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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President Merry Christmas and Happy New Year

Well this has come around quick again! It only seemed a few weeks ago that it was summer and the kids were off, and now I find myself wishing you all the greetings of the season. I should have realised the that Christmas is nearly upon us by the fact we recently had the NSCC/ Hornby Ramsgate weekend, something that I traditional use to judge the countdown to Christmas.

This year to be fair, I have actually got my act together with the presents, thanks largely to "Black Friday" with the help of Amazon and eBay, isn't the internet a wonderful thing sometimes?

So the last of the swapmeets was held today, as I finish this Journal, unfortunately I missed it, as Coventry for a day out is just little bit too far out of my range, especially as Christmas is just around the corner, but I hope the event went well and that it may again happen next year?

So the next swapmeet is of course, Swindon, which is a little bit later than usual, hopefully the weather is kind and permits my attendance, otherwise my Christmas money will seriously be burning a hole in my pocket before the Milton Keynes event in February.

As I have already mentioned the annual Ramsgate weekend has been held, a great event again I think, and thanks to all that attended and to those who helped us over the weekend, it is all much appreciated, even though perhaps we don't show it at the time!

In particular my thanks go to the hotel, who this year had a new events organiser in place, who was around all weekend to assist us with any of our needs or demands, something which hadn't occurred previously, so thanks to them and in particular to Richard, hopefully he will still be there next year!

So all that leaves me to do is on behalf of myself and also the NSCC Committee, wish you all a very merry Christmas and hope you have a good time, with friends and family, and of course I wish you all the best for 2016 and hope to see some of you soon.
Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nscc.co.uk

By Pete Simpson

It has become quite common for items to be released during the year that weren't anticipated, many of which are quite desirable, low volume reliveries of catalogue versions. However, this latest unforeseen release, C8545, will probably have limited appeal. It is a spare for the powerbase supplied with the majority of current sets which accepts the flat-style power cable and throttle leads. Unfortunately it lacks the switch of the more common unit which permits the use of two power supplies in order to isolate the two lanes and prevent a surge of power being delivered when one car departs the track. Of course, for avid collectors, it could turn out to be quite a rare item which, for the unprepared, would only be found in a museum of childhood memories in about 2053.

At last the two elusive Fords have been found, although not at Sandwich: fortunately



one of our Croydon members tired of my constant excuses brought a pairing along to pose. I ignored his offer and photographed the cars instead. The real things look very nice, possibly amongst the best versions of the two Fords. Due to the age of these models, neither are DPR but both are High Detailed and have high intensity headlamps as well as tail lights. Incidentally, the website does claim they are ➡➡





DPR but this is in error. So for the record, one final time, the Escort is C3672 and the Cortina is C3670.

in the Journal. I'm just thankful he'll never know how well they performed in that evening's racing!



As well as thanking Richard for the loan of the models, I inadvertently increased the values of Jordi Battle's investment as he can proudly claim to be the owner of the actual cars featured



The only new cars of which I can bring news this month are another couple from Ford: two Boss 302 Mustangs: if I'd included them last month one would have been decorated in TFL colours!

The first of the Boss 302s is that of John Bowe, C3671, as run in the Touring Car Masters Championship in 2011. This is an





Australian series, open to all touring cars built between 1963 and 1976, although V8s are the most prevalent. Bowe won twelve races, was on the Podium nineteen times qualified on Pole five times, had four round-wins in the season, set three new lap records during the season and won the Class C category.



The other Ford, C3613, represents the car of Ed Hinchliff. He acquired a new body and with the help of, and information from Ford Motor Company, Kar Kraft and Bud Moore Engineering built up the race car. Although he did not receive the financial help paid to a factory team, it seems he received plenty of good will during his labours. The car was completed,



resplendent in Grabber Blue Boss 302, in time for the end of the 1970 season then went on to compete for a further two years with a range of respectable results. The car is currently run in the Historic Trans Am series by Robert Canepa.



Both Mustangs feature the latest DPR chassis although, as race cars, neither is endowed with lights.

It should be understood that although there are a few cars that I still haven't seen, this could be due to my being unable to visit the Scalextric offices in November. So, in my imagination the few cars scheduled for release in 2015 that I've





not yet reported are all sitting in the design office, approved and being manufactured. Of these, at least three have been delayed due to slight variations that have needed correcting subsequent to prototypes being presented for approval: the other two are a mystery as they are both reliveries of earlier releases.

One car that has only recently been released is the Ford Falcon XB, C3402, first reported last November. I've included a photo just to remind readers what it looks like.

The Hornby Visitor Centre's move to a dock side location at Ramsgate was mentioned a couple of months ago, with the inclusion of artistic impressions of the completed building. As Karen and I had a couple of hours, and a few thousand calories to burn, between the

conclusion of the NSCC Weekend's racing and a final get together in the pub bar we opted to walk along the seafront and assess the building progress. Although the site has been fenced off, it takes a little bit of interpretation and imagination to picture exactly where it will stand: there are two existing structures which will remain, thereby setting a reference location for the new construction. The rather shabby building with the blue door, the No. 1 Slipway Office, obviously has significant historic importance so will be retained: the new Hornby building will be cited just to the right and extend over the existing slipway.

As I'm writing this just before the end of November, I still can't reveal details of the 2016 range as the Journal should be circulated a few

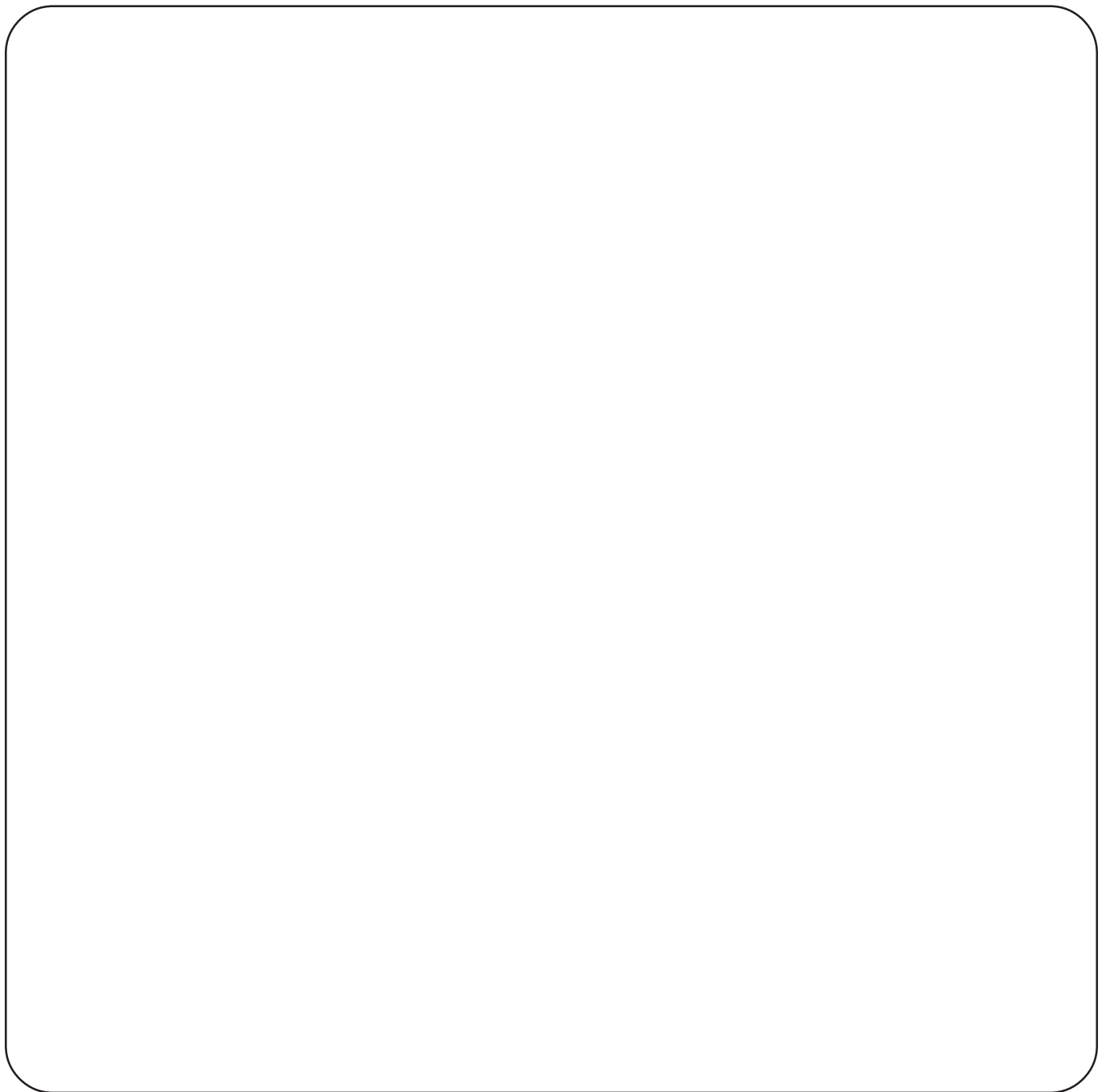




days prior to Scalextric revealing the new range on their website. It appears that slot car fans are held in high esteem as we will be the last brand to be announced: Airfix went to press mid-November and Hornby trains were probably published early December. However, the design team have continued to provide a few clues for



those with web access: take a look at the Track Test section of the Scalextric site for progress reports on a couple of BTCC cars. ■





Having just returned from yet another fantastic NSCC/Hornby weekend in Ramsgate it is hard to believe that by the time you read this another Christmas will be upon us. When you are young of course they can never come quick enough but now I am not so sure. These days by the time you get there you begin to wonder what all the fuss was about.

Thirty years ago and certainly in the 1950s and 1960s a Scalextric set would have been somewhere at the top of every boy's Christmas wish list. Either that or a train set. However these days I am certain that this is not the case and the question of where Scalextric now sits in the nations public consciousness is a serious issue and it was one that came up during the NSCC/Hornby weekend.

NSCC/Hornby Weekend

There was a lot of discussion about how we can encourage young people to become involved in the hobby so it was heartening therefore to hear during the Hornby presentation at the weekend that this is an issue that they take very seriously, both in terms of product development and how they sell Scalextric to the mass market. The new ARC App Race Control is clearly aimed at the mass market which of course is their core business but there was also mention of their link with Slot.it, their research with racing clubs and the recent move to use tobacco advertising specifically aimed at collectors.

There is a report later on in the Journal that will give you a flavour for what happened during the NSCC/ Hornby weekend but in this chat I wanted to take the opportunity to thank all of you that attended for helping to create a really great atmosphere during the weekend which I am sure added to everybody's enjoyment. It was certainly one of the best weekends that I have attended.

Thank you also to my fellow Committee members, Jeremy in particular who does most of the organising together with Shaun and Andy for all their hard work without which the weekend would not have been possible. A special thanks to Richard Winter who helped out over the weekend, especially with the auction and also to all those other members who gave a hand when needed. Not forgetting our overseas members who came a very long way and who made the weekend very special.

The International Federation of Slot Car Clubs

During the NSCC/ Hornby weekend we made our long awaited special announcement. We have been working together for some time with our Dutch colleagues from the SLN (Scalextric Liefhebbers Nederland) on the creation of an International Federation.

As a result during the weekend a charter was signed by both our clubs which created the International Federation of Slot Car Clubs (IFSCC). Both the NSCC and the SLN immediately became members of this new International Federation which does not in any way change the nature of our Club.

The drive behind the creation of the Federation has been to create a collective voice to the manufacturers particularly in relation to the needs of collectors, although membership is open to any constituted club be it focused primarily on collecting slot cars or on racing slot cars. The International Federation of Slot Car Clubs now exists as an independent organisation that will co-operate and collectively represent the interests of the member clubs particularly during discussions with manufacturers about the production of club cars.

The new Federation will now invite clubs



from across the world to join with a view to forming a collective voice internationally within the hobby. In addition it will also help to promote the hobby across the world particularly with young people. Hornby have been aware of and supportive of our plans to create the IFSCC during our discussions with the SLN.



The landscape is now very different to what it was thirty five years ago with many different players. We believe that the creation of the IFSCC will collectively enhance the influence of our Club and that of other member clubs in this ever changing arena. This will ultimately be good for the hobby, our Club and of course our members.

There is a copy of the charter, including the goals of the IFSCC and some questions and answers following this Chairman's chat so please do have a look at them. A website will be produced and we will keep you informed of new developments as we go along. However rest assured that this initiative will not effect the way our Club is run but it will hopefully enable us to work with colleagues overseas for the good of our Club, our members and the hobby as a whole.



Membership renewal

Moving to matters closer to home if you have not yet renewed your membership then you need to do so now. Andy Smith recently sent out an email to all Club members with details of how to sign up to GoCardless. If you have not yet renewed (and even if you have) do take advantage of this and sign up to it. It will not just enable the Club to automatically renew your membership on your behalf but it will also enable direct speedy payment for Club cars or any other purchases from the Club.

Milton Keynes Swapmeet.

The next Club event is the Milton Keynes swapmeet. Another very special car is being produced for that event which will take place on the 21st February 2016, if you wish to book a table please contact Jeremy via his email address, we already have taken bookings for some 30 tables in total.

I would like to end this Chairman's Chat by wishing you and your families a very merry Christmas. I hope that all you slot car dreams come true and look forward to seeing you all in the New Year. ■

The International Federation of Slot Car Clubs



What Is The International Federation of Slot Car Clubs?

The **International Federation of Slot Car Clubs (IFSCC)** has been created by the **NSCC (UK)** and the **SLN (Dutch)** clubs out of a desire to bring together slot car clubs and enthusiasts from across the world.

The International Federation of Slot Car Clubs is an international body that brings slot car clubs from across the world together in order to co operate and collectively represent the interests of the member clubs, be they clubs focused primarily on collecting slot cars or on racing slot cars.

The International Federation of Slot Car Clubs exists as an independent organisation in order to represent the member clubs in the spirit of fraternity and as a conduit for information and influence.

The Federation will also be a partnership that brings a collective voice to the manufacturers on behalf of member clubs. It will promote the hobby across the world acting as a conduit for information between member clubs, manufacturers, dealers and other stakeholders.

What Are The Goals Of The IFSCC?

- To create an international partnership of slot car clubs that represents the interests of the members clubs when dealing with other stakeholders in the slot car world.

- To provide a collective voice when dealing with manufacturers, retailers, traders and the local, national and international media on behalf of the member clubs.

- To work together in order to share information and knowledge on slot cars both amongst member clubs, manufacturers and other stakeholders.

- To act as a conduit for information to member clubs and also as resource for related information both to and from other stakeholders.

- To raise awareness amongst manufacturers and retailers of the needs of members clubs both individually and collectively.

- To provide a collective voice when advising manufactures on all their products.

- To provide a collective voice for requesting and negotiating the production of specific products and limited editions from the various slot car manufactures on behalf of member clubs.

- To promote the hobby as widely as possible particularly with a view to encouraging young people to become involved in slot cars either as collectors or racers.

What Will The IFSCC Not Do?

It will not exist to provide rules or governance for slot car racing nor will it in any way effect the independence of member clubs.

How Can Clubs Join The IFSCC?

Established slot car clubs will be able to join for the sum of £15 UK pound or the equivalent sum in euros or other international currency. This will cover administration, website and communication between members.

Membership will be administered on behalf of the IFSCC by the NSCC.

Who Has The Federation Been Created For?

Membership is available to properly constituted clubs. No individual membership is allowed. Any slot car club would be eligible for membership whether it is primarily focused on collecting slot cars or on racing slot cars.

When Will The Federation be Launched?

The Federation was launched by the founding clubs the NSCC and the SLN at the NSCC/ Hornby weekend in Ramsgate on the 21st November 2015.



Charter

International Federation of Slot Car Club

Aim

The International Federation of Slot Car Clubs will bring together Slot Car Clubs from across the world in order to co operate and collectively represent the interests of member clubs, be they clubs focused on collecting slot cars or primarily on racing slot cars.

The International Federation of Slot Car Clubs exists as an independent organisation in

order to represent its members in the spirit of fraternity as a conduit for information and influence. It does not exist to provide rules or governance for slot car racing.

The member clubs agree to:

- Create an international partnership of Slot Car Clubs that represents the interests of the members clubs when dealing with other stakeholders in the slot car world.
- Provide a collective voice when dealing with manufacturers, retailers, traders and the local, national and international media on behalf of the member clubs.
- Work together in order to share information and knowledge on slot cars both amongst member clubs, manufacturers and other stakeholders.
- Act as a conduit for information to member clubs and also as resource for related information both to and from other stakeholders.
- Raise awareness amongst manufacturers and retailers of the needs of members clubs both individually and collectively.
- Provide a collective voice when advising manufacturers on all their products.
- Provide a collective voice for requesting and negotiating the production of specific products and limited editions from the various slot car manufactures on behalf of member clubs.
- Promote the hobby as widely as possible particularly with a view to encouraging young people to become involved in slot cars either as collectors or racers.

Signed.....NSCC

Signed.....SLN



Ciao everyone and welcome to this month's edition of Forza Slot.it. I guess this will be the Christmas edition by the time your copy of the NSCC magazine arrives so "Happy Christmas" to one and all and I hope Santa has dropped a slot related present down your chimney! If not, then maybe the slot retailers will be having a New Year sale or maybe you will be saving your Christmas money for the annual Swindon swapmeet or the NSCC Milton Keynes swapmeet? Either way I hope everyone got something they wanted over the festive season. As for me I will let you know in the next edition I guess unless I am a month early!

After last month's business trip to Barcelona I was most fortunate to be down close to Gaugemaster in deepest West Sussex so, leaving my colleague to hold the fort and do all the work!, I bunked off down to Gaugemaster for a couple of hours to have a look around the fabulous shop and to meet Terry. I must say that Terry was very generous with his time and gave me a fantastic tour of the shop area and a trip behind the scenes to show me how Gaugemaster are investing in the slot related products that they distribute. Most impressive was the amount of various spare parts held and the enthusiasm of Terry to continue to improve all things slot related that Gaugemaster do. Thanks Terry, I really appreciated your time and insight – cheers!



Now I am having to write this column mid-November as work sees me very busy (no time for the NSCC Ramsgate weekend either!) so there is not too much for me to report on, but lots may come out between now and when you read this column! I have been notified by Slot.it (and spotted on a shelf at Gaugemaster before in the shops!) of the new SICA17d Porsche 962C KH as driven to 1st place at Brands Hatch in 1990 by Walter Lechner. As I said at length last month, *ANOTHER* Porsche but this Jim Beam sponsored red/white/blue colour scheme is very eye catching and my order went in as soon as it came on the dealers sites a couple of days after my visit. It's not turned up in the post yet, but it will join the rest of my Porkers in the Slot.it cupboard when it does. What else? Well nothing that I am aware of at this time that I have not reported on before so moving on.

This month's featured car is one I touched on briefly last month having been spotted in Barcelona but not purchased until I got back to Blighty. At the time I did not have said model to hand but now I do and so I decided to share my thoughts with you on this brand new car/chassis combination from Slot.it. The model in question is SICA31a Lola Aston Martin DBR1-2 #009 as

driven at the Le Mans 24hr race of 2009. This particular car was driven by Peter Kox (Holland and featured driver), Harold Primat (Swiss) and Stuart Hall (GB) and run by Aston Martin Racing GB. Sadly this particular car had a DNF in the race after an on track incident and was classified 40th overall after being retired having completed 252 laps. The sister #008 car fared much better and was running as high as 3rd at one point until an ontrack crash with a GT3 car and repair time saw it finally slip down the order to be classified 13th overall on 342 laps. However, there was a third AMR Eastern Europe #007 car in the field as run by the Charouz Racing System (CHRS) team from the Czech Republic that finished as the top running LMP1 petrol fuelled car in a very creditable 4th place overall on 373 laps. The winning car that year being the Peugeot Sport Total 908 HDi FAP Turbo V12 diesel tractor on 382 laps with plenty of ploughed fields that day as diesels filled the top three places and still seem to dominate Le Mans to this day. Bring back petrol I say!

With the background out of the way how does this particular car stand up to scrutiny? I would have to say very well on first impressions. Let's face it, this model is in the iconic Gulf livery, which is always a winner, and from the several pictures I have looked at from the race on the internet, Slot.it appear to have the livery, body shape etc. off to a tee. All three cars shared the same Gulf Livery with the only difference I could spot (apart from racing numbers and



drivers names) being the wing mirror colours to distinguish individual cars in the race. This leaves the door wide open for Slot.it to produce the whole 2009 AMR field, should they wish to.

Now for a more detailed inspection. The car is very (what I would call) slab sided and whilst it does have some curves on it, the aero detail and thinking (and maybe real life budget!) is from a different era when you compare it to more modern cars. In fact Slot.it have already produced the "same" car in 2010 form and the differences between them are quite pronounced. Hopefully from the pictures of the two cars side by side and my observations you will get a better idea of how the cars differ.

Where to start then? At the front I guess and the first thing that strikes you is the massive chin spoiler with a square at each front corner hacked out that protrudes in an aggressive way with the rest of the very low nose of the car. Moving back over the car from the front, you then have the quite lumpy curved inboard side of the front wheel arches moving backwards with a large air intake either side of the cockpit screen that contrast with the slab outside of the body that





I mentioned previously. After rising for the cockpit area, with channels down either side, the body then dips down before rising again over the rear wheels, as well as tapering in at the rear deck between the wheel arches and a quite magnificently modelled upside down kind of double post rear wing support and duck tail lift as the rear deck ends. Going back to the sides and you have a couple of shark like gills/grills alongside the cockpit doors with smaller longer dark grey grills slightly further back. Sandwiched between these grills and the rear wheel are three vertical running lights that would be illuminated at night for car recognition.

Contrast and compare that with the SICA22b Lola LMP that Slot.it have already modelled on the Le Mans 24hr race of 2010 and the whole body shape front to back is much more integrated

and free flowing in design and execution. Certainly to me, they are poles apart in terms of aero detailing as the real team have obviously/ probably invested in wind tunnel testing as well as CFD to get a much more slippery and aero friendly package judging by the significant increase in curves, angles, body height, ducting, vents and so on over the whole body of the car. To Slot.it's credit both models follow their real counterparts and are a delight to look at as you look for the differences and marvel at the detail that has gone into producing both models.

Moving back to the new model which has many indents that represent the bodywork clips (which are also painted/printed silver) whereas the earlier car has tampo printed catches which, whilst looking good, do not match the current ones for finer detail. Having said that the older car has nice flexible aerals but the newer model





are very rigid and I very much doubt if they will last the first trip off the track that involves any form of roof track/object contact. Another difference that I had not noticed before is that the older 22b car has a mixture of tampo printing and I presume waterslide decals. The main reason I noticed is that one of them is starting to peel off which is a first for a Slot.it car as far as my experience goes. By holding the 22b car under a light and looking closely, you can pick out where all the decals are but this is not a criticism, far from it, as the car looks fabulously detailed to match the real car and the majority of the livery is tampo printed. The newer 31a car has much less of a detailed livery (as on the real car) as so everything looks tampo printed to me. In fact, just like the 22b variant, some of the sponsor names are indeed very small but perfectly reproduced, crisp, clear and beautifully applied. Just look at the air pressure relieving

grills/vents above the front wheel arches and you will see how well the registration of the printing is done as four individual sponsor names are printed on separate vents – excellent detail!

Going back to the rear end of the car and apart from the marvellous wing detail I have already mentioned then I think the rear aspect of the car is well worth a couple of sentences. Again, from one of the pictures, (hopefully) you will be able to see the two hooks for the tail jack to slot into, the venturi detail, the recessed grills that extend along the whole rear of the car, some rivet type detail which you can run your finger across along the edge of the rear deck and count the rivets, the Michelin sponsor logos but especially the rear lights that curve around the top edges of the end of each rear wheel block. All four wheels on the 31a are black rims, whilst the 22b has the same wheel type but in gold to match that cars livery scheme. All the tyres are Michelin logo shod on both vehicles but the older 22b ones look better executed and clearer to my eyes. To finish off the rear I will move back to the rear wings again. The 22b car has what I would consider a more traditional wing with twin central supports with the wing perched on top that extends as far as real regulations allow and finishes with the end plates having the red and white Swiss flag emblem on each outer end. The 31a similarly has twin supports that roll over to attach to the top of the wing, have bites out of the top of the end plates and embed themselves purposefully into the →



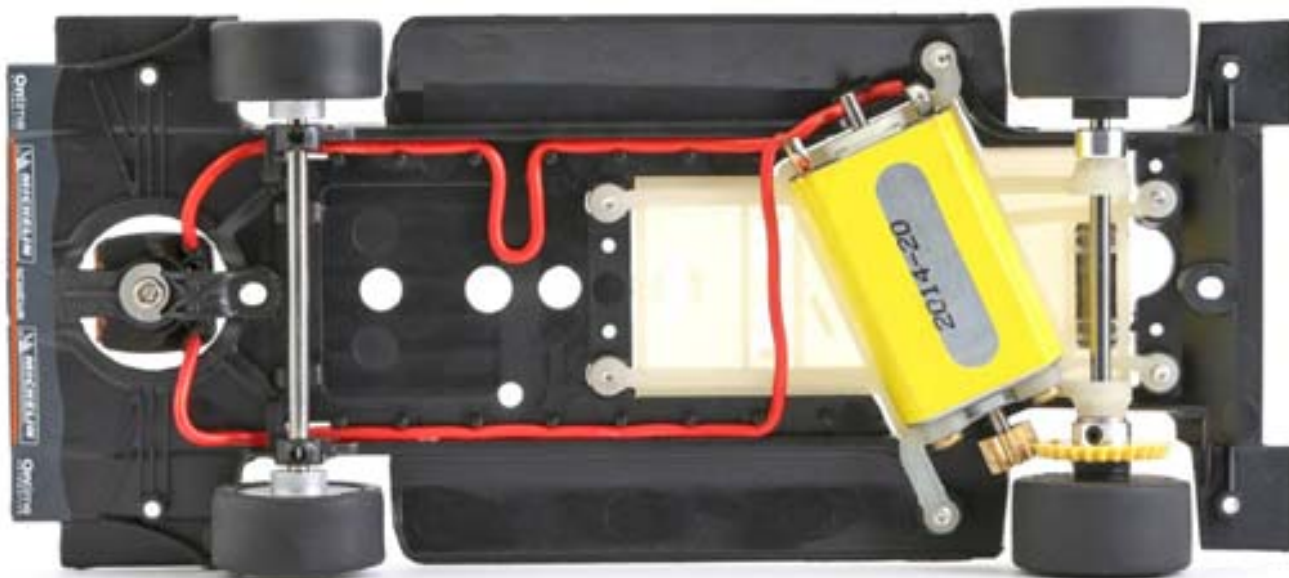


top of the rear wheel arches. A quick thumb/finger twist of both rear wings (22b flexes-twists/ 31a rigid) suggests that both would probably take a fair thump into the barriers but the older 22b model will probably snap first in a serious impact – especially on my tracks unforgiving hardboard barriers!

Moving inside the cockpit and the dashboard detail is limited to the steering wheel, the same as the older car, with no other cockpit detailing apparent after a torch inspection. Having said that the driver overalls are very nicely detailed down the arms with sponsor names (none of which I can read!) as well as harness belt/buckle details and the helmet of Peter Cox looks fabulous although very hard appreciate due to the confines of the cockpit area. I would have to say that I believe that Slot.it do the best driver helmets of all the current manufacturers out there. It's just a shame we can't really appreciate them more! Staying in the cockpit area and all the drivers names (can't read them either!) and nationality flags are there on both sides as well as the emergency warning signs, fuel filler detail

and a particularly fine wiper blade that really looks very accurately scaled unlike some models you see that have a massive 2x4 lump of plastic for a wiper. There is also the 31a single air intake nozzle above the cockpit as opposed to the older model that has a twin nozzle intake, again attention to detail to be applauded.

Surprisingly, although it perhaps does not show from the pictures, both cars are the same width but the 31a car is somewhat longer. Holding both cars in my hands and then holding the base of the chassis' together you can see that the wheel centres of both models are identical but the newer 31a has that jutting forward and not very elegant chin spoiler whereas the older (but in real terms newer design!) 22b has a much more cohesive front end design that integrates much more effectively into the overall design of the rest of the body – real life and accurate model detail. At the rear the older 31a car has a much longer rear deck. Both cars rear wheel arches end in the same position but the 31a car has twice the overhang. I also noted that the guides are different in that the 22b model has very square edges that form the typical oblong guide but the 31a is about 2mm shorter (both have the same depth) but the ends curve/arc up from the bottom of the guide to the top. I presume this is better for performance/sitting in the slot of any type of track? I did not have time to track test this (not that I would notice anyway!) but I suspect that the performance will be more than adequate out of the box as I have never found a slow Slot.it car yet!





On to the key stats for this car, as stated on Slot.it's website which are: standard offset 1.0mm anglewinder Flat-6 20.5 rpm motor with NO option for in-line, inline boxer or sidewinder due to the accurate body shape. It should be noted that there are no unnecessary lumps or bumps in the low slung body shape at the rear to accommodate any of the gearing that you find on many similar models so the lack of motor mount options is a small price to pay for accuracy for this particular model. Back to the stats and: length 150mm, height 36mm, wheel centres 92mm, width 63mm, weight 80.2 grams, 11/28 pinion/gear ratio, 17.3x8 front and 17.3x10 rear rims/tyres and with a Neodymium magnet situated in the rear mounted location behind the motor. You have the option to move the magnet further forward just in front of the motor should you wish to do so.

The body/chassis is held in place by two screws (complete with mini washers) fore and aft and six more screws to hold the anglewinder motor mount/pod securely in place. There is the opportunity for the front axle to be adjusted for ride height and to add a digital module (SSD, Oxygen or Carrera D132) of your choice, if desired. There is a small plastic bag that contains the standard Allen key and the little plastic bits that aid with the fitting of the Carrera digital module on the base. Obviously, there are many other tune up bits (just no further motor options for this chassis) available from your local Slot.it retailer to tune to your heart's

content if you do not have several tuning parts readily to hand. In fact on my visit to Gaugemaster, that I mentioned at the start of this column, Terry showed me how committed they were to having a fantastic range of Slot.it spares on hand for retailers to restock with a massive row of Slot.it spares and other manufacturers stuff as well.

Conclusions then? As always, it's a Le Mans car so why don't they have working lights Mr. Slot.it? I know, stuck record but surely it can be done at a sensible price? I would say the rigid cockpit roof aerials are a mistake as they will snap off at the first upside down off, the Michelin tyre printing is a bit weak and my particular model has a minor problem on the rear deck just in front of the rear spoiler spars as the blue printing is a bit off but nothing major. Overall, a couple of minor points but it is a very accurate depiction and a nice model of the real race car in question. I believe this is a very worthy addition to the Slot.it range for a model that probably has a limited amount of liveries available (unlike Porsche 956/962s!) so Slot.it should be commended for providing these types of models for us all to race and collect. I wonder what the next livery for this car will be as there are no clues on the Slot.it website, we shall see in due course no doubt?

That's all I have to report for this month but once again a big "Thank You" to Terry at Gaugemaster and Slot.it for this month's information. Ciao and arrivederci till next month. ■



Welcome to the December Carrera Corner. We have news of three new cars this month, perhaps some of them may make it on to your Christmas list?

Firstly we have the VW Kafer “Group5” number 20027485. The Beetle is one of the world’s most frequently built and most frequently remodeled cars. The spectrum of reconstructed Beetles stretches from a 3-wheeler to a 1,000 hp dragster. Carrera is now adding to this list with a design based on the Group 5 version and another facelift. This attractive model is finished in bright metallic red and carries race number 22.

Following on is another German offering, the BMW M4 DTM 2014, number 20027499. Marco Wittmann in the 500hp BMW M4 DTM left the competition behind to become the overall winner of his home championship, the German Touring Car Masters 2014. In its very first season the BMW racing car was able to demonstrate its stunning power and achieve a seamless continuation of the success achieved with the previous model. The M3 DTM also won the DTM in its first season. The model is finished in black and white and carries race number 23.

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Finally for this month, we have the Porsche 917 Martini International, number 20027498, as entered in the Kyalami 9 hours in 1970. The real life number 2 driven by Jo Siffert and Kurt Aharens is depicted with this model. The 917's reputation as one of the most successful racing cars of the 1970s was partly earned in the 9-hour race in Kyalami, South Africa, where it finished second. This attractive model is finished in yellow and red with race number 2. In 'Le Mans', the 1971 film starring the Hollywood legend, Steve McQueen, the Porsche 917K played a role almost as legendary as that of the King of Cool himself. We now have the release of the documentary film "Steve McQueen: The

Man and Le Mans" which I have yet to see. I have just read a promising review and am very much looking forward to seeing it.



Thanks to Pete Binger of The Hobby Company Limited www.hobbyco.net the UK distributors for Carrera, for his help in compiling this column. There are many exciting new models to come from Carrera next year and there should be more news from Carrera next month. In the meantime you can follow Carrera on facebook. Happy Christmas to all readers and fellow Club members. I hope Santa brings you some nice slot cars. ■



In an age of tribute liveries it is refreshing to find an iconic livery that actually adorned a racecar! Although not in period, American amateur racer Eric Heinrich painted his SCCA BMW Club Series M3 E30 in Gulf colours back in 2007. He was so worried that the might of the oil giant might come down on him with a barrage of lawyers claiming abuse of intellectual rights, that at first he refrained from using the actual logos on the car, as contemporary pictures show. However Gulf did not mind at all, and by the Pittsburgh round of the series the logos appeared as modelled. Eric has since won many club races and broke various lap records in the car.



Reference number FS038106 is the BMW M3 E30 as entered in the Pittsburgh Vintage GP 2007, race number 10 as driven by Eric Heinrich. The recommended retail price is £44.95 and the car should be available now from your favourite supplier. We have pictures of the model and the car upon which it is based.



Due soon from Fly Slotwings are the two beautiful Team Austria Porsche 917K's that raced during the 1970 season as a quasi factory



team alongside the JWA Gulf sponsored cars. Dickie Attwood was a regular driver for this team and his name features on both these 917K models. Although looking familiar the orange car has only been released once before by Fly as the 1970 Le Mans winning car number 23 and that was over 15 years ago! Both models should find favour with 917 collectors and will be produced in very limited runs just to cover demand. The models should be available by the time you read this.

Reference number SLW005-01 is the red Porsche 917K, race number 21, that finished fourth in the 1,000km at Zeltweg in 1970 as driven by Vic Elford and Richard Attwood.

Reference number SLW005-02 is the blue

Porsche 917K race number 32, which finished sixth in the Watkins Glen 6 hours in 1970 as driven by Kurt Ahrens and Richard Attwood. The retail price for both models is £44.95.

We also have artwork drawings of the three Porsche 934/5s that Slotwings hope to start making available before the end of the year. These carry a different rear spoiler than previous 934s and will be £44.95, the same price as the 917s.



Reference number SLW065-01 is the white Porsche 934/5, race number 61 that finished third in the Sebring 12 hours in 1977 as driven by Jim Busby and Peter Gregg.

Reference number SLW065-02 is the Porsche 934/5, race number 8 that finished thirteenth in the Nurburgring 1000km in 1977 as driven by Jurgen Barth and Edgar Doren.

Reference number SLW065-03 is the blue⇒





and yellow Porsche 934/5, race number 44 that finished eighth in the Mid Ohio IMSA in 1977 as driven by Doc Bunty and Roy Woods.



We have a picture of the NSCC Guy Edwards Brabham's Bodywork. Final assembly is being done as I write this, so we are hoping it will be with the Club before Christmas, and thus



available for collection at the Swindon swapmeet in January, or Milton Keynes in February.

Thanks, once again, to Terry Smith, Brand Manager at Gaugemaster Controls Limited www.gaugemaster.com for his help in compiling this column.

There will be more news from Fly next year. I would like to wish a Merry Christmas to all readers. I hope Santa brings you those slot car related items to add to your collection. ■

The NSCC/Hornby Weekend 2015

By Martin Baines

The NSCC/Hornby Weekend is one of my favourite events of the year. The weekend not only provides an opportunity to participate in two days of racing together with a visit the Hornby Visitor Centre but more importantly it also enables Club members to come together and meet up. A chance to meet old friends and to make some new ones.

So it was with great enthusiasm that early on Friday morning Barbara and I packed our bags and set off for the annual six hour drive to Ramsgate. Setting off earlier this year meant that we managed to miss the worst of the traffic and had a very pleasant drive down, arriving late Friday afternoon. The removal of the toll booths at the Dartford crossing also removed the usual congestion which made a big difference. However we did have to make a very quick telephone call to Jeremy on the way down in order to find out how to pay the toll. This was eventually paid via the mobile phone whilst at the Watford Gap service station.

That sorted we continued our journey and eventually arrived at the hotel in Ramsgate. After checking in we deposited our bags in our room and walked over to the pub. Here a pleasant evening was spent with fellow members over a few beers and an excellent dinner. The pub has been altered since last year and it seemed a lot more roomy resulting in a very pleasant atmosphere. Later in the evening due



to our long journey and in anticipation of two days of hard racing, good food and good company we decided to make an early night of it.

First thing Saturday morning after a hearty breakfast we boarded the coach for the visit to the Hornby Visitor Centre in Margate. Prior to boarding the coach we had collected our



weekend team shirts and those of our fellow team members Brian, Kees and Roger. Naturally Barbara (Mrs. Chair) and I were in the same team.

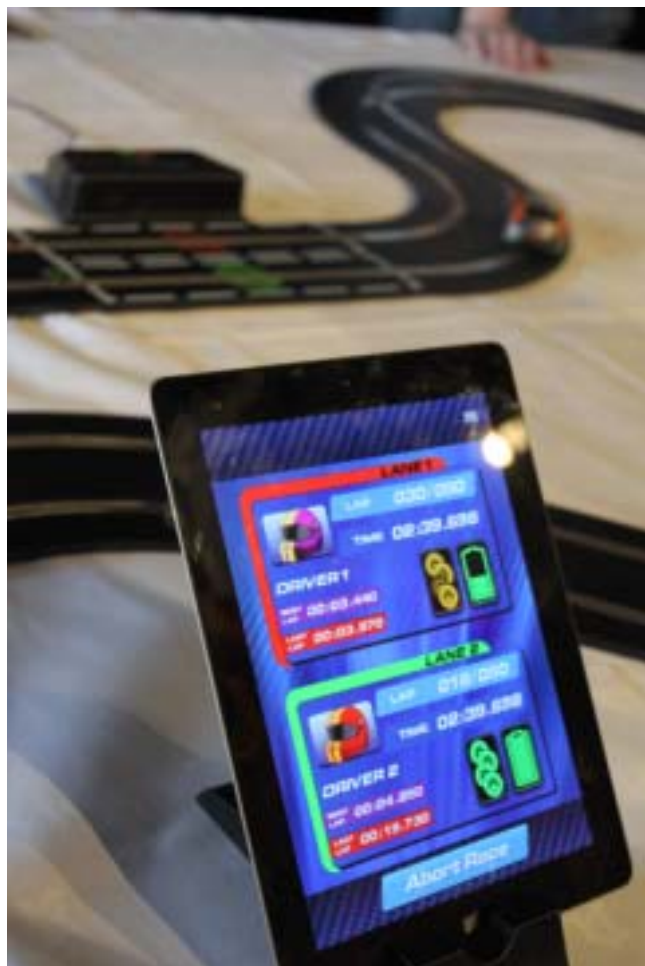
We arrived at the old Hornby factory at Margate and had a short wait before entering the Visitor Centre and the shop. The Visitor Centre and the shop are all that now remains in Margate since the main factory was closed and the staff moved to the new site in Sandwich.

Once again Hornby opened up the back room for all NSCC members to view and purchase heavily discounted cars, sets, accessories and track together with a large selection of Airfix items. After the Black Friday experience of previous years Hornby wisely stipulated that this year members could initially only buy up to ten items and only two of the same items. Then after everybody had been around the room at least once they could go back and buy more. This worked really well and everybody present got the opportunity to obtain their purchases in what was a very pleasant and relaxed atmosphere, which seemed to set the mood for the whole weekend.

What was also great this year was that the bus was ready and waiting when we came out having been well briefed by Shaun not to be late. We came back to the hotel in good order to start the racing before lunch.

Once again this year we had the four lane analogue track and the digital track to race on in the large room at the hotel with a third track provided by Hornby.

This was the Arc Air track with the app control providing pit stops for tyre wear, refuelling and the addition of wireless hand throttles which at various critical moments during the race vibrated in your hand.



The racing got quickly under way with a break for lunch and continued throughout the afternoon until around four o'clock.

Once the racing had finished for the day together with our colleagues from the Dutch SLN we made our eagerly anticipated announcement that had been hinted at in previous editions of the Journal. As you now know we have been working with our Dutch colleagues on the creation of the International Federation of Slot Car Clubs (IFSCC). The formation of the IFSCC and the reasons why it has been set up are well covered elsewhere in the Journal so I will not go into any detail here. Suffice to say that the announcement was⇒





followed by a very productive question and answer session with the members present providing some excellent feedback on this new initiative.



The feedback session was then followed by the signing of the IFSCC Charter. Myself (on behalf of the NSCC) and Thera Brok (on behalf of the SLN) duly signed the IFSCC charter in order to create the new Federation.

At the conclusion of the Charter Signing and the launch of the IFSCC we were joined by Jamie Buchanan from Hornby Hobbies. Jamie's

presentation which followed picked up on some of the themes that members had already been discussing over the weekend regarding the current state of the hobby. We were treated to an excellent run down of current and future plans for Scalextric and a description of how Hornby undertakes its market research in relation to Scalextric. Hornby is now focused on three specific markets. Those being the mass toy market aimed at young people, the racer market and the collector market.

Jamie's presentation was once again followed by an excellent question and answer session which looked at the need to reach young people and identifying the best way of getting them involved in the hobby. This very interesting presentation and discussion brought the days proceedings to an end.

We all later reconvened in the restaurant for what was an excellent three course dinner. This was followed by the annual auction of Club items and items donated by Hornby which are auctioned in order to raise money for charity. Once again Richard Winter ran the auction for the Club and bidding was brisk with high bids





being placed for lots of plastic bags of pre production items from yet to be released Scalextric cars. Also in the auction were several NSCC Club cars which went for considerably more than the original cost to members. All the proceeds of the auction going to charity.

Every year at the dinner on the Saturday night Stephen Langford runs his excellent quiz which is based around eBay items that have appeared on the Scalextric eBay auction site. The idea is to guess the final bid price that each item achieved at auction from a list of three different options. One of the three options is the final selling price.

The quiz is always great fun and this year it resulted in a bit of a revelation. When Stephen marked all the quiz papers he found a surprising trend in the answers. Around eleven couples attended the weekend and when the quiz sheets were marked it was found that the ladies scored higher than their male partners in all eleven couples. The men were consistently going for the higher price on each item. The ladies who answered correctly did not. Needless to say my



wife Barbara scored higher than I did (and she also did a pretty good job on the track as well). What does this tell us? Do men buy at any price and do women have a much more realistic sense of value? Who knows but in any event the overall quiz was won this year by Melanie Jeffries who won on a tie breaker. Many congratulations to Melanie on your win.

A good evening was had by all and the next day after another wonderful breakfast racing resumed. During our session on the digital track one or two hiccups surfaced with the power⇒⇒





cutting out occasionally due to a short. However this was soon sorted and racing resumed. To be honest I have never been a big fan of digital but I did seem to enjoy it more this year so I may be converted yet.

The opportunity to try out the new Scalextric wireless hand control on the App track was very nice. It took a while to realise that you didn't have to stay hunched together over the lap counter due to the freedom provided by the wireless hand throttles. With realistic pit stops, refuelling and tyre wear it was great fun provided that you came into the pits when told to as otherwise your car would stop on the track having run out of fuel. Just to make sure that you were awake the hand throttle would vibrate and rumble at the appropriate time. The lap times were recorded on this circuit with the fastest over the weekend being achieved by John Grubb. Well done John.

Diana Francis was due to join us on the Sunday for lunch but unfortunately had to pull out due to health reasons. We sent her our best wishes and hope to invite her again sometime in the future.



During the Sunday lunch we presented the trophy to the Club member who has done the most to support the Club throughout the year. I am delighted to say that this year's winner was Richard James. The award was not just in recognition of his support and work for the Club this year but his work over many years at events up and down the country on behalf of the Club. Richard as you know was one of the Club's Promotions Officers for several years but even though he no longer undertakes that role he continues to support the Club wherever he can and his award was very much deserved.

After lunch some of the ladies present took part in this year's ladies race taking place over several heats. This year the ladies cars had to tow a plastic caravan around the track. Not an easy job in my opinion. However the eventual winner of the ladies race was Melanie, so well done once again Melanie.

Immediately after the ladies race the annual raffle took place with various prizes for the winners which included some of the previous years Club cars, some T-shirts donated by Hornby and amongst other items a rather nice Lotus poster that was given to the Club during the recent visit to Historic Team Lotus.

During the raffle it soon became apparent due to the numerous multiple winners that some of our members had spent a lot of money on tickets in order to support our Club so congratulations to them and well done.

After the raffle the winners of the weekends racing were announced. This year the winning team was Team Sainz who were Andy Smith, Helen Richards, Dave Lord, John Grubb and





David Gardiner. Each team member was presented with a goody bag from Hornby which contained a Scalextric car, T-Shirt and various other goodies. Congratulations to them all.

Finally the weekend event car was presented to all the members present. This years weekend car (which is a limited run of fifty) was a yellow Scalextric Lotus Exige which is a very attractive model particularly with the Club logo on the roof and the all important certificate made out to the attendee.

Then all too soon it was time to pack up and say goodbye. Barbara and I certainly enjoyed the weekend which I think was one of the best that we have attended due as always to the relaxed friendly atmosphere. The weekend was also very well organised and passed without any major hiccups, mainly due to my colleagues on the Committee Jeremy, Andy and Shaun who all worked extremely hard over the weekend to make it a success.

Thanks also to Andrew Moreby for the photographs, Richard Winter, Helen Richards, Thera Brok, our Dutch colleagues and everybody else who helped out over the weekend. Thank you also to the staff at the hotel, in addition to Sarah, who controlled the ARC racing on the day, Adrian Norman and Jamie Buchanan at Hornby Hobbies.

If you have never been on the NSCC/ Hornby Weekend please do apply to come along next year. You will have a great time, and yes we have already booked the hotel again for the weekend of the 19th and 20th November 2016, so make a note in your diary and hope to see you there. ■

BITS & PIECES

By Graham Pritchard

Hello again all, I can't believe another year has gone but it has and before you ask, yes, the wife tells me that I do look another year older, even though I may not act it apparently, but there again, so does she, but she just won't admit it!

Anyway, as is traditional at this time of the year it's time to say a big "thank you" to Jeremy and the other members of the Committee for being there for us as otherwise we would not have the Club nor our monthly Journal to look forward to, and on that topic I must also thank George Turner, Steve Wright, Dave Jessett, Adrian Norman and everyone else who has either helped me or inspired me to be able to produce my ramblings each month, so without further ado I wish you all a Merry Chris Hill, oopppsss sorry that's my mate in the office, I actually want to wish you a Merry Christmas and hope to see you at the Swindon swapmeet on the 10th January 2016 if all goes to plan.

Now, "on with the show" as they say and firstly, let's look at some of our Club's members' home layouts as in 2015 we've seen the birth of some really great home layouts and the first steps taken towards the formation of the "Bad" Scalextric club! So, what am I on about you are probably asking?

Well, in the current version of Dr Who there was a "Bad Wolf" presence at times, and in our world we now have a BAD Scalextric Club to contend with as well it seems! So, rather than you all thinking I've just gone a bit madder than normal, let me explain and it goes like this.

NSCC and Bearwood member Paul Pearson is now virtually there with his newly "purpose built" Scalextric room and layout so now the Bearwood members have the luxury of racing on either the good old "Analogue" layout built by me in 2004 or on Paul's brand new



"Digital" layout, which basically means that we may have to change the name of the club to Bearwood Analogue and Digital Scalextric Club, or BAD Scalextric Club for short! But, seriously though, if any NSCC members out there who live in the West Midlands area fancy a go on Paul's new layout then please do get in touch with us as if you've never raced Digital before then you won't believe how good it is once it's all been hooked up with SSDC as then you can do pit stops, drive through penalties, refuelling and real world overtaking by changing lanes as required and when you see how wonderful the scenery is on Paul's track then you really will feel as though you're driving on a real race track through the mountains etc. trust me. ➡➡





Now, I know not everyone can be as fortunate as Paul and our members but even if you only have a tiny space you can still put down a worthwhile track as shown by Mark Wadeley (who is another one of our members) and his home circuit. Having lost half of the original garage to a utility room then Mark has still managed to put down a fully usable track where four people can race together. The track is 8ft x 5ft roughly with a pit lane and as you may have already sussed is also Digital and overseen by that amazing SSDC program once again.



Even though the lap length may be short you still need to think about your racing strategy as you drive as it's very easy to lose several laps if you are a fraction off the pace or spend too much time in the pits.

Now, if you think that "we've got it good" then we also have the choice of yet another





permanent Digital track as designed by “Father and Son” duo Vic and Alex Fear. This one is also in the garage but is somewhat larger at 14ft x 5ft and again it runs SSDC so that as our members visit each others’ houses then everyone knows how things will run etc. straight away.(You will also probably recall that I’ve mentioned Adrian Judge’s home track also in the past as well, so we really are spoilt by all of these home tracks in the West Midlands area, aren’t we?).

An added bonus is that some of the track owners are now starting to upgrade their controllers to the wireless “Scorpius” ones that originate from Australia thereby giving all of the



attending racers complete freedom to move around as they race and as they are fully transferable then you can even bring your own throttle with you if the track owner doesn’t yet have six of his own.

I know I may be sounding a bit OTT at times but it IS really hard to not get to like “Digital” once you’ve tried it on a “professional” track like we have the chance to with our club’s members tracks, and given that this really is the age of the “home computer” then perhaps this is where the future of Scalextric really does lie in the not too distant future? But at present we currently have the choice, and that seems even better to me to be honest as in real terms “it’s just another way to use your cars” when you race “digitally” rather than with one-car-per-lane as Mr Francis invented it. So, why not put the traditional Scalextric Set back onto your Christmas list for 2015, after all, that’s what everyone used to do in the good old days, wasn’t it?

George Turner News



This month, with little introduction, here is George:

Hi Graham, the new 1961 Le Mans Corvette is⇒





now in production and is proving very popular. This has come along with a new moulding for a modified 300S Maserati. That will be the last new release for the year now as the next three weeks will be spent remaking moulds, ready for the new year.

Next year I will be starting by making three new '50s GP cars. I also have the Jaguar XK120 Coupé on the cards. I was originally going to base this on the Nanco version but I have decided to make a completely new prototype.

The Ferrari 375+ 1954 Le Mans car is going back in to production next week along with the 1960 Ferrari 246 GP car.

I think after that is done that will be it for the year, finally a bit of time for relaxation and drinking! Merry Christmas to all of my customers.

Regards George

Wolverhampton Slot Car Club's 2015 "Half Tonners" Event

As regular readers of my stuff will know I always like to go along to the Wolverhampton club's events as it's only a few miles away from where I live and it's great to meet up with friends old and new as they say especially the ones who travel quite a way and I only see a handful of times a year but for this event however, although I was initially "on the list" I decided to hand over my place to our club's "rising star" Alex Fear so that the "Master" i.e. James Noake and his "Apprentice" Alex could both race together as Alex has taken rather a liking to these type of events of late, and with James as his teacher then he could go far in years to come I reckon!

So, having passed my entry across to Alex it then meant that I could have an extra hour in



bed on the Sunday morning and therefore get there a bit later in the day to see how they were getting on and upon my arrival I was met with a few "hellos" from the many people there that I know and after a bit of a rummage in "Honest Ralphs" bits box where I bought a rather





battered “C” Type Jaguar bodyshell (which I intend to try to restore and make into a slot car one day) I started to take some photos of the various cars that people had built/ brought along as you will see here, but one particular pit area stood out from the rest as it was full of 1970’s F1 cars and I rapidly realised that it belonged to none other than Andi “Conti” Rowland who is the man behind “Policar” and whom I’d met together with Maurizio (who is the man behind Slot.it) a couple of years ago when I ran the Heart of England racing event at the UK Slot Car Festival for Sean from Pendle Slot Racing. Now, if you look back to last month’s Journal you will see on page 3 that there was an advert for the new “Policar” range and the first car that was featured was the Lotus 72 in the red, white and gold “Gold Leaf” livery and yes, whilst I fully appreciate that all of the rest of the writing was in foreign, at least the pictures were in English (A bit like when you go abroad anywhere, whilst all the locals may speak the local dialect you always seem to find that the dogs bark in English!).



Anyway, as you may already know these cars use Slot.it components in order to make them run superbly straight out of the box and which I can also vouch for as my first Slot.it car was a Chaparral, and I couldn’t believe how easy it was to drive “straight out of the box” it was like a car that had had several hours of preparation done to it already and it was totally unexpected I can tell you, nothing like we had been used to at our club before, but then again we choose to race the cheaper brands/ older models so I guess that would explain that one to be fair. But anyway, having grabbed hold of Andi for a chat I then discovered that the actual car I was holding was one of only three in existence at present, and the only one here in the UK, and it was the very car that I have mentioned above, except that Andi had changed over the rear hubs for the day as the standard car comes with the inserts already fitted and he even offered me the chance to drive it at the end of the day (Uuummm, I’m sure that’s what he said, or was⇒





I dreaming?) but unfortunately I couldn't stay until the end but I know he was planning on letting people have a go with the black Lotus that he also had with him once the planned racing had finished, and judging by the comments made after these test drives it really is something special and will not disappoint you in any way I feel!

But the best thing about these cars Andi said is that they will be very competitively priced so that they will be directly comparable to Hornby and FLY etc. and Andi has designed an ingenious way to make the back of the car as flat as possible by the use of an extra geared axle so that there is no large contrate gear as you would normally find on a slot car with the potential bulge in the body , which is a very clever way indeed of solving an age old problem, and no doubt adds to the performance of the car on the track as well I reckon, and apart from anything else it makes it look absolutely superb. Andi also had a few other cars of his on display and I can

assure you that the standard of workmanship would put many others to shame, such is the level of craftsmanship of his work I think I'm getting better but I'll never be that good! I even managed to get him to pose for a photo with our club Champion James Noake as well as with his Lotus, so nice one Andi, and thank you for bringing the cars to the event and for letting me have some inside information about them, it is very much appreciated.

Right, back to the main event and the racing and there was a race in the morning for the 1.5 litre cars, think 1950's Sharknose Ferrari etc. together with a race in the afternoon for the later cars of the 1970s era like the JPS Lotus etc. and these cars varied from Penelope Pitlane chassis to Richard Mack chassis to "home made" piano wire and brass plate chassis but the one thing that they all had in common was that they were fast, very fast! Checkout the photos to see how some of them had been built and you'll see what I mean. And I bet you wish you'd been





there now, don't you? I certainly felt privileged to be honest as to be able to hold and photograph one of only three items in existence has to be something very special – “right time, right place” syndrome for once I think you'd call it? Anyway, I'd better come back down to earth now and tell you that at the end of the day's racing then the final placings were as follows:

Concours

1. Jon Grainger's Arrows A2.
2. Andi Rowland's Lotus 21.
3. Andi Rowland's Brabham BT42.

Half Tonner Gp

1. Pete Crane.
2. Phil Field.
3. Mike Thomson.

3 Litre Class Gp5

1. Dick Smith.
2. Eddie Grice.
3. Mick Langridge.

3 Litre Class Gp6

1. James Noake.
2. Bryan King.
3. Mick Langridge.



3 Litre Class Gp7

1. Ian James.
2. Mike Thomson.
3. Mick Kerr.

I have got to say many thanks to Bill Charters and all the Wolves crew for staging yet another very enjoyable event, and we look forward to the next one which is the “Early Birds” race for very early Formula One cars in March 2016, and which I believe is almost a total sell out as I am writing this, such is its popularity.

Aston Martin DB2 Resin Kit



You might remember that several months ago I showed you a couple of Aston Martin DB2s that South Manchester racers Tim Renshaw and Eric Igo had built, well having finally got around to deciding that “I really ought to get me one” I made contact with a guy called John Warren or “Munter” as he goes by on Slotforum,⇒⇒



and it turns out that he actually lives in New Zealand so this could well be the most far away car that I have ever bought, unless China is closer that is?

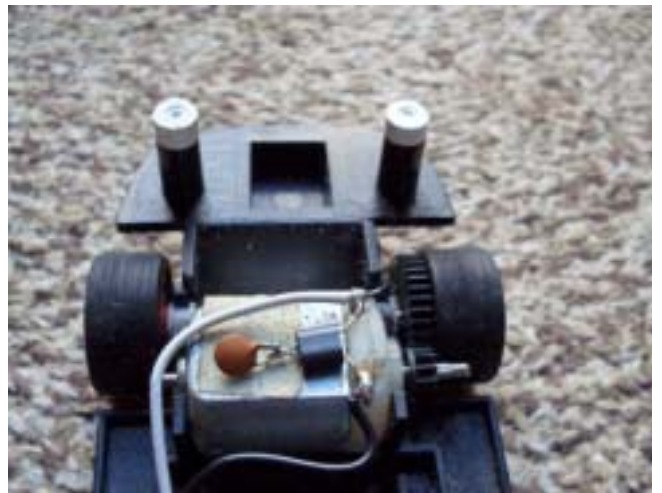


Anyway, having got chatting with John via email then I've ordered the said product and am currently waiting for it to come in the post, and I've also discovered that he does quite a few other cars as well to be honest, so I think that I will be going back for more at some point for certain.

No doubt my build will not come out as expertly as Tim and Eric's did, but if you don't try you don't know, do you? So, I will report back in the future as to how it does actually go, but it may well be in the very distant future as you know what I'm like when it comes to finishing these resin kits!

Holden Ute Conversion

"Here's one I prepared earlier" like two or three years ago, as having bought a "rather badly



painted" Scalextric SR Holden Commodore off Edward at our club I then decided to see what could be done with it, and having looked back at a feature that Richard Hammond did on an old Top Gear together with some pictures that the Australian NSCC members had sent in a few years ago then the answer soon came to me in that it needed to become a UTE!

So, there you go then, my take on a Holden UTE and sorry, but I don't have any pictures of how I did it as it but it was basically cut the rear end off (rear windows, roof and back window) to boot level and then make and attach a new flatbed section together with fabricating some triangular side pieces to blend in the cab bit to the rest. I know it's not a true copy of the real thing but in my world I can only do so much "model making" (e.g. where the work involves flat sections then I can do it but if it's a complex curve like on a VW Beetle for instance then I don't even try) and therefore I keep it simple wherever possible so that it can be done reasonably well rather than badly or not at all.





Now, the real beauty of this one though is that it still fits onto the standard Hornby chassis as I utilised the original front mounts but had to make my own ones at the back using plastic tube of two sizes so that the inner one fitted into the larger one and then I used Blu-Tack to form the individual areas where I wanted the Araldite Rapid to sit to bond the tubes to the body.



But, unfortunately when I was initially making the model then I used a bit too much glue on the rear section and it ended up deforming the flat bed slightly and so this is why the back bit looks a bit patchy as I have now decided to cure that error once and for all with some filler and some wet 'n' dry paper and then a partial repaint, but at present the main body colour is Tamiya TS-10 French Blue with a very light "dusting" of silver to give it a metallic look which is achieved by spraying the silver over the blue VERY gently and from a large distance away so that it literally just about reaches the car.



I also did it on the rear deck in a bid to disguise the glue problem mentioned above which it did quite well to be honest but having revisited it for this article then I have decided to go all the way and repair/ repaint it fully, which I intend to do once it warms up a bit outside. You will also note that I've removed the SR windows too and will therefore need to make some more from some plastic packaging which can be found very easily in the "cakes section" of Sainsbury's currently!



Some New "Unusual" Resin Bodies From Pendle Slot Raci

As well as launching a newly revamped website as you may have already noticed, Sean and the team at PSR have recently added a Citroen 2CV van and Morris Minor Pickup to their very extensive range of resin bodies that they do.

I myself bought a Renault 4 van resin body off eBay several months ago now and which I haven't even thought about starting yet before you ask but it always surprises me how there⇒⇒



can be sufficient interest in weird variations of some things. I've been thinking of trying to do a VW Beetle pickup for ages now but can't bring myself to cut up a good Beetle body in order to try to do it in case the whole thing ends up being a complete disaster and ends up in the bin, but one thing, OK, two things I recently did get around to was trying to do something with a couple of 1970's Mini Coopers that were just lying around because on both of them the rear window area was cracked, and so with nothing

else better to do for a couple of days (OK, I had, but I chose to ignore them instead) and after many hours of messing about with Plasticard, filler, Superglue and wet 'n' dry paper then I managed to create these two little items out of something that would otherwise have ended up in the rummage boxes at a swapmeet or similar.

Breaking News - Morris Minor Lands In IPA!

Having looked at Eric Igo's Morris Minor from last month's Journal that many times it has finally resulted in me ultimately deciding that I really should have done mine like that in the first





place so I finally decided to go for it and put the bodyshell into the IPA and see what happened, and most fortunately for me it came out OK as I couldn't get the headlights off the body prior to immersing it as I'd Super-glued them on rather too well so just in case the IPA didn't like them I decided to try to protect them with some Blu-Tack and it seems to have done the trick as they still look OK basically.

So, now for spraying it well, rather than going out and buying a tin of grey paint I decided to cheat somewhat and simply use grey



primer well at least for the first attempt and see what it came out like with the idea being to then cover it with a few coats of Johnson's Klear in order to make it glossy like Eric's.

At present I've only got as far as trying to do some of the detailing but as usual the best ideas don't always turn out like they should and so as it wasn't going too well at the time then I decided to put it to one side and do something else, but here's how it stands at present, and hopefully it shouldn't be too long before it's finished and hopefully somewhere near as good as Eric's looks. ➡➡





Mini Sanding Blocks For Resin Kits

You know when you do bodywork repairs on a real car or around the house it is always best to wrap your sandpaper or wet 'n' dry paper around a flat square block, well when you need to do it on a slot car then I've found that the ideal solution for this is a normal pencil eraser trust me, it works a treat (And wet sanding obviously keeps the dust out of the air and your lungs, also).

Filling Air Holes On Resin Kits

You know how sometimes you get the odd air bubble/ hole in some resin kits, well rather than trying to use Revell's Plasto filler or similar

(which I find can tend to go everywhere I didn't actually want it) I've found a really easy way to fill them is to use some Milliput as you can make some very tiny balls of it and then press one into place and with a bit of spit, sorry water, you can make it smooth virtually straight away and once fully cured you will never know that there was a problem.

And Finally For This Year Then, I Give You "The Motor Museum"

— But In Miniature

Somehow whilst I was looking for pictures of real cars on the www recently I came across this place : <http://www.themotormuseuminminiature.co.uk/> and what a find it turned out to be! Turns out that they make models of their favourite cars and then show them off as part of a miniature motor museum so when you've a spare minute then please take a look as it really is something to be admired honest!

So that is all for another month, indeed another year, and I take this opportunity to wish you all Merry Christmas and a have a happy New Year. ■

Well I was wrong again, as I figured the Scalextric Weekend Car would be a Formula One Tyrrell, although I was hoping it would be a JPS Lotus 72. In the end it turned out to be a Lotus Exige, so at least I was half right, and as it's in my favourite colour of yellow, I'm not complaining!



In the spirit of "The Gringe", I thought I did have a reason to complain though, as while leading a race on the Arc Air track at Ramsgate, I pulled in to refuel (admittedly after missing the spot the first time around after the "Pit" instruction occurred) only to be snookered by an unjust "DNF" message and a picture of a spanner to add insult to injury. This apparently was the end of the race and my slower competitor had won!

I'm not sure if this is a design fault or an intentional rolling of the dice perhaps, to ensure the same driver doesn't always win on a home

track? It was very frustrating at the time though, and presumably the chance of such a Did Not Finish would increase if the same system was used on a larger track, as it would take longer for a car to reach the Pits, unless this is adjustable?

In the system's defence, I did notice one great advantage of the Air set up is that the hand throttles are wireless, which would be an enormous advantage on a home track, allowing competitors to drive and marshal from any part of the track they wished.



The other digital layout suffered from a few electrical faults during the weekend too, which was put down to marshals shorting out the two contact rails when re-slotting crashed cars. Mmmm, I'm not sure about that one. I know on at least one occasion it was because a loose body screw fell into the slot. The faults were sorted in double quick time though by our Club's digital experts. ➡➡





The best track of course, and most reliable too, was the four lane analogue track, scene of some fast and furious racing on Saturday and some carnage on Sunday as cars with caravans were issued to the competitors in the Ladies race.

Dave Parish was fortunate recently to find an original GP2 Scalextric Set for £73.99 on eBay that contained rubber track in remarkably flat condition, plus original blue and green Vanwalls (361431237437). Dave has a nostalgic affection for these sets, as his first Scalextric Set was a GP2. I picked up a Legends Vanwall myself at Margate.

Dave was telling me he is collecting the original C54 to C65 Scalextric cars, some of which have the loop braids Dave favours, so sounds like a good excuse for a Top Ten to me:

C54-C65 eBay Top Ten

1. Yellow Sharknose Ferrari (Double Guide) C62 £348.22 (221937597054).
2. Yellow Vintage Alfa Romeo C65 £210.05 (151857422976).
3. Green Vintage Bentley C64 Best Offer over £155.00 (252160854116).
4. Two Black Vintage Bentleys C64 £155.00 (221916332850).

5. Blue Vintage Alfa Romeo C65 £135.00 (141767144096).
6. Green D-Type Jaguar C60 £92.86 (191658602411).
7. Yellow Australian Lotus C54 £86.18 (321911777157).
8. Blu Australian Lotus C54 £77.38 (321910876547).
9. Green Lotus (Swivel Guide) C63 £72.00 (301799781413).
10. Red Vanwall C55 £70.00 (361413399445).

We haven't covered the whole range of these cars yet, so let's carry on:

11. Blue Sharknose Ferrari (Swivel Guide) C62 £63.00 (301799774680).
12. Blue Aston Martin DBR1 with Lights C57 £62.50 (301755708284).
13. Green BRM C59 Best Offer above £59.00 (141784776648).
14. Blue BRM C59 £59.00 (301771805544).
15. Red Porsche C61 £57.00 (361426651358).
16. Yellow French BRM C59 £52.50 (161825151446).
17. Yellow Aston Martin DBR1 C57 £52.00 (262030121007).
18. Blue Cooper C58 £51.00 (301749463532).
19. Yellow Lister Jaguar C56 £49.99 (262030120403).



20. Green Lister Jaguar C56 £49.99 (391279064677).

The Vintage cars were always going to feature strongly in this top ten, although who would have guessed a Sharknose would be tops? It looks like yellow and blue are the most popular colours, followed by green, red and black. I picked up a brace of Bentleys myself at Margate, but more modern ones, of course.

It's not often as an eBay seller that you meet your buyers face to face, except when they personally collect large items, so I was very pleased when Steven Axford introduced himself to me at the Hornby Weekend. Steven had bought a Limited Edition Scalextric car from me a couple of years ago, and some of my duplicate NSCC Journals too. I'm glad they went to a good home.

Monthly eBay Watch Top Ten

1. Scalextric 1960's James Bond Set "Best Offer" over £1,250 (321896187470).
2. Spanish Scalextric Grey Fiat 600 £849.99 (371487555019).
3. Scalextric 1960's Motorbike and Sidecar Set £819.45 (151889176016).
4. Cox 1/24 Chaparral 2E £739.09 (262128298779).
5. Scalextric 1960's Black & Green C76 Minis "Best Offer" over £703.46 (321928816445).
6. Aurora AFX HO Foyt Indy Special in Japanese Box £630.35 (252173760723).
7. Scalextric Digital 4 Car Set £629.95 (400857957709).
8. Hobby Classic Pegaso Transporter £626.09 (141829876041).
9. Aurora T Jet 21 Cars Collection £605.13 (231737617108).
10. Cox 1/24 Dynamic Renegade £596.51 (262128233200).



Good price achieved by the grey Fiat 600. At £849.99 it must be approaching the value of some of the full size fiats. In fact there is a blue⇒⇒





basket case, sorry I mean “complete restoration project” Fiat 500 advertised at present on eBay for £1,595.00 (171985762462), apparently a lot of welding is needed. I saw a nice example in the back streets of the Costa Brava once.

Nice to see 007 at the top of the charts this month. He also made a surprise guest appearance at the Hornby shop in Margate during the Scalextric weekend. He did look a bit flat to me though.

Known as a “Silent Salesman” these cardboard cut outs certainly do their job, as I was unable to resist the urge to buy one of the Goldfinger Bond Cars with working ejector seat, although to be

fair, I had been after one for a while now, to replace my model of the previously issued version, which has a broken roof pin. The discount for club members at the till was a welcome surprise too.

I did feel it was sad though, to see the front doors of the Margate Factory boarded up, with arrows on them pointing to the side entrance where the Visitor Centre remains at present. There was a poster outside the Visitor Centre, informing us that it is to be moved too in early 2016, to Ramsgate, so it looks like this was our last chance to visit the historic Margate Factory.

Adrian Norman was unfortunately unable to join us at this year’s Hornby Weekend, but he was there in spirit, as we were able to buy an example of his Mini Challenge Car in the shop.

Jamie stepped into the breach instead, and gave us an interesting presentation including





both historical and recent developments in the design of our favourite vehicles. It sounded as though there may be a new historical car in the offing soon, that sounded like exciting news. I tried to quiz Jamie to find out which decade he had been researching, but he wouldn't let on.

I played with fire by bidding occasionally against the "Big Boys" in the charity auction on Saturday night, and was pleased to win a factory hand painted version of the Oase Astra for £35.00, while most items went for a lot more. I must admit I was a little disappointed to discover it was only a rolling shell and only has two tyres, and the paint is rather chipped, but at least the auction was for a good cause. Bidding at the auction moved quite fast, and I found myself offering £80.00 for one of the Dutch Scalextric Club's VW Vans, which I do quite like because

I think their chequered flag logo is wonderful, but I was outbid in the end and I think it sold for £100.00.

To me, one of the most interesting item featured in the auction was the bodyshell of a certain black road movie car, which I look forward to buying once the production versions are available.

I believe overall the auction raised in excess of £4,000 towards Hornby's charity and a further £1,500 or so was raised towards the Club funds, so well done at all who attended, and to those who of course provided the auction items.

Finally, if you don't know what to buy your other half for Christmas, how about a Scalextric Car? I've got this one to pop into Emma's Stocking so I hope she likes it? ■

