



up until I could see his silver tinted helmet visor and I would estimate that he can probably see about 10-15 FEET max past the nose! No wonder his red racing gloved hands have such a firm grip on the wheel! As a said, after the interior detailing of previous models the interior of this one is definitely a disappointment and below par to me.

One other thing I checked was to see if the wheel spat type covers would come off as with the previously modelled Jaguar XJR12 did. Answer? Well yes they do but it is a bit fiddly and I thought I might break off one of the securing lugs doing it but eventually I managed to wrestle one off with no damage done. To my surprise it clipped back into place much easier than it came out and it did not take me long to make that decision as the cars looks are certainly not enhanced by their removal! Exposing the rear wheels did not reveal any exquisite wheel hubs either as front and back are the same uninspiring design as per the original car. Beauty again I guess.



So, putting aside some body disappointments how was the car on track? Well the first thing I had to do was throw back the dust sheet and get all the buildings etc. off the track as I have missed one in the past under a fast flyover and that did not end well for the car or structure concerned! Now to run a couple of test/crash/clunker cars around for a few minutes to get any dust off my Ninco track and to make sure all the electrics are good before the Nissan R89C makes its track debut. Well, it's a Slot.it so what do you expect? Straight out of the box and the car was lightning quick and absolutely welded to the ground around the circuit. The mesh of the drive train was perfect and the factory greasing/

lubrication was in evidence as the car zipped around the track and just the pitch rise and fall of the motor could be heard as I squeezed the throttle trigger. My track layout was never designed for magnet cars due to me having a couple of 180° inner radius curves as well as rises and falls which can cause grounding problems with magnet endowed cars. No such problems for this model as the front guide blade is as far forward as it realistically can be and there is minimal overhang at the rear. Max speed on my main straight of about 10ft and the slightly longer back straight of about 12ft with a downhill kink was impressive but I did not use maximum throttle for the whole length as I wanted to keep the rear wing intact and an off on my track with its immovable hardboard "barriers" in most locations would definitely be the end of that! Taking some of the tighter curves resulted in me having to give it a push round as occasionally I did not give it enough beans to go round for fear of that rear wing again. Overall, with the magnet in its default rear position it is typical Slot.it fare of a very stable and well sorted chassis, gearing and motor combination that revelled in acceleration and grip but was shackled by the confines of my home circuit. On an open sweeping club track with medium to wide radius open curves this car will be right up with other Slot.it cars (in my limited opinion) and, obviously, for the racers out there this model can be tuned to their particular requirements from Slot.it's extensive racing parts bin. I did not try the car with the magnet in the more forward position, just in front of the motor, but elected for total removal, my preferred racing.

What a difference! As you might guess the acceleration is blunted without the magnet but the car still had excellent mechanical grip and did not wheel spin forward momentum away. The car is certainly livelier around the track and far easier to get round the tighter turns either slowly or with a quick moment of maxish throttle to whip the rear end around. Way too much throttle and you hit the end of the guide travel and the car pops/pirouettes out backwards and off "somewhere" into the





scenery. Just too much oomph and it bounces back off the guide stop the other way and does a mini fishtail wriggle down the next straight as you power away which is soon straightened up. Get it just right and sweep the tail round so that it is all lined up for the exit and you rocket off down the next straight and off into the distance. With my mix of varying radius curves, track elevation, short and longer straights and quick kinks it took me a few laps to get into a groove but once there this car was an absolute joy/blast to throw around my layout as I could just hang the tail out with ease (when required) and exploit the balance and poise of the chassis. Even when provoked, it still remained very stable and flat with excellent traction and is a joy to drive, but again I did not go for a maximum finger attack on the throttle as this car is just too quick to fully exploit on the confines of my home track. Again, tuning would improve things and I suspect that the handling for racing would be improved simply by removing the wheel spat covers and widening the track those extra few mm to the extremities of the body itself which

would be a simple no cost option. In the end I spent many more laps doing my track test than intended as I just revelled in the superb balance and handling of this new chassis/motor combination from Slot.it. Job well done!

For the record this new models vital statistics as stated on Slot.it's website are: standard offset 0.5mm In-line V12/3 21.5 rpm motor (with the option for sidewinder, in-line boxer or anglewinder configs), length 146mm, height 32mm, wheel centres 87mm, width 62mm, weight 66 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 with the option to mount further forward in front of the in-line motor config if required or totally removed. The body/chassis is held in place by two screws fore and aft and the front axle can be adjusted for ride height with the option to add a digital module (SSD, Oxygen or Carrera D132) of your choice if desired. Look closely and you will see the recessed/cut out area around the guide, as mentioned in an earlier article, for improved guide/car performance and the new chassis will take the EVO6 motor. Underneath the plinth⇒



you should find the obligatory Allen key and a plastic clip that can be used for holding in place the Carrera D132 digital clip.

My conclusions for this particular car? Hmm, tricky really as I am not sold on the Mr. Blobby looks and the interior is below par/not up to the high standard that has been set previously by Slot.it but the livery makes it stand out for its execution, simplicity and the driver's helmet/overall external detail is excellent. The track test (more magnet out than magnet in!) delivered everything I need/like from a slot car on a large home circuit with options for me to

tune if I feel the urge in the future. Magnet out on a smaller home circuit would be just as much fun if you do not have the opportunity to go to club tracks. The model is from my favourite time period of Group C racers so I expect that I will invest in more as they are released but perhaps not all of them. How about you?

That's all for this month but once again a big "Thank You" to Adrian at AB Gee for his support of the NSCC and everyone at Slot.it for updates on current and future product releases. Ciao and arrivederci till next month. ■



The 1/32 Evolution cars we mentioned last month will be available for you to purchase at the end of April. The recommended retail price is £29.99, which is super value, but you might get them for less from your favourite supplier. We have high resolution images of all four cars so you can see the detail for yourself.

Reference number 20027478 is the La Ferrari finished in metallic white. We have previously featured this car, the successor to the Enzo, which is also available from Carrera in red and yellow. We might not be able to join the likes of Lewis Hamilton or Gordon Ramsey and have the real car but you could own several of these Carrera models for very little money.



Another Ferrari, the 458 Italia GT2 AF Corse (the Italian Racing Team) is finished in white/blue and carries race number 54. The feisty Italian also won the 24-Hour Race in Le Mans in 2014 and is one of the most successful sports cars of its class. The reference number is 20027481.





Reference number 20027473 is the Audi A5 DTM from 2014 as driven by the German, Mike Rockenfeller in yellow and green with race number 1. This replicates the car that “Rocky” drove for Audi Sport Team Phoenix in the 2014 DTM season when he finished third overall, having finished first in the previous year. We pictured the actual car last month.



The Porsche 918 Spyder is a mid-engined two-seater sports car. The production version was unveiled at the 2013 Frankfurt Motor



Show. Reference number 20027477 is a replica of the stunning 918 Spyder in red and white with race number 3.

A reminder that these slot cars have magnatraction, easy change braids and shallow guide and are digitally upgradeable using the appropriate chip. The cars have a reverse polarity switch, which I think is rather clever. The cars give fantastic track performance and can of course be raced on other manufacturers track. As they are displayed in a strong crystal case with mirrored backdrop, they can be readily displayed in the case, and so they are thus ideal for racers or collectors alike, they also represent great value for money when compared to other slot car manufacturers.

Thanks to Pete Binger of The Hobby Company Limited www.hobbyco.net who are the UK distributors for Carrera, for his help in compiling this column. Lots more new models to come from Carrera in 2015 and there will be more news from Carrera next month. ■





I do not know about you but every time I think spring has arrived the weather gives me a gentle reminder that its not quite there yet. Having spent the last couple of weekends in the garage getting my old Triumph ready for the road this summer the good weather can not come quick enough.

Plenty of opportunity though to spend time on my other passion Scalextric and slot cars. I am now finally getting time to manage my own collection which is way overdue for a bit of pruning. Something that is made even more difficult of course by the number of exciting new releases from all the manufactures this year.

NSCC Forum

This is a shorter Chairman's Chat this month but nevertheless an important one as we announce the launch of the new NSCC Forum which will be exclusively for members only.

In last months Chairman's Chat I outlined the work that the Committee intends to undertake in order to raise the Club's profile and in particular our online presence. This includes enhancements to the Club's website and the provision of a members only Forum as an added benefit for you the members.

The Committee has been testing our new Forum for a while now and we would like to invite you all to sign up and register.

How To Register for The New NSCC Member's Forum

The Forum will be accessible from the website, www.NSCC.co.uk, or directly by typing <http://www.nsccl.co.uk/forum/> into the address bar of your browser.

Click on the register button and you will be asked to accept the terms and conditions and select a username, and password and enter your email address. Your application will then be held for approval, we will check the email address against the membership list, assuming it matches then we will approve the application, following which you will receive a confirmation email. You are then ready to go!

If the email you entered doesn't match the membership list then we will contact you for clarification, this will have the added benefit of checking the details on the membership list.

There may be some teething problems, so please be patient with use over the first few days, if you don't receive the confirmation email within a couple of days please email Martin Johnson on communications@nsccl.co.uk with the username you selected.

We are also working on providing some 'Help' details and we will be developing the Forum as we go along in order to make sure that it continually provides a proper social space you the members. Future announcements about the Club and the Forum itself will all be found on the site.

So please register and start to use the Forum. As I mentioned last month we believe that these enhancements to the Club's website will bring added value to your Club membership and over time the Forum has the potential to be a massive resource in terms of content.

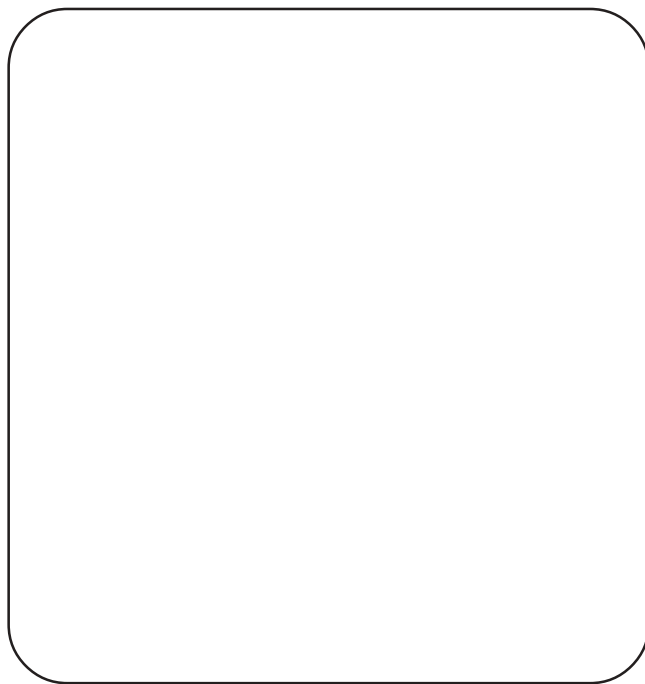
The Forum will also provide that social space where you can communicate and share content amongst yourselves. In that respect I think it will complement our Facebook site (open also to non members) which is currently going from strength to strength.

However in order to provide the maximum benefit it will need all of us to register, go online and use it.

⇒

Moving on we are having a Committee meeting later this month so I will have a lot to report in next month's Chairman's Chat including news about the Northern Swapmeet, the forthcoming UK Slot Car Festival at Gaydon, news on the potential 2015 Club car and a host of other matters.

So until next month continue to enjoy our hobby and maybe we will meet and chat on the forum. Of course if you wish to contact me direct about anything to do with the Club in the meantime please do so at my email: chairman@nscc.co.uk. ■



Wolverhampton Slot Car Club's "Early Birds 50" Meeting, March 2015

By Graham Pritchard

A "typically cool" March weekend formed the basis for this year's event with practice being available on the Saturday for those who lived local or were travelling to the event and staying overnight in the local area.

The usual suspects appeared on the Saturday one by one and very soon the cars were either flying around the track or being taken apart in order to adjust the set-up in readiness for the race on the following day.

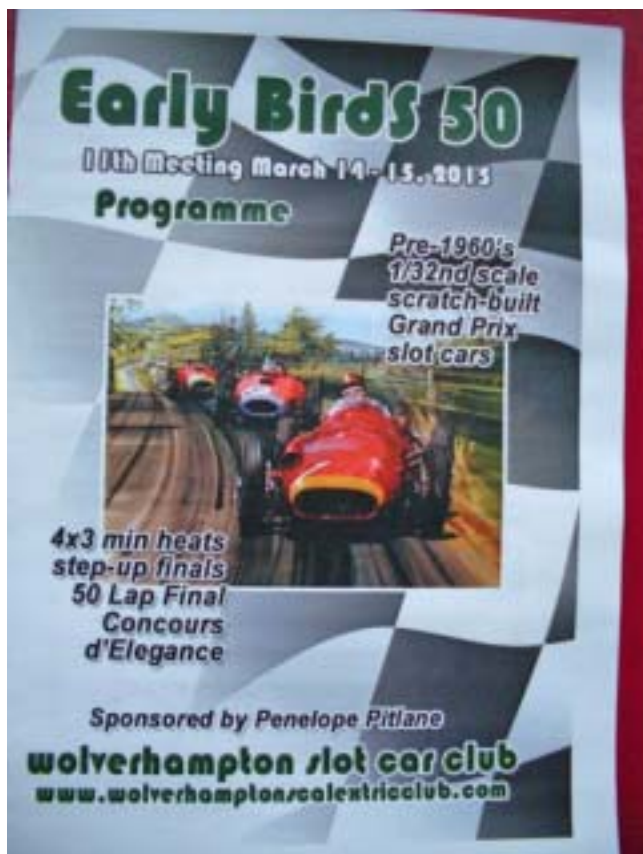
As per the souvenir programme of the event that all competitors received the idea of the race weekend is that competitors scratch build Grand Prix slot cars to 1/32 scale to represent cars of the Grand Prix era from its early days right up to and including 1960 in order to remind us of the legendary drivers of Fangio, Moss and Clark



amongst others together with the famous Marques that they drove for like Auto Union, Mercedes, Ferrari and BRM to also name but a few.

Bodies tend to be cast resin as produced by meeting sponsor "Penelope Pitlane" (which is now under Pendle Slot Racing's ownership) and "George Turner" to name but some, but the odd Scalextric body can also be found given their propensity of late to start to produce cars of this era as well.

A good many of the chassis seemed to be from the Penelope Pitlane range and sometimes





with additional weight added inside or below in order to lower the centre of gravity even further, but there were also some pure scratch built ones from piano wire, brass and PCB material to be seen too.

Wheels and tyres again came from various suppliers and the motors were free choice but some thought does need to be given in respect of gear ratio and torque in order to get the best results out of the car on the track on the day.

You could almost say it's case of trying to get the heaviest car you can with the lowest centre of gravity that you can and then team that up with the most powerful motor that you can together with some very sticky tyres and away you go.

However, my particular choice of car set up proved to be possibly the worst that could ever have been made when I got it out on the track as it proved virtually impossible to get into any sort of "rhythm" when I drove it, we think the tyres were too soft and too large for a start

especially when they could bounce off the floor like a tennis ball! But luckily for me Bearwood's "ace car builder" James Noake stepped in to loan me a spare car for the day which very fortunately bailed me out big time in the end so I've got to say a big "thank you" to him here for that then!

Anyway, when you weren't racing there was plenty to see and do in between the racing heats as Colin Spark of "RS Slot Racing" and Charlie, Margaret and son Ian Fitzpatrick of "Betta & Classic" were also there together with Sean from PSR, and he bought with him various "Penelope Pitlane" products including examples of the new motor variants of the well established range of "flat-pack" chassis that they are famous for, oh, and Charlie and Margaret were also the recipient of a surprise package of Champagne, Chocolates and Flowers from the Wolverhampton Club as it turns out they are celebrating their Diamond Wedding Anniversary this year, which rounded off the day nicely for them we hope too and the originator of the event Mac Pinches also ➡➡





popped in for a couple of hours to see everyone which was also very nice as he is a very old friend of myself and many others there today.

The meeting followed the “usual” method of heats and finals for the two separate classes of cars that were being raced today and in the end the final top three results were as follows:



Concours

1. Bryan King – Maserati 250F.
2. Paul Cash – Maserati 250F.
3. Martin Pike – Alfa Romeo Bimotore.



Overall Race Results

1. Mark Witham – Maserati 250F.
2. Dick Smith - BRM.
3. Roy Pritchards – Mercedes W196.



I’ve got to say a big “thank you” to all those who travelled from afar to take part today together with all the local drivers as well for making it a great day once again and also to all of the Wolverhampton Crew for laying on the event, administering it and also for clearing up afterwards etc. it really is very much appreciated by us all.

We now look forward to the next Wolves “open” event which is the MRE sponsored Pre 1963 Le Mans Classic event on Sunday 26th April. Full entry information is available on Slotforum under the “Events section” or from Malcolm Scotto on 07740 717140. If you’ve never tried this sort of thing before then why not give it a try?

If you consult the list that Phil Insull has posted on Slotforum then there are plenty of “ready to run” cars out there that could easily be used as a basis upon which to improve or you could just simply build your own using either the RTR body or a resin one, it really is up to you and some of the kits like the George Turner ones even come with a chassis as well so completing the build is then that much simpler too.

After all, these cars are made for racing, so don’t keep them all as shelf queens come and join in with us! ■



Welcome to the latest news from Fly for April. We now have a picture of the Brabham BT44 in the Martini livery that should be available around the time you read this. As you will be aware from last months' "Fly on the Wall", this is the model that Gaugemaster's Terry Smith has been pushing Fly to produce for some years now and he is understandably excited about its imminent release. Terry points out that this picture does not show the finished article, as the eagle eyed amongst you will spot the missing mirrors and the March front wheels, the correct four hole inserts will be fitted to all of the wheels. The reference number for the BT44 is FS062101 and the recommended retail price is £49.95.

This depicts the car that Carlos Reutemann drove to victory in the 1975 German Grand



Prixat the Nürburgring. A series of other strong finishes helped Reutemann to finish third in the drivers' championship in 1975, whilst Brabham equalled his feat in the constructors' championship. Argentine Reutemann was, for three decades, the only F1 driver to score drivers' championship points in both F1 and WRC, until Kimi Räikkönen's eighth place in the 2010 Jordan Rally. ➡➡





Also due soon, as a result of the collaboration with Avant Slot is the racing style chassis to fit existing Fly Slot bodywork. As they say a picture is worth a 1,000 words, so please look at the pictures.

The cars are the wide rear arched Porsche 911 and the BMW M1. They look very businesslike, but we really need to try them round the track before we can make any judgement on how they perform, hopefully this is something that can be arranged soon and reported on further in the Journal.

Both cars sport a plain livery, with the BMW in black and the Porsche in white and are fitted with wheels typical to the cars of the time.

Thanks, as ever in compiling this month's column, to Terry Smith, Brand Manager, Gaugemaster Controls Ltd. www.gaugemaster.com for his help. ■





It was good to see the solid performance of Ninco track and cars being used to maximum potential at this year's 73rd Members' Meeting at the superb Goodwood motor racing circuit.

The full weekend programme of events



both on and off track give drivers and spectators alike the opportunity to accrue points that tally up to give a winning House at the end of the event. This really is a true “access all areas” meeting where you can get up close and personal with some truly stunning machines. The weather stayed dry but when the sun hid behind the clouds it was a bit nippy to say the least! Towards the end of the day, Pete Simpson and I spotted a familiar name on a huge sign





outside a distant marquee. The white on light blue background simply read “Scalextric”. An instantly recognisable brand in the UK and reason enough to warrant further investigation and it would also get us out of the bitter cold spell that had fallen across the early evening races. Upon entering the tent, a huge 4-lane replica of the Goodwood circuit greeted us with a respectable queue of budding slotcar drivers waiting their turn. Just as easily recognisable was the make of track, yes NINCO! Well, when you hold the record for having the longest continuous track powered by a single standard transformer standing at over 2km, with no booster cables, it’s a certainty to perform reliably at a public event such as this. I was also delighted to meet Terry Smith from Gaugemaster as it provided a good chance to catch up. Approximately a thousand people raced on the slot track over the weekend



with many more just watching. Another hit with the public and hopefully we will see the track make another appearance at the 74th Members’ Meeting. With every point counting towards the total, House Captain Emanuele Pirro was seen exercising his slot racing skills on the Ninco track between driving some beautiful full size race cars on the real Goodwood circuit.



The GRRC Members’ Meeting provides some excellent on track action from cars you rarely get to see even on display at car shows or museums. This year brought an added bonus for me in particular as there was a record collection of McLaren F1 GTRs to commemorate the 20th anniversary of their legendary 24hrs Le Mans victory. A total of ten F1 GTRs and five “Long Tail” versions treated spectators to a series of ➡➡





high speed demonstration laps on both days. The cars were being driven as they were designed and although I witnessed a couple of spins exiting the chicane, fortunately all cars remained intact. The number 25 “Ueno Clinic” (50129) car that took the chequered flag back in 1995 was accompanied by other familiar liveries such as “Harrods” (50130), “Gulf No.34” (50140), “Art Sports” (50153), “LACK” *LARK* (50360), “Gulf” (50638) and “Fina”(50273).

Even an orange “road car” (50142) was among the field, all of which, and more, have been faithfully reproduced by Ninco. It would have been nice to picture some of the 1/32nd scale Ninco cars next to their big brothers!

As we go to press, I have just finished setting up a huge 4-lane Ninco circuit for this year’s Piazza Italia in Horsham, West Sussex. Now in its ninth year, this event is billed as the most exciting Italian Festival in the South of England. Over the Good Friday, Saturday and Easter Sunday, visitors to the centre of the town will be treated to a variety of beautiful supercars, motorcycles, food, wine and entertainment all with a very Italian flavour. The Ninco slot car track is run by the Horsham Rotary Club over the weekend and raises money that goes towards a number of charities they support. I hope to see some of you there! ■



100 YEAR BITS & PIECES 100 YEAR

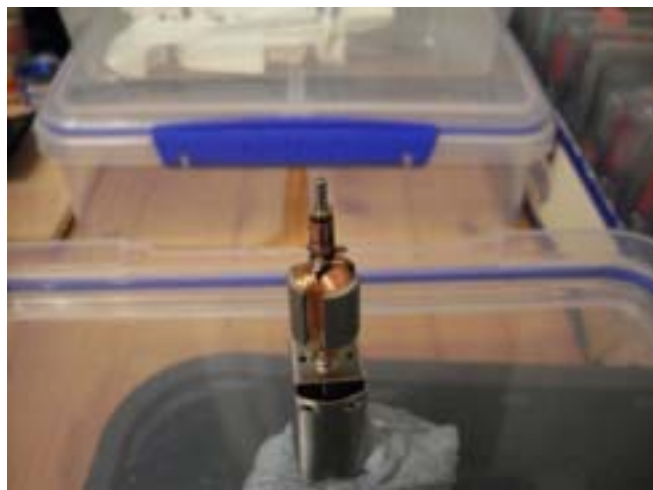
By Graham Pritchard

Following a plea recently for help from one of our newer members at our club, I ended up trying to find out why the RX-4 motor in Mark W's FIAT 124 Spyder was running slow and then fast and then slow again.

SCX Motor Fix

Having took it apart and cleaned out the commutator with a pin in order to prevent everything shorting out it was still doing it.

Uummm, now that's a bit strange thought I so I took everything apart once again but this time I also took the pinion off (using Ninco's excellent tool and/or my old Parma one) so that the whole motor armature would come out and much to my surprise the metallic disc that is found on the newer SCX motors just fell off into my hands!



Unfortunately I then discovered the real cause of the problem, the tiny wires that come from the coils had broken on one of the segments.

But luckily for Mark and myself after very carefully unwinding a turn or two there was enough wire available from each end of the coil to attempt to re-solder them both to the tag (NB



for all the scrutineers out there I don't think one turn off quite a lot of turns really counts as a rewound motor either).

The theory is that the heat of the soldering iron vaporises the insulation (a coloured lacquer basically) and a connection is made, I've also heard that some people burn that off first with a match, but I've never been that brave to be honest, so I wrapped the tiny wires around the tag first and then got the soldering iron very hot (ie give it a few minutes rather than just after you've switched it on) and held my breath as I held the tip onto the tag. The trick is to get it hot





enough to make the contact but not that hot that you actually melt the plastic assembly that is behind the mounting tag (and rather than use the big blunt “poker” that my soldering iron came with I bought a new pointed/tapered one off eBay for less than £2 (if I remember correctly).



Anyway, with a bit of practice you'll soon get it right I'm sure and if you are lucky then the joint will be conductive and the motor will be fixed, which luckily for Mark was the case with



this one, but if it doesn't work first time then try it again but leave the iron on the tag for a bit longer until it does the job. But if it all goes wrong then don't be too hard on yourself as you have actually lost nothing as the motor was stuffed in the beginning anyway remember (NB the metal disc doesn't need to be re-fitted as they never had it in the old days). All in all a simple fix as long as you are brave enough to try it!

Slot Car Wales “Ferrari” Wheels

Stephen at Slot Car Wales has these in his eBay shop most times that I look and they are actually very useful when you are scratch building as they tend to look really good on many cars I find (the tyres are also very useful for our 1990's BTCC cars that we still race “box-standard” and you will find that they also fit many of the Hornby cars from that era as well). Just thought I'd mention them as the first thought normally is to go for “metal hubs and inserts” but with a little bit of searching you can still find “new old stock” of many parts if you have a little look around. I know Stephen has come up trumps many times for us in the past so why not have a little look yourself the next time you are browsing eBay I'm sure you won't be disappointed!

Green Hornet Car - But It's Not Green I Hear You Say!

When Gary at MRE sold these off cheaply a while ago I found that I couldn't resist one, so after a few clicks on the www it arrived at my door and away we went.

But boy is the bodyshell big! It comes with ➡➡





a metal chassis that is very reminiscent of the '60s but I found the quality of the parts to be a bit lacking to be honest, like the grub screw thread in the rear axle gear stripping virtually straight away and the fear that as soon as the motor powers up I think it will strip the teeth off everything anyway.



At present the body is merely resting on the chassis but it has potential to be the biggest slot car on the track at most of the places that I go to, unless I take my '59 Cadillac that is, which is a different story but I'll save that for later at the moment.

1/24 Hot Rod Kits As A Project!



So, new parts need to be sourced for that then, but apart from that the metal chassis seems quite nice to me, but wasted at present as I've opted for a plastic chassis for the body so that it will run more consistently with the other stuff that I normally run and the car chassis of choice that I eventually settled on is a lengthened Carrera GT car as the car body is just about wide enough to get the wheels under, well after cutting out the wheel arches a bit in order to remove the small panels that are there and are in my way. After a bit of careful drilling, filing and sanding you'd never know that they were there I also eased the inside of the wheel arches a bit as well just to be sure.

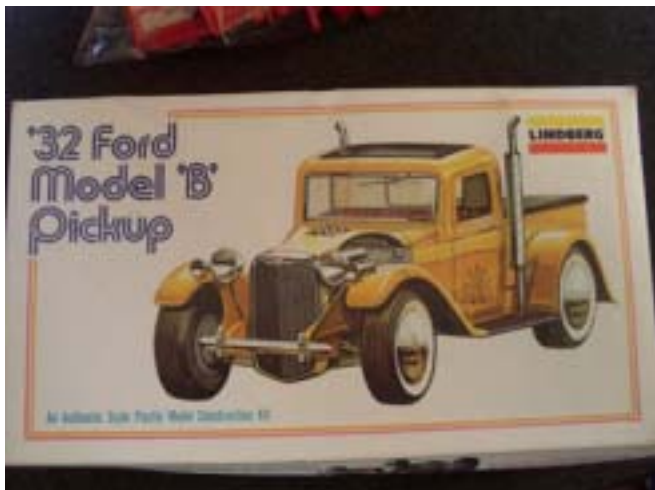


Remember the metal chassis from the Green Hornet car? Well, guess what I want to put it under!





A few months ago I couldn't resist buying these two "Hot Rodable" babies, but the only drawback was that they were 1/24 scale rather than 1/32 scale, but I still couldn't resist them as they were so cheap.



Then inspiration struck me when I remembered the Green Hornet chassis and it is perfect for them as it's actually a 1/24 chassis



itself so I'm told by those in the know, so one day in the very distant future (well there's no point lying is there, it won't happen yet) I will finally get around to doing these two as well hopefully.

Help My F1 Cars Are Breeding!

I always remember many years ago that a friend came around to my house one day and as he was looking at my cars when they used to be displayed on shelves rather than in drawers as they are now he said "I see you're not into F1 then?" When I asked how he knew he said "easy there's only three F1 cars on the shelves!"

Uuummm, so how can I now have this many then? Easy, eBay and swapmeets! Oh, and the Heart of England F1 Series that we ended up running as well and on the subject of that, at present to be honest, we are not 100% sure on what we will be doing for 2015 yet as it seems to be the case with these cars all over the country I think that "we've been there, and done that." But what might possibly happen is that we may well have a single race meeting over at Wolverhampton slot car club later in the year but please don't hold me to that at present we are still testing the water, so in the meantime, please watch this space as they say. ➡➡



By the way, as an experiment I've finally got around to putting a standard Hornby Mabuchi S motor into one of my grubby old Shadows and boy does it go well!

You will find that in many of these types of cars the Johnson motors can be replaced very easily with the current Mabuchi motor or even a Slot.it or NSR one if you want to go for mega power and some of the later bodies had their motor mountings changed so that the Mabuchi one will literally fit straight in, sounds blindingly obvious I know, but I only just did it and it then replaces the need to find a "good one" if you used to run the Johnson one. I got mine from Stephen at Slot Car Wales (yes, we do spend a fortune there sometimes !) but I'm sure that Sean at PSR and all the other big names will carry them as well should you wish to experiment a bit.

Cheap F1 Pace Car

Whilst at the recent 2015 NSCC MK Swapmeet my friend Paul Pearson bought this rather nice looking F1 Pace Car bodyshell, but now add in a chassis that I found in my bits box together with a few bits of plastic like part of the packaging from a packet of sliced ham as it has a rather nice grill mesh pattern moulded into it from the heat sealing process (see, I never throw anything away that might come in handy!) and some 1990's BTCC wheels from Stephen at Slot Car Wales then here is a really nice track side model to use as part of the scenery.

The packaging mentioned above can also be used to make lightweight interiors which is the main reason I kept it – so the readymade grill



pressing was an unexpected bonus – and you might have noticed that I also centred the motor housing as I was going to use some wider wheels but in the end I opted for the BTCC ones as they looked OK.

Now, and the best bit to me is that I went on eBay and found some 12V white flashing LEDS for around £3 for five and it was actually cheaper to buy five than one almost so always experiment with the permutations that the sellers offer before finally clicking on that BIN button and then with a little bit of plasticard and some gaffa tape then we now have a Pace Car that sits there with the roof lights flashing as well!

All you need to do is hook it up to the power supply (analogue) or to a separate power supply (Digital) and Bob is your Uncle once again or you could just fit a 9V battery connector (off eBay or from Maplins etc.) and put the battery inside the car like we have done so that the Pace car can then be moved around your track as and when you want to without the problem of having to re-wire it every time. The battery should last ages and to help with that you just need to remember to unclip the battery connector when you have finished racing. For the record I wired the LEDs in series in order to hopefully remove the risk of them blowing at 12V as I found that the built in resistor was getting a bit hot and strangely enough when the supply voltage was too high then they wouldn't flash! Only by dropping it to 9V would they flash reliably but then at the Club on 12V they flashed again! Seems very odd to me but as it worked in the end then I'll say no more.

R/S Slot Racing News

A while ago I asked Colin if he would be able to tell me more about his range of products for my writings in the NSCC as having met him at the Wolverhampton events several times we always got on well and that ultimately led to me buying some of his metal hub kits complete with the Ortmann Tyres for my Hot Rod projects that I never seem to get around to finishing and I just thought that these were his main line of business but how wrong could I be then once again!

So, I'll hand you over to Colin now and let him tell you all about his latest ventures....

It's been a long time since R/S Slot Racing gave any news in the Journal and it's almost a year since Graham asked me for an update of what's happening in the R/S workshop. Sadly, due to family bereavements, I've been unable to put anything together until now.

So, with Gaydon fast approaching, it made me realise that it was on the eve of Gaydon 2014 that a large parcel from Spain arrived on my doorstep. It contained a complete range from a new accessories supplier – Mitoos Slot Racing Lab.



At the time, R/S was appointed the UK's only stockist and in a mad panic on the first day of Gaydon, I opened the parcel at the show. I was pleasantly surprised at the quality of product and the efforts made by the supplier to give me a useful display stand. It took no time at all for parts to start selling, especially the fantastic alloy wire wheels with two ear spinners and lettered tyres in either Dunlop or Pirelli logo. The range is massive and I stock virtually all of it. 27 different types of rubber tyre



for general purpose, GT, Classic, F1 and rally. 10 sizes of drilled and polished alloy wheels, all fitted with 2.5mm grub screw and to fit 3/32 axle. 8 sizes of alloy wheel with dedicated tyres already fitted. Plus calibrated axles, spare grub screws with an Allen key and even a pack of two and three ear spinners for the wire wheels.



Prices are extremely favourable and well below the cost of our favourite Spanish brand. All the range is listed and pictured on the R/S website and I'm beginning to have customers show me some of their builds using these products. I've recently built a GT Models Mini Cooper using the drilled alloys and they look superb.

Mitoos is now being distributed by a UK wholesaler to hobby shops so it's more likely to be seen around now, although stockists do seem to be cherry picking from the range so, please remember where you saw it first and who's got the full range!

Next up are my two racing chassis made from nickel silver with etched fold lines, so that they can easily be

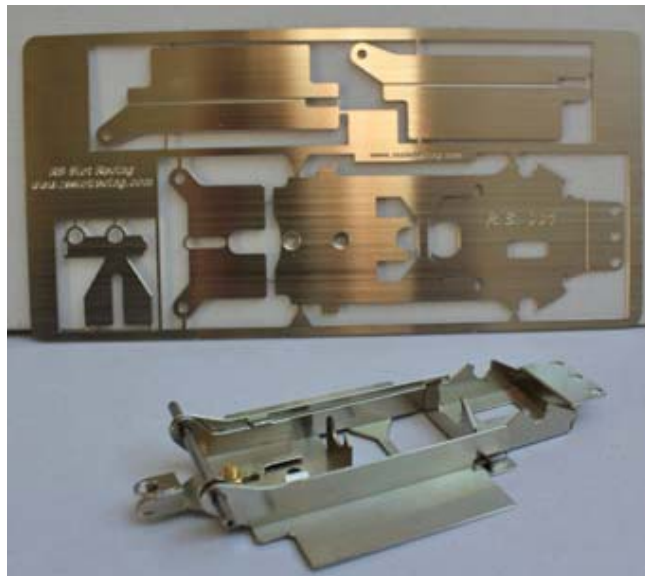


built using either a vice or a straight edge. Now before you all say “ Oh, he’s copied Penelope Pitlane”, let’s get the facts down in black and white.



Way back when Steve Ward started PP, I stocked his range of chassis, wheels and bodies. Then, for reasons that may be seen as libellous, he was instructed not to supply me. So, roll forward to 2014 and Steve approached me at Wolves Early Birds and suggested I take two of his designs, of my choice, play about with them and he’d get them made with R/S Slot Racing stamped on them. So that’s what I did!

My two chassis are based on the Clubman and the



In Line Competition chassis. However, I redesigned them so that the Competition now used the Mabuchi “S” motor instead of a Boxer, and the Clubman used a Slimline motor instead of a Mabuchi “S”. I felt my two variations appealed to the scratchbuild masses more, whereas Steve’s were aimed at racers. I also redesigned the rear fixing point. Steve always had a single hole triangular tab at the back and I found this made the body rock too much. So, after giving it a bit of thought I made the rear tab similar to the old Revell chassis, whereby the tab is rectangular with three holes in. This gives the builder the choice of a single, central fixing screw or two outer screws.



The chassis are designated R.S.001 and R.S.002 respectively and both come with full instructions and step by step pictures.

Finally, as 2013 was coming to a close my delivery of alloy wheels arrived, just in time for Christmas. These were loosely based on the BWA range from Canada. I’d been stocking that range and suffered the stocking issues that finally bought Al Penrose to close the business in 2012. I waited a whole year, redesigned the wheels to take an M2 grub screw which was fitted at 90 degrees to the axle and not at an angle as had been the BWA method and blow me, the day that 6,000 wheels arrived at my house – yes, SIX THOUSAND – Al Penrose announced



BWA was reopening its doors! Amicable emails were exchanged and Al wished me the best of luck. As it turned out, BWA closed down again not long after, as it was too much for Al.

So, a range of six alloy wheels all to fit 3/32" axle now sits nicely in the R/S catalogue and I've



complimented them with an ever increasing range of hand cast resin inserts, made by me. I have over 40 and there's more in the pipeline. Again, these are all listed, with pictures on the website at www.rsslotracing.com.

So there we have it. I've gone from just selling Ortmann tyres to building a complimentary range to cater for the slot car builders and racers amongst us. I have many, many satisfied customers worldwide and I intend to continue to add to my range. In fact I'm currently making moulds for my own range of tyres and doing some testing for casting a range of lower priced bodyshells.

I'll let you know when they're ready and thanks to everyone who supports me! See you at Gaydon, Colin.

George Turner Goes Racing

George has now finished his track and so I can hand over to him for this month's George Turner bit as follows, but before I do a quick shot of his desk at the moment....



We had our first four hour race at the weekend (Sunday 22nd of March) and it went very well. This race was for Slot It Group C cars, rules were fairly loose but it all worked well. Only one computer glitch but it⇒⇒



was an easy fix. We had six teams and unfortunately we had to turn down some teams as we were quickly completely booked up! But we will be definitely be doing another '4 heures du Essex' in the future, so hopefully we will be able to invite the teams that missed out.

It was a good social event. We split the race into two sections of two hours, with twenty minutes on each lane and a two minute change over. After the first two hours we had a break for 45 minutes for lunch and a natter, all very civilised.



In the end the TruSpeed team took a very deserved win and we, South Essex, came fourth. It was my first long race since the sixties and I thoroughly enjoyed it. We certainly learned a lot and unfortunately our race car was not full prepared so we ended up using an XJR9 that was in Steve Bevens pit box, but it went OK if not quite on the pace. I did manage one whole session without coming off. For the next four hour race we need to make up a second a lap. It doesn't sound like much but it does make a big difference.

We will be organising a sixties saloon meeting for May, but there is a lot to sort out before then. If that goes as well as this one we will be very happy.

So that's all for this month, a fair bit there I guess, and plenty more to come next time. ■

This car saved my life. Picture the scene, it was the summer of 1988 and my Cousin, his friend and I were on holiday in South Wales, sharing the driving of his Fiat 127 Sport. On the way back from the pub at Pendine Sands, I was enthusiastically driving us through the sea mist shrouded lanes, when all of a sudden we found ourselves approaching a hairpin bend at terminal velocity.



Not long before, I had been reading about the drivers of early Minis discovering that if they floored the throttle at the right time on a bend, the small cars would tuck in nicely and power their way through. Having run out of braking distance, I figured now was the time to put this theory to the test, so I went for the accelerator instead of the brake, and sure enough, Richard's



little 127 drifted us nicely around the hairpin and we stayed on the tarmac. Richard's friend, who had hardly said a word all holiday, suddenly piped up from the back seat and said "I thought we were dead then." For some reason, Richard didn't let me drive his car again after that.

If you fancy your own Fiat 127, SCX made a very nice yellow example of the Seat Fura version, examples of which are available on eBay from £26.79 (331478848542).



John Parry-Thomas was not as lucky as we were at Pendine Sands, when his Land Speed Record Car Babs rolled over and he lost his life in 1927, almost a year after previously setting a land speed record there in the same car of 171.02mph. Babs was buried in the sand dunes after the inquest into John's accident. In 1969→



the car was dug up again and restored, and is now in the Brooklands Museum. Babs was one of the original Chitty Bang Bang cars, first owned by Count Louis Zborowski and named Chitty 4, also known as the Higham Special after the Count's Estate near Canterbury, where it was built. With a 450BHP 27 Litre V12 Aero engine, it was the largest capacity car ever to race at Brooklands.

Another interesting Brooklands Racer, was a rusty but fascinating Triang Pedal Car with spoked wheels that sold for £599.99 on eBay this month (231487400962).

Monthly eBay Watch Top Ten

1. Scalextric Blue, White, Green and Red Lotus Indianapolis cars £1,552.00 (151591610212).
2. Scalextric 1960's James Bond Set £1,000 (221706046994).
3. SCX Digital Set with 6 cars £804.21 (111616023281).
4. Aurora AFX HO 56 Racing Rigs Collection £761.32 (201297572583).
5. Scalextric 124 E-Type Jaguar £750.00 (261807662636).
6. Pioneer Green Dodge Charger £620.00 (201292206540).
7. Scalextric 17 Vintage Cars Collection £605.89 (171720673159).
8. Pioneer Green X-Ray NSCC and Plain Mustang cars £600.00 (181693528616).
9. Scalextric 27 Boxed Cars Collection £555.00 (201299959144).
10. Lovespeed BMW 328 Touring Mille Miglia professionally built kit £550.00 (231485125373).

Interesting to see how sought after the Lotus Indy cars are. Perhaps some of the current discussions in the press about whether Indy cars



could take over from Formula One as the global premier single seat sport are not as crazy as they first appear. Let's gauge the interest on eBay:

Indy Car eBay Top Ten

1. Aurora AFX HO Citizens Watch Indy Car £344.30 (291339959657).
2. Tyco HO Red Chaparral Indy Car £202.14 (321643023221).
3. Tomy AFX HO Indy Mega G Track and 2 Cars £202.13 (400833787818).
4. Monogram 1/24 Lotus 38 Indy set with 2 Cars £171.82 (151610563851).
5. Tyco HO Elf Renault Indy Car £165.41 (311257303640).
6. AFX and Tyco HO 12 Indy Cars Collection £145.54 (171674931141).
7. Tomy 1/24 Indy 500 Champion Special Offy Racer Kit £139.81 (171709508256).
8. Strombecker 1/32 Lotus 38 Indy 4 Bodies, 3 Chassis £134.76 (161625229282).
9. AFX HO Giant Raceway with 2 G Plus Indy Cars £131.39 (321682501716).
10. Monogram 1/24 Lotus 38 Indy Car £126.33 (321642060581).

Pretty strong interest in HO and 1/24 Scales then, but not so much in 1/32 Scale, or perhaps that's the gap in the Market that needs filling? Perhaps Scalextric could expand their Legends range to include Indy Cars like in the old days?



Conspiracy Theory

Have you noticed that a number of slotcar authors appear to have a first name that begins with an R and a Surname that begins with a G?

I'm thinking here of Roger Gillham, Roger Greenslade and Rod Green. Coincidence or

pseudonyms? I'll leave you pondering that, while I bow to Graham Pritchard's request for a Roger Gillham Book eBay Top Ten:

1. Scalextric Ultimate Guide 7th Edition £20.00 (261712536580).
2. A Race Through Time Scalextric 50th Anniversary £19.95 (281557840230).
3. Scalextric Cars & Equipment Past and Present 5th Edition £14.99 (181633829851).
4. Scalextric Cars & Equipment Past and Present 4th Edition £12.99 (181633829950).
5. Scalextric The Definitive Guide 6th Edition £12.99 (121563618295).
6. Scalextric Cars & Equipment Past and Present 3rd Edition £Undisclosed (251745526399).
7. Scalextric Cars & Equipment Past and Present 4th Revised Edition £9.01 (311258312987).
8. Scalextric Cars & Equipment Past and Present 1st Edition £8.74 (391021394504).
9. British Toy Boats £7.50 (231468623685).
10. Scalextric Cars & Equipment Past and Present 2nd Edition £4.99 (121525566991).

I was surprised to see this month, that Scalextric themselves are selling no less than three of the above Roger Gillham books , available on Buy It Now for just £6.99 each are the 5th edition of Scalextric Cars & Equipment Past and Present, and A Race Through Time, (201305740977 and 201305709028) while Scalextric Ultimate Guide 7th Edition is available for £14.99 (181698293466).

Of more interest perhaps, and a new departure I think, is Scalextric selling one off grey 3D printed ex Development Department prototype cars on eBay in aid of the Toy Trust Charity. At time of writing three of these auctions are running with a week still to go, and have so far reached £401.00 for an Aston Martin DB5 (181700906771), £390.00 for a Range Rover (181700919269) and £156.66 for a Mercedes 300 SLR (181700917016).

That reminds me, Graham Pritchard has been suggesting a Resin Top Ten for a while too, so here you are Sir:

Resin Slot Cars eBay Top Ten

1. MMK Gordini Transporter £359.95 (301551967533).

2. Maxi-Models Lola T60TS Can-Am 1968 £300.00 (331331282967).
3. Slot Classic Cisitalia Spyder Nuvolari Kit £235.83 (261751805229).
4. Proto Slot Le Mans 1972 Citroen Maserati £229.99 (311320078619).
5. Mulsanne Models Jaguar XJS £220.00 (251857026962).
6. Retro Slot Bugatti Type 59 £213.34 (161623212694).
7. Joker 1/24 Ferrari 330LMB 1963 Kit £209.20 (121585882938).
8. Slot Classic Mercedes 300SL £201.00 (261747850048).
9. Slot Classic MGB GT Targa Florio 1968 Kit £185.29 (261751809052).
10. Slotmex Bugatti Type 59 £183.91 (161050730120).

This is interesting so let's carry on...

11. OSM Opel Kadett GTE £169.20 (161530353023).
12. Hobby Slot Hispano Suiza £164.95 (301188666068).
13. Proto Slot Aston Martin DB3S Kit £163.69 (121550870789).
14. Mulsanne Models Chaparral 2D £158.00 (251812278684).
15. Slot Classic MGB GT 1965 Kit £151.60 (261751812598).
16. Mulsanne Models Ferrari 312P Spyder £149.00 (251857036871).
17. Jed Slot Mitsubishi Pajero Dakar 1997 £147.13 (161101823210).
18. Joker 1/24 GT40 Kit £140.66 (121537666952).
19. Racer Ferrari 312P Monza 1969 £139.77 (151482074414).
20. MSC Peugeot 205 Dakar 1987 £139.77 (151445537186).

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An interesting variety of Resin cars there then, but surprisingly no Mark II Jags or Volvo Estates amongst the high rollers, Graham. Good to see a couple of MGBs in there though, reminding me of Scalextric's Old Faithful model.

The Maxi-Models Lola reminded me of my Revell John Surtees Lola T-70, in similar red livery. Who should we race John against? I know, Mike The Bike:

John Surtees v Mike Hailwood eBay Top Ten

1. Fly Mike Hailwood / David Hobbs 1969 GT40 twinpack with Porsche 917K £90.00 (251799052000).
2. Sloter Classics John Surtees Lola T70 £77.40 (311293043871).
3. Racer John Surtees Ferrari 330P £71.99 (281620129463).
4. Vanquish Mike Hailwood / Derek Bell Mirage Ford Spa 1973 £36.89 (221710680300).
5. Revell John Surtees Lola T70 £35.00 (171723090270).
6. Scalextric Mike Hailwood / David Hobbs 1969 Daytona Gulf GT40 £33.66 (111337517863).
7. Monogram John Surtees Ferrari Type 158 F1 Built Static Kit £32.34 (131437170287).

8. GB Track Mike Hailwood / Brian Redman Chevron B19 1971 £28.50 (221690764418).

9. Scratchbuilt John Surtees Ferrari 312 F1 Static Model £28.00 (321641203016).

10. BSB Resin John Surtees McLaren M12 Chaparral Body Kit £19.99 (321617555467).

A pretty close match there, almost too close to call really between these two Champion bikers turned car racers. With six cars in the Top Ten, I think John just clinches it though, and he did seem to make a perhaps more successful transition to car racing, particularly in Formula One, although with the advantage of driving for Ferrari at the time, and was World Champion in 1964, while Mike made a legendary successful return to Motorcycle Racing at the 1978 Isle of Man TT.

Car Breakers

Finally, it is perhaps a shame, but not unknown, for eBay sellers to strip down models to sell off their component parts, which can sometimes add up to a greater sum than the complete car would have made. Steve Langford spotted an example this month, with the exhausts only from a Scalextric Formula Junior Cooper reaching an astounding £18.00 after 6 bids (121596101779). More next month folks, until then if you see anything interesting let me know. ■

