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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Happy New Year And Welcome To 2015

So we start another year, and if you haven't heard it enough, Happy New Year to you all, by the fact you are reading this I assume you have paid your subscriptions for another year, and this is a somewhat special year for the Club as it is our 35th year as the NSCC in it's current form. Not many, if any other slot car related national clubs or forums can say that!

So what will this year bring? There has been much recent comment and indeed criticism of Scalextric and of course the recent financial issues of the parent group, Hornby Hobbies, yet they have revealed their 2015 range to many positive reviews having listened to their customers to some extent, so perhaps all the doom and gloom merchants out there had little real information in which to make their predictions? Of course time will tell and I think this year could be the year to see where our hobby is going in the long term and whether it will survive in it's current form, or perhaps lose some manufacturers or indeed traders on the way?

Of course all the other major manufacturers and indeed most of the smaller ones, have yet to reveal their plans for this year and their ranges in detail, there are again rumours and stories circulating from those that claim to be in the know, but really how much of it is truth or fiction?

So perhaps we should all wait and see, enjoy the moment and see what comes, personally there is plenty out there in the slot car world to interest me, and on that note, the first thing to mention is of course the Swindon swapmeet, a very well organised event and the first opportunity to part with some Christmas cash (assuming you haven't already spent it of course!). By the time you read this the event will have been and gone but not too far away is the Milton Keynes swapmeet in February closely followed by the Dutch and Fira events then of course Orpington, the Slot Car Festival etc. etc. and so the merry go round continues for another year, so are we really in trouble as a hobby?

Until next month.

Jeremy



MESSAGES FROM MARGATE

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By Pete Simpson

With a new year in front of us we have several exciting releases coming our way. As ever, these will be a mix of new mouldings, reliveries of recent models and a few old favourites freshly decorated to capture versions that have not previously been produced. But, before embarking on 2015, there are a few of 2014 products on which to report and a little challenge. What is this part?



ARC ONE Road Test

Probably the best way of determining the reliability and functionality of a new piece of equipment is to make it available to a group of subject matter experts for detailed, in-service assessment, evaluation and diagnosis culminating in valuable feedback. Unfortunately this scenario wasn't available to Scalextric so they sent Adrian along to the NSCC weekend with a prototype ARC ONE system for the participants to play with. Unless Adrian performed surreptitious swapping of components it worked faultlessly for a period comparable to several months in a domestic environment. The precept is that it is used in conjunction with a Smart device to act as race control: lap counting, fuel usage, tyre



wear, pit stop management, fastest laps and race position are all clearly displayed for drivers to see during the race. I'll bring a full report soon but for now I can enthusiastically recommend this system in either incarnation: the accessory set, for augmenting any existing Scalextric Sport analogue circuit, is superb value at £39 but if this can't be found the set at £99 is equally good value. At least one person heeded my recommendation: Karen even provided a Tesco Hudl, colour coded to my race cars, to host the

race control. Download, installation, adding custom cars and setting up for racing proved to be extremely easy allowing us to be racing within minutes without recourse to reading the instructions!

2014

Before moving onto a brief overview of the 2015 range, a résumé of some of the 2014 releases probably won't go amiss. There were not too many that actually got culled, but a few differed from the anticipated releases. As mentioned last month, the McLaren F1 failed to materialise and ARC ONE just sneaked in during November. Changes from the catalogue imagery were the Holden Torana, C3492, which emerged with a revised livery to represent a car driven by Peter Brock, the addition of a bonnet scoop to the Dodge Challenger, C3537 and, much to the chagrin of at least one member, the loss of lights from C3535, the blue Dodge Charger. Even the Simpsons set, G1117, which I disparagingly dismissed as unlikely to make a 2014 appearance, was for sale by the start of December.

Another Micro set to arrive in the nick of time was the Hyper Cars, G1108, with a pair of attractive Audi R8s, emulating their 1/32nd scale versions. I'd shown the rapid prototype versions



earlier in the year but it was only once the set was in the Hornby shop that I saw the final cars – the shape is a perfect match to the Micro chassis resulting is a pair of superb HO racers which are to the same standard as 1/32nd models.

In general a fairly respectable year for new releases although not all managed to escape into the west in time for the year end and the perception of supply linearity wasn't too different from 2013. The flood of releases that started in November looks to continue into January so there will be plenty of choice when spending any Christmas pocket money. ➡



2015

The first point of interest to enthusiasts of classic race vehicles is the potential to replicate cigarette advertising: this has been avoided for several years but for the 2015 range was re-evaluated. Where appropriate, packaging will be endorsed as being for an older age group, thereby moving them towards a different market sector. However, it's not a slam dunk (fait accompli) as Scalextric will still be dependent on the licence holders agreeing to the use of the original livery: they may wish to distance themselves from the conduct of an earlier age.



Scalextric Get Competitive

The best kept secret of the 2015 development has been the evolution of the relationship with Slot.it in Italy going far beyond the established SSD cooperation. During the short period that I've been reporting on activities at Margate I have witnessed a subtle change in the accuracy and engineering competence of the products. The latest releases can be enjoyed straight from the box without any need to fettle or adjust to enjoy the fun of slot cars at home; the current guide and braid assembly offers an elegant solution to the age old problem of maintaining electrical contact; tampo printing is combined with water-slide decals to produce stunning liveries; the boxes are functional and resilient; the majority of cars are now ready for easy digital conversion; a range of price-points is accommodated. So what else could possibly be missing? Unfortunately, that's too easy to answer – the ability to race competitively at club level against other makes. Innovations for this year should provide the necessary equipment to elevate these beautifully decorated favourites



into the realm of competition on the larger, smoother, non-magnetic tracks found at many clubs. This new initiative is known as Pro Chassis Ready, PCR. The improvement will be in the form of subtle changes to the new models plus the provision of a revised chassis which can then be populated with Slot.it components. In future the bodyshells will be slightly lighter, interiors will be designed to clear the running gear and more consideration will be given to how lower-body elements are integrated to facilitate the fitting of the replacement chassis. The result should be a car that is far closer to the standard produced by Slot.it – highly accurate bodies coupled with chassis that are a pleasure to race. The components required to complete the build will not be sold by Scalextric but must be sourced from specialists or, in many cases, from the spares bin. Consequently, if financial analysis were to be performed, the route to a fast Scalextric car would be more expensive than for many other brands' developed racers. The opportunities provided by Scalextric are either to upgrade a model from the broad range of vehicles available using many parts that are already available or to become engaged in another aspect of slot racing by enjoying experimenting with aftermarket tuning parts. Either way, a new avenue has been exposed for Scalextric enthusiasts to enjoy their hobby. Look out for the PCR logo on forthcoming releases, some of which are already in this year's range: the McLaren P1 revealed below is likely to be the first in the shops as one of those displayed at



the NSCC weekend already had a revised chassis with Slot.it running gear fitted.

Although many future releases will be catered for by procuring a Scalextric branded PCR chassis, it will also be possible to update selected previous releases by purchasing a bespoke, retrofit chassis from Shapeways. This is a new concept for making parts which uses processes previously employed for the rapid production of low volume parts in a variety of plastics. The designer uploads CAD files for the part to the Shapeways website which are then available for anyone to purchase, often in a choice of material depending on the application.



Take a look at www.shapeways.com for full details on how the system functions as well as a bewildering array of articles for sale. For some of the cars designed prior to this latest generation Scalextric will be providing designs for chassis to accept Slot.it running gear which can be ordered direct from Shapeways. Judging from similar products, expect prices to be in the order of €25 plus postage for a single-piece replacement chassis which will probably accept the DPR chip. I recently purchased a chassis for an LS Hino Contessa kit and it turned out to be a little gem with accurate motor and axle alignment and even came with a bespoke guide blade. OK, no need to comment on my incomprehensible choice of models but it's encouraging for future Scalextric replacement chassis.

2015 Catalogue

Rumours were circulating at the end of last year regarding the status of a catalogue: would it be

a printed version as we all love or only published online? Time to relax - it'll be printed. At the time of writing I've only seen the draft content and the Web announcement so I haven't got a full picture of the range. However, anyone who was following the Scalextric Advent calendar during December had a few early glimpses into the 2015 range: the file names even provided the answer to the quiz! It's a McLaren.



I can now reveal a few of the new incarnations due for 2015. Scalextric have continued to invest in new tooling to ensure that the brand retains its rightful position as the global premier slot car system. (I'm sure that Mr. Editor will be sympathetic to anyone who takes exception!) As in previous years, I'll give brief details of the range highlights this month with more information to follow as I witness each at the engineering approval stage.

New Mouldings

Those that attended the NSCC Hornby weekend will already be aware of the new McLaren P1, having had the opportunity to study a couple of prototype examples, including one with the proposed PCR modifications, brought along by Adrian Norman. This⇒





should prove to be a good handling car straight from the box with greater potential to follow as revealed above. An even better performer, with a very wide stance, could be the BMW Z4 GT3 which, like the P1, has also been designed as a recipient of a PCR chassis from the start.

Other new mouldings will be the Aston Martin Vantage GT3, Brabham BT26A-3, Peugeot 205 T16 and a range of current F1 racers. The licensing agreements with McLaren and Mercedes will continue with versions of last year's cars with these releases supplemented by a generic SR GP single seater.



For James Bond fans the forthcoming film, Spectre, will be represented with a new set. 007's latest transport the Aston Martin DB10 looks to be a stunner. Maybe a solo release will be available in the future.

With this spread of subject matter, this year's range should help satisfy the desires of most categories of motorsport: rallying, Le Mans, GT,

F1 and classic GP. As many of these will be released, as expected, in both SR and HD forms with DPR chassis on all but the classic GP car most budgets will be accommodated as well.



A new departure from 1/32nd scale is the introduction of Karts in a larger format of about 1/18th. I had an opportunity to play with these in December on a short, twisty circuit and





they were great fun proving to be very stable with good performance and too wide to run wheel to wheel through the chicane sections without someone suffering. In addition they are DPR so should be great fun racing with a full grid. Micro Karts, to the same design, but probably somewhat larger than the normal 1/64th scale, will also be released later in the year.

Another new range, which still scales to 1/32nd, is even larger – trucks make their return for the first time since 1999 with a pair of generic vehicles. I was fortunate to get the opportunity to try the first prototypes last year and can vouch

for their stability and speed: overtaking is possible but has to be carefully premeditated as the tails do swing out and conveniently obstruct your opponent.

Maybe once fitted with digital chips overtaking will be easier if the manoeuvre can take advantage of an extra lane. Brilliant news is that, according to the Scalextric website, the Karts and Trucks will retail at just £20 each.

Favourites

This year we're neither swamped nor starved of those best sellers that continue to sell steadily, most now DPR: another GT40 gets us closer to completing the Le Mans Ford entries of 1966 with the Scuderia Fillippinetti number 14 car. We will also see a few more TransAm muscle cars, some sister cars to those already seen and a pair of nostalgic Minis reincarnated from the former Australian only set of the 1960s. The Caterham 7 makes a return, albeit with investment in new tooling to bring it up to date: unfortunately, it won't be DPR.

The best of all has to be a reissue of the →





James Bond Aston Martin DB5. It will be in revised packaging compared to the three versions released between 2010 and 2012 and at a lower price. As it represents the Goldfinger car, it will have the operating ejector seat and bullet-proof screen.



The artefact shown at the start of the article is the ejector seat operating pin which clips to the side of the track against which Mr. Bond



must brush the car in order to become independent. I wonder how many owners of the original release ever pressed it into service! At £50 this version can be enjoyed as a toy rather than being revered as a slot car legend.



Recent Reliveries

Obviously the VW Bus had to reappear, but who guessed which model it would be? The proposed van should be a pleasing variant on the theme.

A new version of the Bentley GT3 racer will emerge in two forms, HD and SR, together with further versions of the Maserati Trofeo, Cougar, Escort MK1 and 2, Beetle, Evora, Exige, Charger, Audi R8, Camaro, Corvette L88, Falcon XB, Quattro, MGB, Mustang, RS200 and others I've doubtless overlooked!

Noticeably absent from this year's range are



the Monster Trucks, although that doesn't mean they are gone forever: maybe we'll be treated to other versions in future years.

Stealth Audi



This one was spotted back in November so is the first model of this year to be shown in detail. It was whilst playing on a demo setup that I realised it was a forthcoming release. This Audi R8, C3663, will be packaged as a solo release in a cardboard box, similar to the ex-Start cars, as a further move to reduce costs for cars which are squarely aimed at youngsters to augment sets. It will still be DPR but will not feature lights or interior. Although the rear wing looks vulnerable



it is remarkably resilient and should survive all but the most severe abuse. A further example of this introductory range will be a bright green Lamborghini Aventador. Expect these to retail at around £30.



LIDAR

Towards the end of last year Airfix went public on their use of LIDAR, a proprietary system for scanning a full size artefact, such as a WWII bomber, to produce a highly accurate computer image which can be used as the basis for a CAD model. The system employs a laser to scan an object and software to create an apparently solid image: the selection of wavelength employed enables equipment to be used to detect and measure a range of materials from solid items to clouds. Despite the advanced nature of the system, it's not a simple matter of outputting CAD files from a scan of a 'plane. The LIDAR model is employed as a virtual former over which the surfaces of the CAD environment are overlaid requiring considerable skill on the part of the designers.

Take a look at www.airfix.com for more details on how the system is implemented. If the system can be used to generate data for an aircraft then there has to be the potential to use it for cars, watch this space!

⇒





Oh, whilst on the subject of Airfix, the Ford 3L and Maserati Indy will both be available again so don't be tempted by inflated eBay prices.

These came as a complete surprise as Martin Ridge dropped no hints when we spoke in November however, as the designers are so advanced in their planning of new models, he'd probably forgotten.

Next month I'll embark on detailed descriptions and photographs of the models seen so far at the sign-off stage. In the meanwhile, here's my pick of 2014 releases. Whilst the Bentley is striking, it's the fond memories of saloon car racing at Crystal Palace that elevated this to my latest favourite. ■





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Here are the latest releases from Carrera; they are all limited availability items from Carrera USA. The four 1/32 Evolution cars are due here by the end of January. The recommended retail price will be £29.99 each and the cars are digitally upgradable.

We have gold Pontiac Firebird Trans Am '77, reference number 27463; a blue and white



striped Chevrolet Camaro Concept car, reference number 27462; a Chevrolet Corvette C6R "Number.8", GT Open 2013, reference number 27456; and finally a rather nice black and gold Chevrolet Corvette Sting Ray "Number 14" reference number 27464.

There was limited information about ➡

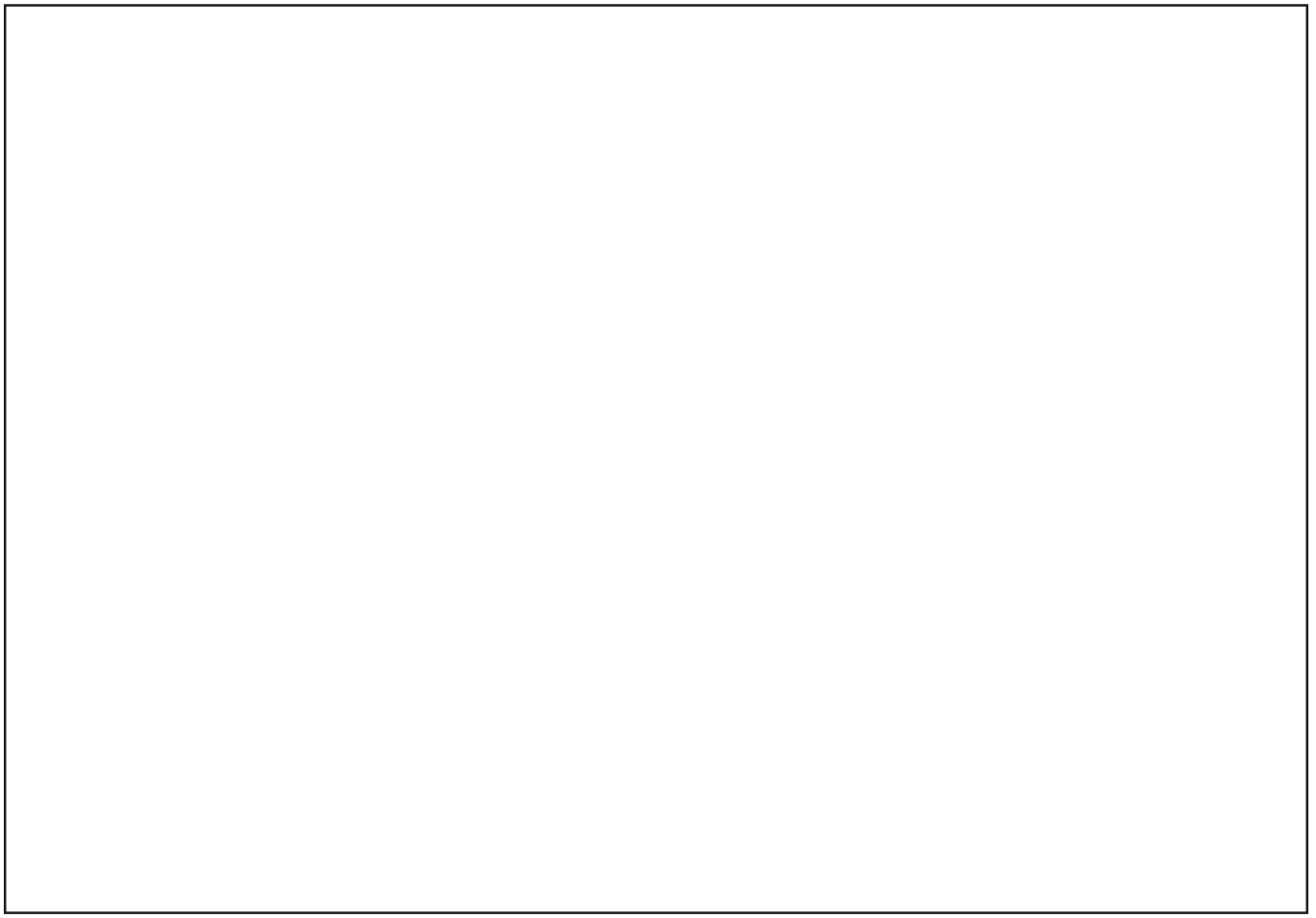




these cars at the time of going to press but if you like American cars by the time you read this, you may find more details on the Carrera website or their facebook page.



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. So the New Year is now with us and Christmas has gone so did you get what you wanted from the Slot.it Christmas elves? Me? Yes I managed to get a couple of things that I was very interested in so I hope you all did too, but if not, then maybe any dealers out there who are having/had a New Year sale will bring a smile to your face and a new package to your door!



Harking back to the last two months and now to get off my soapbox and finally put a lid on this - puns intended. I return to my little saga of the SICW15 Targa Florio Alfa Romeo 1971 winners' box. Well thanks to my good friend Gary at MRE and, after some effort on his part, I was able to finally get my hands on one of these elusive beasts! Limited to only 500 worldwide I hope everyone who wanted one has been as fortunate as me to get one. The strange part was (to me anyway) that when it turned up the box was empty and the car was supplied in its normal packaging so my first task was to remove the car from its standard plastic box and install it in the cardboard one! Is it worth it? Well, if you are a keen collector of Slot.it cars I

guess so and if not then probably not. Me, I am happy so I guess you know which side of the fence I sit on. Now all I have to do is wait for SICW15 to turn up and my nice little red Alfa box will be complete.

What is new since last month that I did not mention? Well, I would have to say nothing that I am aware of from Slot.it although in Scalextric's pre-Christmas announcement of their new range of products they did mention that they are going to do a new range of cars called "Pro Chassis Ready/PCR" that will allow racers to install and run Slot.it's performance racing parts – good news indeed. I expect that this will be covered in more detail by Pete in his "Messages From Margate" column in due course - probably this month! – so I will leave it to him to give you the full details as Pete no doubt is better placed than me to comment on this new and exciting approach by Scalextric.

However, it is now that awkward time of year when the last few models have been put out in time for Christmas - maybe! Then all goes quite as the deliveries stop to the dealers, as well as any news, as the manufacturers close for the festive season and get ready for the annual Nuremberg Toy Fair that is held in the first week of February. As you might guess, that makes things a little tricky for the people that write some of the news columns in the magazine as we are a bit limited on what we can tell you!⇒⇒



Back to Christmas then and I was certainly a happy little slot person as my children bestowed upon me the following: the latest SICA08e Lancia LC2 offering and the fabulous little SICW18 Matra-Simca MS670B Le Mans Winners Collection car. Both of these models were at the top of my Christmas list, as are several other cars, some of which are not Slot.it - opps! – so I was indeed content with my lot.



Where to start then? I think the Lancia first. This is the fifth model of the series as Slot.it currently have the original SICA08 LC2 and the later SICA21 LC2/85 series of which there have been four models produced. The SICA08e car is based on the WEC Fuji 1,000Km race of 1985 with the real car peddled by one Alessandro Nannini (Italy and featured driver) and Henri Pescarolo (France). Both of these drivers are very well known and have had very successful careers on the track in various race series including F1 and world sports cars. Pescarolo has gone on to become a very proficient team owner in the Le Mans type sports prototypes and Nannini resurrected his

racing career after having his arm severed in a helicopter crash (and successfully sewn back on) in October 1990. This effectively ended his F1 involvement even though he was due to drive again for the Benetton F1 team in 1991. However, he continued racing in specially modified touring/GT cars until his retirement at the end of the 1997 FIA GT Championship finishing 6th overall for Mercedes before finally hanging up his helmet.

On to the model itself and for this one I found it very hard to find any real pictures of the car in the race but from the one picture I did find it appears to be quite accurate. I particularly like this livery so if it is a bit out then I personally would not have a problem as it is a hybrid Martini type livery which is always fab in my eyes. What you have is a white base colour car with the Martini stripes extending from the front headlights across the top body outer edges and finally rolling down over the rear flanks. This is complemented by solid (Ferrari) red sides and a vibrant (Benetton) green extending from a strip under the windscreen and then continuing over the cockpit and down the rear engine cover. This is then supplemented by all the various sponsor logos – Agip, Dunlop, Lancia – to give a fantastically brilliant “in your face” design that looks the muttz nutz to me! Further details that catch your eye are the bright yellow towing eye at the front, black rivet type highlights on the headlight lens’, driver names and nationality flags on the cockpit roof, a single soft plastic aerial sits on top of the rear deck, five ventilation holes each side in the drivers doors, silver rear bonnet catches on the flanks with exquisitely detailed plain white Lancia logos next to them



and the tiny Dunlop logos over the rear light lens's. Overall, the beautiful bodywork design of the car is accentuated by this well thought out and beautifully executed sponsor logo scheme that Slot.it has captured spectacularly well to my old eyes – well done!

Moving inside the cockpit and, as is the norm, you have a fully detailed Alessandro Nannini figure complete with white heavily sponsored overalls, red gloves and detailed seat harness topped off with Nannini's helmet lid. Down by the drivers left thigh is what looks like the fire extinguisher bottle in silver and a fully detailed instrument binnacle across the front of the cockpit – marvellous in miniature as always by Slot.it



Moving onto the chassis and here we have something slightly different to previous models of this type. It would appear that Slot.it have introduced a new chassis - CS08t-60 - which means that the new body is only compatible with this new chassis. Essentially, what Slot.it have done is create a new main chassis with two optional front members that will suit either the new (LC2/85) or old (LC2) body. Check out the accompanying picture for further info and it should be quite clear. However, this does not mean that you get extra bits in the standard car as the front chassis member is heat welded so it would be a mess if you tried to remove one and swap it for the other one. So be warned that if you do buy the separate CS08t-60 chassis as a repair to an existing car you double check before you fix the front member in place!

Everything else about the chassis is standard Slot.it fare with an inline endbell V12/3 21.5 rpm motor (offset by 0.5mm) held securely in place by four screws with the magnet in the rear mounted location with the option to move to a more mid mounted position for a looser rear end, or no magnet at all of course. Two screws, fore and aft, hold the body in place and once open there is some adjustment that can be made to the ride height of the front axle as well as the option to change the motor mount for sidewinder, inline boxer or anglewinder configuration. The other vital stats would be: length 144mm, height 30mm, wheel centres 84mm, width 62mm, weight 72 grams, 9/28 pinion/gear ratio, 15.8x8.2 front and 16.5x8.2 rear rims/tyres which are also decorated with a Dunlop sponsor logo. There is also the option to add a digital module (SSD or Oxygen) of your choice if desired.



Bad bits? Well there are a couple worth mentioning. The rear wheel arches look a bit big or the wheels are a bit small but when you compare it to the others they all look the same so I guess it is correct. One or two (and I do mean minor) paint detail/printing imperfections but unfortunately one thing does stand out. When you look directly at the rear of the car then it looks like the internal mounting post is about 1mm too long as the rear just will not sit down properly and there is a corresponding 1mm ish gap where the chassis meets the body but the most noticeable bit would be where the two inner rear wing supports do not meet the rear wing! I tried taking off/reseating the chassis/body several times in case I had not seated it correctly but to no avail. Easy to fix, just shave about 1mm off the mounting post until you do get a snug fit. ➡➡

All in all, to me, this is a superb model of a real life car that I really like so it would not stop me purchasing it which Santa has already done!



One down one to go then and what a one to have. This is SICW18 Matra-Simca MS670B No7 Le Mans Winners Collection Limited Edition car as driven to victory in the Le Mans 24 hour race of 1974 by a certain Henri Pescarolo (already featured in the previous model review) and the equally famous Gerard Larrousse. So French drivers in a French car winning a French race if you hadn't noticed! It comes in the standard Le Mans Winners collectors box which is very nice and sturdy and has the added bonus of a bit of the race history inside the box lid as well as a picture from the race and the numbered Limited Edition collectors card inside with the obligatory allen key. Mind



you, 3,000 does not sound that limited to me and perhaps something in the region of 1,000 (or less) would be more suitable for a limited edition car. However, look at all the different manufacturers and every ones "Limited Edition" models can have some rather large numbers associated with them. Who am I to say that 3,000 is a little high.

I have already covered this car and its race history in an earlier article so I will dwell on the history no more here. So, what can I say about this latest model then? Well, I compared it to the previous one, as only two have been produced by Slot.it so far and they are identical (as you would expect!) except for the obvious livery details of green flashes on the bodywork and chin spoiler, racing numbers, driver names and the green helmet of one Mr Pescarolo who is looking very focused behind the wheel. The car looks very delicate and slightly fragile when compared against the other Le Mans type racer, previewed earlier in this column, but looks absolutely spot





on for details and accuracy that you get in this scale and price point. I really liked the first car and this latest model is no different to me and so helps complement my collection even though my wife just looks at me quizzically and asks me why I want “exactly the same car twice - why?” I guess she does not understand the collector in me! Bad bits on this one? Well the same as I believe I mentioned before, some bleed of white/poor accuracy of printing/painting on the rear spoiler on the top and bottom of the central support but I really am being a bit fussy about this. Overall the car looks just right and is a delight to the eye and a must have for me and that is why it was on my Christmas list and now sitting beautifully in front of me!

For the record this models vital stats are: offset 0.5mm sidewinder V12/3 21.5 rpm motor configuration only (no room for any other motor config in the accurately moulded body), length 136mm, height 35mm, wheel centres 80mm, width 62mm, weight 63 grams, 11/32 pinion/gear ratio, 14.3x8 front and 15.8x8.2 rear rims/tyres and with a Neodymium magnet situated in the mid mounted location with two further location options either at the rear or further forward. The body/chassis is held in place by four screws and the front axle can be adjusted for ride height with the option to add a digital module (SSD or Oxygen) of your choice if desired.

My conclusion for this month would be two

more fabulous cars to slot into my Slot.it collection with I suspect a few more to come as Santa did not drop off the latest SICA10h McLaren F1 GTR Team Davidoff Le Mans 1997 car in Gulf livery! I guess I had better go count any money Santa was kind enough to let me have and then get online to see if any dealers are (still) having a January sale before any of you beat me to the best ones!

That’s all for this month but once again a big “Thank You” to Gary at MRE who was able to locate an elusive SICW15 box for me, Adrian at AB Gee for his superb support of the NSCC over the last year and everyone at Slot.it for updates on current and future product releases. Here’s wishing you all a Happy New Year and Ciao till next month. ■





Here are the latest releases from FlySlot which have arrived at Gauagemaster Controls Limited, not a bad start to a new year I believe.

We have reference W40102 the Williams FW08C and reference W50103 a Ferrari 512BB as driven at the Le Mans 24hrs in 1982.



The Williams FW08C F1 car is from the 1983 US GP West as driven by Jaques Lafitte



and the Ferrari 512BB that raced at the 1982 Le Mans 24 hours was driven by amongst others Pierre Dieudonn the other two drivers being Baird/Libert. Advanced orders for the Lafitte Williams have been good so we expect this one to be a best seller.



Next up we have reference FS046301 Lancia 037 from the 2013 Historic Rally Espana driven by A.Sainz and reference FS203302 MAN TR1400 from Le Mans 2013 ETRC driven by A.Albacete

The delivery Gauagemaster received of the





above two Special *Corte Ingles* commissions will be extremely scarce and they have just managed to get a handful of these two models, a Lancia 037 and a MAN race truck. The pretty Lancia with Gulf sponsorship was driven by Antonio Sainz in the 2013 Historic Rally of Espana, while the truck, an ETRC race version of the MAN TR1400 was a 2013 entry in the Le Mans round of the series driven by Spanish ace Antonio Albacete.



We have also received news of two Limited Edition Mercedes trucks both commemorating the 50th anniversary of two of world's largest fizzy drink makers who decided all those years ago to offer sugar free versions of their drinks. The Coke and Pepsi Light (the American



version of Diet) trucks are destined for the US market but again the UK importer has managed to obtain a small number of each. At just 250 released worldwide there is no need for me to tell you how scarce these will be, so contact your favourite supplier and see if you can still bag the pair.



Finally Mas Slot the Spanish slot magazine who annually commissions a Limited Edition for subscribers has also plumped for a Mercedes Atego race truck, this time in their corporate red black and silver colour scheme. With only 50 of these going on general sale, we believe just 10 will be coming to the UK.

Once again, thanks as ever to Terry Smith and of course Gaugemaster Controls Limited (www.gaugemaster.com) for his/ their help in compiling this column, more to hopefully follow next month, Nuremburg Toyfair permitting of course!

Finally, I would just wish you all a happy New Year and all the best for 2015. ■



News to report every January is always hard to come by and this year is no exception as Ninco focuses their full attention on the world's two largest toy exhibitions; the Hong Kong Toys and Games Fair and the Nuremburg Toy Fair. I will of course bring you updates from these events over the coming months with news of any new releases. In the meantime, I hope you have had the opportunity to try out some of last year's late arrivals from Ninco; perhaps Santa made some special deliveries to you over Christmas (*assuming you've been good!*).

Looking ahead to this year, I welcome your views and opinions on your favourite Ninco products, not just from the past year but from their first step into the world of slot, back in 1993. We've seen some great innovation and development from Ninco, witnessing their move from adhesive decals to tampo-printed liveries and detail, the introduction of 4-wheel drive, all round suspension, race-tuned components and totally new race categories such as Go-Karts and Raid vehicles.

Ninco also made big moves with their track system, not just inspiring many new rally competitions around the world with their three different track surfaces but also helping to bring a new dimension to racing through the introduction of "N-Digital". With their recent development of "Wi-Co" wireless technology, race control opens up even further.

I am always interested in Ninco related events going on throughout the year at clubs or within communities. If Ninco product is

involved, I'm happy to include news or reports within this section of the Journal. *For example, here's one I prepared earlier...*

Fundraising Fun (Or Mud, Sweat And Cheers!)

You can always count on the reliability of Ninco track and it has quite rightly earned itself the reputation of being the best track system on the market today. My own experience underlines this and I have built up a good selection of track sections over the years to enable a variety of circuits to be built in order to satisfy a number of requirements. My latest challenge was to build a circuit that would fit neatly on a table tennis table in the recreation room at my place of work, PJValves in Hertford. As a company, we recently introduced "Fundraising Friday" to be held on the first Friday of each month to generate a little extra cash in support of a nominated charity. This has led to every employee getting involved in events ranging from a "Triathlon" through to "Guess the weight of the cake". ➡➡



The complete track



Work mates having a go!

A good cause close to my heart right now is the current Helipad Appeal at King's College Hospital, so I arranged to set aside Friday 5th December 2014 as the date for the very first PJV Rally. The table tennis table offered a ready made platform for the layout, so I set about designing a suitable circuit to fit within the 2.74m by 1.52m boundary. I wanted to make it as interesting as possible and decided to use all three track surfaces available; Asphalt, Raid *and* Snow (*well it was the run-up to Christmas!*). As soon as work finished, I began setting up the circuit. Sack cloth provided protection for the surface of

the table as well as an excellent “dirt-like” base in-keeping with the rally theme and my trusty “Ninco” track banner skirted the table. Around the Snow track section, I laid some wadding for added snow effect and then finally brought the track to life by adding stone wall borders and barriers. The challenge was to achieve the fastest lap of the day so because people would be racing individually against the clock, I made use of the Rally Loop and N-Scorer bridge for recording the times.

A few incentive prizes in the form of chocolate Santa and snowmen were placed within the layout and we were ready for the challenge to begin. A number of cars were available to use but the firm favourite became the Peugeot 307 rally car (*without the magnet*). All-round suspension and four-wheel drive really suited the changeable surfaces and gave excellent handling through twisty corners and across the Dune sections. A sneaky practice run before battle commenced helped me gauge what a good time would be; 12.5 to 13 seconds would be respectable and only achievable if you stayed on the track.



Start/ finish timer



Snow section complete with dry stone walls

Now, there is great camaraderie among my work colleagues and a very strong competitive spirit too. Whilst the event remained fun, it was soon evident that setting the fastest lap was not about the chocolate reward... it was all about being the fastest. Lunchtime saw some very fast lap times laid down with the 13 second target under threat of being broken, if only the car could be kept the right way up for the *entire* lap!

Bearing in mind none of my work colleagues race slot cars, I was greatly impressed by the speed in which they mastered the art. It was interesting to also witness the slotcar bug biting!

It was after normal working hours that things really began to hot up. Lap times tumbled into the late twelve second zone and the phrase "*Just one more go*" became a standard line if the lap time wasn't broken. All of a sudden a 12.4s was achieved... would this be the fastest time of the day? Not wanting to be out done, another round of laps followed with Kyle setting a blistering 12.19 seconds; surely this was unbeatable? With others trying but failing to get any closer, the field narrowed to just two drivers, Rob and Jake, who were adamant they could go faster (*also, it was now 6:15pm on a Friday evening and we did all have homes to go to!*). So, the final runs... and... wow, Rob sets a time of 12.32, then Jake

hits 12.31, Kyle begins to sweat. More cries of "*Just one more go!*" and after a few more "*last*" tries, Rob clocked a 12.29 seconds... and, not wanting the chocolate prizes to melt, there it remained with the champions of the inaugural PJValves Rally being 1st Kyle, 2nd Rob and 3rd Jake.



And the winners!

Aside from raising a tidy sum for the King's College Hospital Helipad Appeal, the event brought a great deal of fun to everyone at the office and due to popular demand, slot car racing will make a return to the office and is even in danger of becoming a regular feature there throughout 2015! ■



Well after giving you the good news last month that SRC were back, they have already released the next three new cars which are a Matra 670B, Porsche 914/6 and a Lola T600. Now while we were expecting these car types, all three cars are in fact new reference numbers not previously announced by SRC.

The Matra 670B is from Le Mans 1973 as raced by J.P Jaussaud and J.P Jabouille with Reference No. SRC 01104, the Porsche 914/6 is from the Daytona 24Hrs of 1971 driven by J Buffurn and E Kremer with Reference No. SRC01603, and lastly the Lola T600 is from the 1982 Daytona IMSA race driven by D Ongais and T Field with Reference No. SRC01704. All cars will have a production run of 1,020, with only 1,000 available to paying customers as mentioned in last month's SRC news.



All three cars should be available hopefully by the time you read this. However information is that the sales of the rejuvenated SRC brand have been good and the first two references are now no longer available from the manufacturer. The 914 has now completely sold out, and the Graham Hill Matra is likely to sell out very soon. So if you would like to have one of these cars in your collection, then I suggest you don't hang





around as 1,000 worldwide is a lot less than a Scalextric Limited Edition, and we have seen a number of these sell out very quickly.

One other piece of information regarding the new SRC cars is that the motors have been changed. They now come fitted with a motor rated at 24,000rpm at 14v. That's all the news for now. Thanks to Terry Smith at Gaugemaster for supplying the information and pictures for this SRC news. ■

Croydon

Pete Simpson

Scalextric Club

I've now been attending the Croydon Scalextric Club for nearly three years so I thought it was about time I shared my experiences with fellow NSCC members, especially having read about several other clubs' activities and realised that formats and levels of solemnity vary considerably. At Croydon the aim is for an enjoyable evening's racing, which contributes towards an annual championship, whilst maintaining that fine balance between becoming obsessed with scores and spending too long nattering and not getting on with the prime objective.

Basic Convention

The club principle is to run Box Standard cars, with a little surreptitious tuning: very much a

gentlemanly arrangement to ensure that costs don't become prohibitive and cars don't progressively get faster. We use Scalextric Classic track, augmented by random sections of SCX, which has been in use for a few years and is dismantled each week, leading to random variations in its character. Changing the guide for a sprung version can be a good idea as it means that at the end of the longest straight the braids remains in contact with the track thereby allowing the motor to provide the anticipated braking: loss of contact at a critical time results in a total lack of deceleration with perilous results. Another aspect of the track that adds a unique challenge is that ground clearance and grip vary around the circuit meaning that guide depth and ground clearance have to be gauged



accordingly: shaving valuable guide-depth has to be offset against the noise and increased friction when the bottom of the slot is engaged.

Weight can be added at will: not enough and the car struggles to stay in the slot; too much and the car will be slow to accelerate and slow down. Kit cars are not allowed and magnets must be removed.

Tyres are free and additives can be employed: resident member Chris G. will kindly accept funds for his magic solution. If it doesn't improve tyre grip, it does even less as a hair stimulant. As the tyres are so key to decent laps times, this is definitely worth a try (Chris - 10% as we agreed?) but, whilst not all tyres respond, those that do can really be transformed. It is preferable to ensure the tyres are completely dry before racing if sarcastic comments from fellow competitors are to be avoided. It may even be in the rules!



Similarly, if depositing unwanted components on the track is to be avoided, it is a good idea to tape over the chassis screws. We've all read that a bit of body rock is beneficial to staying in the slot but, until racing on a club sized layout is experienced, the magnitude of effect is hard to appreciate. Slackening the body securing screws is a common practice that occasionally leads to the screws falling out completely and shorting the power rails: not good. A better solution is to use special screws that have an undercut plain shank which can be tightened



fully whilst still permitting some movement of the body. A strip of electrical tape placed over the screw acts as insurance.

If cars have wings they need to be in place at the start of the race: thankfully there's no post race scrutineering, as well used cars are not renowned for retaining all of their aerodynamic appendages. At the end of each race it is conventional for marshals to politely return any trackside debris to the appropriate owner, together with the offer of Superglue at a competitive rate.

Control motors are any standard Scalextric Mabuchi, Ninco NC5 or NC2. Last year, when NC5s became relatively expensive, we agreed that the motors that everyone had removed from their Spirit Silhouette Peugeot 406 would also be permitted as it was effectively a no-cost option. However, as we're a reasonably competitive bunch, it was soon realised that the Spirit motor has advantages over the Ninco offerings so these are discretely being displaced. Mounting the Spirit motor as low as possible also provides some downforce for the quiche eaters. The only other exception is if a Mabuchi fitted Scalextric Sport model is used it can retain its original tuned motor: unfortunately the F1 cars that fall into this category seldom preserve much else due to the relative fragility of the body.

Having selected a car to run at the start of the evening, that car must be run in all four races for that class: well, that's the ruling but the consensus of the group normally permits a replacement if something disastrous occurs. This is a chivalrous agreement on the basis⇒

that it probably won't be as good as the prime car chosen to race and the same malady could easily affect you next week.

In order to provide a modicum of variety, classes are run on a two week cycle of two classes each meeting. I've noticed that other clubs seem to run many more classes but our system provides a balanced mix of racing whilst avoiding excessive expenditure on too many cars. The fortnightly cycle means that we race Sports and GT cars one week and F1 and Club cars the next.

Apart from cars, a throttle is required: the trusty budget Parma is as good as any, at around £27, and will permit replacement of the resistor for a lower value if and when driving skill improves.



Points are awarded for each race with points counting towards class and overall honours at the end of the year: 4th = 4 points, 3rd = 5 points, 2nd = 7 points and 1st = 9 points. For the first year, achieving 16 points in each class seemed a major achievement! Cars have to cross the line in order to qualify for last place so, not unlike Le Mans in the Group C era, there are occasions where cars park just before the lap timer before staggering across the line.

Last year saw membership decreasing to the point where we occasionally only had two marshals to return cars to the track: a sure way of focusing driving effort. An effective plan was launched to encourage new members, with advertisement posters being posted locally. This has been such a success that we now often have in excess of fourteen racers including a few

Croydon Scalextric Club

Sports F1

Every Monday Night
Practice from 7:30 to 8:00
Racing from 8:00 to 10:00

Club Car Saloon

Contact:
Mick - 020 8224 0951
David - 01342 830 007

Scout Hall
James' Road behind the
West Croydon Baptist Church

<http://croydonscalextricclub.weebly.com>

youngsters enjoying the hobby for the first time. The younger drivers can cause frustration when performing as mobile chicanes but it is satisfying to observe their concentration and understanding of conventions grow over the weeks. The track is normally set up and ready for practice by about 6:45 pm and racing starts at the strike of 8:00: we generally finish around ten, although if everyone turns up we can run on a bit longer.

Requirements for Each Class

Formula 1

The easiest F1 option is to go for a Ninco, but a variety of other cars can be made to be competitive. Unfortunately, the Ninco models were not readily available last year so tended to command fairly robust prices, prompting some to adopt alternatives. A further problem is that most of the Ninco F1 cars come with the NC2 motor so, to be competitive, an NC5 is required. For some reason the Champ Cars, despite being fitted with NC5 motors, don't seem to work – I've no idea why but I've decided that they are probably better avoided than trying to prove a



point. This is the class that I find is undoubtedly the hardest to drive competitively, mainly as a super-smooth style is required to remain on the track. I don't think anyone has tried fitting a Spirit motor yet – it may not be such an advantage as the F1s seem to struggle with the power of the NC5.

The main disadvantage with the Ninco cars is their ability to lose steering if crashed. The best solution is to avoid other cars at all costs. The front wings are not averse to declaring their independence and need to be firmly attached as, just like with real F1 cars, performance is somewhat impaired when it lodges under the front wheels. Of course, the main benefit is that they are once again available, in the guise of the Jordan, in a few plain schemes. The Osterero AllSlot generic F1 cars have been tried but they are relatively expensive, still require quite a few parts upgrading to be competitive and are fragile: three chassis have so far been destroyed by guides catching on track joints. These are certainly very capable slot cars but the choice of venue needs careful consideration as the very lightweight construction will not suffer too much abuse.

Whereas, in all other classes, cars can be gently leant on through the corners, far more care is required when passing with the open wheelers. Manoeuvring past a slower car in an adjacent lane gets particularly exciting if a competitor is closing: do you go for a frenetic overtake and risk causing an accident or wait for the next straight and face the threat of being caught? Most racers generously stop and allow a pass but if they are engaged in their own dual a fast approaching car isn't always noticed.

Language is pretty restrained but the occasional murmur of discontent can sometimes be detected, normally as a result of self-imposed anger.

Saloon



This is a bit of a misnomer as the only car to enter hardly qualifies as family transport. The Spirit Silhouette Peugeot 406, now obsolete, is the only viable candidate. Several members have discovered that the special SCX digital version, although cheap, wasn't suitable as it is fitted with a lower performance motor. However, they do provide a different livery and a source for spares. Although changing the guide for a sprung version can help provide an element of confidence when starting out, these can unfortunately also add a new failure mode as there can be a tendency to rip the wires out of the guide if the car spins and the guide is forced around too far. However, as driving and tuning skills improve, they can gradually be phased out and the original guide refitted. With everyone running the same car it is down to setting up, choice of tyres and driving skill so there's nowhere to hide within this class. A new challenge has recently arisen: with the Spirit tyres no longer being available, alternatives are being investigated. Slot.it examples seem to be working, but with so many sizes and options available it has added a new variable.

These are by far the fastest cars around the Croydon track. Spirit also produces another, more conventional version of the 406 but it's not competitive: more than one of us has initially purchased the wrong model.

⇒⇒

Sport

This class used to be dominated by the Ninco Mosler but other marques are now starting to steal the honours. At the start of this year, some Slot.it cars crept in but, as they require a bit of work, and further investment, to fit either the Spirit or NC5 motors in angle-winder configuration and to establish equal performance to the well know Moslers, it was a few months before they started to stamp their authority.



At present, Slot.it cars are represented by a scattering of Porsche GT1 EVOs and Toyota 89s but are still being kept honest by some well developed Nincos. 2015 will probably witness a gradual migration to Slot.its, with the Ninco Moslers being held in reserve as dependable spare cars.



The only parameter that is certain it that, no matter how attractive a model may appear, it has to be an angle-winder configuration as in-line versions, like this pretty Radical, just can't compete.

Club Car

For the past two years we've had Scalextric Audi R8s for this class but for 2014 Scalextric kindly donated McLaren MP4-12C GT3s. For this we



are indebted to Adrian Norman for recognising the potential of investing in Scalextric clubs as a prospective means of introducing youngsters to their products and encouraging older racers to buy more! The new McLaren is certainly a much nicer car than the Audi being better balanced straight out of the box and less frustrating due to the lower centre of gravity and wider track. Of all the classes this is the one where excuses end and it becomes a straight comparison of driver skill: over-driving the cars results in deslotting so a consistent style is imperative.



One club member maintains and fettles the cars throughout the season, making fine adjustments to try to ensure identical performance from each car. This doesn't always work out as there is always a slight mismatch but it's the same for everyone. Each lane has an allocated car so everyone has equal chances of winning.

Summary

To summarise, initial purchases in order to compete throughout the year would be:

Ninco Mosler.

This would be a safe basis to start until sufficient experience is gained prior to investing in a Slot.it. Races can certainly still be won using a well prepared example of this budget racer but its days may be numbered.

Ninco F1.

The recent releases have made these available once again without the need to pay premium eBay prices. The choice of alternative possibilities is vast but an erroneous purchase can be frustrating.

Spirit Silhouette Peugeot 406.

A little bit of searching is required, but there are plenty around to be purchased at reasonable cost.

Sprung guides.

Available from Ninco, Fly and Slotting Plus all offer suitable replacements which can be encouraged to fit with a little ingenuity.

Throttle.

Parma Economy: 45 ohm to begin or 35 ohm if confident, moving to 25 ohm or lower if reactions permit. I still use 35 ohm for F1 but 25 ohm for all other cars.

Tyre additive from Chris.

As well as an aid to gaining more grip, the purchase of a bottle can also be considered as a deposit on valuable racing guidance.

Race box.

Whatever is purchased, it will never be big enough to transport all the cars that could be raced so a careful selection could help impose a degree of discipline on car purchase.

As clubs go it is a hard group to fault as everyone is friendly, generous with advice and it provides a very enjoyable evening of fun at reasonable cost. The first attendance is free, with competitive cars and controllers always available for loan: weekly presence is then a staggering £3.50! For anyone interested in giving it a try there are plenty more details, including championship standings, on the club website: <http://croydonscalextricclub.weebly.com>. Alternatively, give either Mick or Dave a call and arrange to come along to the Scout Hall in St, James's Road and enjoy an evening playing with toy cars.

If Croydon is too far from your usual haunts then scout around for a local club. You could have a great time with like minded enthusiasts. Even if, like me, you didn't think you would be interested in racing, you may be surprised and find a competitive streak as well as new friends.■



100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

Hello and welcome to 2015 and the 35th year of the NSCC! I hope you all had a good Christmas with plenty of boxes to open, all slot car related of course! But if the boxes were in transparent plastic or had a viewing window then you wouldn't need to open them would you and that makes a very good question as in "is it possible/ better for all of these Limited Edition cars to come in a "better box" at all please? (Reason being that once you've got a few of them all you end up doing is storing them "somewhere" rather than actually getting the cars out and being able to look at them like you can when they come in a clear display case), What do you think? Would these "collectible" sets be better off in a clear box of some sort? I know that the cardboard ones "travel better" but then they just gather dust as most peoples' shelves are simply not big enough to display them "lid open" (For the record all of the above came about when a few of us were chatting recently so if the powers that be are reading this we wondered what your take was on this please?).

How To Digitalise A '60's Mini – The Current Hornby One That Is

You might recall a couple of months ago that Peter Simpson mentioned that he had managed to fit a retrofit Hornby Digital chip into a current Hornby Mini? Well here is one that I did earlier too for fellow NSCC member Bernard Fogarty and just like Peter's the chip is on the back seat but in this case as it is an "Italian Job" Mini then it is actually on top of the gold and is covered by a tarpaulin so that the "coppers" don't see it!

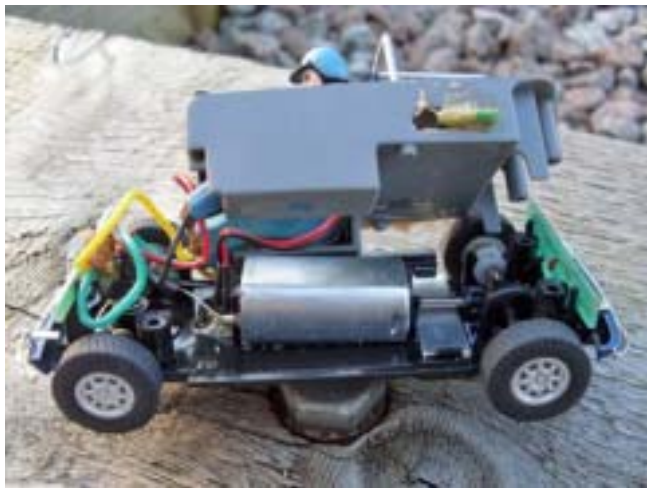
My Digital mate Greg K. (of Slotforum fame) tells me that you can also fit it under the



interior above the rear axle but I didn't fancy that as knowing my luck it would get mangled by the contrate so I went for the back seat option even though it needed a little bit of extra work which was to basically cut a slot in each side of the interior moulding so that the edges of the chip can slide in as it is just ever so slightly too long, but once the car is back together you'd never know so it's not a problem in the end and the LED detector fits very nicely in the ready made hole just behind the guide and if you route the wires like I did as well again you don't see them at all.

Once it's all back together which is achieved by tucking the rear of the interior under the lip





by the rear window first and then very gently pressing the front end down (whilst praying that it doesn't break) until you feel it "click" into place, and once it has then everything is done and all you need to do then is screw the car back together making sure that the various wires are not getting caught in the screws.



Improving A Revell BMW 320

Following on from the above, this one is actually very nice and simple to do which is something that Ric from Slot Car Magazine commented



on to me recently, so for this one you just need to drill out (using a sharp 4mm HSS drill bit usually) the guide mounting a tad to accommodate the Ninco "springy" guide, fit a 10g car wheel-balancing weight just by the rear axle and then fit Ninco Ferrari F1 rear tyres onto the standard wheel hubs on the back axle and try it, you'll love it (Or 1970's Scalextric JPS etc. F1 rear tyres and hubs plus fronts to match).



I did mine several years ago and you won't believe the fun it is to drive, especially on a wooden track, you can really throw it around and it's so easy to make the changes, honest!

Improving A Hornby MK1 Cortina

As we're on the "improving" theme then, you may remember that before Christmas I mentioned that I'd been messing about with a Hornby Lotus Cortina, so I thought I'd show you what I'd been up to. Firstly I replaced the FF motor with a good old Johnson 111 motor which⇒



fitted in really easily once you've trimmed the FF motor mounts out of the way that is, all you need to do is clear the space, then find where the motor pinion makes the best/ smoothest contact with the contrate and mine was with a tiny bit of slope on the motor at the back down towards the rear axle and then glue gun it in down the sides and hey presto, job done (Told you that the Glue Gun would come in handy didn't I last month!).

However, you might have noticed that the chassis looks a bit odd? Well that's because I've trimmed the front and rear bumper sections off the main chassis and fixed them to the car bodyshell itself so that the chassis can now be made to rock a little once the body screws have been loosened a turn or so (Previously to this the bumpers tended to restrict the chassis from being able to move).

Once it's all back together you'd never know – ah, well – yes you can see the joins a bit but at least the theory worked and with hindsight I'd

have been better using the Glue Gun to fix the bits of the chassis to the body but as I didn't own it when I originally did the work then I used Milliput, Note Superglue wasn't really an option due to there being many gaps between the bits, hence I went for something more "solid".

The interior has been trimmed to fit around the slightly larger Johnson motor and with a bit more work the original drivers could also be trimmed to go back in but I might just cheat to be honest and fit a "tray" interior on top of the motor and an alternative driver instead as that's a whole lot easier. (Seeing the special edition that Peter Simpson mentioned a few months ago inspired me to paint it yellow and I've also sprayed the MRE MK1 Transit Van that I have been working on "yellow" as well to hopefully show them off as a Team, well that's when they both get finished that is, just don't hold your breath you know what I'm like!).

Anyway, so how does the Cortina go then? Well it's certainly more drivable now with the



Johnson motor and no magnet remember especially on the wooden track up at the Dudley Club. One thing I had to do though and this applies to some other Hornby cars as well is if you are using them on older Classic /Plexy track then you might need to remove the “lump” where the contrate sits in the chassis as if the rails are quite proud of the surface or you overgrind the rear tyres then the car will keep sticking on the track due to this, remember “Sport Track” rails are flush if not very slightly recessed, hence you don’t normally get this problem it’s just on the older track that is happens.

By the way, don’t be too tempted to oil your Hornby tyres (or Carrera or Revell) in order to get more grip. Surprised? Well, yes, if you oil them then you will make them tacky for a bit – but over a few months we’ve found that the oil actually ruins them 100% think Hornby James Hunt McLaren, Ferrari P4, Carrera 1970’s Alfa GTA Silhouette, Revell NSU all were OK to begin with but a few months later they were all ruined. I guess it must be the type of compound that is used, but with the older SCX, Ninco, Slot.It and NSR tyres the oil doesn’t seem to do any damage over time so the moral is “live with them” or change the axle/hub/tyre unless you like buying replacements and that’s if you can get them that is. Sean (PSR) has a good range to choose from under his “Slot City” division if you are stuck, I recently got hold of a complete rear axle for a Cadillac Northstar LMP car that I found up my loft but in time I guess supplies will dry up for certain cars as time elapses but luckily for me this time I was OK.

George Turner News

As Christmas was rapidly approaching and George was that busy sending stuff out then I didn’t want to bother him too much and so in the end I said that I would bail him out and show you his D-Type Jaguar kit that I bought for my very good friend Malcolm Scotto of the Wolverhampton Club (Long story but he is always helping me out and so I thought it was time that I did something for him for a change basically). Anyway, this is what you get for your



money. As is usual with all of George’s kits they go together very well and over time they have actually evolved rather well in terms of simplicity and he has also made weight reductions wherever possible so that they race even better.



I have ~~several~~ sorry, many (!) of his kits in various stages of completion and hopefully in 2015 I hope to be able to put the effort in and ➡➡





actually get around to finishing most if not all of them, but we will see I guess? I remember when I first spoke to George some time ago, I said to

him that we would keep him very busy and fortunately for us he has. So hopefully in the February Journal we will be able to see what he



has been up to in January and also discover how long his Christmas hangover lasted (Only joking!).

How To Mount The Chassis To The Bodyshell When Scratch Building

In case you don't know, the "tried and trusted" way that I use is to use hollow plastic tube from your local model shop or eBay etc. It is very cheap, like £2 approx. for a length and I use the 3mm (1/8) outside diameter one as the bore is just right for Ninco screws generally, note don't over tighten them as you will strip the thread!

I also "cut the thread" with the tube in the pliers before fitting it to the car so that you know you can screw it together very easily once the gluing is under way. What you do then is to screw the mounting tubes to the chassis fairly tightly, but not quite fully tight, leave a tiny amount so that you can actually unscrew them easily otherwise you might risk breaking these mounting tubes later on and then you offer up the body to the chassis and observe where the mounting posts will mate with the body as this is where you will need to pool the Araldite so as to affix them to the body top, don't use Superglue as it generally won't work unless your mounting post cutting is perfect!

I find that the "cheap" Wilko type Araldite Rapid 2 part epoxy type stuff isn't as good as the genuine stuff but it can be used if you wish, and believe it or not sometimes I find that it doesn't actually stick to the plastic but if it comes off then you can Superglue it back it will hold, the cause is probably oil on the body, but you live

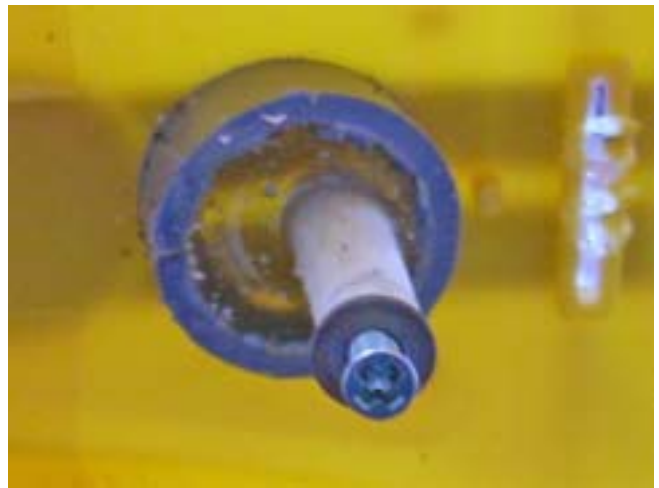


and learn sometimes don't you (It also pays to roughen up the area as well with some sandpaper so as to give a key for the Araldite)?

Anyway, the trick is to mix your Araldite Rapid and then apply it to the body in the correct place and then to bring the chassis to the body (whilst holding the car upside down) and then briefly turn it over the correct way up so as to allow some of the Araldite to run down the mounting tubes to strengthen the joint – but don't keep it the right way up for too long as the Araldite will go everywhere!

You will find that for a while it is very runny and then suddenly it will start to thicken and then go hard, experience (or luck!) will allow you to master this bit once you have a bond then you can unscrew the screws the next day better to be safe than sorry and then apply some more Araldite to strengthen the mounting posts some more if required (This might sound a bit scary but with practice you will get it right).

Note you need to leave the car upside down



down whilst the Araldite sets, and I quite often use a rubber band or some Sellotape to hold the chassis in the correct position so that it doesn't move before the Araldite has set.

You could also use Milliput instead of Araldite, but as Milliput is somewhat heavier than Araldite you would technically be raising the centre of gravity again, but at least it's a lot cleaner! (Note when you mix the Milliput it's better to cut it up into small pieces with a Stanley knife and then mix them together rather than just trying to mix "two big lumps").

Either way, once the "glue" has dried you then simply unscrew the screws and put the motor and guide back in and your car is ready to roll (By leaving them out you can see what's going on inside easier – and it's best to leave the wheels in as that will help determine that everything lines up etc.).

You could also try using the Glue Gun method which I have tried a couple of times now and it seems to work OK generally.

Finally, another way and perhaps my preferred option, is to glue a circle of plastic to the body where you want the post to be and then fill that circle with Araldite and then bring the body and chassis together upside down and then leave to set (This stops the Araldite going everywhere and also removes the need to make it "mushroom" which can be a bit awkward), agreed it uses more Araldite but the bond is so much more efficient (Golf Tees are also an option as they come with the "mushroom" bit already and the ones we had were also hollow which was ideal).

And Finally

If you liked the bluey/green background on some of my photos in the December 2014 Journal re my Morris Minor then I'm sure that you will be surprised to learn that they are actually taken on the bonnet of my real life Vauxhall Corsa! Strange but true and on that note see you next month! ■

As my Ninco Callaway Corvette was embarrassingly outclassed by Ninco Moslers at a recent Bearwood Scalextric Club race night, I figured if you can't beat them, join them and began looking for a Mosler on eBay. I ended up with a whole Ninco set containing two wingless Moslers including one in Gulf livery for £40.00 (221619348518). Before the set arrived, however, I happened to be sorting out some cars and in the bottom of one of my car boxes was lurking, yes, you've guessed it, a Ninco Mosler! I knew I had an NSR Mosler, but had forgotten about the Ninco one.

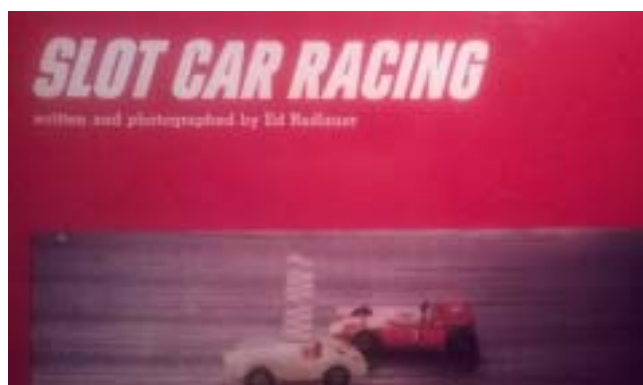


If you fancy a more pristine example then a DHL livery Ninco Mosler is currently on eBay for £34.99 (261681336469). As for Ninco Callaway Corvettes, a silver one sold for £15.00 (371249973553), while an Aspen Knolls red white and blue liveried version sold for the same price (371214974016).

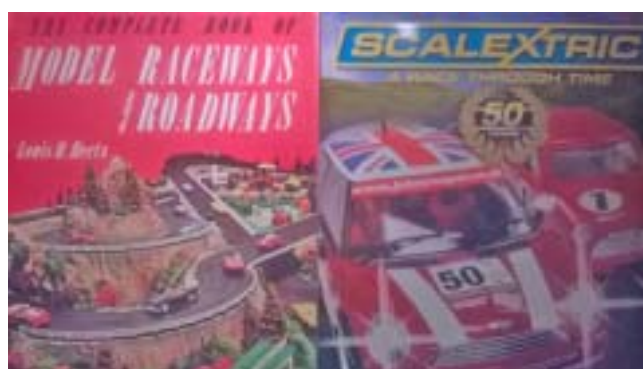


Slot Car Books Top Ten (September To December 2014)

1. Slot Car Racing – Ed Radlauer (Teacher's Guide with Filmstrip and Cassette) £310.53 (191432257245)



2. HO Car Model Racing – Car Model Magazine plus 18 Aurora AFX Cars £184.73 (131320841245).
3. Minic Motorways Handbook with Coach and Bus Set £75.00 (261661114174).
4. The Complete Book of Model Raceways and Roadways – Louis Hertz £57.32 (201222215110).



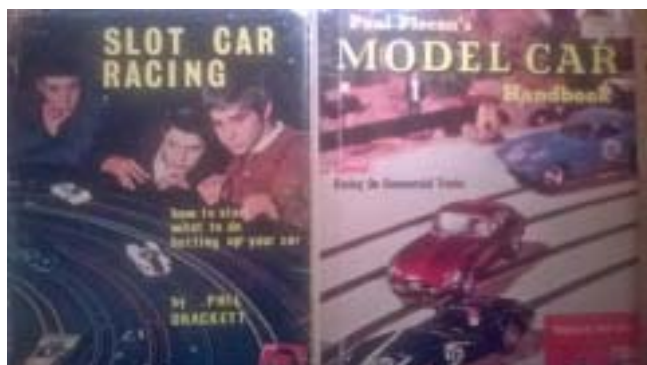
5. SCX Mini 50th Anniversary Book plus car £55.99 (281453782564).
6. Scalextric 50th Anniversary Ferrari Twin Set with "Race Through Time" Book – Roger Gilham £51.00 (301371783441).
7. Here is your hobby... Slot Car Racing – Bob Braverman & Bill Neumann £48.41 (161418999474).

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8. Spanish Scalextric 40th Anniversary book with two Fiat 600 cars £43.00 (141414917963).
9. Strombecker Road Racing Book with 4½ Cars £42.04 (111478907254).
10. Aurora HO Slot Car Identification and Price Guide – John A. Clark £35.03 (321595114541).

I never would have guessed Ed Radlauer's book would have been number one, as it is rather basic and aimed at teaching children to read rather than improve their racing. The slot



racing film that accompanied it sounds interesting though, especially if the buyer has a projector to watch it on. Some of the car-with-book sets certainly look like bargains. Anniversary sets seem popular, while it's good to see some old school slot racing books holding their own in the Top Ten.

Bubbling under the Top Ten was Slot Car Racing by Phil Drackett at £32.00 (390963661904), A Guide to Model Car Racing by Irwin Stambler at £31.84 (381058698268), Model Car Handbook by Paul Plecan also at £31.84 (20122225342), five HO Scale magazine type books with some Aurora track for £30.58 (201187555315) and a Technical Journal of Model Car Racing for £28.98 (111493561671).

Author Bob Beers has been selling copies of his own book The Complete Color Guide to Aurora HO Slot Cars, together with a supplement by Albert Driessen for £22.93 on eBay since September and they are still available now (400816922673).

Monthly eBay Watch Top Ten

1. Scalextric Blue Vintage Bugatti Type 59 C70 with Repro Box £8,795.00 (390993178248).
2. Scalextric Vintage 42 car collection including Marshal's Aston Martin and James Bond Cars sold for undisclosed "Best Offer" price less than £2,250.00 (161494284981).
3. Policar 1.24 Lamborghini Muira £1,737.61 (item number unavailable).
4. Scalextric Tinplate Austin Healey £753.49 (161495466828).
5. Tamiya 1/24 Prince GT R-380 unmade Kit £579.65 (281493700613).
6. Aurora HO Car Parts Collection £573.28 (161513784023).
7. Aurora HO Brown Camaro £573.28 (131345797884).
8. Scalextric Vintage Set 90 £551.00 (item number unavailable).
9. AFX Porsche 934 £525.45 (231396151464).
10. Scalextric Skyfall Twinpack £510.00 (171531898443).

Wow, good price achieved for the Bugatti – the seller suggested only 20 are known to exist and two of those are in the Hornby Museum.

This conflicts with Roger Gilham who says in his books that 60 are thought to still exist from the run of approx 600 made. There have been some doubts expressed to me as to whether this may have been a resin or Perris example. As luck would have it there was another Bugatti that sold just recently to compare this against, so they may not be as rare or expensive as we think, as this example sold for £5,465.09 (171583451940). Have a look and judge for yourself.

Nice to see Scalextric items dominating the Top Ten this month. Strange that two item numbers are not available, perhaps the sellers haven't paid their eBay fees, or the deals fell through? The 42 Car Collection included an Auto Union too, although it had a Pink-Kar body apparently.

The Skyfall Twinpack was sold by Hornby themselves from their archives, and was number 0006 of 3,500, which presumably accounted for the high sale price achieved.

I was very pleased to learn that the spotty youth I reported on last month hogging 14 Skyfall Twinpacks and a load of other items at the Factory Shop during our Hornby Weekend was finally ejected with his mates empty handed, to the applause of the other customers there at the time.

Hornby Scalextric Archive Top Ten

1. Skyfall Twinpack £510.00 (171531898443).
2. Hypercars Mercedes & Bugatti Veyron SLR Twinpack £310.01 (171531901268).
3. Hamley's Mini Cooper Challenge Set £185.00 (201227186754).
4. Formula One Set signed by Ralf Schumacher £163.13 (171530255758).
5. GT Interactive Race Management System Set £149.00 (201221939750).
6. Orange Ford Escort RS 1600 £96.32 (171502401964).
7. Le Mans 24 Race Set £89.00 (181584763438).
8. Moto GP 3 Gibernau v Rossi Motorcycle Set £83.78 (171483370101).
9. British Superbike Championship Rutter v Reynolds Motorcycle Set £83.01

(181567224367).

10. Moto GP 3 Biaggi v Gibernau Motorcycle Set £78.99 (171512577043).

I nearly included a Jenson Button Brawn GP Car that sold for £129.99, but then noticed while it said Scalextric Archive in the listing title, it was actually sold by an eBay in Cornwall (251553316777). Reminds me of a listing I spotted a couple of years ago by another eBay seller that had put Greenhills in their item title but had nothing to do with the West Yorkshire seller who often uses that name. The Motorcycle sets look interesting, I wonder if they will appreciate in value in years to come?

Although I spend many hours each month looking at slot car listings on eBay, it's always helpful to be notified of any unusual or interesting items that I may otherwise have missed, and you are very welcome to email me on ebaywatch@nscc.co.uk. Helpful members emailing me recently have included Steve Williams, who spotted:

1. Boxed Set of three 1/24 Scalextric Raceway Figures sold for £488.00 (361149115432).
2. Marked Air Intake only for blue Scalextric March 6-wheeler still available (unsurprisingly) at £75.99 Buy It Now (221630288291)!
3. Vintage Scalextric Control Centre sold for £130.00 (171572681266).
4. Another vintage Scalextric Control Centre hidden amongst other buildings sold for £181.53 (111514465355).
5. Vintage Thunderac Set with spitting image of two Scalextric Lister Jaguars but to a different scale for £120.00 (111528278035).



6. Vintage Scalextric Set 50 with Austin Healey and Mercedes £41.44 (201214887023). ➡➡

Steve Langford spotted a crisp item too recently - two empty Smiths Chipitos packets that someone had kept since 1973 because on them was featured a competition to win one of 400 Scalextric sets. They sold for £14.25 (301389663517). I missed those back in 1973 when I was aged ten, or I would have entered! I did win a Meccano set around the same time in a Kellogg's competition but that's another story.

Club Watch

I had the pleasure of making one of my infrequent visits to the East Durham Slot Car Club this month, and it was good to see how successful this commercial entertainment venue and racing club is becoming. Having started with just one industrial unit at Blackhall Colliery on the coast of County Durham two years ago, housing an extensive 1/32 Ninco track, the unit next door has now been obtained too, enabling a doubling of the size of their premises to include an HO track for Peterlee HO Slot Car Club to race on. The outside area at the units will not go to waste either, as it includes an off-road track for racing radio control buggies.

As you can see they're a friendly lot, and the comprehensive venue is a family run affair, managed as a "not for profit" organisation within the local community by young marketer Janet, while her sister Lisa runs the catering, mother Mary helps with marshalling and father Graeme runs Race Control.

A warm welcome is extended to model car racers of any age. When I first visited them they mainly raced Fly Lister Storms, and some of these high mileage cars are still soldiering on, although minus such minor encumbrances as



interiors, window glazing, front wheels or roofs! Most of the motors have been up-rated, to 45,000 rpm in cases, as have the magnets, so the cars corner at terrific speeds without crashing, but when they do leave the track damage quite often ensues.



Having made a dent in the UK stocks of Listers, the club are now moving onto Fly Venturis instead, which seem equally fast. Track features include a switchback along the back wall and a "doughnut" spiral for the cars to ascend to the top level. For intrepid marshals there is also the "chair of death" in the middle of the circuit from which to oversee proceedings. More information is available on their website, www.eastdurhamslotcarclub.com. They even have their own internet forum too at, www.nemodelracingforum.com.

Classic Team Lotus

I thought Scalextric had made up the Classic Team Lotus logo to replace the cigarette packet related JPS logo on their latest Lotus 72, but I discovered I was mistaken when I passed the





actual Classic Team Lotus headquarters this month, just down the road from Lotus Cars. On their website www.classicteamlotus.co.uk you can not only buy a couple of Lotus 49 Scalextric cars, but book an evening tour around their historic Lotus racing team workshop in the company of Colin Chapman's Son Clive.

After seeing a full size yellow Exige at the Lotus factory, I couldn't resist buying my own Scalextric version for just £24.99 on eBay (181614261401).



Shop Watch

Not far from Lotus is Snetterton racing circuit, so I popped in when passing to take a break and was surprised to find another sign, suggesting that at Snetterton Park was "The World's Greatest Model Shop". I was a little dubious but after walking past a dinosaur and a tank from



Goldeneye, and entering their coffee shop, I was confronted by the biggest model ship I'd ever seen, of the USS Enterprise aircraft carrier.

This boded well, and as I continued into the vast shop that resembles a set of exhibition halls, I passed life size Lego display models, and Pecorama and Fleischmann model railway display layouts, before discovering a truly massive LGB model railway alpine display layout, upon which it seemed strange to find all the trains were trundling around even though I was the only customer in sight.

Having decided there must be some great slot racing displays inside too, especially as this was after all at a motor racing circuit, I searched for them but my hopes were dashed when discovering no display tracks at all, just a couple of glass cabinets with Scalextric logos but only containing some Ninco and SCX track items.



I was drawn to the striking large scale Schylling clockwork tinplate versions of the Golden Arrow speed record car for sale. One is available on eBay with a Bluebird too for £110.00 (261704375804), while a Golden Arrow sold separately for £54.50 (131378465453). Shame these are 1/17 scale so too big to convert to slot racers, but how great 1/32 Scalextric versions would be! ■