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Diana Francis - Honorary Life Time President

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Slot Car Values

Recently, I have managed to purchase a number of the Scalextric Range Presentation cars, via eBay for considerably less than I may have anticipated, for example I purchased a Range Presentation Lamborghini for a mere £50, a Range Presentation MINI for the same amount, and then a Range Presentation GT40 for £78. Now to me these appeared to be very cheap given that only a year or so ago one would expect to be paying potentially double these values, so the question is why are they now so cheap?

Perhaps it is because the desirability has gone since Scalextric stopped doing the Range Presentation cars each year or possibly and more worrying for many of us, the value of slot cars may be on the decline, perhaps because there are fewer people out there interested in them?

Whatever the reason, I am sure all you collectors out there know you are never going to get rich by collecting slot cars, and certainly there are better and perhaps safer ways to invest your hard earned cash for retirement than a slot car collection, and so do it for the enjoyment factor, as it is after all your hobby, however I do sympathise (as I have also done so!) with those of you who paid more for certain cars than perhaps they are worth now.

Continuing the collection theme, you will see this month that we have announced the Leeds' swapmeet Limited Edition car, and very nice it is, and also that we are again having our NSCC/ Hornby weekend in Ramsgate in November, and yes there will be a Limited Edition car for this event also, only 60 cars are being produced this year so if you wish to apply fill in and return your application form enclosed with this Journal to myself by the deadline, being the 18th September 2015.

Again priority will be given to those who have never attended and if we are oversubscribed, selection will be on the basis of those who have attended fewer times than other potential applicants. Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

There have been a few models at which I've hinted for a few months, but have been unable to obtain any images or photographs. This has mainly been due to the Slot Fest coinciding with Hornby's relocation to Sandwich and the subsequent dispersion of assets. For nonmanagerial readers, bits got sent to the wrong site. Those I know are coming, but have yet to photograph, are another pair of VW buses, in green and flower-power scheme, and another two Fords: Cortina and Escort in their first incarnations.

Metro 6R4

When I first saw this car I didn't realise that it was a catalogued model as the livery looks so much better than the image chose by Scalextric. C3639 is another from the Rally period of this great little car: anyone that attended Gaydon and had enough time to browse the Metros assembled outside was treated to a couple of real examples. I have immense trouble convincing Karen that these are in anyway attractive, but I think she can understand the appeal of such an apparently daft conversion and can even begin to understand the delights of a V6 replacing a



straight four even if our Series III still depends on prewar technology for retardation.

The final livery is slightly different from the car pictured in the catalogue which is devoid of the "Comet" logos on the bonnet and windscreen. The clue is in the team name: Team Sanyo Rallying with Comet! Willie Rutherford and co-driver Bryan Harris didn't have the best of events as they rolled out of contention on special stage 30, completing just less than three quarters of the event.

→





Peugeot 205 T16

Whereas the 6R4s retired from the international rally arena and were entered into Rally Cross, the Pugs were developed into Raid 405s and this unique Hillclimb combatant. Due to the high altitude of the Pike's Peak course and subsequent lack of air density, any aerodynamic aids needed to be larger than when operating at sea level. Hence the huge rear wing and front spoiler. Since its inaugural event in 1916, the all time record, set in 2013 by Sebastien Loeb in a Peugeot 208, stands at a shade over 8 minutes and 13 seconds for the 12.42 mile ascent: the 205's achievement of Ari Vattenen in 1998 of just less than 10 seconds, when thirty percent of the route was unpaved, was pretty impressive.

C3641 will be the first Scalextric model to be adorned in cigarette advertising for many years so will be a test case to measure reaction. I know I'm not alone in hoping that parties respect the historic nature of the scheme rather



than react to the threat of youngsters being indoctrinated by evil. Of course, they may all rush out to buy a new French car to try and emulate racing success.

McLaren Honda

The release of the 2015 F1 contender from Woking may be a bit of a disappointment to some as it will not be a new moulding but simply a relivery of the 2014 model previously released as C3665 and C3619 as predicted back in my April report. C3620, accurately captures the dramatically revised livery adopted for this year: it does have a radical red stripe along the body to distinguish it from last year's car. The driver will be Alonso as indicated by the race number 14 (and the box label!), albeit with a plain blue helmet.

Let's just hope that this year represents the learning phase for the partnership with Honda, and 2016 witnesses McLaren's return to being a front-running championship contender: their





continued in competition throughout the high wing era and beyond: its successor was intended to be the unsuccessful Lotus 63 of 1969 but instead the 49C, a stopgap update, soldiered on until the arrival of the 72 in 1970.

GT40

dramatic improvement at the Hungarian Grand Prix certainly bodes well for the second half of this season.

Lotus 49B



This is the finished version of the prototype shown last month, C3656A. Although obviously in Gold Leaf colours, it lacks the actual legend. It represents the car in which Graham Hill won the 1968 Monaco Grand Prix, having started from pole position. This is where aerodynamic aids first found their way onto F1 cars, although this particular version of the 49 was somewhat short lived, just one race. Designated 49B it



The “12 Hours of Endurance for the Alitalia Airlines Trophy”, more commonly referred to as the Sebring 12 hour race, of 1967 saw the “Autosport International” entered GT40 (Chassis 1038) driven by Grossman and McNamara finish 8th overall and 2nd in class against the latest Ford MkIV of McLaren and Andretti (1st) and the MKIIB of Foyt and Ruby (2nd). This represented a decent result in Ford’s battle with Porsche with each marque taking four of the top eight places. Bob Grossman, not necessarily the best know of the GT40 drivers, had a wealth of knowledge driving Ferrari sports cars of all types but changed over to the GT40 in 1966 and 1967 when he drove several different cars with reasonable success. This car, C3653, is the same chassis as the #59 car from Le Mans 1966, previously released as C2578A, and would appear to have retained some of the Le Mans paint scheme although the main strip has been repainted. It is the sister car to the Le Mans Essex Wire entry with race number 60, ➡➡



the only Ford from the big event that Scalextric have yet to release: next year maybe?

Aston DB10



OK, hands up to last month's typo! So, specially for my trusty error-checker, here's a couple of images of the Spectre Aston in what I think is the final livery, although the sample I saw didn't carry an approval signature: as it is a set car, there was no jewel case on which comments are usually made by the engineering team. Although the catalogue icon indicates that both set cars will be SR, this one at least has clear windows and interior, although Mr. Bond was absent at the time of taking these photos. Next time I'll check if it has lights. The accompanying Jaguar is trailing slightly but will hopefully be ready for inclusion in set C1336 to coincide with the film's release on 6th November.



BMW Z4

I know I covered this one last month, but surely I'll be forgiven for including some more photos



of this stunning baby? The only aspect to which I take exception is that the Scalextric team's design prohibits it from being lowered, although maybe half a millimetre could be shaved from the mounting posts, the guide raised a little and the tyres ground down just a bit. Or...the Slot.it PCR chassis could be fitted to make it handle as good as it looks.



Shapeways

Since I reported last month, Slot.it has made their aftermarket accessories for Scalextric cars available on Shapeways. It was nice to see that the chassis are cheaper than I'd anticipated, at typically £16. As a guide, the chassis and interiors for the Aston Martin Vantage and Bentley, including tax and delivery to the UK, came to £59.25.





A rough estimate of the Slot.it parts, if sourced at an NSCC Swapmeet, would be about £35. This would bring a tuned example of either car to about £95 if the spares box can't be relied upon to supply the parts. Not exactly cheap but it should result in a Scalextric car that can compete with some of the best available.

Scalextric fans are fortunate that Slot.it already produce 3D printed chassis for some of the Carrera DTM cars so have experience in tolerance expectations and anticipated fits. As always, anything from Slot.it is very well made even when relying on the capabilities of third party manufacturers. I built up a Carrera Mercedes a couple of months ago to get a feel of the conversion. Needless to say, the upgrade was dramatic: driving the standard Carrera car, with a Mabuchi motor, around the Croydon Scalextric Club circuit proved to be beyond the skills of most. This may not be fair as the car was exactly as removed from the box, albeit with the downforce magnets removed. However, with the Shapeways produced Slot.it designed chassis fitted, with very little setting up it was lapping very close to the times set by a respectable GT car.



Building the chassis for either car is a delight: with all the comprehensive instructions downloaded from the Slot.it website and parts and tools to hand, it goes together very easily to produce a transformed car in under an hour. The hardest part was with the Scalextric Bentley was teasing out the interior: as it had been glued in place, a small amount of encouragement was required in order not to damage the mounting points. The replacement driver platform is very much smaller than the standard part enabling any motor option to be fitted without fear of fouling. Mine is currently in primer simply to avoid residue surface dust contaminating the inside of the windows: in due course it will be fully detailed. The only advice I'd offer is to take care when selecting the pod-mounting screws as it is very easy to split the delicate moulding. There are four versions available with a couple of guide options and with or without the facility to add a DPR chip. Unfortunately at the time of writing I'd not had the opportunity to try it on the Croydon track but the improvement is immediately apparent on a modest home circuit.

Cougar

This year's version of the Mercury Cougar, C3614, has now been approved so can't be too far away from the shops. Although it represents the car of Australian Alan Moffat, it's still a TransAm entry. It is as raced in the September 1967 250 Mission Bell Trans Am race at Riverside International Raceway. Unfortunately he failed to complete his second race in the Bud Moore car as the oil cooler was punctured after, appropriately, 41 laps. In his next race he was ➡➡



lying in 4th place when the harmonic damper fell off the crank and in his final appearance for the team he managed fifth.

As a final note, just for those who don't take collecting too seriously, here's the NASCAR version of Scalextric's Mercury Cougar. No, it's not on the schedule for 2016, but it could easily be part of your garage with a few modifications to the standard model. All you need is a Dremel and some imagination to create radical variations on standard models that are far cheaper to create than building a kit from scratch. For more details, take a look at "Slot" magazine, even if a subscription is not taken, it can be found in W.H. Smiths...sometimes.



From The Archives

As this GT40 appears to carry the distinctive nose decoration as applied by the mechanics prior to the 1966 Le Mans in order to aid their

car identification, it could be assumed to be one of the Ford entries from that historic event. However, it is a fantasy livery produced for the German market, carrying the number 40 to celebrate the real cars' 40 inch overall height. If you missed this one, C2943a, it could be costly to find an example as it was limited to only 2000 models.



Next month I probably won't make the trip to Sandwich so it'll be September before I'm likely to track down those illusive Gaydon cars. Don't despair; I've got plenty of photos for next month's report already in the can, so until then enjoy what is left of summer, hopefully we will be having better weather than last month, perhaps a chance for me to set up the track outdoors again, who knows? ■



With Spain hibernating for the hot summer period, it brings an opportunity to review in detail Ninco's version of an iconic car that captured the hearts of Motorsport fans since it first blasted on to the rally scene more than forty years ago... and it's still turning heads today!

The Birth of an Icon

At the turn of 1970, a futuristic concept car designed by car styling giant Bertone was revealed to the world; it was called the Stratos Zero and became the starting point for a purpose built rally car to follow in the tyre tracks of Lancia's successful but ageing Fulvia. The revolutionary wedge shape design of the Zero wouldn't look out of place on the set of a science fiction movie and it is clear to see how this ultra-modern design helped shape the eye-catching Lancia Stratos.

Within a couple of years, Lancia's assault of the rally scene was re-launched and the Stratos

brought the Manufacturer's Title back to Lancia in the World Rally Championships of 1974, 1975 and 1976. The untimely decision of the Fiat group to back their 131 Abarth meant that Lancia would have to wait another seven years before the successor to this rally legend (*the 037*) secured the constructors title once again and although the 131 shared similar glory securing three manufacturer titles over the next four years, it really doesn't turn as many heads as the Stratos!

Top Specification

Ninco always produce cars accurately proportioned and close to scale: the Lancia Stratos is no exception. Weighing in at around 75g, of which two-thirds is down to the chassis, motor and running gear, this mid-engined rally car looks to be well balanced with the NC-Sparker motor positioned just where the Ferrari V6 power plant sits in the full size car. The main difference being the 20,000rpm (14.8V) ⇒





Ninco motor is 'in-line' rather than transverse. Standard gear ratio is 9-tooth pinion to 27-tooth crown gear giving just the right amount of acceleration and braking for punching through twisty rally stages. The overall dimensions of this model are 120mm long, 61.5mm wide and 36.5mm high which compare well to the full size model. The relatively short wheelbase of just 68mm means that it is extremely agile and can tackle tight hairpin bends with ease. A flat bar magnet is fitted just in front of the motor and more toward the front axle than the rear allowing for a little more tail-out drifting than



most and also keeping the front wheels and braids firmly planted (*but we all know the magnets are stripped out as soon as the car is opened!*). All-round ProShock suspension is packed into the chassis too although travel on the rear axle does seem to be limited to just 1mm vertical movement compared with around 1.7mm at the front. The 'medium' setting suspension fitted to all current releases can be changed to 'soft' or 'hard' by fitting the red (80211) or yellow (80213) struts respectively. Whatever combination is used, be sure that all four wheels will have positive contact with the track when the car is placed in the slot.

Choose Your Weapon

The four models available from Ninco are based on cars that competed between 1977 and 1980 with varying degrees of success. Starting with the "Pirelli" (50622) liveried model, this replicates that driven in the 1978 Monte Carlo Rally by Fulvio Bacchelli (*who had won the New Zealand rally the previous year in a Fiat 131*). No podium place for Bacchelli on that outing but the similarly liveried number 4 car of Markku Alen notched up a win for the team at San Remo later in the season.

Ninco's second release is truly iconic... the green, white and red "Alitalia" (50625) is perhaps the best known of all the Stratos race liveries and my own personal favourite. The number 1 car won the season opener at the hands of Sandro Munari with the help of fellow



Italian national, Silvio Maiga. The full Italian flavour is complemented with design, manufacture, engine and sponsor, all from the same country.

The striking orange and white “Bic” (50631) livery is that of the team’s 1977 entry to the tough and dusty stages of the Acropolis rally. Beautiful matt gold wheels look fantastic on this model and coupled with the crisp printing makes this car really stand out.

The final release to date is the blue liveried “VSD” (50645) Team Chardonnet car also from the Rally of Monte Carlo but this time from



1980. The French team placed Bernard Darniche in the pilot seat and he brought the Stratos home in second place that year sandwiched between the Fiat 131 Abarths of Rohrl and Waldegard. The following year, Darniche recorded the last World Championship event win for the Lancia Stratos HF.

Fit and Finish

Looking at all the cars, the attention to detail and accuracy of Ninco’s reproduction is spot-on. Small sponsorship logos appear sharp and the diver/co-driver names – *really tiny on the “Bic” model* – can all be read. Even on the inside, all





figures have painted seatbelts, gloves and helmets. The co-drivers pace notes are neatly printed and can be seen through the front and side windows and if you look really hard, there's even a fire extinguisher fitted in the cabin. Worth mentioning at this stage that the aerial and side mirror are quite flexible and do withstand the occasional roll. A nice detail is the silvered side mirror glass.

All models have light clusters mounted on the nose, some with the lens covered, others open, and all are fitted with extra fog lights hanging below the bumper. Now wouldn't these look fantastic if they all lit up? Mmmm, I see another project ahead!

The body and chassis are joined by three screws, two at the rear and one concealed



behind the guide blade. The guide blade is fitted with a fine black spring that sits in a recess in the chassis when fully compressed. The two sections mate perfectly and only the flexible front mudflaps would prevent 'body rock' if the screws were left loose, however in my opinion, seeing as the car has full suspension, there is no need to slacken the screws.

And Finally...

As well as the complete models on offer from Ninco, there is also the Lancia Stratos body kit (81813) and chassis (81812) available to build and decorate as a replica livery from the 1970s and beyond. ■



Ciao everyone and welcome to this edition of Forza Slot.it. There have been a few changes on the Slot.it front with regards to the UK distributor which has now changed hands. As happens in business from time to time, Gaugemaster have now taken over this role from AB Gee. Adrian at AB Gee has been a fantastic supporter to me and the NSCC over the last 18 months or so that I have been writing this column so it is a sad farewell. Fortunately, Terry Smith at Gaugemaster (who I think many people know but I have not meet yet!) has kindly stepped into the breach to carry on the support I have been lucky enough to receive and is going to keep me updated on all things Slot.it moving forward, cheers Terry!

On top of that I have just had an email from Slot.it's new UK distributors regarding their recent requisition of the brand. I quote: "We have always admired the brand but it was a little bit out of site out of mind commented Gaugemaster's Terry Smith. However now we are opening the deliveries and looking at the cars inside we are just bowled over by the quality of the product, so much so that I couldn't wait to take one of our first references, the Castrol Jaguar XJ12 out of its box and get a picture of

it taken on our diorama. I hope you like the shot!" It's a great picture of a stunning liveried car I think so enjoy and more to come in the future no doubt.

Moving on and as I start this month's column the sun is out again, but not for long I guess, and there has been quite a bit of activity from Slot.it (and most of the other manufacturers) in the last few weeks as Europe gears up for its customary July-August shutdown as whole countries seem to go on holiday for forever and a day! So, I will start with the cars released since my last month being:

SICA26d - McLaren M8D CAN-AM Mosport 1971, and almost the review car.

SICA19e - Toyota 88C WEC Fuji 1,000Km 1988, a nice livery.

SICA18d - Ford GT40 1st Daytona 1967, another GT40! What's not to like?

SICA13e - Jaguar XJR12 1st Daytona 1990, stunning, must have, on order, in the post!

So, four cars released in a short period of time and Terry has also supplied me with the expected release schedule and dates of the next cars up to January 2016, but with the French on strike (it must be July/August again then!) and probably other minor delays I would not bank on things staying on time?

SICA09g - Porsche 956 KH #2 Nürburgring 1,000 Km 1983 (August), see last month's column, fab Rothmans car and classic driver line-up a must have!

SICA27b - Matra-Simca MS 670 B #9 3rd Le Mans 1974 - (August/September), yes that makes the set.

SICA34a - Porsche 962C 85 #11 Le Mans 1987 (September), it's a Porsche 9xx, pre-order in!

SICA17d - Porsche 962C KH #1 1st Brands Hatch 1990 (October), as above.



SICA24c - Audi R18 TDI #3 Le Mans 2011 (October?), dull Audi, all conquering real life car.
SICW17 - Audi R18 e-tron quattro #2 1st Le Mans 2013 (October/November?), Winners series, must have, on pre order! If only it wasn't an Audi!

SICA11h - Alfa Romeo 33/3 #32 - 12h Sebring 1971 - (November), small and perfectly formed.

SICA25d - Porsche 962 IMSA #10 24h Daytona 1987 (November), not so sure I like the IMSA body shape but it's a Porsche and I have all the others.

SICA31a - Lola Aston Martin DBR1-2 #009 - Le Mans 2009 - (December?), new model, yes please!

SICA20c - Ford MKII #5 3rd Le Mans 1966 (December), another GT40! It's like the Pope running out of prayers, there will be more I'm sure!

SICA10i - McLaren F1 GTR #44 Le Mans 1997, on my hit list, 10th car and more liveries are available!

SICA21e - Lancia LC2 #6 1,000Km Brands Hatch 1986 (January 2016?), guess what? Yes!

SICA28c - Nissan R89C #85 AJSPC Suzuka 500Km 1990 (January 2016?), Mr. Blobby back in town.

There are some fabulous cars on the above list so I know I have started saving and pre-ordering a couple to make sure I get mine, how about you? Check out Slot.it's website or your favourite purveyor of slot cars for a picture or two and get your pre-order(s) in too!

That's not quite all as Slot.it have released a several spare/racing parts as well which are as follows:

4WD system parts:

CH107 - Z16 pulley for 4WD system, cyan, for Mg wheels, (2x).

PA72 - Ø15.8mm plastic front wheels for 4WD system (2x).

PA72as - Ø15.8mm plastic assembled front wheels for 4WD system (2x).

PA73 - Ø16.5mm plastic front wheels for 4WD system (2x).

PA73as - Ø16.5mm plastic assembled front wheels for 4WD system (2x).

PA74as - Ø17.3mm plastic assembled front

wheels for 4WD system (2x).

Toyota 88C:

CH92 - 88C replacement cockpit.

Other parts:

S04-XA1 - Audi Sport S1 Quattro Lexan Cockpit.

S05-XA1 - Lancia Delta S4 Lexan Cockpit.

Sold out cars: (take note if you are after one as the dealers may have some left?):

CA29a first AWD Audi reported on a couple of months back and CA13d not a pretty livery but if you are after the series then get a move on!

Sold out items:

PA56 - Lola LMP slot car wheel inserts.



As I mentioned above, four cars in one month from Slot.it and as luck would have it Terry has kindly sent me a review car being the McLaren M8D (SICA26c) Can-Am as raced by Vic Elford at Laguna Seca in 1971. Interesting to me as I have not got one of these in my collection so far as they have just not grabbed my attention. Bit like the Chaparral 2E cars, they just do not fall into my "type" of car/racing era and I have spent my money elsewhere. Will this make me change my mind about the McLaren?

OK, the box sleeve is of the old design as this model has been out for a while but the shiny little predominately black car inside looks nice and inviting so in we go. First impressions? It's smaller than I expected but I have no doubt it is to the correct scale. Along with the obligatory Allen key you also get a replacement totally black rear wing, I'll come back to that later, but I would have to say that my first impressions are favourable. It has a lovely gloss black finish and simple decoration/race livery that set the car



off very nicely. Now contrast that to the previous releases of either SIAC26a, sorry, looks so dull to me even if accurate and not on my radar, SICA26b, oh no, oh dear, all looks wrong, might be a real life livery but it just looks like a fantasy car and “definitely” not going to be on my shelf (unless someone wants to give me one and then it will be in the back of the cupboard). What were they thinking? And finally SICA26d, again looks dull to me and gives the impression of being a lightened race spec kind of car so not my cup of tea either.



Off to a mixed start then but I won't let that put me off. As I said the livery is very nice and crisp extending to the gold lines over the racing lines/contours of the body form and around the air intakes/vents/cockpit/wings so time to investigate the real car to check for accuracy. Now I looked but found it very hard to find any pictures of the real car from the specified race but eventually found one image that shows the car looking like it has just exited out the bottom of the famous corkscrew. It's a bit blurred but from what I can tell all the major sponsor decals look correct and in the right place but there are a couple of things that appear to be wrong. The gold coach line should extend from the front lip and wrap around to the base of the front wheel arch instead of starting at the front edge/chin and then going to the rear. In the picture those glorious V8 engine trumpets should be a light powder blue colour and not an aluminium finish. The last bit is tricky but the roll over hoop is square on the model but looks angled down in the picture which also shows a yellow head rest and, what looks to me, a different helmet design. Just to reiterate it is the only picture that I found that says it is from the race so that is all I can go by.



What else? Ah, how would the front wheels turn? Take a close look and, if the wheels could turn then the car would have the turning circle of a vast oil tanker at full speed, that would be large then! It would appear that the front axle locating point is just too far forward compared to the real car. Back to the spare wing now and whilst it is great to have a spare part of any sort then I struggle with this one. The original is not exposed, I strongly doubt a rear end collision



would hit it and it looks and feels strongly held in place between the extended fins and just doesn't really move/flex when I try to move it unless I start to put some effort in. Which brings me to the question that for me to remove the nicely decorated original I am probably going to have to break the wing to do so as it just will not budge! Kind of defeats the object of the racing spare don't you think?



Well, now that I've given this particular model a good kicking is there anything I do like? Surprisingly, it would have to be yes. Faults (to be devils advocate) aside it does look good sitting purposely on its plinth. As mentioned above the livery is (almost) spot on, crisp and clear. The large cut out area under and between the wheel centre's has some excellent rivet detail, I like the V8 odd length engine trumpets, the wheels



(complete with "Goodyear" logo on the tyres), the excellent wing mirrors (they look fragile but feel very strong and will probably last all but the worst off), and there is a resplendent full length Vic Elford detailed race suit and helmet figure in the cockpit. Mind you, no dashboard detail and no A,B,C pedals for his feet! Last but not least, take a peek round the rear for a nice bit of gearbox detail and double exhaust action. In summary, forget the above (mostly) nit picking and the model just looks "right" and well finished to me and looks predominantly like the real car/race it is modelled on. Therefore, Slot.it have done a good job of creating a model at a reasonable price point.



Next I took the car apart to check out the internals. No surprise with the anglewinder installation and no chance of any other motor configuration in such a small and compact body shape. Everything else is all ship shape and tucked away nicely. The key statistics for this car, as stated on Slot.it's website are: standard offset 0.5mm anglewinder V12/3 21.5 rpm motor (Note- no other motor configuration supported), length 125mm, height 30mm, wheel centres 73mm, width 62mm, weight 62 grams, 11/32 pinion/gear ratio, 15.8x8.2 front and 15.8x8.2 rear rims/tyres and with a Neodymium⇒





magnet situated in the mid mounted location just in front of the motor. You have the option to move the magnet further forward or behind the motor if you wish. The body/chassis is held in place by two screws (complete with mini washers) North and South and six more screws to hold the motor mount/pod securely in place. There is the opportunity for the front axle to be adjusted for ride height and the option to add a digital module (SSD, Oxigen or Carrera D132) of your choice, if desired.

Having checked out the internals it is now off for a track test. The finger test of the rear wheel gear mesh was notchy smooth with less than 1mm rear sideways axle movement and a 9V battery across the braids just to check all was well prior to track running was performed so all OK. I left the magnet in the default central location as per the manufacturers' specs. How did the car perform then? Magnet in, the lack of mass really shows as this car just goes from zero to ballistic with no hint of wheel spin just all traction and whoosh, off into the distance. Gonna have an off? It will be a big one as the car really is on rails and just hunkers down and gets on with the job with no fuss, drama or tail

out antics as it melts into the track and dismisses all but the tightest corners with ease. I could have moved the magnet to the other locations but did not feel the need. Magnet in is not for me. Magnet out then wow! To explain, I have a Ninco Scooby-Doo (as I expect everyone reading this does) that is 100% box standard (minus the magnet) and a beautifully poised chassis for my preferred type/style of driving. I like to drift the tail out and slide all the way round 1° - 359° /anywhere in between curves or go in slower, flick the rear and then power down the next straight with the back end fish tailing wildly around just by using the throttle, hand eye coordination and a good car! Fast? gonna win the club championship like that? Nah but what fun it is! So back to the wow bit then, this chassis has that ability, straight out of the box just whip the magnet out nothing else touched. It took me two corners to have the tail out and the motor screaming for more as I just slide the back end at will. No weight required in the nose, no sanding of tyres or special preparation, just get it on the track and have some fun. I spent a lot longer test driving/playing with it than expected and kept pounding/slipping/wriggling (not much)/sliding the M8D round every type of radius corner on my track as the motor/chassis/light weight combo let me do that at will, what a delight. Best handling Slot.it car (for me don't forget) that I have had in a while. That magnet is definitely not going back in! I expect serious



racers will look elsewhere in the Slot.it portfolio but a sublime little fun car for me that is going to get some more track time shortly!

Final summary time for the Slot.it McLaren M8D then. I suspect that the first thing is that, just like the Slot.it Chaparral 2E model, whilst there is a market for this type of model and I read lots of other column inches in other magazines/the internet for this type of car/era, the production reality variants of only four (over a long period of time) for the M8D and only two for the Chaparral seem to point to me that demand is not that great when you compare it to other Slot.it models (Porsche 9xx, McLaren GTR et al) and the amount of reliveries that have been produced and are planned for the future. Yes I know it is three/four for the Chaparral if you count the SICWO8 winners series but I think the only difference there is a white instead of blue rear wing! I have SICW08 and the only reason I bought it was that I got it for a very good price at Brooklands! Again not

my kind of model/era and I think (without trying to dig the box out) it came with spare blue wings to boot! Still, I do actually like this particular model, it drives fantastically for my preferred driving style and I can enjoy it for what it is but unless a stunning livery comes out that grabs my eye (not pokes it out like the Led Zep barf livery) or I can pick up the others very cheaply (to add to my Slot.it collection) then I suspect that my hard earned will be spent on other cars in the Slot.it range and there are a lot coming up from the production list in the next few months that I have my eye on! However, guess what car I am going to go back to once I have wrapped up this month's column.

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 welcome on board Terry at Gaugemaster that sees the start of a new and exciting Slot.it car relationship. Ciao and arrivederci till next month. ■



Northern Swapmeet

As announced last month the Northern Swapmeet will take place at Rothwell Sport Centre in Leeds on Sunday 11th October 2015. It is great to be taking this event back to its roots at Rothwell in Leeds.

It is good to see that members are taking advantage of the opportunity to book free tables at the event. The Club will also be having a members table for members who wish to sell the odd item. Any member who wishes to do so please contact the Committee

The exclusive event Club car at the Swapmeet will be a Legends NSCC Jackie Stewart Tyrrell. I am sure that you will agree that it is a stunning car and one of the best looking cars that the club has ever issued. The car will only be available to members who attend the event and is limited to just 60 examples at a cost of £55. So do not miss out as I am sure that its going to be very popular.

NSCC Club Car 2015

Another extremely attractive car is the Fly BT42/44 from Gaugemaster in a special Guy Edwards livery which is this years Club car. I do hope that you have ordered yours as this car is proving to very popular with members. This is a limited run of 250 cars so if you have not yet ordered your car do not delay, we have now advised them of the graphics etc. for the packaging and we hope that this car will be available in Autumn, perhaps in time for the Havant swapmeet, but we will keep you advised on progress of this.

Club Logo

Whilst we are on the subject of exclusive NSCC Club cars this leads me to another matter. As we know Club cars often command a high selling price when sold on by members. Personally I would not sell a Club car but when they are put on the market they are rightly prized by collectors many of whom are not members of the Club.

I have no doubt that most of you will have seen the odd car surfacing on eBay from time to time which purports to be an NSCC exclusive Club car.

As many of you know one of my other passions is classic cars and last weekend I spent most of Saturday at a local classic car show with my old TR.

Fortunately the weather held and a glorious afternoon was spent chatting to other old car enthusiasts and people who had come along to see the show.

Inevitably at some stage during such events the conversation drifts onto the controversial subject of values. People will often ask me what I think my car is worth. Values of classic cars have boomed during the recession so its a valid question but a tricky one as everything depends on condition and originality.

However the simple truth is that I do not really care what it is worth other than for insurance purposes as I never intend to sell it. The pleasure of owning the car and driving it exceeds its worth many times over.

The same applies to most of my slot car collection. Many of us I am sure have things in our collections that we would never sell. In fact the most valuable thing in my collection is actually worth very little.

The truth is of course that something is only ever worth what somebody is prepared to pay for it. Originality always has a premium and this is a subject that I will return to later on.



Always described as very rare and usually listed at a high price these cars on closer examination turn out not to be NSCC Club cars at all. They are at best misrepresentations and at worst fraudulent.

Whilst most of these listings would not fool a Club member for one minute they do have the potential to mislead the public and potentially bring the image of the Club into disrepute as a result. It all comes down to originality.

Consequently the Committee recently took steps to trademark the Club logo. This has now been done and as result the Club will now be

able to protect both the Club's image and the Club's branding. This will hopefully help to ensure that the exclusivity of our Club cars and the integrity of the Club will be preserved, particularly in cases where people are claiming cars as NSCC Limited Editions.

Originality is important to all us as collectors and enthusiasts. Whether we buy cars to keep in our collection or move them on, it is probably the singular most important factor.

On that note I am off to enjoy mine. That's all for now until next time. ■



This month, we have a number of exciting new models from Fly Slotwings, something I know a lot of collectors have been waiting for, so without further delay lets move on.

SLOTWINGS

The March 761, reference number WO45-01, as driven by American Brett Lunger in the 1977 USA Grand Prix in Long Beach, California should be available by the time you read this. The car was involved in an accident and retired early in the race, which was won by Mario Andretti. The March, race number 30, was sponsored by Chesterfield and Fly has replicated this sponsorship whereas certain other model manufacturers are unable to feature cigarette or alcohol sponsorship. Lunger's Formula One career started alongside James Hunt in the Hesketh team in 1975. Lunger is perhaps most renowned for being one of the drivers, along with Guy Edwards, Arturo



Merzario and Harald Ertl, who saved Niki Lauda from his burning car during the 1976 German Grand Prix.



There are a number of models due later this year, which should please Porsche fans. Due shortly are two versions of the Porsche 934/5. Reference number W065-01 is the car as driven to third place in the Sebring 12-hour race in 1977 by Americans Jim Busby and Peter Gregg. W065-02 is as driven by Germans Jürgen Barth



and Edgar Dören in the Nurburgring 1,000km race again in 1977. The car, race number 8, finished in thirteenth place. The 934/5's have not been modelled before as they feature an entirely different rear wing to previous 934 models.



Two further Porsches are due for release this autumn. Reference number W005-01 is the Porsche 917K, race number 21 as driven to fourth place in the 1,000km at Zeltweg, Austria in 1970 by the British pair of Vic Elford and Richard Attwood. Reference number W005-02 is the Porsche 917K, race number 32, as driven to sixth place at the Watkins Glen six-hour race in 1970 by the German Kurt Ahrens and Richard Attwood.

The recommended retail price of all the above models is £44.95. Terry advises to pre-



order these models, as numbers are very limited, so get in touch with your favourite slot car dealer sooner rather than later.



We have pictures of the Limited Edition Man Heineken liveried Truck referred to in the July edition, which should be in the stores shortly.



We should have interesting news next month about the March six wheeler which Slotwings are working on with a well known partner.

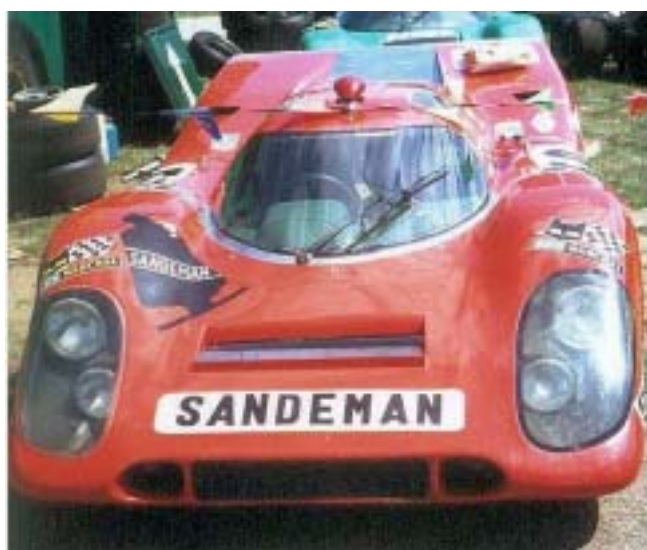
Thanks as always to Terry Smith, Brand Manager, GAUGEMASTER Controls Ltd. (www.gaugemaster.com) for his help in compiling this column. ■



By Nic Ayre

Although there is no news on any new tooling before the end of the year, we do have some details of some new liveries detailed below and images of the real cars.

For the Porsche 917K racers the Sandeman sponsored car of David Piper, which finished 3rd overall in 1970 in a non championship race at Magny-Cours.



Staying on the Porsche 917K theme is the Gulf Team car as driven by Rodriguez/ Oliver to victory on the 1971 Monza 1,000km. Both these models are fitted with a sidewinder Shark 20K motor and as with all previous NSR models expect them to be very quick straight out of the box with very little fettling.

For the (ASV) Aston Martin fans there will



be the Young Driver liveried car from the 2010 GT1 World Championship as campaigned by Darren Turner/ Tomas Enge on their way to 4th overall in the 2010 Championship. This model is fitted with the EVO3 chassis and the Anglewinder King Evo21, 21400rpm and 320g.cm motor.



On top of these and due by the time the Journal is published will be the latest in the line of Limited Edited fantasy liveries based on the Alan Mann P68 Ford 3L .



This time round it is time for a bit of Camel treatment and very fetching it looks too. Catalogue number is NSR0004SW and only 500 units will be produced, so if you want one you had better be quick. Thanks go to Terry from Gaugemaster for the information for this article. ■

First up this month is news of a new model from Racer Silver Line range.

We have not heard much from Marco recently and then out of the blue he is to release this stunner as part of his Silver Line series, this hand built and finished model is testament to his companies craftsmanship.



The car is the Scuderia Buell Maserati 450S as raced by Maurice Trintignant, in the non championship Grand Prix de Cuba in 1958. As always the lightweight resin model features

Slot.it running gear throughout and will be produced in very limited numbers, so best to order one as soon as you can!

The car is reference RCSL25 Maserati 450S - Grand Prix de Cuba 1958 - M. Trintignant with a retail price of £105.00, although you may find it slightly cheaper from your preferred dealer.



Looking forward to the rest of 2015 we have some info on Sideways releases later this year.

The Zakspeed Capri's of the Group 5 era take me back to my youth, I didn't have a Lamborghini Countach poster on my ➡



bedroom wall, I had a Zakspeed Capri (I also had several Custom Car centre spreads, which had an added interest) and the Sachs livery car is based on the one driven by Harald Ertl to Division 2 victory in the 1980 DRM race at Spa. A Slot.it motor and running gear will ensure its one of the favourites for Gp.5 racing at your local club track. The car is reference: SW36 Capri Zakspeed Turbo SACHS Racing



The Team Willeme Kremer 935/K2 driven by Phillippe Bervoets won the 1980 Turbowax Trophy class in the Coupes Benelux race at Spa, the car had also finished 12th overall the previous week in a DRM Div 1 race at the same track. The car reference is: SW37 Kremer 935/K2 - Team Willeme - Coupes Benelux - Turbowax Trophy - SPA 1980 P.Bervoets.

For those with a passion of cars which raced at Le Mans, the class winning Vegla Racing Porsche 935/77 will soon be available, this car driven by Schornstein/ Grohs/ von Tschirnhaus finished a 8th overall in the 1980 24 hours.



Again the full reference is: SW38 935/77 - Vegla Racing Le Mans 24hrs 1980

The next BMW M1 livery to be released is the VSD/ Lois machine based on the car raced by Darniche/ Cecotto/ Alliot, which finished 16th overall and 3rd in Class in the 1981 Le



Mans 24 hours, I don't have any images of the model yet, but expect the model will be of the usual high quality we are used to with the Racer Sideways range and features the Slot.it running gear, so will make a welcome addition to the collectors or racers amongst us. It's reference is: SW39 Sauber BMW M1 Turbo Gr.5 - Le Mans 24hrs 1981 - VSD.

The SW40 Lancia Beta Montecarlo is based on the car driven by Walter Rohrl and Gilles Villeneuve in the 1979 Giro d'Italia, not a successful event for the Abarth Team as they and the sister car were both disqualified for using the motorway! I suspect that was a team order and not driver error, but as we don't have motorways on our slot tracks, this shouldn't pose a problem at home. The car looks good in the Alitalia livery and comes with the usual Slot.it running gear making it very competitive proposition for those who want to race their models. Full reference if this car is: SW40 Lancia Beta Montecarlo - Alitalia.



Shown for the first time at the Gaydon Slot Festival was the Sideways Limited Edition Gold Leaf Zakspeed Capri. The car had a lot of favourable comments although Terry from Gaugemaster wishes he had a fiver for every time someone asked if Jochen Rindt ever drove



it! This livery like the Sideways JPS Limited Editions are what the Americans call Tribute liveries, and the car does look very cool in this scheme.

The Gold Leaf cars as most will remember, were linked to the Lotus Team during the 1968-1971 seasons and was the first time a car was painted in the colours of the principal sponsors.



Like the JPS versions this will be limited to 1,000 units worldwide and we won't be able to get any more once the initial pre-orders have sold out.

I have also included a sneaky shot of the test moulding for the BMW320 due at the end of the year, fingers crossed I will be able to give you part numbers and liveries next month, although some images are already appearing on the Racer Facebook page of prototype test liveries for this model.

Thanks go to Terry from Gaugemaster for the information for this article. Happy racing.■

Slammed VW

Pete Simpson



It was with a certain degree of frustration and self flagellation that I read of Graham's description of his lowered Scalextric VW Van. Don't get me wrong, clearly I don't have any constitutional rights to a monopoly on modifying the products from Scalextric, but this was a bit of a choker on two levels. Firstly, I'd already completed my own conversion and just hadn't found the time (or been bothered) to write an article for the Journal. Secondly, how could Graham possibly claim his conversion to be low when it's possible to see daylight between the sills and tarmac? I don't think so!

Right, once I've prompted Karen to let me know if she sees GP approaching at the next Swapmeet(Havant – ha, should be safe enough!), I'll get on with the details.

My plan for this one was to attempt to complete the build without having to use any extra parts. I'll confess now, I did use a few lengths of plastic tube and a few washers, but more anon.

Like most Scalextric models, the vehicle comprises three elements, but rather than these being body, interior and floorpan, in this example they are floorpan, central body section and roof. Dismantling was straightforward: working from below, I removed the four chassis screws and placed the black part to one side. Next the body section was separated from the roof by removing another four screws. This was a good opportunity to add the magnet to the collection on the fridge door. If Hornby made fridge magnets they'd surely be the best. ➡➡





Wide arches weren't really an option for the van so the wheels had to fit within the body. Although the plastic was ground away slightly to gain clearance, more drastic action was required for that slammed look. In this instance I removed the hub caps, cut the wheel bosses off flush with the inside face of the wheels, shortened the axles and removed a small amount of material from each corner of the chassis. One tip: don't let the hot axle off-cuts fall onto the carpet as they melt the pile and cause earache when the wrong person "finds" them.



The lowering process started by drilling out the holes in the chassis where the mounting posts touch, allowing them to pass straight through the chassis: the subsequent lack of support would be addressed later. In a similar vein to Graham, I also definitely removed too much material in an attempt to avoid anything fouling but, again like Graham, no one would ever know if we hadn't owned up! Accept that there's nothing to lose and set to with the Dremel. I found a really aggressive porcupine-like cutting tool which shaves away the plastic, scattering it



all around the room in a most satisfying manner. Continuous trial fitting was required whilst gradually developing less concern for the remaining details: there was no use having any empathy with the driver, his legs and most of his lower torso down one side had to go as the front wheels took priority.



As the diameters of wheels and tyres are untouched there was no need to fiddle with guide height: the whole assembly just sat further up inside the body section.





The roof, totally unmodified, was then refitted to the body section followed by inserting the chassis into the body. I decided to remove the bumpers as I wanted the smooth look, nothing to do with them rubbing on the track, honest!

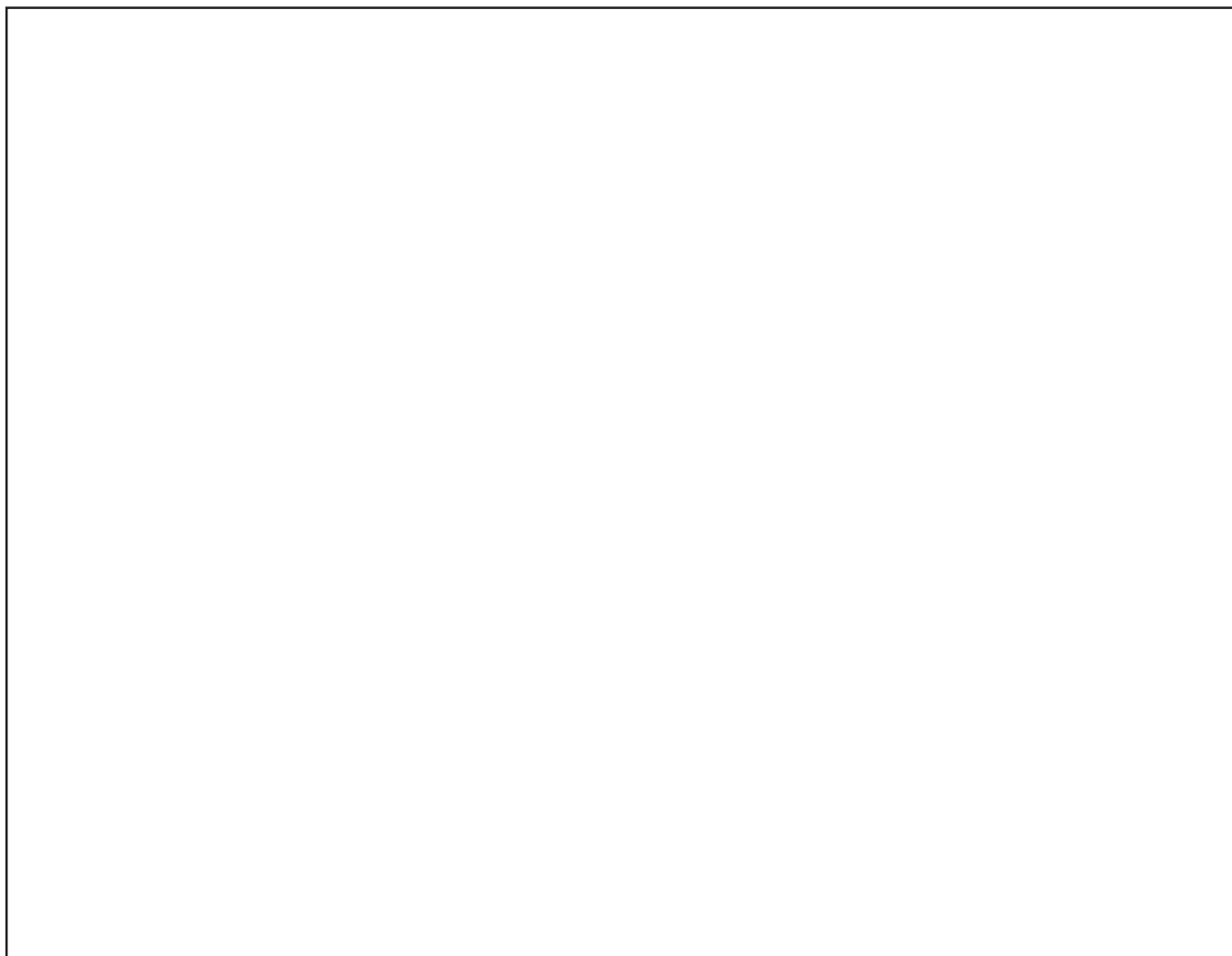
It was at this stage that the nonstandard parts were required. I used a few short lengths of plastic tubing to create faces against which



washers fitted under the body mounting screws could register. Never mind the description: check the photographs and it should all become evident.

Once finally assembled, take it all apart just one last time to shave a few microns from the ride height.

Compared to other conversions it is very straightforward, enjoyable and provided another opportunity for inter-contributor competition! Hey, I like the wheels so it wasn't completely in vain! ■



100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

Hello again, I hope you all liked my 2015 Gaydon write up, even though it didn't really tell you much about what was there, but if you did miss out on going, then there is a section on Slotforum under the events section where you can see what was there, including the amazing "Italian Job" track where three Minis were driven into the back of the Coach, just like in the film.

Let's hope that next year's event is as good if not better than all the rest and hopefully I'll get to see a bit more of it than I did this year so that I can tell you more about it than I was able to this time (and fortunately for me Jeremy is still speaking to me despite the ending but I just couldn't resist it, sorry guys).

An Easy Improvement To Carrera Cars

As standard Carrera cars generally have a return spring fitted to the guide in order to ensure that the guide lines up centrally when the car de-slots (so that it can be re-slotted more easily) then you may find that the strength of this spring can sometimes be too much for some of the cars like my Porsche 904 and so with a little bit of work you can remove the spring and make the car much nicer to drive as follows:



1. Take the car apart and then undo the two screws that you will see on the outer edges of the guide assembly.

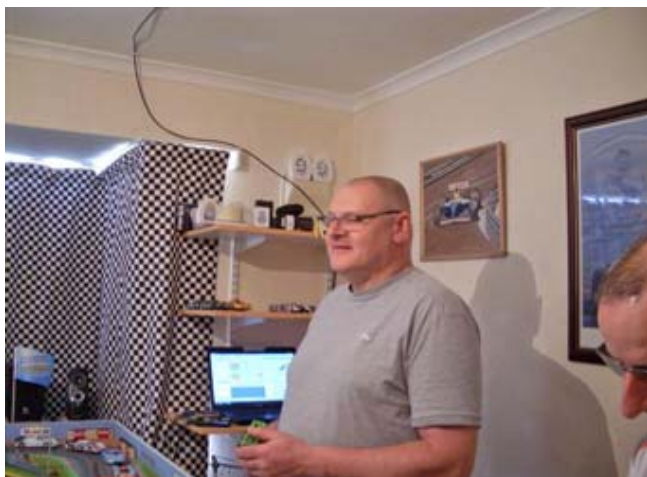
2. Lift up the guide mounting plate and then remove the small metal circular spring that you see before you.

3. Re-assemble the mounting plate as it was previously using the two screws and then put the car back together and test drive it.

That's all there is to it, and once you've done it then you don't get any of the "snap-back" that used to exist previously when you over cooked it. The same principle applies to the older Hornby USA cars etc. when they first came out, that black coiled self-centring spring had just way too much power for the car, so we all took them out years ago.

Guess Who I Bumped Into Recently Then Whilst Racing?

Despite being subject to my previous jokes and supposedly funny add-libs in the past, last month I was invited around to Adrian Judge's house again to race and this time he was in, only joking there I go again, but anyway, getting an invite to go to Ade's house is a very exciting event as the



hours that Ade has put into his race track has resulted in a very well detailed layout upstairs in his front bedroom, it's that good that even his neighbour opposite wonders what's going on when he gets a few visitors every couple of months or so and they all come out with very happy faces (turns out that the neighbours think that Ade's got a train set up there which was further compounded a couple of visits ago when I said "thanks for the train time" on the way out in a rather loud voice much to Ade's amusement)!



Anyway, if you want to see more of Ade's track then you'll find him on Slotforum under the "Tracks and Scenery" section in the Forums but while I was there this time Dave and Guy Jessett from "Slot Track Scenics" were there and whilst I had seen Dave a few months ago I hadn't seen Guy since the Swindon Swapmeet in January so it was great to meet up and have a chat once again, as after all Guy is the whole reason that STS exists as it was he who initially persuaded his Dad to make him some modern scenic items for his Scalextric layout so the



story goes and on the day his racing skills were rather good given that it was the first time he had raced without magnets. We had some brilliant battles on the track but the outlook doesn't look very good for me in the future then as I've raced without magnets for over 25 years now and could only just hold him off in the end and this was his first time! Oh dear, back to the bottom of the pile then for me Ade (or maybe I'd be better playing with the train set then?!). Anyway, here are some pictures of some of the latest stuff from Dave and Guy together with a few shots of Ade's track as well to hopefully make you all so jealous that you want to go out and make you own!



"Steve Francis" Resin Kits

Whilst I don't really do Slotforum that much to be honest, whilst I was briefly perusing it recently I couldn't resist looking at some pictures that Martin De'Ath had posted of his latest creation under the Scratch Building Forum and boy it was fab! What was it? Well it was a 1956 Ford F100 Custom Pick-up and he's also done a 1950's Chevy pick-up too like the one that was featured on Wheeler Dealers previously and believe it or not but the day after I saw it I also saw a real one on that new "Desert Car Kings" program on the TV, so is that spooky or what?

So, with all of this going on I decided that I had to find one of the resin bodies for myself but having searched many times in the past on eBay I had never seen anything like this and then I found out why, it is a chap called Steve Francis who sells the resin body shells and so having made contact with him, the day after I paid him I was the very proud owner of this!

But now comes the hard bit turning this into a slot car anywhere near as good as Martin's (and for me that is going to be very difficult)!





Having lost a bit of my momentum at present re: all things slot due to various things (rather be honest than not) then I thought this project might just give me the kick start that I needed in order to finish off a few of the many WIP items that I have lurking around at the moment which probably range in the order of 50+ from “not started” to “WIP”, but I’m not quite as bad as Peter Simpson who told me many swapmeets ago that he had well over 150 (if I remember correctly) items “to do” so, a long way to go for me but I’m working on it Peter!



Anyway, here’s a few pictures of the initial stages of the build and having done mostly George Turner ones of late then you forget just how good those are in that the preparation required is minimal to nothing i.e. they are virtually as simple as an Airfix kit and which is NOT meant as a criticism in any way of anyone else’s kits I hasten to add it’s just that you start to forget that with everyone else’s kits you do need to do a bit of trimming/ removing the resin in the wheel arches and the windows etc. before you can carry on with the build.



This kit comes with three types of wheel inserts in case you want to use metal hubs together with a steering wheel and a resin interior, vac-formed windows and some body mounting posts and altogether it came to £35 + postage, which may sound a lot at first glance, but not when you consider what was included in the deal. Note that you will find that certain types of resin can be quite brittle if you try to ➡➡

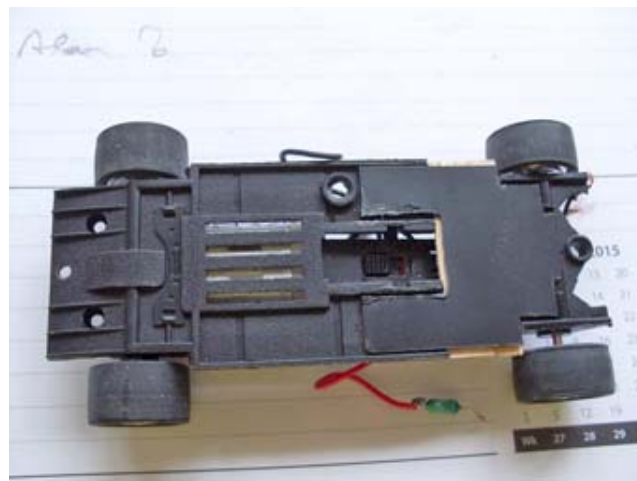


short cut things so if you've not done this sort of thing before then please try to ensure that you do not make the same mistakes as me as I managed to chip two bits off the rear wheel arch and crack the body by being too heavy handed so please go carefully if you buy any and this is not a fault of the kit in any way I hasten to add, it was just me trying to save a bit of time with some side cutters on the wheel arches rather than doing it slowly and effectively and with the correct tools/method but fortunately for me my trusty bottle of Superglue saved the day and once it's all been painted then I'm sure you'll never know that I got it wrong so stupidly in the beginning!

So, should you wish to have a look at Steve's kits yourself then you need to find him on Facebook (which I don't do either, but his details are still accessible for those who like me would rather not tell everyone what you had for dinner etc.) as follows: https://www.facebook.com/SteveFrancisKits?ref=aymt_homepage_panel.

He does a varied selection of kits that range from several Land Rover based vehicles to a Volvo Amazon Saloon and Estate to two versions of a 1950's Race Car Transporter to the 1950s' American pick-ups together with a few others, oh and he's also currently working on a SAAB 900 and Sunbeam Talbot 90 Rally car as well he tells me.

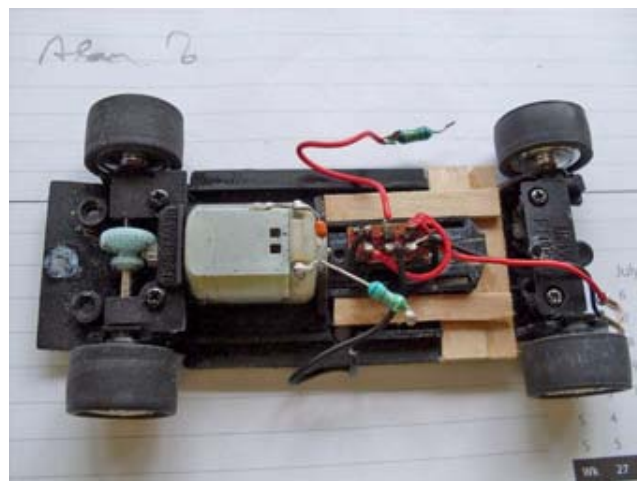
Now, and as you may have already guessed, this one is not finished yet either, but this time I've decided to get the car sorted and mounted on the chassis BEFORE I paint it, as usually I do it the other way around and then proceed to damage the paint work when trying to sort the



running gear out, but hopefully by the time the next Journal is out I may have finished it, but don't hold your breath just in case and hopefully you won't make the same mistakes as me, but just to make us all feel better even Mr. Turner told me once that even he has to resort to the tin of filler at times so that just goes to prove that nobody's perfect (thanks George, and I just wish I had a tiny amount of the skill that you have)!

So, here's where it's at, at present the body mounts are in, and it's had its first test drive on the track as well, but boy is it large, as big as one of my famous Transit vans even Steve said it was like driving a block of flats when we were chatting.

I actually used an old Carrera LMP car chassis and you may recognise it as the one that the red VW Beetle from last month was sitting on although it's been stretched quite a bit again now using a mixture of Superglue, plastic card and wooden ice lolly sticks, sounds mad but it does the job (by the way, you'll also find that





Ninco tyres will fit these Carrera hubs so that's an easy way to improve the handling of many of your Carrera cars as well as this pick-up).

I actually used the supplied body mounts and with a bit of modifying, sanding and packing then they were perfect for the original rear mounts on the chassis but for the front one I had to drill my own hole for the screw to go into the supplied rather tall front mounting post.

Superglue did the job on the back ones as it was all flat and for the front one I used Wilko Araldite Rapid equivalent with a bit more hardener in so that it went off a bit quicker rather than running all over the place which has happened to me several times in the past. I also did the back ones first and let them set before I did the front one which again is a better way to do them if you can.

Now, you may have noticed that the flat bed bit seems a bit odd? Well, originally I was going to try to do it as a low-rider like Martin did but having removed the original nicely detailed flat



bed and filed a clearance hole for the motor I decided that I would go for the look that you see here rather than the low look but you never know things may change in the future so I ended up making a new flat bed section out of thick plastic card and building a wooden frame out of lolly stick off cuts and Superglue for it to sit upon but slightly higher than the original one was so that the motor and contrate have sufficient clearance etc.

Now, if you've seen the Wheeler Dealers episode with the Chevy pick-up then you'll know that Mr. Brewer ended up getting a brand new set of wooden planking for the flat bed, and so with a few McDonalds coffee stirrers and a bit of Gaffa tape then hey presto, a nice wooden deck for my pick-up too (simple but effective)!

So, there's still a fair way to go, but at least I'm on the way, and I've actually done way more than I thought I would be able to do before the copy deadline for the Journal arrived I just hope that I can maintain this progress and show you the finished article next month just don't hold your breath though just in case. ➡➡





Vintage Scalextric Spares Kit

Whilst rummaging around in some old Scalextric stuff I've had for a year or two the other day I found this rather interesting item that I haven't seen before to be honest, it's labelled up as a "Spares Kit" Catalogue No. W/830 and dates back to when Minimodels Ltd was in Havant.



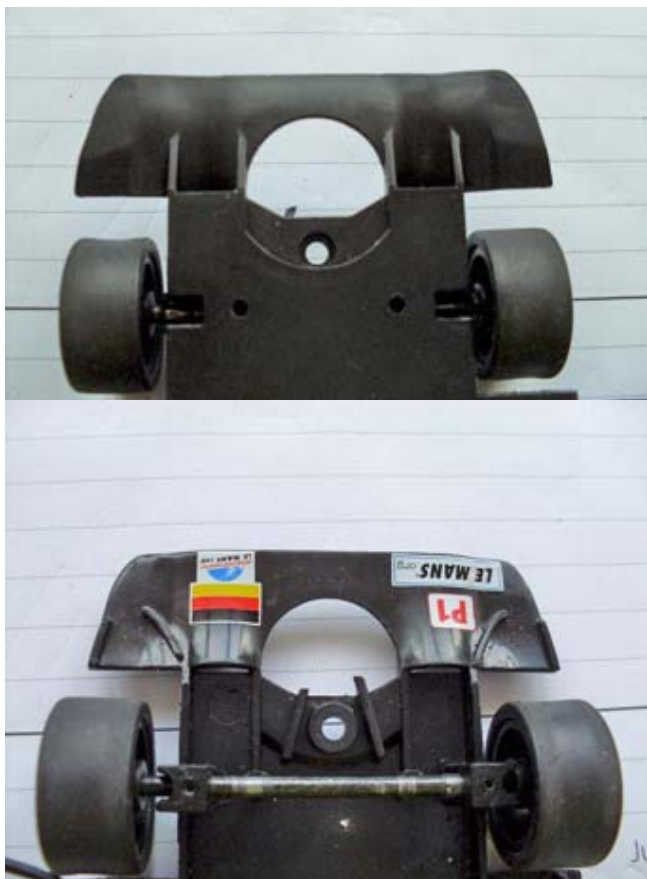
a "Jo Public" item as it lists the various spares in rather generous quantities e.g. 12 x axles, 12 x contrate gears and 12 x hand throttle plunger springs etc. I don't know if you can make out the listing in the photo but it is rather comprehensive and included spares for C/66, C/67, K/1, Formula 1, Competition, Vintage and Grand Touring cars *originally* but that's where the good fortune ends a bit as unfortunately in 2015 there are only a few of the original items left together with a few other items that were added by its previous owner.



When you open up the box then it would seem to me that this is a "shop item" rather than

Never mind, it's nice to see a few items in their original 1960's packaging like W/701 12 x Drivers Heads, W/122 12 x FJ Motor Pinions and W/753 1 x Resistance Mat for the old type hand controllers. It even "smells old" if you know what I mean and is a wonderful piece of history I think, I wonder if it is in Adrian and Roger's book, if not, time for a re-write!

Problems With The Ninco Le Mans Audi Perhaps?



It seems to me that there is a design flaw in the guide mounting of these cars as we've now had two of them break so if you have one of these then I'd suggest that you strengthen the guide mounting area ASAP if I were you by putting some tape underneath and then filling the area with Superglue and tiny bits of plastic in order to make it much stronger than it is at present in the gap between the guide mounting hole and the body mounting hole, sorry but the photo doesn't really help much I know as it's all black, but the more that you can re-enforce this area the less likely it is to break. I hope the move to



a separate motor pod and a less strong plastic for the remainder of the chassis is not going to let the Ninco brand down as previously they were extremely reliable and it is rare for a guide mounting to break in all the years that we have run them at our club.

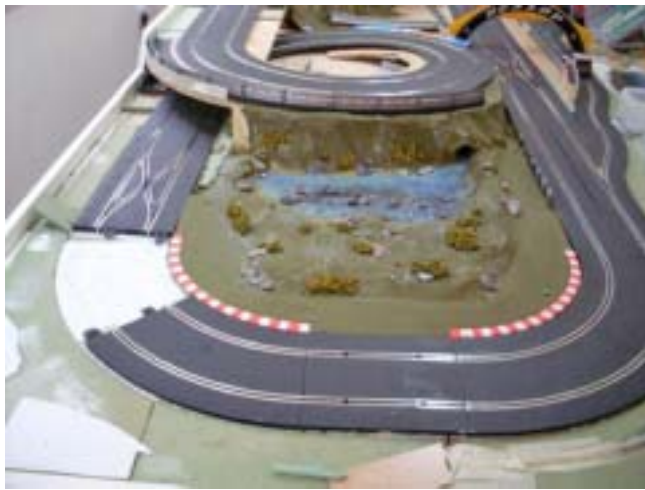
An Unlikely Source Of Wire Mesh Detailing Like On Fly Cars



Whilst clearing out the loft a bit the other day I found two old kettle boxes and inside them were the scale filter bit that you're supposed to fit in order to filter the water on the way out to the cup etc, but upon closer inspection guess what, the metal gauze is exactly like that seen on the FLY trucks etc so rather than being thrown away these little items will be going into my bits box ready for when I need some very fine mesh on one of my scratch builds etc.

Booster Cables For Digital Etc.

As you may already know, or have worked out then I am the "official help-line" for my friend Paul Pearson, and so as his new track build is →



progressing the time came for me to wire in a few “booster cables” in order to help make up for the inevitable “power drops” that you get when using plastic track sections after you have made/ broken the connections many times.

Now, whilst I am quite “au fait” with proper Scalextric (i.e. 12v DC) all this new Digital stuff is not exactly easy to sort when it goes wrong, but the simple task of wiring in “booster cables” is something that can be done by most people with a little bit of care.

All that you need to remember is that there is still effectively a “+” and a “-” in each set of wires whether it is a Digital or Analogue layout, but if you are Digital and intend to run your track in “Analogue” at any point then you must not mix the two lanes up as if you do then you’ll only have one lane effectively and if you have any of the “corner lane changers” then you’ll also need to cut/ remove the “printed circuit type connectors” that power the little bits of track where you change lane as otherwise



“Analogue mode” will not work properly. I actually find it easier to do the connections when the track is in “Digital” mode as if you get the wires backwards then the track “sings” i.e. it emits a high pitched whistling noise that tells you that you have your wires crossed literally!

If there is no noise when you go to connect the wire then that should mean that you are OK, but I always touch the other connection as well in order to hear this whistling noise as that means that there is actually power in your cable rather than it being dead which would also give the “no noise” symptom which you may take to mean that you got the connection right first time.

Note If you’re purely an Analogue track i.e. normal 12V DC then you can simply put a car onto the track and ensure that it still runs each time you connect a cable, if it doesn’t then you’ve just got the wires backwards and are effectively shorting out the lane and if it creeps just a tiny amount or it “buzzes” then that shows you that you actually do have a large power drop and that it’s actually trying to run the opposite way. I.e. the full 12v in your new cable (but with the wrong polarity) is actually higher than the existing track power.

The key thing to remember with “booster” cables is that if you merely loop power from one track point to the next (like a ring) then you will only “pass on” as much power as you had at the point where you’re taking it from, but my way actually guarantees that you will be introducing “full power” at every point that you install a booster cable, and that is miles better than the

ring method if the truth be told. So, this is what I did in order to achieve an easy way to provide as many “power booster” cables, as you will need.

1. Start at the Power base/ straight where the power is actually fed into the track and turn it over and then solder 1 wire to each lane on the metal tags that are used to retain the rails in the correct place. Note try to do it as quickly as you can so that you don’t end up melting the plastic track though. Again note the rail needs to be hot and clean for the solder to “stick”, so if it doesn’t then try degreasing it with some Maplin Switch Cleaner etc., **BUT BEWARE OF THE FIRE RISK** if the metal is hot i.e. wait until it has gone cold again. This trick will also assist when you find that you can’t get a wire to solder to a motor etc. chances are the wires are greasy especially if you’ve been removing old insulating tape etc.

2. Drill holes in your base board (if you have one) so that the wires can pass through and leave the track flat once again.

3. Obtain 4 lengths of “connector blocks” that will allow the wire that you have used to be inserted and you will find that speaker wire is perfectly suitable for the job but if you think it’s a bit thin then just remember how thin the wires are from the guide to the motor in most slot cars, so as this is thicker then that’s why it’s fine you also don’t want it to break easily hence speaker wire is perfect especially as it’s got a colour coding to tell you which wire is which.

4. Get some large paperclips and cut the curved ends off with some sturdy pliers, watch out for the bits flying off, trust me they hurt!



Now, link each connector terminal to the next one down one side only using these “U” shapes that you’ve just made from the paperclips good eh? You could of course make loads of tiny jumper wires and then wire them in but that’s too much like hard work I reckon, hence I used the paperclip method.

5. Mount these 4 connector blocks on a bit of wood/ underneath your layout a few inches away from each other and in 2 groups as one pair will be for one lane and the other pair will be for the other lane.

6. Take 1 wire from the first pair of wires coming from the Power base and connect it to the first terminal of one connector block and then put the other wire into another terminal block and mark these 2 blocks up as “Lane 1” or “red” or whatever tape colours you have.

7. Now do the same with the other pair of wires from the Power base but use the other 2-connector blocks and label them up as “Lane 2” or another colour.

8. You should now have 4 blocks of connectors with 1 wire connected to each block and paperclips connecting all of the terminals on the other side to the wire and you only need to go as far down the block as you want to have power booster cables, but I’d do a few extra to be honest now and then you can always add some more boosters if you want to, and what this means now is that each connector block is now effectively a “full power” power point from which you can power up other sections of the track, **Note YOU MUST MAKE SURE THAT THESE CONNECTOR BLOCKS CANNOT TOUCH EACH OTHER OTHERWISE YOU WILL SHORT OUT THE TRACK** hence the need to mount/ keep them a short distance away from each other at all times. You should also make sure that when you solder your wires to the track that you keep the soldered bit as short as possible so that any exposed wire cannot touch the other rail, which is difficult when the insulation retreats somewhat I know as the wire heats up when you’re trying to solder it!

9. All you need to do now is to work out where you want to add a power booster cable⇒⇒

and then remove that track section and turn it over and solder a pair of wires onto the back, drill through the base board (as applicable) and then replace it and then connect them to the correct lane's power point and also in the correct polarity and if you get it wrong then the track will "sing" if it's in Digital mode or the car won't run if it's in Analogue mode/ a non-Digital circuit.

10. We've done a power booster every 12 feet or so on Paul's track but if you know there's an area where a car keeps stopping then that's the perfect place for a power booster and if you've got a really poor section then consider actually soldering tiny loops of wire (and you won't need the insulation on it if you do it very carefully) from each track piece to the next one where the pieces actually join and the wires will be so thin that they won't get in the way, just use a bit of the speaker wire and remove the insulation and then solder one end to the track and then to the next section without cutting the wire first, then cut it off once you've made the joint as that's much easier to deal with than trying to deal with tiny sections of wire and trying not to burn your fingers at the same time!

11. If you've got a Digital layout then I'm told by those who know that for Digital to work 100% reliably then each lane change/ pit lane sensor must have "full power" going to it so we also put a booster cable as close to the sensors as we could in order to try to ensure that the above was happening reliably, and once I'd done all my tinkering I got Paul to try it and he was amazed at the difference in power on the track, so it just goes to show you that a few booster cables can make a world of difference, trust me, for a modest outlay and a couple of hours work you'll be amazed by the results so if you think your cars are running a bit slow in places then the above is how to do something about it.

George Turner News

So now a little bit of news from George:

The Embiricos Bentley is taking shape nicely. The chassis is almost finished and it is on its wheels. There is still lots to do but it should be done within a month. It will come with its own fully detailed interior, so that should keep the scale modellers happy.



I have been modifying the Le Mans 2D and the King Cobra to take the Slot.it sidewinder pod and they should be going into the mould soon. After that it will be on to the Talbot and Corvette but I will be blocking out a 1956 BRM Grand Prix car and a Cooper Bristol. I managed to take a lot of photos of the Bristol at the Silverstone Classic along with the Frazer Nash so hopefully that will assist me greatly.



I have also been experimenting with some new Polyurethane tyres that I have made. There are two types (both slicks) a big one and a little one, and if you have a





tyre truer they can be turned down to various sizes. I have tried them on a few cars and they work extremely well. Both fit on Slot.it 8mm wheels of various sizes. They still have a lot more work to do on them but they look promising.

Team Slot News



After much waiting it seems that the legendary Ford Escort RS2000s have finally arrived then and rather nice they look too I think. Many thanks to Steve Wright for the information and who sent me these pictures whilst he was on holiday nice one Steve and much appreciated, so until next month enjoy your own holiday, if you are of course having one? ■



Graham Pritchard was worried you may think the model wearing the Vanishing Point T-Shirt in the July Journal was me, and not realise it was Emma. Apologies if there was any confusion, but I thought a picture of me wearing it would be far too scary. Time to go to Specsavers, perhaps Graham? Just to be clear, I am the one in the middle here, racing with Emma at East Durham Scalextric Club.



Prototypes

The Scalextric Prototypes on eBay last month finally ended up at the following sale prices:

1. Disney Cars F1 Francesco Bernoulli £360.00 (181776974217).
2. Subaru Impreza £330.00 (311388314082).
3. Disney Cars Lightning McQueen £320.00 (201372895663).
4. Porsche RS Spyder LMP £215.00 (181784054677).



5. Brawn F1 £206.00 (301668405676).

All the above were sold directly by Scalextric on eBay, apart from the Brawn which was from a different seller. These have been joined so far this month by a couple of further prototypes from the Scalextric Archive:

1. White Chevrolet 1970 Camaro £262.00 (201382032215).
2. Grey McLaren F1 £161.67 (181791799734).

Monthly eBay Watch Top Ten

1. Scalextric 1960's James Bond Set £800.00 (161755935072).
2. Slot Classic Pegaso Z-102 £692.40 (191628700098).
3. Scalextric 10ft x 5ft 4 Lane Circuit £650.00 (271921209989).
4. Scalextric Digital Collection including Vintage Control Centre and Dunlop Control Tower £600.00 (331601606879).
5. Scalextric Exin Green Ferrari Sharknose F1 with both standard and race tuned guide holes in underpan £532.24 (191624672669).
6. Scalextric Exin Fiat TC 600 Vintage Set with Red and Light Blue cars Best Offer below £532.24 (271932303545).
7. Scalextric Digital 10ft x 6ft 3" Circuit made by Corporate Layouts £500.00 (141708125897).
8. Scalextric NSCC Red Vintage Alfa Romeo 8C £495.00 (261953376416).
9. Cox 1/24 Chaparral 2D Best Offer below £495.00 (201384564616).
10. Scalextric Green Aston Martin Marshal Car £460.00 (121690630533).

Quite an interesting Top Ten this month, with generally lower prices than usual, maybe people are saving up for their holidays instead. Looks like the buyer of item 4 got a bargain, not only did they get a Control Centre and a Dunlop Walkway, which are probably worth about half of the £600 paid, but a whole load of digital stuff too.

I was dismayed this month when I was informed by one of my fellow Bearwood Scalextric Club members, that he had put the missing parts he knew I wanted for my own Vintage Control Centre on eBay instead of selling them to me directly. This was a right pain as I had to enter a bidding battle for them and the prices rocketed, eventually ending up at £35.78 for five of the balustrade fences (181797186190), and £34.00 for a couple of flower boxes (181797189724), ouch!

At least it should keep Dave's dog Bonnie (who races with Dave at our club regularly and I think is actually the secret of Dave's success) in Scooby snacks for the next few weeks, so I guess it's for a good cause. Needless to say, I made sure I was the winning bidder on both items.



The Fiat TC 600 set is rather nice, and confirms how popular these Italian alternatives to the Mini are.

Item 8 gives me a good excuse to include another picture of my Racing Classics version of the Vintage Alfa Romeo. A couple of Yellow Vintage Alfas have also been on eBay recently, with one failing to sell at £225.00 (141714725153), and another selling for just £127.00 (131544635816).



Airfix Website

I was interested to see Scalextric's sister website www.airfix.com asking viewers recently which of the vast Airfix range of kits should be brought back into production. I suggested a few of the 1/32 car kits should be resurrected, although my comment prompted by their picture of two Chaffinches, of "Who needs Blue Tits?" did not appear in the listed comments for some reason? They must have taken notice though, as a picture of the original Blue Tits box now takes pride of place on the "Kitstarter" part of their website. One problem originally was there was no indication of which models Airfix still had available tooling for, so presumably some of the votes would have been in vain if they were for kits for which the tooling no longer exists. This has now been solved by Airfix listing the seven alternative kits they have renovated prior to reintroduction. The Good News is two 1/32 cars are included, the 1911 Rolls Royce and the 1930 4.5 Litre Bentley. The Bad News is that so far the Black Prince figurine is beating these with 16% of the pre-orders (Airfix ask you to put your money where your mouth is to vote at £20 a kit), while the Bentley is in second place with 12% while the Roller only has 6%, in fourth place behind the Blue Tits (9%), level with Bullfinches and ahead of Henry VIII and his muse Ann Boleyn (both 3%).

I picked up an Airfix Bentley myself at one of our NSCC swapmeets this year, which as you can see has lost it's driver and windscreen, but was converted into a slot car by a previous owner, using Airfix MRRC parts, and is awaiting further renovation.

It's a shame Airfix haven't renovated some rarer car kits though, such as the Mini, Beach Buggy or Bond Bug, which are harder to get⇒⇒





hold of these days. I was surprised when looking at one of my red MRRC Minis I bought on eBay a while ago, to discover what looks like an Airfix kit bodyshell upon the darker red MRRC chassis.

Airfix eBay Top Ten (April-July 2015)

1. 9 Slot Cars in pieces including Felday Ford and other bodyshells and four wheel drive chassis £331.00 (201347648031).
2. "Test Shot" Mottled Red four wheel drive Mercedes 154 £250.00 (321728196108).
3. Boxed White four wheel drive Mercedes 154 un-built kit £245.00 (221754864518).
4. 1/24 Static James Bond Aston Martin un-built kit £224.50 (361316154237).
5. 1/24 Static James Bond Toyota 2000 GT un-built kit £165.00 (252018806251).
6. Static Ferguson Tractor Kit, built with restored box £162.00 (111713418071).
7. Lotus Cortina and Vauxhall Viva Slot Car Set £150.00 (221734905754).
8. Red four wheel drive Novi Ferguson Indy £144.33 (231570249527).
9. 1/12 1930 4.5 Litre Bentley static kit £132.75 (141668869590).
10. Monte Carlo Rally Mini Slot Car Set £129.95 (391149217445).

Some nice models there, with the four wheel drive slot cars featuring strongly. The Test Shot Mercedes was apparently sold to the seller by an Airfix Employee who had worked at their Garratt Lane SW18 factory. The tractor was of course one of the first kits made by Airfix, and the example listed looks really nice in white. Surprising to see the Monte Carlo set beaten by the Cortina and Viva set, which has nice box lid artwork showing the Lotus Cortina leading the Viva, probably the most realistic outcome of such a race!

J Cars

Back in 1966 Ford's latest Le Mans prototype was the J Car, a Bread Van style car with a strange front that was the less successful cousin of the GT40 and Ford Mirage.

Ken Miles, who had been instrumental in making the Ford GT cars competitive, tragically lost his life testing the J Car at Riverside, which although being lighter than the GT40, apparently was a difficult car to handle. This didn't stop Eldon making a model of it though in 1967, the same year the real car debuted at Sebring. I was pleased to obtain a working white example on eBay this month, together with a white Eldon Indy car for £11.26 for the pair, from a seller in Missouri (121677444464).



Famous for being the proponent of the J Turn (like a handbrake turn but in reverse by locking the front wheels) in his Rockford Files days, James Garner had his own racing team which included the Chevrolet Corvette that Scalextric made for the American market some years ago. I couldn't resist getting my own example when one appeared on eBay back in December for £58.00 (141499512906).

Another J Car is of course the Austin J40, the pedal car version of which you may have





seen at Gaydon during the Slot Car Festival there, together with JOY 1, the prototype pedal car based on the Standard 8.

If you want a J40 pedal car, one sold on eBay for £2,868.06 in Canada this month (281730165515), while there were several others available from around £500. I hadn't realised they were still making the J40 pedal cars right up until 1971. There is even a club for collectors of such cars, more information and pictures of their rallies(!) is available for you to look at on their website at www.austinj40pedalcarclub.org.uk.



Austin Slot Car Top Ten

1. Scalextric Box Only for Tinplate Austin Healey £200.00 (291492285316).
2. Scalextric Boxed Red Austin Healey £159.00 (161743838777).
3. Pink-Kar Gold Team Gass Austin Healey Offer Below £159.00 (271861612118).
4. Mulsanne Models Resin Austin A35 £98.00 (251991686849).
5. Pink-Kar Black and White Mini Expo Austin Healey £95.00 (271906980407).
6. Pink-Kar White Austin Healey £95.00 (271906980889).
7. Pink-Kar Union Jack UK Slot Car Festival Austin Healey £88.10 (371331213817).

8. Victory Industries VIP Boxed Red Austin Healey £76.00 (231551154417).

9. A2M Resin Austin 1100 on GOM Chassis £73.00 (361285523883).

10. PSR Resin Austin Maxi on PCS32 Chassis £73.00 (361285537193).



I hadn't realised Austin Healeys were so popular, though good to see them being given some competition from the A35, 1100 and Maxi. One of my previous bosses used to drive Maxi company cars, and apparently a common fault with them was failure of the throttle return spring, which meant he reached some unintended hair raising speeds on occasion!

James Hunt was a fan of the A35 Van of course, and used it to transport his budgerigars when not racing it around the block with his Formula One buddies.



Hippo Track

Finally, Steve Langford spotted three "Hippo" builder's bags full of Classic Scalextric track that sold on eBay this month for just £24.00, although the track did appear to be in bad condition with plenty of rust, so maybe the buyer was just going to weigh it in for scrap value (331598677699)? ■