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Diana Francis - Honorary Life Time President

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An Apology, But It Wasn't My Fault Guv!

Those keen and enthusiastic members among you, may have noticed that last month the Journal was a wee bit late, so firstly an apology from me, as Editor as it is my duty to ensure you good people all get it on time!

Now the excuse! Last month's Journal was the first of the year and as such we have to chase up advertisers to see if they are continuing to advertise with us and also whether they wish to review their artwork etc.

Now also with Christmas somewhat getting in the way, getting a response from some advertisers can prove difficult, and then when they do confirm their intentions getting them to send the revised artwork before the Journal is to be printed can also add to the delay. However, what really delays things is when you have to chase up certain manufacturers communications departments for an answer to your emails, and hold up printing as long as you can before you have to call in a favour from someone (who it appears is the only passionate and committed member of the organisation and indeed hobby) to chase them up.

This, to say the least can be frustrating and does make you wonder what is the point of having a communication department who it appears do not communicate? What further infuriates, is after holding up said Journal's printing, you are subsequently advised that they cannot afford to continue with their advertising for 2015 as they have spent their advertising budget for the year (what already I hear you cry, but it is only January!).

I'm not naming names, but the eagle eyed of you may notice we were lacking a certain manufacturers advert in the last Journal, and instead were publicising it is our 35th year as the NSCC.

So that's my complaint aired, I hope this is not a sign of things to come for the rest of 2015, after what has been a successful relationship over the years, as it would indeed be disappointing. Until next month.

Jeremy



MESSAGES FROM MARGATE

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By Pete Simpson

After attending Robert Learmouth's superb New Year event, the Swindon Swapmeet, Karen and I took our usual detour to the Retail Outlet Centre. Here, in the Hornby shop, I found a car on which I'd reported back in July 2012 but had not actually seen once released. C3326 is a Ford RS200 in Purolator colours which was originally only available in Spain as a SuperSlot release. However the decision was later taken to make it available in the UK through selected outlets. It came as a surprise that, after all this time, it's still listed on the Scalextric website at full price – obviously not one of the better sellers despite the attractive livery.



If considered rationally, my January visit to Hornby should be wrapped in a shawl of apathy: December reveals the secrets of the next year's gems and February is down to the serious business of detailing the prototypes as they arrive from China. But January is the month of toy fairs to where any new products are transported for all the world to witness resulting in a showroom devoid of product. However, it provides an opportunity to chat with Adrian, Darren and the engineering team about the



future and expectations for the year ahead. Well, maybe not the designers: they have already forgotten about the current year and are busy gathering data for 2016.

The catalogue, the 47th since my own addiction to slot cars, has now been released and is in the shops. The layout seems to have returned to one that evokes the passion rather than the clinical appearances of recent years.

PCR

Scalextric have now detailed the features of the new Slot.it ready PCR chassis. In grammatical terms the title PCR, Pro Chassis Ready, applies to the cars which are being designed to embrace and demonstrate improved performance once a Slot.it equipped chassis is installed. However, the chassis itself is also labelled as PCR. Are you pedantically confused? Don't be: the cars are PCR and the chassis is "The Ultimate Racing Chassis" or PCR for short. Forget the moniker and concentrate on the advantages. As it accepts Slot.it motor pods it can be configured as in-line or angle winder using either the Mabuchi "S"



BMW MINI

Did my sigh at the thought of another MINI creep into print? Every now and then a model comes along (and along, and along) that singularly fails to cause me any excitement. Apart from the superb, must have versions which portray our great Kentish saloon racer, the others become a bit of a blur. So, it's a good job that I can report on this one in January knowing that the chore is complete for a whole year, this is the only version due for release in 2015. Suddenly enthusiasm has returned: C3606 is the slot manifestation of the MINI Cooper S of Chris Knox in which he won the

JCW class of the 2014 British MINI Challenge. According to Chris' Facebook page the model is due out in February so you'll not have too long to wait for this colourful example. I'm obviously not alone in MINI apathy as the Scalextric site fails to provide any hint of this car's origin or credentials.



RS1600 (F & F)

This is definitely not the large winged Ford Escort MK1 RS1600 from the Fast and Furious films, even though the body shape, side stripes, bonnet styling, and wheels are all correct it's





clearly not the same car as the registration number is not even remotely similar. And obviously the wipers park on the wrong side, and it should only have two spot lights, and the roll cage is completely wrong, and even the door mirrors are the wrong colour. But I know in which collection I'll be including this little beauty!

Modelling Aside

Painting small items always requires a bit of imagination in trying holding the item with the minimum amount of hassle whilst being able to access it from all angles. Blu Tac on a bent coat hanger is usually a reliable means for larger items, but small items occasionally have so little contact that they can fall off. Whilst rummaging



around pretending to tidy the garage workbench, I came across a few old car cigarette lighters. Perfect.

Just to prove that I occasionally manage to complete a modelling project, here's the Hino Contessa shown last month alongside the Shapeways chassis.

Next month I hope to be able to bring details of some single seater cars: both F1 and Karts. ■







Email: carreracorner@nscg.co.uk

The world's biggest toyfair opened its doors again on 28th January in Nuremberg and the Carrera team were there. Here are the exciting new models, with reference numbers, from Carrera planned for 2015;

20027469 - Chevrolet Corvette C7.R "No. 03".

20027470 - VW Käfer, "Group 5" Race 1.

20027473 - Audi A5 DTM "M. Rockenfeller, No. 1", 2014.

20027476 - AMG Mercedes C-Coupe DTM "W. Wickens, No. 10", 2013.

20027477 - Porsche 918 Spyder, No. 03.

20027478 - LaFerrari (white metallic).

20027479 - BMW Z4 GT3, "Walkenhorst No. 36".

20027480 - Porsche GT3 RSR "Hybrid, No. 36", VLN 2011.



20027481 - Ferrari 458 Italia GT2 "AF Corse No.54".

20027482 - Shelby Cobra Hardtop Coupé.

20027483 - Shelby Cobra Coupé, "No. 11".

20027484 - Porsche 904 Carrera GTS "No. 52".

20027485 - VW Käfer „Group 5“.

20027493 - Lamborghini Huracan LP610-4 (light green).

20027494 - Mercedes-Benz F1 W05 Hybrid "N. Rosberg, No. 6".





20027495 - Mercedes-Benz F1 W05 Hybrid “L. Hamilton, No.44”.

20027496 - Ferrari F14 T “F. Alonso, No. 14”.

20027497 - Ferrari F14 T “K. Räikkönen, No. 7”.

20027498 - Porsche 917K Martini International “No. 2”, Kyalami 9 hour 1970.

20027499 - BMW M4 DTM “M.Wittmann, No. 23”, 2014.

20027501 - Formula E Andretti Autosport “Franck Montagny, No. 27”.

20027502 - Formula E Audi Sport ABT “Lucas di Grassi, No. 11”.

20027503 - Formula E Venturi Racing “Nick Heidfeld, No. 23”.

There should be something for everyone, including F1 fans, here. There was limited information about these 1/32 cars at the time of going to press but we will have more details, release dates and pictures in the months to come in Carrera Corner or you may find more details on the Carrera website or their facebook page.

Thanks to Pete Binger of the Hobby Company Limited www.hobbyco.net for his help in compiling this column. ■

Ciao everyone and welcome to this month's Forza Slot.it. I think I mentioned it last month that this is a very lean month for all of the contributing writers of all the various manufacturers due to the Christmas/New Year shutdown closely followed by the Nuremberg Toy Fair and everyone keeping quite about what is coming in the future. So, here I sit looking out of the window with a minor snow storm outside and the deadline for copy from Jeremy being tomorrow with not a clue what to tell you! And then, my laptop "dings", new email arrives and a press release, of sorts from Slot.it about their forthcoming releases for the coming year is probably going to be my saviour?

Having read through the information I decided that the best thing to do was just to reproduce it here as well as the Slot.it pictures that came with it, so here goes with just a few minor edits and comments from me at the end.



LMP Cars

Audi R18 e-tron 2013 - It was already announced for 2014, but production has been postponed to 2015, for the first time ever in slot car racing, an LMP car is modelled with a fully working, and effective, miniaturised 'grand



complication' 4WD system, based around a toothed belt with special front shaft differential effect, never seen before in slotcars. Coupled with the unique Flat-6 AW LMP setup, we proudly believe that this will be the benchmark for slot car models reproducing the Le Mans winners of 2012 and 2013. Two models are planned for 2015: the 2013 winner, in a beautiful celebrative, Limited Edition case on stock at the end of the year and the black Le Mans test car on stock in April, both faithfully reproducing the 2013 'long tail version' of the Audi R18 e-tron racer.

These models take advantage of existing Slot.it Audi R18 chassis.

Audi R8 LMP 2000 - The five times Le Mans winner, one of the most successful sports cars in motorsports history, will come out with a Limited Edition box, code CW19.

Lola Aston Martin LMP - The beautiful British racer, total new Slot.it car, new body and new chassis, will also be available later this year.

Group C Cars

Porsche 956C 85 - New car, this is the standard in-line configuration, with the 962 common chassis and front body, but the rear

body is the 956C LH. The first car have the famous Leyton House livery.

Lancia LC2-85 - New decoration for this car, new chassis and cockpit to install Slot.it chip, Oxigen and D132 Carrera chip.
Porsche 956KH / 956LH - New decorations have been planned for existing models.

Classic DTM Cars

Alfa Romeo 155 V6 TI - The new Classic DTM line, this new category includes reproduction of the best cars that raced in the Germany Championship in early years '90. The first model that will be released is the Alfa Romeo 155 V6 TI in official colours and the famous orange livery. These cars will be sold in the in-line version but with the possibility of being able to install our 4WD system.
Opel Calibra - This is the second car of the new DTM Classic Line, with same configuration of the previous Alfa Romeo 155.

Classic Cars

Chaparral 2G - This car has new body but the same chassis of Chaparral 2E. New decorations have been planned for existing models. Check out reports and pictures from the Toy Fair!

Spare Parts

The range of Slot.it parts is continuously updated. We'd like to draw your attention on a few special items.

Torx T3 grub screws - Sometimes small things start a big revolution: we know it well, as Slot.it reinvented the market for racing and tune

up parts for slot car racing using M2 hexagonal grub screws. Now, for the first time ever, the same grub screw is available with a Torx T3 head: it's a custom screw, made for us specifically, and is compatible with any 'T3' Torx drivers.
Torque limiting screwdriver - A complete redesign of the traditional Slot.it screwdriver, made with new and very special hard steel, this indispensable tool will come for M2, M2.5, and Torx T3 grub screws.

oXigen Digital

After four full years of development, Slot.it digital wireless 2.4GHz system has evolved into a mature technology able to adapt to different digital systems as well - Scalextric SSD and Carrera Digital included. Raced in clubs and homes in Italy, UK and Spain, by analog as well as digital enthusiasts. Supported by popular third party applications like PC Lap Counter, and RCS64 (Minnaard/Schmidt).

External battery pack - A piggyback box, including a LiPo battery, and a recharge circuit, for all Slot.it controllers: recharge your battery from a mini-USB phone charger, and run wireless with oXigen, or with any system together with the Common Radio Interface and SCP cartridge.

Reprogrammed Scalextric Sport Digital Lane Changers - This is exciting news for all digital racers: Slot.it will release during 2015 both the code and the preprogrammed track pieces as well, so that Scalextric Sport Digital Lane Changers will benefit of anticollision and return to straight position features. For oXigen racers, the same⇒



parts will be compatible with Selective Lane Changing. This firmware upgrade enhances SSD lane changers for analog, SSD, and oXigen racers alike. Best Regards, the Slot.it team.

Quite a bit of stuff in there and hopefully Adrian from AB Gee will be at the Fair and will take lots of pictures that I can show you next month and maybe some inside information as well, we shall see.

What do I think of the new cars etc.? Well, I have already reported on the 4WD Audi last year after seeing it in use by Maurizio at the Slotcar Festival so that is probably the biggest one for me to get my mits on and write a full report, watch this space. A new and interesting model in the Aston Martin is a welcome addition as well as some more liveries of my personal favourite era of Group C cars with the Layton House livery being the iconic “must have” for me.

Chaparral's, well never really got to grips with those so not so excited on that one and I guess the same goes for the oXigen stuff as I have not invested in that for my home circuit but who knows, with these new editions maybe I will take the plunge? If anybody out there has got their own oXigen setup at home then I would be most interested to hear about it. I'm sure I would not be alone on these thoughts so, if “someone” out there is reading this and uses the oXigen digital setup at home then why not write a little article about your experiences and share it with the rest of the Club? Spare parts? Always good to know that Slot.it are continuing to invest in the tune up parts for the racers out there as Slot.it parts are certainly the benchmark ones to have. More evidence of this has been delivered by other manufactures adopting Slot.it as either standard parts or as part of their own tune up range. Most recently that would be with some LMM cars, Policar and Scalextric mentioned last month as well as the more detailed information supplied by Pete in his Scalextric “Messages from Margate” piece in the January Journal to mention just a few.

Cast your eyes over the leaflet pictures supplied with the press release and you will see that there are a couple of other interesting new

models and liveries of existing cars for the collectors and racers out there. I like the look of the bright red Nissan R89C and then you have three more Porsche 956/962 cars in must have/ iconic/famous liveries not to mention the XJR12 Jag classic Castrol livery. Another beautiful Lancia LC2 85 to tempt me and if there is only one car that I am definitely going to get then it would have to be the SICA27b Matra-Simca MS670b #9 car that completes the trio of cars from Le Mans 1974. Hmmm, I guess the Audi R8 LMP SICA30a is in with a shout as well and the SICA19e Toyota 88c and I think it's going to be another tough year on my wallet and beating wife V1.0 to the door when the postman knocks with a small parcel!

So, what really caught my eye is the new Classic DTM cars and what a superb choice for the first one, the Alfa Romeo 155 V6 TI. Now this car looked fabulous when it was raced for real and, to my eyes, it still has that same appeal. At the same time, I remember back to the first/ early Ninco cars which included the same model. What a car that was at the time as it handled superbly and I still love getting mine out and throwing it round the track as the handling (magnet out) is an absolute joy and I spent many happy hours with that car at the time. Less so now as work and children take up too much time! But if Slot.it come up with as sweet a handling car as my old Ninco one then many happy hours will follow I am sure! I do for see one slight problem with these cars, maybe too much power as the old Ninco ones only have the NC1 motor which was more than enough for a home circuit so I hope the Slot.it ones are not too powerful. The addition of (maybe) 4WD should add another dimension that will be interesting to investigate too. Exciting times when these cars are released so now all we have to do is wait.

Anything else I can interest you in this month? Lucky me again! As I was sitting here contemplating and writing the first part of this month's article I was interrupted by a knock at the door and my usual posty who knows me very well delivering my latest Slot.it cars that I purchased with my Christmas money! One





happens to be the only new Slot.it car that has been released since New Year being SICA25c Porsche 962 IMSA #86 that finished 1st in the 12 hours of Sebring race from 1987.

I would have to say that I do not find it the most inspiring livery that Slot.it could have picked and neither is it iconic (sorry, using that word too much this month!) but it is still a beautifully executed model of the real car so no complaints from me on that front. Hmm, I expect that quite a few beer/lager drinkers would take exception to the main sponsor's claim of "Budweiser King of Beers" as well but I will save my social comment on that one apart from to say that I don't think it is! The major standout feature for this car, as I have discussed the previous models in one of my earlier ramblings, would be the sharply executed parallel lines that run from the front of the car all the way over the cockpit and down to the rear

end and under the massive rear wing. There are eight lines in total that make it the length of the car, with the odd break for the windscreen and jumping across body cut outs and ducting, as well as a few others that do not go the whole length but all exquisitely executed on my example. There is one thing that I am not sure about and that would be the figure just behind the driver's side door and before the fuel filler cap. It is a caricature picture of what looks like a man carrying what looks like a rubbish bin (or should I say trash can) of beer maybe? I have looked on the Web to try and identify this but came up short so if anybody out there reading this knows what this logo is then I, for one, would be interested to know! Maybe it can be a Christmas Quiz question later in the year?

Inside the car sits one Bobby Rahal (USA) who shared the driving duties with Jochen Mass (Germany) and Bruce Leven (USA) for this⇒





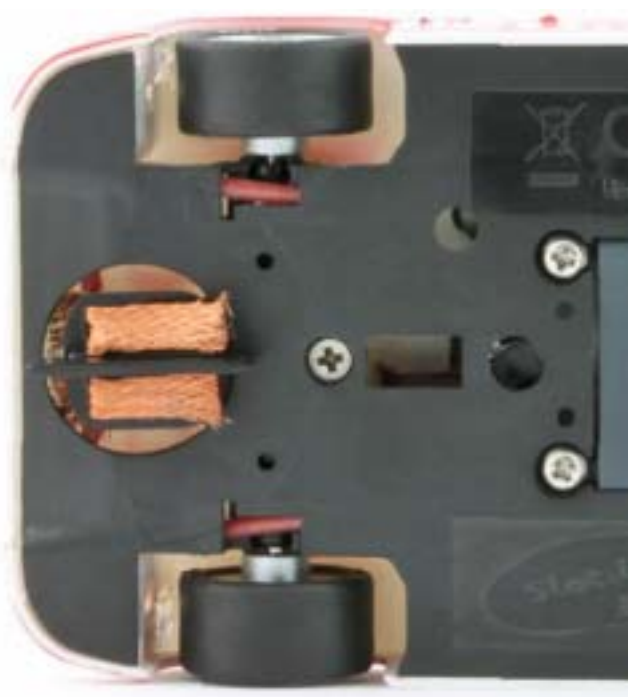
particular race. Great to see Bobby resplendent in a pair of red racing overalls to counter all the white ones of late! Complete with white gloves as he sits there diligently piloting this car down an imagined Fangio Chicane and into Cunningham Corner at Sebring. His racing lid is another minor marvel and the full race dashboard is fab, just like all the other Slot.it models. It's a shame that you can only see this properly with a torch shining in but it shows the detail that Slot.it go to. The silver/alloy coloured wheel rims are also a delight picked out with gold spokes and shod with Goodyear Eagle rubber.

Now something I did notice, when I looked at the Slot.it Website for some additional information, was that this is a new chassis – CS03t-60b. So what does this mean then? It turns out that Slot.it have found that by raising

the vertical position of the pick-up by about 0.2-0.3 mm and carving out a small area of the chassis to leave space for the braid around the guide cut out it has increased the performance of the car. Not sure if this will show up to well in the accompanying picture but if not then have a look at one of your own current Slot.it models. Easy to spot as it looks like an arc has been scrapped out around the guide blade cut out towards the rear of the chassis plate. Because of the improvement in performance that Slot.it believe this provides, this chassis revision is being carried out to all current and future designs as well as being applied to some older chassis' where possible. Slot.it are also working to make all new chassis and cockpits be compatible with installing oXigen, SP15 SSD and Carrera D132 digital chips straight out of the box. To do this, minor modifications are being made to the chassis and internal cockpit areas plus a small adapter plate is being used to secure the Carrera D132 chip in place. This modification has not been applied to this model yet but will be applied to all current and future models going forward where possible.

All in all a fabulous addition to my little Porsche Group C collection which continues to grow as Slot.it produce new liveries. Now, what else was in my order? I'm afraid that will have to wait for next month as I have run out of time and have to send this month's copy off to Jeremy while I still can.

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



FLY *On the Wall*

BY **DAVID BATES**
email: flyonthewall@nsec.co.uk



This month we have a limited amount of news pre Toy Fair from Flyslot, hopefully more will follow once the manufacturers have got this event out of the way.

First we have a BMW M3 E30 as driven in the 1987 Bathurst 1,000. Reference number FS038104. This Limited Edition is finished in the iconic JPS colours. The car, race number 44, was driven in the 1987 James Hardie 1,000km at Bathurst by Jim Richards and Tony Longhurst, finishing fourth overall. The price had not been announced at the time of going to press.

Fly have announced another blister pack, we mentioned one in December based on the Lister Storm. However this time they will bundle together four complete cars which Terry has been assured, will come securely packed. On



offer will be two Lister Storms and the last two Ferrari releases; a Le Mans F40 and a Targa Florio 250GTO. The part number is FSBL1.

Thanks to Terry Smith of Gaugemaster Controls Ltd (www.gaugemaster.com) for his help in compiling this column.

So hopefully more news next month including a report from the Toy Fair in Nuremberg. ■





For one reason or another SRC decided not to attend the Nuremberg toy fair this year, but the UK distributor Gaugemaster, managed to speak to SRC's recently appointed CEO Pedro Cieza, and I have the following information to pass on regarding some of SRC's plans for 2015.

Pedro Cieza said that they as a company are constantly trying to improve the quality of their product, which has brought about the decisions to move assembly back to Spain and limit each release to just 1,020 individually numbered units. They also see a big future in high detail classic F1 cars, as you will see later on in this news post, something some of us will be excited about. However all these decisions to improve quality come with a price, in this case it does mean that RRP will be going up but hopefully not too much, as we have no specific details at present.



We have been aware from sometime that they had transferred the future production of the Renault and Ferrari Turbo cars from resin to plastic, however we will have to wait a little longer as these will not be the first F1 offerings from SRC. The first release will be the #6 Marlboro McLaren M23 as driven by Denny Hulme to victory in the 1974 Argentine GP, comes with the ref. SRC02304 and should



hopefully be with us within six weeks! This will be followed by another Marlboro McLaren M23 and a Yardley McLaren M23. The second Marlboro McLaren is from the 1974 Belgian GP, driven by Emerson Fittipaldi who was also the eventual winner and comes with ref. SRC02307, the final McLaren is from the Austrian GP as driven by Peter Revson and has the ref. SRC02305. All three cars are due for delivery in the first and second quarters of this year.



We will of course pass on the prices and news of other new models for 2015 as soon as we get the information, but in the meantime we can tell you that after these first three models expect a model of James Hunts F1 Hesketh! Can't wait. As always thanks to Terry Smith at Gaugemaster for supplying the information and pictures for this SRC news. ■

Something to whet your appetite is the first picture of the next JPS Limited Edition from Sideways, the Porsche 935/98 Moby Dick RCSWLE04.

These JPS cars have become instant collectable classics and with just a 1,000 numbered units available worldwide it's no wonder. The car will again come complete with a resin model of a JPS grid girl and we are told will be different than the four girls that have been available before.



Talking of these delightful figures it appears that the next range will be Martini girls!

Terry from Gaugemaster is pleased about this as he looking forward to the release of the Martini Brabham BT44 from Flyslot (a project that he personally had some involvement with) as one of these girls standing over the driver holding a Martini umbrella will look so cool! There are plenty of Martini liveried slot cars out there, so I'm sure there will be a steady sale of these figures for those with scenic layouts.

Spotted on the Racer Facebook page is the BMW 320 Gp.5, for which I will hopefully have some official images and details for next month.

Racer Resins

The long tail Ferrari 512S was immortalised in Steve McQueen's movie shot at the 1970

running of the Le Mans 24hrs. It was in fact the only time these cars ran with the Coda Longa (Long Tail) rear bodywork, which was added to reduce drag down the 220+ mph Mulsanne Straight.

The RCR70A 512S Long Tail - No.6 Le Mans 24hr 1970 - Giunti/Vaccarella and with RCR70B 512S Long Tail - No.8 Le Mans 24hr 1970 - Regazzoni/Merzario depict these versions and are due in early March are works





car No. 6 driven in 1970 by the pairing of Nino Vaccarella and Ignuzio Giunti and No. 8 which was the Art Merzario and Clay Regazzoni car, which was also a works entry. Neither of the cars fared well in the race with the No. 6 car retiring with bearing failure after just seven laps and the No. 8 car was involved in a collision after completing only thirty eight laps.

These two limited run hand built resin models are stunning examples, as we have come to expect from Racer and I'm sure will be sought after by Ferrari collectors the world over. Until next month when I hope to have further news from the Racer stable. ■



Comunicazione



By Nic Ayre

As you know everything has gone a bit quiet from this Italian manufacturer of late, but one item slipping under the radar is their new classic GT40 model. This model was first available before Christmas as a white kit version **NSR1188SW**, we now have details of the first liveried version and it is the most famous GT40 of them all - chassis number 1075.



This same car won Le Mans both in 1968 and 1969 in the famous Gulf livery of JW Racing and this model **NSR1159SW** depicts the '69 winner. The No. 6 car driven by Jacky Ickx and Jackie Oliver achieved the closest ever finish to the 24 hour race, where Ickx came

home just a few metres ahead of the Herrmann Porsche 908, Ickx allowing Herrmann to overtake him on the Mulsanne Straight, only to slipstream the Porsche and pass him again just before the end of the 5km straight and then hold on to the finish.

This was only the second time the same car had won the famous Le Mans race, the previous double winner was the Bentley Speed Six, which won in 1929 and 1930, a feat which is unlikely to ever be repeated in modern times with the continuous advancement in hybrid race car technology. The sister car JW Racing GT40 of Mike Hailwood and David Hobbs finished 3rd overall, four laps down on the winner.

This NSR model is different from the previous incarnation which was based on the larger engined MKII version which featured⇒⇒





completely different bodywork. I expect to see many more liveries now done of this popular prototype.

Talking about close finishes in the GT class of this year's Rolex 24hrs of Daytona the leading Corvette C7R crossed the line just half a second before the 2nd placed BMW Z4 both models we expect to see sometime this year from NSR.

I'm sure they will be eagerly awaited by those of us who race our NSR cars, after all that is what they are built for and from experience they are without doubt the quickest cars out of the box around the Bury St. Edmunds track, even with a mid table runner like myself they can be race winners.

A big thank you to Terry from Gaugemaster for the information for this article, Terry is currently in purgatory and has been sent to the Nuremberg Toy Fair for his sins, NSR have returned to the show and a near production ready BMW Z4 GT3 is present, so we will some more news from this manufacturer next month, See all good things come to those who wait! ■

Flyslot Latest Truck Releases

By Paul Croker

Firstly this month, I bring you news of two Flyslot truck releases that were actually available about a month or so ago, the first one being the Limited Edition Mercedes-Benz – Ellen Lohr ETRC 2012.

To celebrate Ellen Lohr's 25 year racing career, in which she has competed in the DTM and Dakar Rally events as well as truck racing, a limited production run of her 2012 ETRC race truck has been commissioned. Limited to 250 models worldwide, they differ from the previous release by the addition of a sticker on the trucks fuel tank and comes with a picture backing card. The backing card has a small sticker depicting the number of the Limited Edition from the total 250 available. The reference number is as before but with the addition a letter B, so is now 202103B. Truck build quality is as the last review. One observation was that the sticker on the fuel tank, is just that, a sticker. I would have hoped that this would have been tampo printed, so care will be needed not to damage.

Next to mention is the MAN TR1400 of the Lion Truck Racing Team. The French based Lion Racing Team is the basis for the return of the MAN truck since the last release, which was Jochen Hann's truck from the 2012 ETRC, back in March 2014. There are two trucks, both from

the same round of the French Truck Race Championship, back in 2012 when they visited Le Mans. There is a standard release and a Limited Edition available. The standard release is based on the team's lady driver and 2012 French Truck Champion Steffi Halm, and carries the race number 44 and model Ref No. 203106. The second release is that of team mate Ludovic Faure and carries the race number 66 and model Ref No. 203108. The truck although a Limited Edition does not come numbered or with a special backing card, thus we do not know how limited this model actually is.

As usual Flyslot are still using the Super Race truck model, and allowances need to be made for the different shape of the modern race trucks of today. In the case of this truck, the front grilles have changed even more since the Jochen Hann model, as the team are using a more modern version of the MAN TGS, and now the differences are quite noticeable. Even so, a good effort has been made, even though they could have got simple things like the colour of the mirrors correct, which should be black not yellow. The trucks are still missing the driver's safety netting, using the disc setup on the centre of the front wheels and spraying both halves of the wheels which I've mentioned on previous reviews. The worst thing to report with these models was the ability to assemble the trucks correctly and with the correct parts. We see the return on the radiator air intakes which were for the older style side fairings with the openings in them. We had the over use of the soldering iron regarding the rear light. Also the fitment of the front wheel discs was not only for the front wheels on these models and Flyslot seem to have fitted them to the rear axle as well! What's happened to their quality control?

So in Conclusion, still no track, so no track test. On a technical note, both MAN trucks



came fitted with 9-tooth pinions, so still no consistency here either. Again great to have more trucks, even though my bank balance is taking a beating, as another Limited Edition MAN has just been released, some trucks that were announced still haven't surfaced and of course the new Buggyra race truck that was announced, has yet to be released as well. With the release of the 2015 Scalextric range including some trucks which look just like a modern MAN race truck, Flyslot are going to need to improve the build quality, and get some new models out, especially the Buggyra/Freightliner as promised.

Following on this month and Flyslot's latest truck release is modelled on the truck as raced by Antonio Albacete in the last round of the 2013 FIA European Truck Race Championship, held at Le Mans on the Bugatti circuit. The truck in the hands of the legendary Antonio Albacete, had a reasonably successful weekend finishing 3rd, 6th, 4th and 3rd again over the four races, but alas this was not enough to take the Championship which was won by Jochen Hahn. This is the second time a truck has been commissioned by El Corte Inglés, Spain's only remaining department store chain, which has its headquarters in Madrid. The truck, as I have found out, is available in two versions. Wanting to know more, I contacted Terry Smith at Gaugemaster, the UK importer for Flyslot to see if he could shed any light on this. He did and the story goes that the El Corte Inglés store commissioned the truck as a 500 numbered limited run, as they have previously. Fly wanted to sell the truck to its other distributors but El Corte Inglés would not let



them do it with their backing card and green base. Hence this is why we have the same truck but with the standard Flyslot backing cards and black base, as well as the El Corte Inglés green versions. The actual number of trucks produced is not known. We can assume there are 500 with green bases and cards and another amount with the standard black bases and backing cards, but there could also be only 500 trucks with unknown quantities of each box type.

Without boring you too much on the subject of the differences between Super Trucks and Race Trucks, and going over old ground, the usual allowances need to be made for the different shape of the two types of trucks. With this in mind, a good effort has been made to replicate the truck as raced at that round of the Championship. As you can see from the pictures, the only real difference is that the rear mudguards are not red, and come in the standard black plastic colour. From now on things get a little more complicated, not with differences from the real truck but in assembly standards. My example from Spain of an official EL Corte Inglés version is assembled with the ➡➡



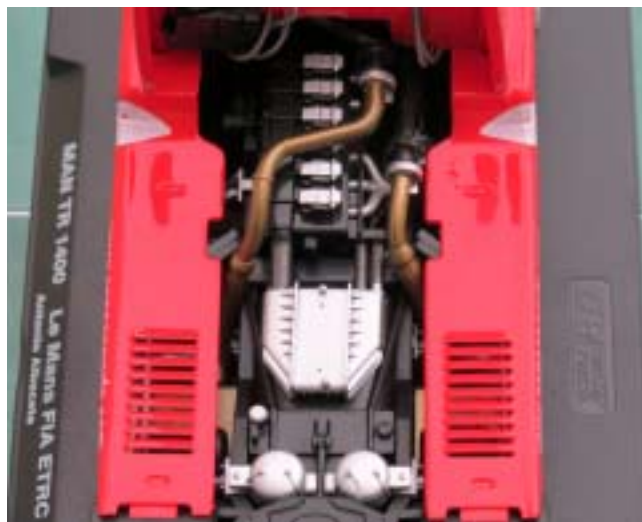


correct hubs, which as you can see from the pictures the UK supplied versions, are not. Even from my two UK examples, the type and colour of the springs used on the engine differ, as well as fitting of the roof aerial from above and below the roof. I will admit that these trucks have been assembled better than the last MAN trucks to be released by Flyslot, but still fall short of what can be achieved.

The truck from Spain although having the correct axles did suffer from having the springs behind the cabin jammed between the back panel and interior, rather than looping under the cabin and been inserted into the interior from below. All my examples of this model still have the radiator air intakes fitted which were for the older style side fairings with openings in them and the trucks are still minus the driver's safety netting.

On a more positive note the metal etched grille below the windscreen has made a welcome return, albeit the incorrect colour for this truck, as it should be red. The real version no longer has a grille in this area, and I suspect that it may have only been fitted to give a more even surface to tampon print one of the primary sponsors logos.

We will have to wait and see if this remains, if and when Flyslot release another MAN model. Another positive is that only the front half of the hubs have been sprayed silver, although my example from Spain has all parts of the hub sprayed silver. But this has in my opinion been overshadowed by the fitment of the front wheel discs again on both the front and



back wheels, meaning if you want the truck to look right, an additional order to Gaugemaster will have to be made to get the correct axle, but this depends on Flyslot sending them correct axles in the first place!

So another nice truck for the track or collection, but I seriously think that quality control at Flyslot needs urgent attention in my opinion. It's as if history is repeating itself and Flyslot are travelling down the same road Fly did approximately seven years ago, with the drop in quality and the high number of Limited Editions being released.

A push on releasing the new Buggyra/Freightliner, combined with an improvement in assembly standards/quality control needs to be top of Flyslot's to do list, before it all goes wrong since poor quality control puts all the traders who supply us general public in a position, when customers start returning faulty models or just not buying them in the first place. Plus there are other trucks planned by some of Fly's competitors and sales could be affected if the quality is not there!

Thanks to Telford of Typhoon Slots and Models for supplying the UK version of the trucks for me to review and for putting up with my moans on the phone about the overall quality of the trucks!

and Terry Smith at Gaugemaster for supplying information about this release to me.

One last note is that it's not long before our UK truck race season kicks off, so if you fancy seeing some 1,000+ BHP action, get yourself to Brands Hatch on the weekend of April 11th and 12th.



Well Christmas is now well and truly over and its that time of year when in addition to having to deal with the occasional bout of bad weather (or snow in our case) we look forward to new releases and forthcoming events on the calendar.

One of the things that I am currently doing is a bit of house keeping with my collection as well as trying to identifying what I am likely to purchase or pre order during the year. I am sure that many of you are familiar with the experience of being stood at a Swapmeet looking to buy something and wondering if you have it already but you are not quite sure. Maybe its an age thing or simply one of the joys of collecting?

Like all of us I have been looking with a keen interest at the forthcoming releases for 2015 from all of the major manufactures. Once upon a time it was the eagerly awaited Scalextric annual catalogue that we all looked forward to. However with the growth in the number of manufacturers and the advent of the internet those days are long gone.

One of the trends that I am particularly pleased to see is the number of historic Formula One Grand Prix cars (particularly from the 1960's and 1970's) that are going to be released this year by several of the major manufactures. It is nice to see that Hornby are continuing this trend with the new additions to the Scalextric

Legends range which has proved so popular. Lets just hope that this year there are sufficient products available to enable collectors to purchase them at retail price before they end up being sold at inflated prices on line.

Personally (like many others I suspect) I would like to see the manufactures produce more historic sports cars particularly those from the 1950's and 1960's. The cars of that era make extremely attractive slot cars that would prove popular with both collectors and racers. They also represent a fantastic period in motor sport history.

The Milton Keynes Swapmeet which is taking place on the 22nd February will soon be upon us. If previous years are anything to go by this is going to be a great event. Once again this year there will be a members' only car for NSCC members. This years car will be an orange translucent Pioneer Mustang for the first 100 members through the door on a first come first served basis. Cost to members will be £55.

The Club will also be looking to provide a club car for the Northern Swapmeet this year. As I mentioned in my last Chairman's chat we are currently looking at several venues but ultimately the future of this event will depend on support from members, I will hopefully provide more news on this soon.

Finally, I have a request from Peter Simpson, Over the next few weeks he will be preparing a review of the ARC ONE race manager and rather than base the report on just his experiences of using it, he would like to hear from other members, particularly of any problems or issues which they have experienced during it's use. Please email him direct (factory@nscc.co.uk) with any observations or comments and he will then refer back to Scalextric for their comment prior to completing the article for inclusion in the Journal in the future.

That's all for now. More Chairman's chat next month when I will report on the forthcoming Committee meeting. In the meantime I look forward to seeing some of you at Milton Keynes and at other events throughout the year. ■

100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

You might remember that my fellow Bearwood Club member Will Charlton also bought a PSR Volvo Estate when I got mine as reported on previously in the Journal and this is his one completely finished now but with a slightly shortened 1990s Hornby BTCC Mondeo chassis fitted. Will went a slightly different route to me by painting the blue areas onto the body shell rather than using the decals and then fitting an alternative chassis rather than the PCS one that it is designed for. It has come out really well and I therefore got him to write down how he did it for the Journal to save me the trouble.

PSR Volvo 850 Estate- Scalextric BTCC Build By William Charlton

I was a big fan of the British Touring Car Championship (BTCC) during the 1990s watching the various cars of the big manufacturers, primarily Vauxhall, Renault and Ford battling it out, together with the rear wheel drive BMW's and then the four wheel drive Audi A4 Quattro's mixing it up a bit.

I remember I was even awarded my winners prize (a Scalextric set) at a club open event by real life Touring Car driver Matt Neal. This was during the time when he was a privateer for his Dad's team - Team Dynamics - driving a Ford Mondeo – and I still have the photo!

Scalextric built the main cars but there were always some missing, including the Volvo 850 Estate. SCX built the saloon, which I used to compete in the National "Auto Trader" sponsored Slot Car BTCC rounds (painted yellow al-la the 850 T-5 R), but never the Estate.

As such, I was extremely pleased when I found out that Pendle Slot Racing (PSR) were building their own as a kit, complete with decals. Bearwood Scalextric Club (where I race) have

very successfully resurrected the BTCC class, which has meant that I have had to buy back the cars I once owned but had in the meantime sold. However, now there is an addition...a Volvo 850 Estate.

Painting And Applying The Decals

As my car is to be (hopefully) raced in anger, and having read a few comments that the decals were hard to apply, I decided to paint the main colours. Thus allowing the car to weather some of the door banging which may take place.



Firstly the shell was prepared and primed and then painted white. With the use of Tamiya masking tape the appropriate areas were masked off and the pale, then dark blue strips added.

Unfortunately work, holidays and then more work got in the way and the build was delayed. However, the project (my first resin build) was recently started again and the sponsor decals etc. were then applied, very carefully!





I used Decal Soft to help them attach and shrink to the bodywork doing one side at a time and being careful not to disturb those just applied. Once a side was complete and dry, a coat of Johnson's Klear Coat was added so as not to ruin the work I had done the night before. After about four nights of decal fixing and another painting the lights etc. and hey presto the body was finished and the glass and interior were added.

Creating The Right Chassis

As we race the Scalextric BTCC cars in "standard" spec (i.e. - including the original magnet) then the Volvo needed the same chassis to comply and be able to race.

Following some measuring and comparing of wheel bases etc., a purchase of a cheap white Mondeo chassis off eBay was made.

Apart from the need to cut the front chin spoiler off (and the grill being painted black), the chassis fits nicely inside the bodywork. However, the wheelbase was slightly too long, and I found this would be the case with any of the competitive (Laguna, Audi, Vectra and Mondeo) BTCC Scalextric chassis, and as I wanted the car to look right then the chassis needed shortening a fraction.



A straight line was carefully marked across the chassis and my Dremel on a relatively low speed did the job of cutting it in half. Following some accurate measuring, I trimmed a couple of millimetres off the one half and tidied up the cut to make sure each half of the chassis realigned nicely.



Some strengthening bars were then glued internally across the two halves to tie them together and reintroduce the required rigidity. Whilst, as can be seen in the above photo the shortened chassis (bottom) is hardly shorter than the original (top) that one or two millimetres has, in my view, made the difference to how the car looks.

Attaching The Body To The Chassis

As the Mondeo chassis mounting column was in the right place I used (with the help of a small drill hole) the rear mounting point/ crossbeam as supplied by PSR to attach the rear of the chassis to the bodywork. However, as the chassis-mounting column needed cutting down in height, this meant the hole in the column was now too big for the screw to stay and hold. A small washer was therefore glued on top of the column to reintroduce the screw holding point, and so with the rear sorted that just left the front. ➡➡



Again, I decided to use the existing front mounting point from the Mondeo chassis. This has meant that the front PSR column on the Volvo bodywork is in effect redundant.

A column was introduced to the Volvo body by gluing a short piece of tube to the bodywork. To find the right attachment point (under the cars bonnet) I first screwed it to the chassis and then added glue to the top and crossed my fingers it would stick - and thankfully it did!



In order to give the column some extra strength a wider piece of tubing has then been used to encase the first. The gap between the two was then filled. Having refitted the motor, axles and guide etc. the car is now complete and ready to roll.

I have yet to test it in earnest but figures crossed it will be battling it out with the others



in the BTCC soon. Hopefully I will improve on the fifth place that Volvo achieved in the Estate especially as we only race four lanes!



Even More On Volvos

Anyone remember the late 1970s / early 1990s sketch by Jasper Carrot on "Volvos" and their "daytime running lights?"

I do, but maybe you don't? But never mind maybe we can all blame it for why SCX, Hornby and Carrera cars have their lights on all of the time? But whatever, I digress you might have noticed the SCX Volvo 850 saloon in one of the photos with my PSR Volvo 850 Estate but what you won't have noticed is that it actually has a Ninco chassis under it rather than the usual SRS2 one. (I bet Peter Solari's ears just pricked up then!).

I actually did the car and the article a while ago but following one of my regular chats with

Jeremy we thought it was good timing to run it in the Journal now as a follow up to the Estate article as you could even use the Ninco chassis under your Estate if you wanted to.

How Did It All Happen?

Well, a couple of years ago, if not more, I kept looking at the SRS2 powered Peugeot and Volvo cars and wondered how they could be made to perform better without their magnet. I tried gluing the steering mechanism “straight on” but they still seemed a bit top heavy when on the track, so another solution to the problem was required, and then one day the solution became apparent and right “out of the blue” as ELO would have said.

My “Rydell” Volvo now runs with a Ninco DTM Mercedes chassis and NC-2 motor and whilst it’s not perfect it sure is a lot more fun than when it was an SRS 2 car.

Now, the purists out there might argue that my car doesn’t quite look right with all of these ground effect fins etc. but I work on the basis that if it looks “right” to me then I am happy. So, if you like the look of mine then great, I’ll now show you what I did to achieve it.

Obviously you need to take the standard car apart and obtain a cheap donor car or just the parts as spares, I chose the latter route because at the time we were racing the DTM Mercedes as part of a Ninco NC-2 powered car class at Bearwood, and as our rules allow scratchbuilds/ conversions in the spirit of the rules then it was OK to use it, or in real terms I was getting nowhere with my Mercedes so thought that a change of car might be more fun!

So, the first thing I did was to remove the screws that hold the interior to the body, probably not really required but it saves a bit of



weight and gives you four free screws to use elsewhere, then I broke off the protruding stalks and rods so that the new chassis would not foul on anything. Hopefully you can see what I mean in the pictures basically it’s just a bit of “trial and error” until the new chassis will fit and sit at the correct ride height. You will also notice that I have glued a couple of pieces of “right angle” plastic sections available from all good model shops/ eBay/ Pendle Slot Racing, just in front of the rear wheel arches to further stabilise the chassis and keep the ride height correct as well.

Now, and you will have to forgive me on this one as I did this conversion a couple of years ago, I also had to reshape the front wheel arches a very tiny amount as the wheelbase on the Ninco chassis is very slightly longer than the SRS 2 one by approx. 1mm so I thought, rather than shrink the wheelbase by cutting it and then Aralditing it back together a fraction shorter then why not cheat and just lengthen the front of the wheel arch to suit by a minute amount? (I think I have done the rear ones a bit too to be honest – but it is so minimal you can hardly tell).

The amount you need to remove is tiny and it is so minimal that you can hardly see it hence I⇒



can't remember it perfectly but once you align the chassis with the body you will see what I mean and then you can sand a bit off like I did with a rounded object and some quite fine sandpaper so that you keep the rounded shape all the time. BUT don't go too mad doing it!

If you've never done this type of thing before then you will be amazed how easy it is to remove too much plastic too quickly been there, done that before myself several times hence the warning, also when looking for something to wrap your sandpaper around simply look around you a Tipp-Ex bottle, a pen, a screwdriver handle all these things are probably lying around within easy reach, you don't need to go on a mission to buy things basically. As with most things like this the method is to sand a bit and then check, sand a bit more and then check again until it is right. (Just wish I remembered that more often, my "best" cock-up was watching the TV whilst trying to reduce the thickness of the inside of the rear wheel arches on a Cartrix "Gullwing" Mercedes using a cordless drill and a grinding stone I stopped when my finger got hot! Not exactly the best way to do it though is it!). Anyway, you will also have to trim the chassis a bit as it is too wide when compared to the car. Again, don't go too mad at first better to remove less and have a second go than to remove too much first time around. (Yes, been there before too, but got a different T-shirt that time!).

Now, you might have noticed/ been thinking that the Ninco chassis is too low compared to the Volvo's body and that makes it look wrong, well, you 'd be right, but on many slot cars you will find that the middle section of the chassis is quite often lower than the outer edges of the car body so what I did was to score the chassis along the strengthening ribs with a pointed file so as to reduce the amount of plastic there so that it can then be "folded" upwards slightly in order to meet the bottom of the car body shell and so look far nicer than if it was not done. (Note you need to cut a "v" shape at each end of the sideways strengthening ribs also to allow the above to happen). If you get it right then the chassis sides will now touch the body and will not break off!



You will also need to trim the front and rear ends of the chassis slightly to reduce their width to match the body shell and what I did next was to further trim these offcuts and then to glue two pieces of them vertically at the rear of the chassis to fill the gap where the Ninco chassis is lower than the body, the front end is fine but maybe not correct in real terms as the chassis is wider than the body so if you only trim back enough material to match the front spoiler of the body then the body will rest on the chassis and you will get your ride height automatically correct! (Note the rear has to be trimmed enough so that the chassis sits inside the body).

Hopefully the picture of a standard chassis and my modified chassis will make all of the above instructions a lot clearer. I also added a 10g car self-adhesive wheel weight to the chassis just behind the guide so as to lower the centre of gravity a bit further up to you obviously but it did help it out there on the track.

Now, for once the standard wheels and tyres of the Mercedes are spot on for the Volvo except

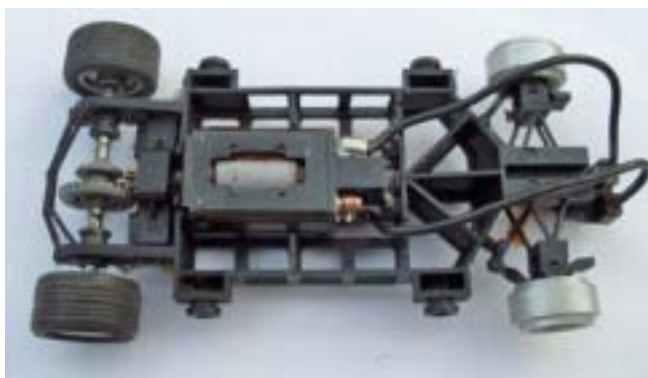


for maybe a tiny spot of sanding of the wheel arches as mentioned above the ones on my Volvo feel slightly rough so I reckon I sanded all four, but hardly at all in real terms the lips on the top of the wheel arches are still visible so please go very carefully when you do yours! Right, the last bit is to fix your new chassis to the old body.

Obviously the mounting holes are not going to line up 99.9% of the time, but if you are lucky with other conversions then very occasionally the front or rear one will like with my Transit van conversions the back one was perfect, now that doesn't happen very often at all I can tell you.

The basic method is to achieve the correct length of tube so that the chassis sits at the correct ride height in this case as previously mentioned above then the front of the chassis wants to rest on the body so that end sorts itself out whereas you will have to "trial and error" it until you get the back end "just right" (But if you get it too low in the end don't worry as you can pack it out slightly with a washer like I did to put it right).

All you have to do then is fix the mounting posts to the body and Robert is your Dad's Brother! It's well worth the look on peoples' faces when they see something on the track going a lot better than it ought to and without a magnet in sight. One for Peter Solari then our resident Ninco correspondent to do now then I guess! Also now that you have a spare SRS2 chassis you can always use it as an excellent tyre sanding device at least you can see what's going on and the motor is powerful enough to keep the back axle turning during the sanding process without it burning out (Thanks to Steve Beach from our club for that one).



Swindon Swapmeet

Ooopppssss! Not a very good start to the year for me then, got to the Swapmeet bang on 10.30am, but when you actually have a table booked then it makes you look a bit of a **** as I could have done with being there a whole lot earlier (Sorry Robert)! Never mind, with a bit of help from my friends then I soon got unpacked and started to enjoy the day with everyone else.

Amongst the many familiar faces that said "hello" to me were Richard and Trisha James, Peter and Karen Simpson, Jeremy the Editor and Dutch SLN Club and fellow NSCC members Michel and Thera Brok who had made the long trip over from Holland to the UK for the Swapmeet and had been staying with Peter and Karen for a few days in order to experience a different type of rain as Peter said to me on the day!

This was the view from my table sorry that I can't do a full review this year but I never left my table to be honest, I even got the chaps from our club to get my chips (which were VERY nice I hasten to add) and cups of coffee etc. so many →





thanks to Steve, Mark W., James and Paul P. for that. Turns out that there were around 500 visitors to the event, which was on a par with last year and some of them even spent some money with me! (Thanks guys).

Seriously, we reckon that this event is one of the best ones to go to and it always seems busy which is really great for everyone involved in organising it which is not an easy task for sure.

I was next to my friends Dave and Guy Jessett of Slot Track Scenics fame and this is a few shots of their latest products well I spent all day looking at them so I couldn't resist taking a few pics to show you all here as well

I also got to meet up with a few old friends who still recognise me, trouble is age is catching up with me as in I've always "looked this old", and now I am actually "this old!" But one chap I met up with was a very nice guy called Geoff Spencer who told me a bit about the very early days of the NSCC when he stepped in to hold the fort and effectively saved the Club from going under a very long time ago. He also got 82.5% of the membership to go to a Swapmeet



at the same time (As in 28 out of a possible 34 members if I remember correctly)! Imagine that today then.



In the very early history of our Club we too have had some very prominent names from the NSCC like former Editor Norman Wheatley, former NSCC Chairman Andy Carmichael and the current NSCC "Mr. eBay" Nigel Pedley so the NSCC has had a massive effect on the slotcar world for sure over the years, it's just a pity that in today's world so many people who have joined and then left don't see what we have to offer any more.

I have taken my Journals to our club and after they've finished laughing at my bit then they read the rest and it's actually prompted a couple of them to join up again so if we all got a friend to join then we'd be well on the way to growing nicely again. At the end of the day in the UK each issue is only £2.50 including the postage and it's full colour now so why not see if you too can help make the NSCC big again please. I know Martin and the rest of the Committee would be really grateful if you could.

Anyway, before I wrap this bit up, I need to



say a big “well done” to Robert Learmouth for organising this event again this year and I’ve been to every one so far but this year’s one was extra special as we got the chance to buy this rather splendid Mini as well!

Also, don’t forget that the next Swapmeet is the NSCC one on Sunday 22 February at Milton Keynes, we’ve done this one many, many times and again it is one of the best and well worth the trip!

George Turner News

So to finish this month, I have a little bit of news from the man himself, well, it is a New Year and there are several new models to report on already, so here in his own words....

Three versions of my new Maserati 250F and three versions of the Ferrari 801 are well underway and I hope to have the new widened E-Type completed next week. The Daytona Chaparral 2D is also now in the range.

Other than these I have started a lot of new projects to carry out over the year. My main aim is to focus on more Le Mans cars and 1950’s GP cars.

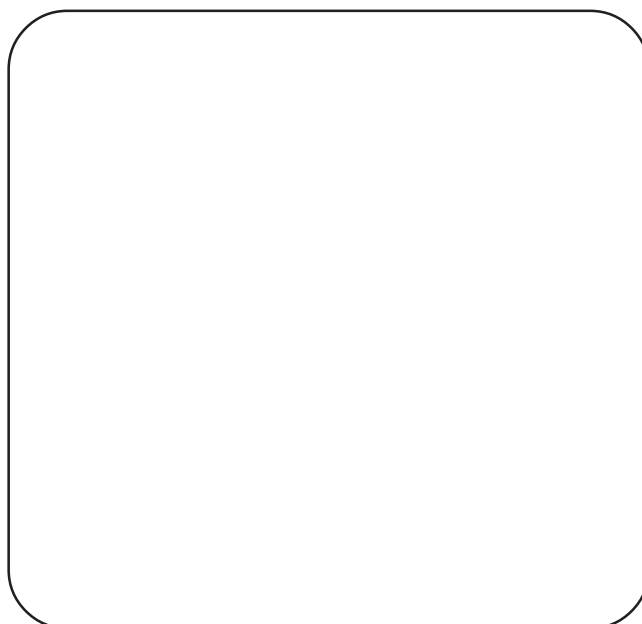
In other news, our track is starting to come along nicely now. We are also in the process of lengthening the track, so hopefully it will soon become a bit faster and easier to Marshal. I am also hoping to organise an open



1950’s sports car race meeting fairly soon on a Sunday, which will be open to everyone, so if people are interested in that I would very much like to know please.

Finally, I will be attending the Milton Keynes Swapmeet, so I hope to see some of you there and you can check out some of my latest items. Regards George.

So that’s all for another month, I hope to see some of you soon, until next month enjoy yourselves. ■





By Phil Wicks

In August 1928, Rasmussen, the owner of DKW (Dampf-Kraft-Wagen), acquired a majority ownership of Audiwerke AG. In the same year, Rasmussen bought the remains of the US automobile manufacturer Rickenbacker, including the manufacturing equipment for eight and six-cylinder engines. At the same time, six-cylinder and four-cylinder (licensed from Peugeot) models were manufactured.

In 1930 the Saxony Regional Bank, which had financed Rasmussen's business expansion in the 1920s, installed Richard Bruhn on the board of Audi-Werke AG, and there followed a brutal pruning and rationalisation of the various auto-businesses that Rasmussen had accumulated. The outcome was the founding in the summer 1932 of Auto Union AG with just four component businesses:

- Zschopauer Motorenwerke founded by Danish engineer J S Rasmussen in 1916.
- Horch – founded 1904 by August Horch .
- Audi –August Horch left Horch in 1909 and founded Audi across town. In 1928 Audi became a subsidiary of Zschopauer Motorenwerke.
- Wanderer founded in 1911 by Johann Baptist Winklhofer und Richard Adolf Jaenicke.

The Auto Union racing cars types A to D were built as Grand Prix racing cars from 1934 to 1939. The only Grand Prix racers to wear Auto Union's four ringed logo, they were particularly dominant in 1936.

From 1935 to 1937, Auto Union cars won

twenty five races, driven by Ernst von Delius, Bernd Rosemeyer, Hans Stuck Sr. and Achille Varzi. Much has been written about the difficult handling characteristics of this car, but its tremendous power and acceleration were undeniable, a driver could induce wheel spin at over 100 mph.

The cars used supercharged piston engines; eventually producing almost 550 hp (410 kW; 560 PS), designed to provide optimum torque at low engine speeds. Rosemeyer would later drive one around the Nürburgring in a single gear, to prove the engine was flexible enough to do it. The fuel tank was located in the centre of the car, directly behind the driver (who would be placed well towards the front), so the car's front-rear weight distribution would remain unchanged as fuel was used, exactly the same location used in modern open-wheel racing cars, and for the same reason. The chassis tubes were initially used as water carriers from the radiator to the engine, but this was eventually abandoned after they often sprung small leaks.

In 1939 Auto Unions race development culminated in the release of the 485 horsepower, 3-litre V12 Type D which had twin superchargers, and could reach a top speed of 205 mph.

Only twenty Type Ds were produced, and after World War II most of the race cars were carted off to Russia as Auto Union's headquarters were in East Germany. They then disappeared or were stripped for parts or used for research.

In the 1970s, an American collector tracked down two surviving Auto Unions, a type C and a type D. Audi helped with the restoration of the two cars by Crosthwaite and Gardiner in England. They had to be fitted with new bodies, built from scratch, as most of the original body panels were missing. Eventually Audi were able to purchase the two cars and they are displayed at the Audi museum in Ingolstadt.

Just when you thought there were no challenges left in slotcar building, someone asks you to put a kit together. Not any ordinary kit either. As slot car racers we tend to race models of anything which has been produced since the 1940s, and there is now plenty to choose from and no shortage of choice. But for pre war

models it is a different ball game. One reason they are not so plentiful is because the mainstream slot and model makers for the last fifty years have avoided the topic. There are a few models made in the fifties and sixties which can be converted but the choice is minimal.

Any pre war body that can be found is usually of poor dimensions and as a slot car would need a lot of alteration just for it to circulate the local slotcar track with any confidence. Models of early racers have flimsy wings (guards) and other parts vulnerable in the inevitable first roll over; and a narrow footprint which negates non magnet racing, which is what we want to do! So for many years the easiest to find models were possibly the worst; Bentleys, Alfas, Aston Martin Ulsters, Bugattis and the like. But there are two or three models lurking amongst these venerable marques which are worth looking for and making a decent racer out of without too much dimensional compromise! Yes, you can access the fabulous George Turner Models and others, but these can come at a handsome price, and by sifting through eBay you can kit yourself out with equally as pleasing results.

The model I have a soft spot for is the Auto Union type D, In real life a formidable racing car, and on the 1/32 track, the best option for a race winner in your pre war class. So, next up you need to fire up the computer and Google endlessly until not only is the model located, but at a reasonable price too! And it will be worth the bother too! Fortunately, the first task for me was made easy. Good friend and fellow slotcar racer Chris Uttley had the model ready to go, the extra bits required were a driver, a chassis, some wheels and some tyres. The driver was a



classic driver as made by MRRC, the wheels were from 'Peter's 1/32 wire wheels' and the chassis a 'Slot Classic' chassis which is available universally.

Far from me just telling you where to get the parts, this review is more a simple guide to putting all the bits together to achieve a very presentable, and raceable, model. All the pitfalls and hassles which can be encountered, and hopefully a few novel solutions to help you enhance your model.

This is not aimed at the master builder, they already have the knowledge, but this model will be just as handy on the track. The first tip is that the model needs to be ready for assembly before the paint goes on. This is a polystyrene body and it won't take too kindly to manhandling and filing and drilling once it has been assembled, so everything needs to be cut and drilled before gluing goes too far.

First up is fitting the chassis in the body. The chassis comes assembled and apart from the wheels and tyres will go into the body early on. So⇒⇒





following the kit instructions, the body can be progressively glued together. If you have two or three body parts glued, its time to put the model down and do some thing else. The driver will need painting and there are various other bits to be made. Also, if you want to retain full cockpit detail you will need to ensure the models driver seat platform is also installed.

This chassis will tuck in under the rear of the body but because there is not a lot of room to spare, the rear of the chassis top is shaped to fit inside the tail panels. The chassis (without the motor and guide) is laid on the underside of the assembled body and the wheel base is adjusted; this is done using the single screw forward of the motor. Once the wheelbase is accurate the chassis outer profile is scored onto the body underside using the tip of a modeller's knife or even a sharp 2B pencil.

There will be a pair of fuel tanks inside the body; these are needed as they appear as detail in the cockpit. The under body is then cut with



a Dremel disc, or by other means (a 25 watt soldering iron with a narrow bit is also a good polystyrene cutter). Cut inside the marks and trim to size using modellers knife and small files. Once the opening is achieved and the chassis slides into the body we need to temporarily install the motor and guide in the chassis.



The chassis is then represented to the body and further marks made under the nose to allow for the guide to turn, and the rear end of the fuel tanks will need to be trimmed back to allow the motor to fit inside the motor housing. Eventually the chassis will fit comfortably in the body, and standing it on a test block or a piece of track will allow you to make small adjustments to the models stance. Trim inside the body and also the front edges of the chassis until it is level and low. The chassis will need to be trimmed where it fits under the driver's seat if you want to retain full cockpit detail.

Once the chassis is in an acceptable position we need to create the chassis mounts. We don't do pins through the side; we don't do lumps of wood; and we don't do screws through from the outside to the inside!. What we are going to do here is emulate the definitive mounts that most



slotcar manufacturers use. If you are lucky to have some 4mm tubing which takes a body screw then you are very fortunate, in my case I glued two sizes of polystyrene tube together, and once dry, ran a screw down the inside to cut a thread. I decided to use a single screw at each end so the twin rear screw holes in the chassis were abandoned and a new hole drilled in the centre of the rear. The mount tubes were screwed to the top side of the chassis, and after a provisional trim, the chassis was entered back into the body; trimming the posts each time until the chassis sat back in its original position.

The post ends were scored with coarse wet



and dry and their positions on the underside of the body were scored with the tip of a modeller's knife. Extra strength epoxy was mixed and applied to the post ends and to the body scores, and the chassis and body were placed together. The posts were glued as it allows the slow curing epoxy to run down the posts and create a larger epoxy bond against the body. The body was then left inverted for twenty four hours.

At this stage it was time to determine what we needed to do with the driver! Sometimes it can be hard to get a driver and a seat and a steering wheel in, in one go, so a plan was hatched to make this as painless as possible. The plan was to glue the driver to his seat, and the wheel to the driver, and fit all the assembled bits in one go! The bits were gathered together unpainted to ensure this was going to go; once happy the driver, wheel and driver's seat were all painted.

The model has dash detail and although I didn't spend ages on this difficult to see feature, I did decide to give it a semblance of reality, and to do this I needed to paint it in after the body paint job. The body had its first coat of flat grey and after drying overnight the body blemishes and poor glued joints were repaired. The repaired areas were then blown over again with the spray gun and again left to dry. Once happy with the primer coat I rubbed it down quite heavily with a cotton cloth torn from an old bed sheet. This acts like a fine sand paper and doesn't take the finish back to bare plastic. The body was now ready for its colour coat. The





real car would have had polished Aluminium panels as Auto Union considered there was merit in the weight saving of racing a car with no paint! It has been hard to obtain a true silver finish for a model. Most silver and chrome paints are not convincing and are much too 'grainy' for my liking. I eventually came across the solution by accident. One of my past jobs required the silvering of trailer light unit reflectors.

Paint of choice was Septone's 'bright chrome' (available from all good auto stores!), So this was to be the polished aluminium finish I was looking for. The only variance was that as the 400gram can tends to chuck the paint out in large quantities, I decided to decant a small quantity into my spray gun pot and apply controllably from there! Once dried, I applied the first coat of clear enamel. This time, to avoid contamination as I have had before, the Tamiya enamel clear coat was applied from the spray can it came in.

Decals are now applied and this requires some care too. Soaking, sliding and positioning is straight forward, and we all must have done it a hundred times; the difficulty comes when applying another gloss coat over the decals! Spray paints contain three decal irritants, solvent, drying agent and propellant. Any one of these can react with the decal material and cause them to wrinkle to varying degrees. As the model kit (and decals) is fairly old I decided to take a precautionary measure and use a decal fixing agent.

This is used to coat the decal on the sheet,



and once dry, it minimises the risk of reaction to spray paints. The product is Testor's Decal Bonder. It is my understanding that this was developed for applying decals to the inside of clear vacuum formed bodies. Once the body and cockpit are coated the finer detail can be brush painted. On this model there is not too much, and the engine cover strap detail can be painted and the dash detail can have a touch up too.

We are now moving into the final stages of assembly. The driver painting had been completed some while back and the driver was now fitted into his seat. The driver will not match the seat contours, that would be expecting too much; so the driver and seat are offered into the cockpit to check the fit. The front edge of the seat was ground away to accommodate the angle in the drivers legs. This was done until the driver's back was flush with the seat back. The drivers arms had previously been sawn part through and bent and glued to match the diameter of the steering wheel before it was painted and once the three parts came together, they were dropped into the cockpit where any final adjustment was noted.

About this time I chose to assemble the wheels. Care also needs to be taken here as there



are some small parts which, if you drop them, may be difficult to distinguish from other rubbish on the floor or carpet! Because the spoke detail is discoloured when you get it, I decided to apply a spray coat of thinned 'bright chrome' just to make them shine a bit more. It is unlikely that the real spokes were chromed, more likely they were painted the same colour as the body. Wheels are made up of inner hub (with the Allen screw), outer hub (with the tyre fitting step), spacer ring, inner spoke detail, outer spoke detail, conical boss, knock-off ears and knock-off centre pin. **NOTE!! THE REAR HUB PARTS ARE WIDER THAN THE FRONT HUB PARTS, SEPARATE THESE INTO THEIR OWN GROUPS BEFORE YOU START ASSEMBLING!**

Wheel assembly went as follows; the thin spacer ring is placed in the outer hub with chamfer detail facing out; the outer spoke detail (small centre hole) is placed in the outer hub, painted side out, against the spacer; the conical boss is placed in narrow end first; the inner spoke detail (large centre hole) is then placed in the outer hub and should be sitting on the larger end of the conical boss. The boss is aligned so that it fits in the smaller hole of the outer spokes and the larger hole of the inner spokes.

I then mounted the inner hub on a spare axle and nipped up the grub screw. The next dilemma is what adhesive to use to fix the inner and outer hubs together. Having had traumatic



experiences with spokes and Superglue and drying times I decided to epoxy the hubs together using long cure superstrength epoxy resin. This gave me room to manoeuvre! A very fine bead of epoxy was applied to the inner surface of the outer hub using a fine paint brush, a similar bead was applied to the inner hub outer surface. Holding it by the axle, the inner hub was inserted into the outer and both parts were pressed together finger tight.

A couple of things to observe here too! Too much glue on the hub parts will see it push through into the spoke detail.....the last thing we want! And it is essential that both hubs are clamped together to remove the risk of ending up with 'wobbly' wheels. I have a small pair of flat nosed hobby pliers which I used to clamp the hubs together, doing opposite sides in succession. Once I was happy the hubs were together as far as they would go, I clamped the halves together using some hobby clamps from the tool box (pictured).

At this time it will be prudent to check that the centre conical boss hasn't shifted; if it has it can be repositioned using a small drill bit. Once dry (24 hours) the hub nuts can be assembled,





and this time I did Superglue the nuts to the wheel centres. Final detail here are the tyres, these are urethane remoulds of an original Scaley classic tyre and they fit the hubs well. One thing to note is that while all the same size, the front tyres are darker and harder, while the rears are softer and lighter!

The Classic Slot chassis came complete with motor, guide, braids, lead wires and gears, and a set of spoked wheels with tyres. Fitting the new wheels to the axles looked a bit of a doddle but the initial attempt saw one wheel stick fairly tightly to the back axle. Further investigation and measurement showed the axle was slightly bent at one end and the both ends were oversize. I cut a new 3/32" axle from some music wire and carefully bonded the plastic contrate onto it. Both axle bushes were refitted and the two rear wheels were fitted comfortably to the axle and the grub screws tightened (not overtightened!) to the axle. The front axle was a little easier but was still oversize. The front axle comes with some side play inhibitors and rather than making a new axle I turned it in a drill and lightly sanded the ends to size so the wheels slipped on



painlessly. Do not force the axles into the hubs, you can easily push the hard won spoke detail out of the other side!

On this model there is a lot of unused engine detail, and the exhausts are part of that. Rather than fiddle pointlessly with the original exhausts, I decided to create some new ones with brass tube. Sometime back now I bought a little bag of offcuts from the local hobby store. Amongst them was a selection of small bore tubing. I sorted out several lengths which were going to be candidates for the exhaust, but how to make a neat job of it was the big ask. Having spent some of my working life with jigs, I decided to make a jig which would allow me to make two neat pipe arrays.

Using some left over PCB material I soldered a couple of guides to the surface using six lengths of pipe as a template, I then soldered a stop at one end which would determine the straightness of the row of pipes. With the tube in place and a small piece of brass angle clamped on the tubes to stop them moving, I soldered the pipes together. After trimming to length the tubes





were then painted and clear coated. Firstly they were placed through the body slots and lightly Superglued in place; I then epoxied them finally into place from the inside.



So we are very close to finishing. The last few jobs are minor detail. The driver was glued to his seat and the steering wheel was glued to his hands! And the whole was glued in place inside the cockpit. I did it this way as there isn't enough room to get the driver in after the wheel is fitted, or to fit the wheel after the driver! The front grille had a coat of silver and a coat of clear; once dry, I brushed a thinned coat of satin black enamel over it. Once dry the grille was rubbed with some clean cotton cloth to reveal the silver detail of the grille beneath; the grille was then epoxied into its recess.



Lastly was the flyscreen; the model comes with a very nice flyscreen but unfortunately it is thin plastic, so I chose to create one from brass tube and plastic. For the side brackets I filed the side off two short bits of brass tube to reveal the inside. Both the tubes were cut to length and glued into two carefully drilled holes in the body and a previously cut fly screen was trimmed to size and glued into the side brackets. Screen complete!



So there we have it; if this has inspired you to carry out the same task I recommend you have a go, but first you may need to secure the wheels and tyres from Peter at : www.https://sites.google.com/site/peters132wirewheels/

The chassis can be your own personal preference but I'm sure the finished article will look great regardless.

All that is left is to hand it back to the owner and see what he thinks of it. ■



Steve Williams was wondering why bids on a yellow Pioneer Camaro went so high recently. This was a “J Code” model, listed as one of ten produced to test assembly of the tooling prior to full production. The car sold at £592.00 after 33 bids (251783684482). There are of course, some people who purposefully collect yellow cars too, so that may have helped the price. This “J Code” business appears unique to Pioneer and just means it’s a pre-production item suffixed with a J on its product number instead of a barcode number. Graham Pritchard tells me it’s a J because the owner of Pioneer Slot Cars is named Jules. I have sometimes wondered what the other mystical codes are that some sellers use on eBay, so just in case you were wondering too, they are as follows:

Code 1 – A genuine item produced totally by the original manufacturer.

Code 2 – An item that has been finished or decorated by a second company with the knowledge and agreement of the original manufacturer.

Code 3 - An item that has been altered or re-finished or decorated without the knowledge or agreement of the original manufacturer. Something like the Minic Motorways Corvette perhaps, that had been artistically repainted in a psychedelic paint scheme reminiscent of John Lennon’s Rolls Royce, that was for sale on eBay for £12.00 with its original box but attracted no bids (351269746236).

Winter Warmer

It must be warm up in Scotland for the time of year, judging by the scantily clad ladies featured on the boxes of the Fly Playboy Collection cars currently listed by a Glasgow eBay seller. The three cars listed include a Ford GT40 at £66.44 of which the seller has five available (111400219755),

a nice Porsche Carrera 6, of which just one appears available at £63.76 (291183523199), and a Porsche 911 GT1 which strangely is listed as out of stock at £61.48 (111400222177).

I think this series warrants further investigation, so if my driving glasses don’t steam up too much here’s a Top Ten:

Playboy Slot Cars eBay Top Ten

1. Fly Hugh Hefner Porsche 935 Undisclosed Best Offer Price less than £449.51 (251743495502).
2. NSR Porsche 997 GT £51.41 (251378873829).
3. Scalextric Opel Vectra GTS V8 £50.00 (331357786495).
4. Carrera Audi A5 DTM £45.63 (251724168317).
5. Fly Porsche 917 (with a Non-Playboy Porsche 908) £41.24 (301344786439).
6. Fly Porsche 935 K3 £39.08 (270574964931).
7. Fly Porsche 911 GT1 Undisclosed Best Offer Price (171485491282).
8. Fly Ferrari 512S Coda Lunga £29.95 (121478767495).
9. Fly Alfa Romeo Giulia Undisclosed Best Offer Price (251315257712).
10. Fly Marcos LM 600 £25.06 (261376141984).

I hadn’t realised Carrera, NSR and Scalextric had made Playboy cars too. Based on the prices in the Top Ten, it does look as if the Glasgow seller has priced his cars a bit on the high side, especially as a UK only Top Ten would put the Scalextric car at the top and show lower achieved prices generally for this range, so perhaps we are a bit reserved when it comes to buying Playboy cars compared to overseas buyers. One of the Bearwood Scalextric Club members admitted to me last week that he’d got a Playboy car at home, but I won’t tell anyone, okay Dave? If you do want your own model of the gold Hugh Hefner Porsche though, the Spanish seller has listed another at £449.51 Buy It Now or Best Offer (251765579159), while ➡

another Spanish seller has one listed on auction at £194.66 with no bids so far (251765554372).

Matchbox Kits



It's easy to forget the great 1/32 range of Matchbox static plastic car kits that rivalled Airfix kits for a while in the 1980's as candidates for slot racing conversions. Several unmade Matchbox kits have appeared on eBay recently, and have included a Martini Porsche 917-10 sold for £19.66 (361072435571), a Bugatti Type 59 for £19.25 (321548317935), an Auto Union at £18.63 (171467410709), a Jaguar SS/100 for £18.21 (251758002127), an Aston Martin Ulster for £18.00 (151447386925), a Rolls Royce Phantom Mk1 for £14.99 (371185538774), a Packard Victoria at the same price (271691879415),

a Martini Porsche 935 at £14.77 (231421724137), a MG TC for £13.00 (131345518778), a Mercedes Benz SSKL at £12.90 (221573663200), a Surtees TS16/03 Formula One for £12.85 (390949853324), a six wheel Tyrrell P34/2 Formula One for £12.50 (231401833712), and last but not least a Traction Avant style Citroen 11 Legere at £11.25 (111529015733). Some of these kits are easier to convert than others, I found it easy years ago to convert the Auto Union, but ended up building the Aston Martin Ulster up as a static model, before using it's chrome engine in my customised Airfix Model T Ford, and some of the Surtees transfers ended up on my Monogram Corvette.

Matchbox did, of course, make some slot car sets too, initially an ingenious figure of eight Motorway set with continuous moving springs in the slots, so you could just stick a plastic pin underneath your Matchbox 1-75 range die-cast cars, and off they would go around the track. One of these M2 sets with apparently rare orange coloured track is available at £45.00 or Best Offer (111568905163). For the extra car pins you need accessory pack X-1 like the ones available at £2.99 (311248884184) or £9.99 (311258250013), and spare track springs are also available at £14.99 (311252246318). There was





also an E2 track extension set to enable more interesting circuits to be built, currently at £16.25 after 3 bids (111571717234).

A decade or two later, Matchbox were at it again with their HO scale Race & Chase electric slot car sets featuring a Corvette and American Police Car. One eBay seller has been re-listing one of these sets for a long time for £50.00 without lowering his price (161562392518). The set does look original, even down to the perished tyres on the cars. Meanwhile a Matchbox Powertrack 3000 set sold for just £13.50 (201235439725).

Matchbox did make some rather nice small-scale die-cast racing car transporters, probably a bit too small for 1/32 track scenery, but just right for HO scale.

An inventive eBay seller had made his own

rather box shaped 1/32 race car transporters some time ago, and two of these popped up for sale, re-listed but unsold a few times recently at £39.99 each (231398733574 and 331390398587). Just shows what you can do with some corrugated plastic card.

Monthly eBay Watch Top Ten

1. Scalextric Blue C70 Bugatti £5,465.09 (171583451940).
2. Jouef Porsche Green 904 GT Undisclosed offer price below £1,200.00 (251777109675).
3. Scalextric Job Lot of 230 Cars and Trucks £1,030.00 (221644434961).
4. Scalextric Collection of 170 Cars, Track and Spares £999.00 (271702120850).
5. Gar Vic International Testors 1/24 Collection 24 bodies, 8 cars and 35 Chassis £989.37 (151508833745).
6. Fly E2 Blue Dodge Viper Indianapolis Pace Car (1 of 300 limited edition) £988.79 (360338730841).
7. Aurora AFX HO Collection of 22½ Cars Undisclosed offer price (121529301865).
8. Policar 1/24 Silver Lamborghini Miura Undisclosed offer price (131380108323).
9. Scalextric Super 124 Ferrari F1 Boxed ⇒ £790.34 (171568551357).



10. Cox 1/24 Chaparral 2E Built Kit with Box and parts £748.92 (261714080626).

If anything, this month's Bugatti looked sharper in the pictures than the one that sold for £8,795.00 last month (390993178248), or perhaps it was just less dusty. It has been suggested to me that last month's Bugatti may have been a rarer Race Tuned version, but although the slot guide is different, it was not listed as such.

Pink-Kar Bugattis seem to be being appreciated a bit more now, especially the chrome versions, with a Chrome Trophy Pink-Kar Bugatti selling in Spain for £627.80 (160700391527) and a Chrome Bugatti and Auto Union Twin Set selling for £185.00 (201237278826). Not to be outdone though, it appears there was an official Chrome version of the Scalextric Power & Glory Alfa Romeo, as one sold this month for £251.00 with its original labelled box (221636531855), while a 1960's chromed Scalextric Alfa listed at £220.00 appeared to remain unsold despite an offer of £190.00 (251773844194). A more pristine chromed 1960's Bentley sold for £180 (181620256184). Another interesting car was the gold chromed James Bond 50th Anniversary Mercedes which sold for just £47.00 in Barcelona. They didn't attempt to teach me Spanish at School, so I'll let you decipher the exact details on listing number 181620284321.

Still available on eBay at time of writing, for £394.95 Buy It Now, is a rather attractive Spanish Scalextric Collector's Club Alfa Romeo (from a limited edition of 200) in the 1933 burgundy brown and white livery of Nuvolari and Sommer (390978632134).

If a car has a limited edition of 50, you



would expect only 50 to have been made, right? Wrong in the case of the 2014 Gaydon Slot Festival Helper's Neptune Racing NSCC Mini, as number zero(!) sold recently on eBay for £165.00. This was apparently the print sign-off model prior to production of the rest of the 50, or perhaps that should be 51...(301440083228)?

Swindon Watch

Here is part of the team of cars I bought at the Swindon Swapmeet in January. The cardboard display truck was just £2.00, while the Airfix MRRC Sharknose Ferrari and E-Type Jag, and the Ningo Callaway Corvette were sold as project cars in polythene bags for just a fiver each. A very nice red Hi-Speed MRRC E-Type Jag sold on eBay for just £17.07 (311237277648) this month. I thought I'd bought a green Jag at Swindon, but when I got it home I discovered it, too was originally red but had been painted green.



I splashed out rather more on the yellow French Scalextric Ferrari P4, but was sure the £25.00 I paid was a bargain, considering how popular these are on eBay at the moment, with one selling for £94.00 after 20 bids (301395488419), and others selling for £54.95 (261711147031) and £51.00 with a repro box (201246396520). For a bit less, £39.95, Swindon visitors could buy the specially printed "Heddlu" Scalextric Mini Welsh Police Cars, while one sold on eBay before the Swapmeet for £52.00 after 5 bids (371214983548).

On the day before the Swapmeet I was surprised to find a Hornby Hobbies shop inside the Designer Outlet shopping centre near Swindon's GWR Steam Museum. I was tempted to



empty my wallet there instead, when I saw they had a 3 for 2 offer on Scalextric cars, and a bucket of Micro Scalextric cars for just £7 each. There were some substantial reductions on set prices too, including Start Star Wars sets for just £40.00. I think it's a real shame Start sets have been discontinued, as they seemed to me to offer far better value than Micro Scalextric sets, as not only were Start sets to proper 1/32 scale (I wonder how many parents are disappointed to find the new Scalextric set they have bought for their offspring only has titchy cars inside because they didn't realise it was a Micro set?), but the Start sets also included a generous amount of track pieces, enabling a large, interesting circuit to be assembled straight away and not confining the proud new owner to a small figure of eight with a crossover which is only likely to hold their attention and interest for a far shorter time-span. Perhaps such sets will become collectable rarities in the future, especially the Disney Cars Start sets, of course. One just sold on eBay for £77.99 (271737160521).



While in the shop, I was especially impressed by the friendly and knowledgeable staff, one of whom I witnessed enthusiastically explaining the intricacies of the different current Scalextric sets to customers. ■