



**No. 400 July 2015**

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**Diana Francis - Honorary Life Time President**

## Another Milestone Reached

This month, the more eagle eyed readers may have noticed that not only is this Journal the July edition, but it is also the 400th edition, based on the numbering system I inherited some six plus years ago.

That means that the Journal has been going for some 33 and 1/3 years in one way, shape or form, a pretty impressive milestone I think.

A further impressive milestone I reached last month, and that was some 12 years of marriage (I would be getting parole around about now had I committed murder!) and so I would like to take this opportunity to thank Denise for putting up with me, tolerating my interest in slot cars and of course letting me sit down each month, locking myself away to produce this Journal, when other things perhaps should take priority?

Moving on to slot car related items, I hope many of you have applied to purchase this years Club car, a truly exciting production for the Club and also I hope you will note the relaunch of the Northern Swapmeet, which perhaps linked to the history of the Club is returning to the original Leeds venue of old, so it will be the Leeds swapmeet, to be held on the 11th October 2015. I hope as many of you come as possible and support the event, coming from near Leeds myself there is also plenty of other things in the area to see and do, so you could make a weekend of it with the wife or family, and we may even enjoy a bit of an Indian summer then as well?

I myself will be attending as will most if not all the Committee, and we are of course producing a Limited car for the event to encourage people to attend as buyers and offering all NSCC members free tables for the event, so encouraging the sellers and traders alike.

The event used to be very popular so let's hope it can reinstate itself as a regular on the swapmeet calendar for years to come. Until next month.

Jeremy



# MESSAGES FROM MARGATE

email: [factory@nsc.co.uk](mailto:factory@nsc.co.uk)

By Pete Simpson

Oh dear, another quandary: report on the cars already in the shops, focus on the prototypes that were shown on the Scalextric stand at Gaydon or, of greater importance if maximum enjoyment is to be derived from our toys, detail the update to ARC ONE? So, in no particular order, here's an eclectic mix of news from our favourite Kentish toymakers.

Despite the majority of the Hornby staff having relocated to Sandwich, not all of the facilities were finally defined when I last visited which resulted in the models that had been on display at Gaydon being shipped to Margate rather than to the new facility. Whilst I was presented with a couple of gems to photograph, those members that missed the Slot Fest will have to wait another month before I can include photos.

## McLaren MP4 12C GT3

The wide tracked McLaren MP4 has proved to be a real test of character at Croydon: with everyone racing club controlled cars there's



nowhere to hide. Unfortunately I've not met with stunning success in this class but I've only been practising for two years! C3605 is the latest version to be approved by the Scalextric engineering team so it can't be too far away from getting to the shops. The car modelled is that of Team Bhaitec driver Daniel Lloyd as raced in the Netherlands over the weekend, 5<sup>th</sup> and 6<sup>th</sup> July 2014. The changeable conditions in round three of the Blancpain Sprint Series ultimately cost the Briton and team mate Sten Pentus a points finish. With conditions getting treacherous, Daniel had to make an unscheduled return to the pits for treaded rubber and eventually ended the encounter in 15<sup>th</sup> position.

## McLaren P1

The observant reader will have spotted that the car shown a couple of months ago, albeit in bits, to illustrate the reduced interior height was in fact a prototype of this yellow car, C3644. It is⇒⇒





a natural partner to the red model, being another road version of the McLaren supercar. There is a suggestion that these may be developed to comply with the WEC regulations which would surely lead to the release of GTE liveried versions over the next couple of years. Only rumours, but who knows? Hopefully the availability of the PCS chassis should coincide with the two P1s getting to the shops thereby promoting the possibility of upgrading with Slot.it parts to make them competitive with other brands at club level. If Scalextric release white and blue examples we'll be all set for another club control class at Croydon.

### **Toys 'R' Us**

Amongst the cars provided for photography was this pairing of SR road cars. Information is limited but keep an eye on the usual outlets that commission special sets: although not currently listed anywhere, these are sure to appear at either Toys R Us, Argos or Amazon in the near future.



### **Legendary McLaren and Brabham**

This boxed set, C3589A, is a limited release of 3,000 depicting the Winged Legends of the 1969 Grand Prix Championship. Sir Jack Brabham's race team built the Brabham BT26A/2 and was one of the first to experiment with aircraft inspired wings to create increased downforce, although the period of the extreme wings was to be short lived. The Scalextric set models the number 8 car as driven to victory by Jack Brabham in the International Trophy race at Silverstone in March, and Bruce McLaren's second placed number 6 M7C from the Spanish Grand Prix in May. Due to the incidents of wing failure and consequential accidents at the Montjuïc street circuit located on the Montjuïc mountain in Barcelona, the high wings were banned after practice for the next event that year, the Monaco GP.







With delivery expected to be at the end of November this would be the ideal Christmas present for Australian fans of Grand Prix racing so don't be surprised if you are unable to find an example here in the UK. Retailing at £85 it's pretty good value when the solo versions cost £45 each: a collectors set without a premium price.



### Lotus 72

Although it was hoped that this model might have appeared in Gold Leaf livery, this will not



be the case, although adding the correct decals wouldn't be too difficult. This latest Lotus, C3657A, like the pairing above, is another from the Legends range produced in relatively low numbers for the discerning collector. It replicates the car as driven by Tony Trimmer at the 1971 Race of Champions, a non-championship F1 race at Brands Hatch. Unfortunately, he was to enjoy only 5 laps before his Team Lotus car expired with a broken fuel pump.

### Lotus 49

Although there is not yet a decorated example to illustrate, I think it is worthwhile to include a couple of images of the revised Lotus 49, C3656A. In the Scalextric presentation at Gaydon, designer Luke Ralph explained that the modifications to tooling to emulate the later design of nose featuring revised cooling ducts means that it is no longer possible for Scalextric to produce the earlier cars. So, if you missed⇒





any, there's only a finite number of the current model in circulation.

Not only has the nose been modified but so has the rear aerodynamic appendage in the form as run at the 1968 Monaco Grand Prix when driven by Graham Hill in Gold Leaf Livery. Although I know that the 72 above will not have cigarette advertising, until I see the decorated sample of this car I still can't confirm how it will be presented. The first version will be limited to 3,500 examples and, like the Winged Legends above, will not be DPR.

### **Aston Martin Vantage GT3**

New for 2015 is the Scalextric rendition of the latest Aston Martin GT racer. Although this is a new moulding, it is not a PCR version, although Slot.it will be offering after market chassis as detailed below.

Any Gulf liveried car is a sure seller and this one, C3622, should be no exception. The



scheme is another variant on the ubiquitous colours with a rather attractive fade-out to white around the centre of the car whilst retaining the characteristic outline of the grille.

The Spa 24 Hours is one of the most gruelling races on the motor sport calendar and in July 2012 the No.89 Aston Martin V12 Vantage GT3 campaigned by the Belgian GPR Racing team and driven by Tim Verbergt, Ronnie Latinne, Damien Dupont and Bertrand Baguette achieved a 16th place in the Pro-Am class.

Hot on the wheels of the first of the Vantage







model is the second, Beechdean version, C3623. Andrew Howard, team owner and driver of the Beechdean Aston Martin Vantage GT3, with partner driver Jonny Adam proudly campaigned the 2014 British GT series in their number 1 car following their 2013 Championship win in the No.007 car.

It was only when reviewing the various classes for which the Vantage is eligible that I realised that two competition versions are produced: one is fitted with a 4.5 litre V8 for eligibility in GTE class, as run at Le Mans, whereas the other version, suitable for the GT3 class has a 6.0 litre V12. Both engines nominally produce 600 BHP but the cars are specific to the two formulas.

I'm sure that Scalextric could alter a few bonnet inlets for 2016 and go on to produce some of this year's Le Mans field, the three factory GTE AM Pro entries would provide two distinctive additions to any collection as well as another variation on the Gulf scheme.



## BMW Z4

This new model should appeal to just about every category of Scalextric enthusiast with its⇒⇒





stunning animé-inspired livery and potential for race winning upgrades. This, C3625, is the second of the new PCR mouldings to be available and could prove even more capable than the McLaren P1: regrettably I didn't have a chance to try this one as I couldn't find the power switch for the demo layout and was trying to be discreet! This, the first of two Z4 liveries expected in 2015, represents the car of Good Smile Racing with Team UKYO BMW Z4 race team in which Nobuteru Taniguchi and Tatsuya Kataoka finished 5th in Japan's national championship, the GT300, in 2012. 'Racing Miku', designed by GAN, has been the official mascot of the team since 2010. The Racing Queen logo is altered each year by a different



illustrator and now has a large fan following in Japan.

The decoration represents the very latest in technology for capturing the wildest of schemes: hopefully the photographs capture the subtleties of colour and detail as the images wrap over the entire body.



To summarise the PCR models' design characteristics they will all include the following: A thinner bodyshell with the plastic thickness reduced from 1.2mm to 0.8mm resulting in a significant 33% weight reduction.

A half-height interior to ensure clearance even with a long-can motor fitted to a Slot.it PCR chassis.

Air-type hubs to take standard Slot.it and NSR tyre sizes.

In-line configuration as standard as this has been found to be ideal for home circuits.

Furthermore, these features have now become the standard for new models, wherever possible. The wheel shown here is fitted to the forthcoming Aston Martin BD10 from the 007 Spectre set, as yet only seen as a 3D printed version.



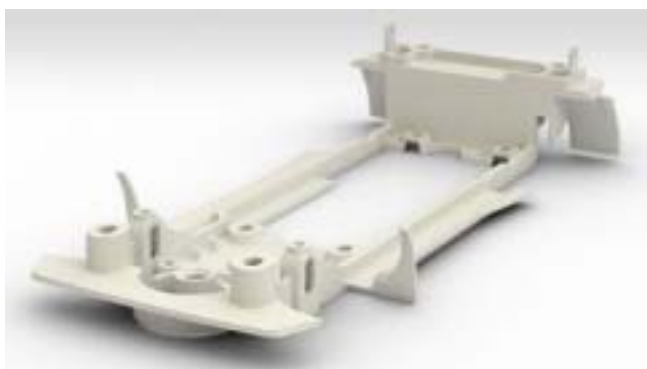




Slot.it parts for previous Scalextric cars are now listed on Shapeways and include replacement chassis for the Bentley, Lancia Delta S4, Quattro S1 and Aston Vantage together with low profile interiors, roll cages and wheel inserts. Alas, at the time of writing they are not available for purchase but expect to pay about £20 for each chassis.



If interested, keep an eye on [www.shapeways.com](http://www.shapeways.com) and search for contributions from 3Dslotitfab.



## Advertising

The decision to avoid cigarette advertising on all releases, in order to enable them to be sold as toys without any age restriction, has been reconsidered for 2015. Doubtless this is a sensitive area if the perceived angst of parents is to be avoided without spoiling the accuracy of design and disappointing the collectors. Scalextric have braved the potential onslaught and discretely added a warning notice to the Camel sponsored Pike's Peak Peugeot. Alas this was one of the models languishing at Margate so photographs of the model can be anticipated next month.



## ARC ONE Update

Although I've not actually produced a formal review of this brilliant system as yet, as I reported last month the software update helped resolve a few of those little niggles that are ➡➡



only apparent once software is in the public domain. It took a few days for the Android version to be made available but it was worth the minor delay. Longer car names and “C” numbers can be used for custom cars and the catalogue data has been updated to include the whole of the 2015 range. Indeed, the observant user may even spot a few inclusions that are not in a Scalextric catalogue. Obviously the issue of including the Start-style throttles cannot be resolved by software but a visit to the Scalextric Forum will reveal a simple fix so that existing throttles and power bases can safely be employed.

### 8th Edition

At the end of last month’s report I gullibly suggested that someone may write a full review on Adrian’s and Roger’s book: if they have, I’ve not seen it, so I’ll take the opportunity to expand slightly on my previous recommendation.

The book is divided into the familiar structure as previously adopted by Roger in his previous editions but expanded with the addition of seven years of new releases. In addition



Adrian has added chapters to cover the new products such as Start and QuickBuild, suggestions on layout construction and a huge 166 page gallery of every model available under the Scalextric brand, expanding the volume from issue seven’s 360 pages to a whopping 699.

Although it could be viewed as an update on Roger’s work, Adrian has added his own style which has resulted in a subtly different view of the decades of Scalextric releases. The volume culminates in a reference table providing details of each release by “C” number complete with all the known variations. It will sit nicely alongside Roger’s last version as it’s the same height and depth – just a whole lot thicker! ■



Ciao everyone and welcome to this edition of Forza Slot.it. This month, because it was too late to include it last time for the copy date, I thought I would focus on the fabulous UK Slot Car Festival and give you my thoughts, comments and pictures that I picked up from the Saturday I attended. However, I will review this month's Slot.it releases first.



Just arrived on my ranting desk is the last couple of days is one of the latest releases which is SICA23d #25 Porsche 911 GT1 EVO 98 from Le Mans 1998 which finished 2<sup>nd</sup> overall that year and is the sister car to the Le Mans Winners series model numbered SICW13. This car was driven by “Brilliant” Bob Wollek (France and featured driver), Jorg Müller and Uwe Alzen (both German). This was down as one of my must have cars which I quickly ordered and as I crack the box open to inspect my latest purchase I know I have made the correct decision for two reasons:

First, I really admire the simple plain white car with blue and red swirly lines with a touch of yellow (check out the wing mirrors – fabulous detail) and complementary stand out black sponsor logo's, it really does look the dogs dangly bits! And scndly just looked on Slot.it's website and it says “sold out” so if you haven't got one yet then maybe you should not hang around too long.



The second car released in the last month is SICA03h Porsche 962C LH #17 from Le Mans 1993 as driven by Manuel Reuter (featured driver), Frank Jelinski and John Winter (otherwise known as Louis Krages and all German) that was classified as 32<sup>nd</sup> but DNF after 282 laps with engine failure. The iconic livery of the “FAT” Turbo car is another example of less is more and still definitely down on my must have list but after (shhh don't tell wife V1.0) my little blow out at the Slot Car Festival, funds are a bit scarce at the moment so it will have to wait for a little while yet before it joins my growing Porsche stable. Again, a quick check on the internet shows me that one dealer has sold out already so probably best not to hang around too long!

Finally, the only other information I have is an email directly from Slot.it informing me of the latest tuning and spare parts available which are as follows:

4WD system parts:

- CH94 - 0.08mm spacers for 4WD system (6x).
- CH95 - Hubs for 4WD front wheels (2x).
- CH96 - Bearings for 4WD front wheels (2x).
- CH97 - Snap rings for 4WD front wheels (10x).
- CH98 - Tensioner, flanges and spacers for 4WD system.
- CH99 - Z16 pulley for 4WD system, cyan, (2x).
- CH100 - Z17 pulley for 4WD system, black, (2x).
- CH101 - Z18 pulley for 4WD system, yellow, (2x).

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CH102 - Z85 toothed belt for 4WD system.  
 CH103 - Z110 toothed belt for 4WD system.  
 CH104 - Z111 toothed belt for 4WD system.  
 CH105 - Flanged Bearings for 4WD tensioner (2x).  
 CS29b - R18 e-tron quattro body kit.  
 PA74 - Plastic Ø17.3mm front wheels for 4WD system (2x).  
 Other parts:  
 CS28lx - R89C Lexan Cockpit.  
 CH71lx - 2E Lexan spoiler.  
 PA66 - Torx T3 L3mm screw (10x).  
 PA67b - Adjustable torque hex M2.5 screwdriver.  
 PA67c - Adjustable torque Torx T3 screwdriver.  
 SP22b - Silicon Cable (1m).  
 SCP202e - Complete 'lemon' yellow shell for SCP2.

OK, now for the main event and my trip to the Slot Car Festival to try and find out all things Slot.it for the year to come and maybe pick up the odd car and other things! I hope everyone else managed to make it down to the Heritage Motor Centre at Gaydon as it really is a fabulous setting in a modern building with excellent facilities. I did not dwell on the real cars as I have looked at them before and time was still a bit short for me as I could not spend the whole day there. At least this time when I arrived at about 10 to 15 minutes before the official opening time there was no massive queue hold up to pay to get in as in previous years. Straight to the front, hand over my entrance "donation" and then off to the bottom of the escalator, wait a few minutes in the queue there and then up said escalator into slot car heaven!

Now I must admit that there were a couple of things that I really wanted to do which was have a chat with Maurizio and to have a bash on



the F1 Ultimate Race Track as designed by Martin Brundle. Wow, what a monster track! The scenery look quite impressive in places but I think that it could be improved a lot but it was really the size of it that you really needed to see, which I hope you all did? As soon as I got in I just headed straight for this track as I wanted to have a blast round it. I only had to wait a couple of minutes as two people were on already having a go to beat the time of some bloke called Johnny Herbert who I believe raced F1 cars at some point? He's a nice man in the flesh and not a bad driver as I once had him as my "chauffeur" for a few fast laps on the race circuit (not indy oval) at Rockingham in a race spec touring car (sorry not sure what it was). I just asked him to go faster all the time and laughed like a loon when he shot left across the infield at one particular fast open corner as a "slow" Formula ford (or similar single seater) cut him up, happy days! Anyway, I watched carefully to pick up any tricky areas and then a brief chat to ask the outgoing drivers what they thought and then it was my turn. Hmm, well, the car was underpowered, the tyres had no grip, the balance was out, I could go on but you have probably guessed that my time was poor and I spun off! I would have liked more time and with a car of my choice to really have a good blast round but that was not to be. However, it was really a brilliant track to drive and very challenging so well done to Martin Brundle for having something to do with the design and to Scalextric for bringing it to life. I certainly hope that this layout does not disappear and is at the Slot Car Festival next year and/or housed "somewhere" to be used by many people for many years to come.

F1 track driven, tick, now to hunt down Maurizio. Not far to go as the Slot.it stand was on one side of the F1 track but trying to get an exclusive chat with Maurizio was just not possible as I hung around patiently waiting my turn as other people asked questions. Finally I pounced, got in a couple of questions and Maurizio kindly offered to let me get the cars out of the display stands for better pictures, I turned my back for a moment and then somebody else

jumped in! Snap, click, snap, snatch a question as best I could but even though I was in early it seemed like everyone wanted to ask Maurizio questions, which is only fair. In the end I just settled for taking my pictures, listening to a few people's questions and answers and asking a couple more of my own. I did stop by again several times during the day but, just like the F1 track, there was always a cluster of people around Maurizio so I will just have to let the pictures do the talking! Maybe next year?



Well, here goes then in no particular order and first up is a general picture of several Policar pre-production models and one uncovered chassis. Now, as I recall, these look just like the classic Policar F1 models I saw last year so things are moving slowly forward and I believe the first one should be in the shops later this year. Mixed in there are three Lotus 72s being the JPS, Brooke Bond Oxo and Gold Leaf car which was the most complete and looked ready to go into production to me. The clear car is the March 701 which obviously still requires more work. You can't really pick out much (if any!) detail from my picture or the March but this will be all new tooling for the production model so I'm really looking forward to seeing this one in a real race livery which should be stunning.

Then I have taken a close up picture of the black un-liveried Lotus car and from that



you should be able to see the different rear wing, air box and nose configuration compared to the accompanying pictures of the Gold Leaf and Brooke Bond OXO cars. As I said above, the Jochen Rindt Gold Leaf #2 looked the most complete of them all with a detailed driver figure and helmet as well as other cockpit details and all the sponsor logos round the car. The paint finish also looked the best to me and the detail of the Ford DFV engine really was exquisite. Come on Policar/Slot.it, get this out in the shops ASAP, surely it must be ready by now?

Moving onto the oily bits of the F1 model then hopefully you will be able to pick out the superb effort that has gone into the chassis to







keep these cars down to the correct scale and squeeze in all the bits that we need to make this a slot car. The gearing at the back is really a mini marvel of engineering which shoe horns in under the “real” Ford DFV power plant/gearbox but to keep everything compact and the body to scale then Policar/Slot.it have developed an accurate reproduction of the Hewland FG400 gearbox which you should be able to pick out in one of the pictures. It really does look marvellous so I hope it all meshes well and the plastic centre gear is up to the task? Maybe it will be metal in the long run? Either way, couple this engineering with an accurate body and everything should be great as long as the price point is competitive. The actual price? I Still didn’t get that (or for any other car for that matter) but as long as the pricing is good and the cars go well on track then I would say they have a winner here. I will certainly be investing in at least one, but which one I am not sure yet!

Next up would be another new area for Slot.it which would be rally cars. From the associated pictures you can see an Audi Quattro



S1 chassis separated from the body and just a green body top of a Lancia Delta S4 which I believe will use a similar chassis. Obviously, the main issue here is the lack of four wheel drive like the original cars but not sure if this is going to change for the future. Duh - Should have asked a few more questions on this one!



Now let’s look at the Slot.it cars that we should be seeing on the dealer’s web pages at some point this year and what a treat we have in store here. In numerical order but probably not how they will be released!

**SICA09g** Porsche 956 KH #2 Nurburgring 1000Km 1983 – what’s not to like? Yes I know another Porsche 956 but definitely down on my list to get.

**SICA17d** Porsche 962C KH #1 Jim Beam



1st Brands Hatch 1990 – Another Porsche 962C! Yep it sure is and another little beauty which I will probably feel compelled to purchase!



**SICA19e** Toyota 88C #45 WEC Fuji 1000Km 1998 – I like the livery, just not so sure on the blob of a shape of the Toyota. What about you?

**SICA31a** - Gulf Lola Aston Martin DBR1-2 Le Mans 2010 – in Gulf colours so has to be a winner! First on a new line so I expect it will find a way in to my collection quite quickly once released.



**SICA34a** Porsche 962c/85 #11 Leyton House Le Mans 1987 – ANOTHER Porsche 962!!! But this is the Leyton House car so my pre-order is already in!



**SICW17** Limited Edition AUDI R18 E-tron-Quattro Winners Le Mans 2013 4WD – I reviewed this new 4WD hot shot last month. Absolute winner. Part of the winners' series. My wallet will be smashed again.



Swiftly moving on are what I believe to be the first Scalextric and Slot.it Pro Chassis Ready (PCR) cars. In the picture of the Bentley you should be able to make out the PCR chassis that is designed to take all the Slot.it performance racing parts. The Bentley Continental GT3 body I believe is C3595 and the Aston Martin Vantage GT3 Gulf body is C3622. This is certainly an exciting direction that Scalextric and Slot.it are moving into so I guess there will be a little bun fight between Pete Simpson and me as to who does the first track report! I am certainly looking forward to getting my hands on one to try out and it will be interesting to see if my build and setup skills have improved any since my club racing days? Maybe I should challenge Pete to a “friendly” competition eh J?

Now something that has been released for a while is the Shapeway chassis that you can purchase online that I have mentioned a couple of times already in my previous ramblings.⇒⇒





Pictured are a Carrera 27455 Ferrari 458 Italia Krohn Aviation in a fetching fluorescent green and another Scalextric shell which I believe is C3514 Bentley Continental GT3. Not something I have invested in yet but I was fortunate to actually get my hands on these and the chassis seemed quite sturdy and well finished off.



However, I think the real test would be to build and drive one but that facility was not open to me on the day so something that I may get round to as time and funds permit in the future.

Again it is another interesting venture and direction for Slot.it to go down but just like the Scalextric PCR chassis it is probably aimed



more at the club/home racer than the collector so it may be a while before I do invest in one. Anybody out there built one of these Shapeway chassis up yet and want to write about it? I for one would be interested.



Last but not least and certainly for me, this is the most important direction for me that Slot.it are now moving into. I suspect that you all know by now that the 1980/90's are my favourite era for sports cars and why I have quite a few Slot.it models no doubt! But I also have a soft spot for touring cars of that era as well as I managed to go to quite a few races around that



time. I was lucky enough to win a competition in Top Gear magazine to have a VIP guest day watching the Williams Renault Team racing at Thruxton driving Lagunas with Alan Menu and Jason Plato as the drivers (hmm nearly threw a Cavalier V6 auto into a hedge on the way home from that and wife V1.0 has still not forgiven me on that one!) as well as good coverage on the TV. To top it off, at the start of the '90s I started to get into slot cars again with one of my first new cars being a Ninco 50104 Alfa Romeo 155 V6 Ti that I still think is one of the best handling

chassis that have ever been produced and it just so happens that that is where Slot.it are starting so a fantastic coincidence for me! The pictures might not be great but the sooner this car hits the dealers the happier I will be. I believe that it may also be four wheel drive but I may be wrong on that one but that is what I believe Maurizio mentioned. Time no doubt will tell.

Well, I think I have covered everything for this month so I will call it a day and now go and cut the grass before I am told to do so again for the umpteenth time today! Ciao and arrivederci till next month. ■







Here is the latest news from Fly and it seems all trucks from Fly at the moment, which is no bad thing. The Martini special edition MAN FS203305 is in stores as you read this.



The next offering in the line of special commissions, mainly for the US market, is a Limited Edition Heineken Liveried MAN



TR1400 Race Truck. Why you might ask would the Americans be interested in a truck in the livery of a Dutch Beer company? Heineken is the biggest selling (non Americas) imported beer, only second to Corona and you will see their sign lit up in most bars across the States. Knowing that the Dutch will also be interested in this model, the commissioning company JBlanco of Madrid have increased the number to 400 units worldwide, but Terry believes this will not be enough to satisfy demand. Although no image exists at the time of compiling this report, we do have a shot of the artwork, and I am told that the finished article will look spectacular with the bubbles looking almost as a 3D effect. The reference will be FS203306.

Another truck due soon is a surprise, it is a Buggyra, not the new shape, but a lightweight race version of the much lamented original truck. Reference number FS204201 will be fitted with lightweight vac formed interior and engine details to aid handling and reduce production costs, with the truck coming out at a reasonable recommended retail price of £49.95.

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The Slotwings division of Fly have released the first of their limited run models, the Porsche 934 Wrangler Jeans sponsored cars.

These models have very small production runs based on existing tooling and we can expect some nice liveries over the next year. I should have a list of planned cars by the next issue,



these two versions, either from a Silverstone (SLW044-01) or Nurburgring race (SLW044-02) come out at £44.95 each not bad considering their rarity, with an even better value twin pack (SLW044-1PACK) available at £79.95.

Thanks, as ever, to Terry Smith, Brand Manager at Gaugemaster Controls Limited ([www.gaugemaster.com](http://www.gaugemaster.com)) for his help in compiling this column. ■







Welcome to the July Carrera Corner. At the time of writing we are still waiting for receipt of the various cars featured in the June issue.



The Hobby Company has some fabulous 1/43 sets now in stock. There are sets to suit children (for example the Disney and Nintendo sets) and adults, including F1 fans (Red Bull, Mercedes and Ferrari), those who prefer rally cars or those who like their



Ferraris. Check out in particular the Ferrari GT set in the picture. The set features: 8.6m track length, 3-banked curves, crossover, narrow section, lap counter and two highly detailed 1/43 scale Ferrari 458 GTs. All this for just £69.99, which is remarkable value! Buy early for Christmas!



Thanks to Pete Binger of The Hobby Company Limited [www.hobbyco.net](http://www.hobbyco.net) the UK distributors for Carrera, there should be more news from Carrera next month. ■





As summer approaches there is little to report from Ninco's HQ regarding news, so for the time being we can focus on what is already available. This month we go back in time and compare some of Ninco's existing models with their full size inspirations that are still seen at events today.

### The Eighties!

What do you remember about "The Eighties"? Ronald Reagan, the Falklands war, Live Aid, Torvill and Dean, Miami Vice, Back to the Future, the fall of the Berlin Wall or maybe your memory has been jogged by Gaugemaster's recent Ninco advertisement? *"Re-live the fire breathing action from the 1980's BTCC"* is the heading which highlights the Ninco range of Ford Sierra Cosworths. The late eighties was a memorable time for the Sierra 'Cozzy', both in Touring Car as well as Rally competitions, helped along by some truly memorable liveries such as the Marlboro (50581), Mobil (50610), Texaco (50629) and of course Labatts (50635).

With currently six different liveries of Ford's



race car shared between Touring and Rallying, there's enough to fill a full grid on most club or home circuits. Powered by the compact NC-9 Sparker motor in place of a race-tuned 2.0-litre Pinto engine, drive is sent to the rear wheels via the crown and pinion gear arrangement. All four wheels have ProShock suspension to ensure maximum grip on any surface.

Whilst the car could hold its own on tarmac, the loose surfaces encountered on the rally scene proved difficult for the two-wheel drive car to be truly competitive against the 4-wheel drive of⇒







the upcoming Lancia Delta Integrale and Toyota GT-Four. This gave way to Ford's development of the XR4x4 and in '87, the team ran both styles of car favouring the Cosworth on the tarmac stages. Worth noting that only the Cosworth and M3 were the first Group A Touring Cars designed for racing before road going versions were made available; at the time, the opposite was the norm with teams adapting existing road cars for racing.

So for now, you can choose from the field of Sierras available to recreate the door bashing days of the BTCC or try to hold your own against the challenge of Ninco's four wheel drive rally cars.

### **Goodtime Goodwood**

My recent trip to the Festival of Speed brought the opportunity to see many of the inspirations for Ninco's models in the flesh and more importantly, in action! If you haven't already attended this event, I can wholeheartedly recommend it. Wandering around the paddock,



there are many iconic cars in liveries that match those produced in 1/32<sup>nd</sup> scale and others that lend themselves nicely to being reproduced by those out there with an artistic flair. Goodwood's purpose built Rally Stage played host to a number of rally cars produced by Ninco. The Sierra Cosworth "Auriol" (50603) was joined by the Castrol liveried Corolla (50166) and Celica GT4 (50109/50570) and the Lancia 037 made two appearances in the guise of Olio Fiat (50602) and Martini (50582). Of course, no rally show would be complete without a works livery Subaru Impreza blasting through the dirt and Ninco have these in abundance (50260/50308/50328/50333)!

More original versions of Ninco classics were spotted on the Hill Climb and in the various paddocks such as the McLaren F1 GTR in the yellow and green "Harrods" (50130)





colours and I even stumbled upon a red Cobra with exactly the same registration number as that printed on the Ninco car; well it was the “Goodwood” (50196) model after all!

Finally looking ahead, Renault showcased the RS-01 on their stand. A great chance to see the real car in the flesh and I’m looking forward to seeing how Ninco interpret this to finished 1/32<sup>nd</sup> scale slot car. A prototype has already been shown at the Toy Fair but more news on this in future. ■





## Comunicazione



By Nic Ayre

The first of the NSR liveried BMW Z4 race cars about to hit the shops will be the Factory Presentation car NSR1197AW. All the Z4 models are fitted with the King Evo 21-21,400K @ 12V with 350gm/cm motor and are in anglewinder set up.



For those of you who want to create their own liveries the complete white kit version NSR1196AW, should be in the retailers around the same time, I know these are popular with the racers of you out there especially those who have devised their own racing colours.

Not sure if you have seen this, but the little Fiat Abarth 500 Assetto Corse NSR1198SW in Gulf livery should be with us by the time you read this. The model is fitted with the 20K @ 12V Shark motor with 164gm/cm and is fitted in the sidewinder set up. This is a limited edition model, so if you want one you better be quick.■



NSR will follow this up with NSR0001AW which will be the Liqui-Moly sponsored car from the 2011 Dubai 24hrs.



Racer Sideways have been popular just lately with the Jagermeister and Kremer Porsche 935's selling out at both the factory and with UK importers Gaugemaster. As soon as they saw how quickly RCSW32 and 33 were selling they tried to order more, but in both cases found out the factory had sold out.

The JPS boxed Limited Editions continue to be sought after and with just 1,008 of each



numbered unit being produced the importer has told me that they cannot get enough of each release to satisfy demand. This latest JPS Limited Edition RCSWLE04 based on the outrageous Porsche 935/78 Moby Dick comes complete with a JPS Grid Girl holding umbrella.

On the subject of the "Girls" the same girl Francoise will be available separately as RCSWFIG006 and will soon be joined by a Playboy Bunny girl RCSWFIG007 who has to be the best of these Limited Edition hand painted resin beauties yet!

⇒⇒





Away from JPS's and the grid girls, and available now is RCSW34 the J.David Moby Dick Porsche, as raced at Le Mans in 1982 and driven by John Fitzpatrick and David Hobbs.

We are still awaiting news of the forthcoming BMW 320s and the IMSA Mustang, pre-production images of the BMW are on the Racer Facebook page and some

design drawings for the Mustang are also available, hopefully Terry will have some more information and pictures for me soon on these new releases, maybe for next month's report if we are lucky.

So until then enjoy the hot weather and of course your slot car interests. ■





One of the questions people sometimes get asked is whether they are a collector or a racer. As a life long collector of Scalextric and slot cars I would definitely define myself as one of the former.

However there are no shelf queens in my collection as without exception they are all put on the track from time to time. It is after all what they are intended for but of course each to their own. One of the great things about our hobby is that we all enjoy it in our own way and with so many different aspects to it the choice is yours.

Over the last few weeks I have been enjoying racing at Pendle Slot Racing Club. They are all a great bunch of people and have made me very welcome. Consequently I have been having a great time honing my racing skills or should I say lack of them as anybody who has seen me in action at the Ramsgate weekend will testify. It may make a racer out of me yet?

### **Northern Swapmeet**

As I announced in last month's chat this year's Northern Swapmeet will take place at Rothwell Sport Centre in Leeds on Sunday 11th October 2015.

In order to celebrate the Club's return to our former venue we have decided to offer all members the opportunity to book a table at the event at no cost. This is a once only opportunity

and will not be repeated next year or at future NSCC swapmeets. There will also be free entry to members.

In addition members will have the opportunity to purchase a very special Limited Edition car at the event. Details of the car will be announced soon but it looks like a very exciting addition to the range of NSCC Club cars so do not miss out. Look out for more information on that in due course.

### **NSCC Club Car 2015**

Last month you will have received your order form for this year's Club car the Fly BT42/44 from Gaugemaster in a special Guy Edwards livery. Guy Edwards of course pulled Niki Lauda from his burning Ferrari. A limited run of 250 cars exclusively produced for the NSCC.



There has been a lot of people wanting the purchase this very special car so if you have not yet ordered your car do not delay, either return the application form enclosed in last month's Journal or email one of the Committee direct with your details.

Turning to other matters the Committee will be meeting again in a couple of weeks time. There are a number of things currently under discussion that we feel will move the Club forward and enhance your membership. Whilst these are under wraps at the moment there are some very exciting things in the pipeline. We will be making announcements about these in due course so more to report next month.

In the meantime I hope that you are all able to enjoy our hobby in all its aspects which is after all what it is all about. That's all for now until next time. ■



# The Slot Car Festival 2015, a Light Hearted Account Of The Event

By Graham Pritchard

Having been involved with the racing side of the Festival last year, I thought I'd tell the story for this year "from the other side of the table" so to speak as this time we decided to have a "Club Table" in the Swapmeet area so along with several of our members "up the loft I went" in search of potential items to sell and having done this hobby for 25+ years now you don't half amass some stuff, I can tell you!



**Arriving Early!**

Seriously, I do not know how many cars I have but having spent several hours reviewing all of the locations in the house where I have put cars then I still don't know exactly how many I have but the good news is that I don't have anywhere near as many as I thought I might have, like only several hundred now rather than a whole lot more!

So, having spent ages digging through all the junk up the loft and everywhere else, I eventually came up with a pile of stuff that I think I can live without and together with all of the loose unboxed stuff that I also had lying around once they were all built up that was, which takes miles



**Just a selection of some of my stuff.**

longer to do than you'd ever think as the parts were all over the place, I ended up with around 200 cars to take to Gaydon! Ok so how's this all going to fit in my Corsa then (well it was a big table and it was on for two days as well remember!)?

So, as well as the routine stuff I also included my SCX trucks including one with a homemade trailer that could carry two cars and a few Transit vans that I had made to use up some spares and hopefully attract interest to the table.

Fortunately we went on the Friday afternoon to set up as those who know me well will know that amongst my allergies is one to getting up early as proved by the fact that George Turner and Colin Spark can both regularly beat me in getting to the Wolverhampton Club on a Sunday and I only live 12 miles away!

When we got there I instantly failed to recognise Jeremy (oooppppsssss!!!) as I was concentrating too much on the other guy's T shirt as it said NSCC on it, turns out it was Thomas Affrantranger who had come over



### Did you see the real Scalextric Car?

from Switzerland especially for the event and who's surname I won't even try to pronounce as Jeremy had said that it had taken him over three years for him to be able to do it correctly!

So, having left at 3.15pm we got back at 8.50pm due to helping with the set up of the swapmeet area and having such a good time there and this was only the setting up day remember, but it also gave Paul and Lee a chance to do their shopping early which I hope wasn't too intrusive on Mark Scale and Robert Campling etc. as they were all busy trying to set up.



**"Scrapyard Paul" Blows, Karen Blows and Bearwood's Paul Pearson doing some very important work to our tables.**

Robert Campling was also very busy setting up his stall and I could tell you a very funny story



**Mr Pendle himself (Sean) with Roger Barker wondering where it's all going to go.**

from the Swindon Swapmeet a couple of years ago about him and I but I'd better not without asking him first! ➡➡



**Roger Barker with Dutch trader "JP" who had come over especially for the event.**



**Mr. Campling hard at work.**





**Mark Scale & Roger Barker both admiring something then?**



**Julie (Scale) made me take this one Mark, honest!**



**Mr. and Mrs. Martin De'ath (watch where you put the apostrophe!) setting up their stall.**



**Finally, my own stall, very kindly and expertly set up by Paul and Lee for me whilst I was doing all of these photos!**



**Some very nice cars on Mark Scale's stall which I very skilfully avoided buying!**

So, after an early start, well it was for me on the Saturday we got there at 9.00am and



**Impressive track.**



**All the World's Grand Prix tracks were represented.**

Whilst I didn't really see much of the event overall I did see the massive SKY TV F1 track that had been brought to the event, maybe I'm a bit slow but I never realised just how big it was and very nice it was too although it was only two lanes, but still an impressive sight none-the-less.



**Adrian Norman adds the finishing touches to the layout.**

My good friend Marc Abbott of "Slot Car Magazine" fame had actually raced on the track recently as part of the "invited few" and together with his "partner in print" Ric Woods they had prepared a name badge for me to wear as a representative of their publication which I proudly did, but I did feel that I should have also had an NSCC one on as well to be fair to both publications, but I digress, most if not all of the organisations to do with everything slot car related were there in some form or another. ➡➡



**Ric Woods and Marc Abbott of "Slot Car Mag" fame but who put that picture on the wall upside down behind them though I wonder?**



**A nice selection of Gareth's kits.**



**Gareth Jex and the very entertaining Slot Rally tracks were there as usual together with a collection of the cars that he has had commissioned especially for the competitors over the years.**





And there were also some very nice cars from MMK including this very nice collection.



And this rather unusual offering too.



I also spotted Geoff Spencer again but you've got to put his picture in the NSCC this time Jeremy as he paid me last time and wants his money back if it doesn't happen!

So, how did it go then? Let me hand you over to some of our members to get their answers to this one!

*"It was good to see the real 1958 Cooper, as modelled by Scalextric in the old days" said Nigel.*

*"Found the show to be very enjoyable, location good, parking free (it's not at all shows), exhibits' good" said Andy.*

*"We enjoyed our day better than last year because we know a bit more now and it was good to meet up with our club members and chat between buying and racing, we liked the rally stages and it was not overly busy Saturday morning so we had no problem getting on the tracks. We also enjoyed the drag racing. A good mix of traders and we picked up a couple of cars that we were looking for at a decent price. Traders were on the whole friendly and happy to chat" said Jason and Kieran.*

*"I really enjoyed the day" said Ade.*

*"A good day out with a good choice of replacement parts" said Dave P.*

*"As a newbie to the slot world I did not expect it to be so big and busy. So many cars to see, so many tracks to look at, and use. Friendly people on trade stalls and on the displays. A very nice day" said Scott*

*"The Scalextric Italian Job Minis going into the back of a hand built Italian job coach was awesome. Scalextric massive famous corners track looked good. New Flyslot Brabham BT44 1975 looked that good on the Gaugemaster stand that I bought one. And everyone was amazed by the 3d printers (especially my Dad)" said Steve B.*

*"I thought the Sky track was great and I hope they can get it back for 2016. In the trade section there were some great deals to be had on new and used cars, track etc." said MJE.*

OK, sounds like they all enjoyed it then! From our point of view I was the "main man" on the table and I was very kindly assisted by fellow NSCC members Paul Pearson and Lee Reynolds without whom we could not have done this weekend as successfully as we did I must add.

For pure entertainment value though I must mention my old NSCC mate "Scrapyard Paul" Blows who has supplied us with cars and spares for many years now and as luck would have it was right next door to our table in the swapmeet area.

As it was a chance for a weekend away then Paul's wife Karen had come along again as per last year but as she freely admitted that she



**Karen Blows, Slot Car Widow but always smiling.**

knows nothing at all about slot cars then she must have been the ultimate “Scalextric Widow” as she sat behind the stall bored stiff for most of the day whilst we “Scalextric Anoraks” all had great fun, SHAME ON YOU PAUL!

The other funny thing that happened was the number of people who tried to pay me for Paul’s stuff! Good job I’m honest! If nothing else it provided a lot of entertainment value to Paul, Karen and myself when I had to keep shouting “Paul!” in order for him to take the money rather than me (You had to be there to appreciate it fully, but it was funny, trust me!).

Now, if Jeremy doesn’t object then I’d also like to mention here that Paul has now taken the massive step to try to do “slot cars” full time and can be contacted on 07456 396642 or via

[paulslotcars@gmail.com](mailto:paulslotcars@gmail.com), I’ve known him many years now and always found him to be great at having “just what you need when you want it”, so if you are after anything in particular please feel free to give him a call.

Now, you might recall that a certain “BSCRA” (NB – I won’t mention “BSCRA” here again, honest!) person called “Richard Mack” has recently started making laser cut chassis for our world and that George Turner has been offering them alongside his kits, well for the 2015 UKSF he had teamed up with Colin Spark so that you could get the wheels and tyres and the chassis off one table and the body off George as he was almost directly behind them and whilst wondering around I also noticed this car on the lower floor that somehow George had got to without anyone noticing as it was cut down the middle ready to be widened!



**Here are the “dynamic duo” of Colin Spark and Richard Mack just for the record.**



**Is it one of George Turner’s prototypes?**



**Here is Bearwood’s own version of the above with James Noake (he wins everything as Jeremy said to me!) and Mac (Pinches) of pre-add fame.**





**I also bumped into Steve Wright of Staffs Slot Cars UK who is the UK SCX and Team Slot importer.**



**George Turner showed me his latest creation for the Carrera Capri in the guise of a replacement chassis which should be coming onto the market any day now I believe?**

So, there you have it, I've used all my photos and a couple off Lee as well and can't really say anything more then as I did spend most of my time behind the stall on a mission to try to sell off a load of cars that I don't really need, and to be honest the plan worked rather well as I reckon that I sold around 100 cars overall.

I know I've hardly covered what was there but I hope that you've enjoyed reading this and I hope you get the idea of what a great event it was if you did not attend.

Apparently for next year the venue is being revamped somewhat which should entail the



**And on my travels I also bumped into these dubious looking characters as well! The Good, the Bad and the Ugly, but are they standing in the right order? Otherwise known as NSCC Chairman Martin Baines, NSCC Treasurer Shaun Bennett and NSCC Editor Jeremy Naylor.**

cafe being re-sited elsewhere so that hopefully we will then have an even larger area that we can fill with all things slot.

The date is already set as Saturday 14th and Sunday 15th May 2016 so I just hope that it's all finished by then guys, I hope to see you there. ■



# 100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

As Peter Simpson has banned me from messing about with the rear wings on the current Hornby cars (spoilsport!) then I decided to cut up one of the latest Hornby releases instead!

## Variatons on a Theme - VW Type 2 Van

Having seen Pete's picture of the stunning pale blue VW Van in the May Journal I just had to have one and as the stall next to me (Steve Cannon) at Gaydon just happened to have some then I couldn't resist buying one and very nice it is too!



You might remember that over the years I have created a few of these “camper vans” using the freely available toys that are out there but to be able to do a pure “van” version was going to be a bit harder, but having seen a couple of resin ones on eBay recently I thought I'd better not go down that route just yet as I have far too many projects on the go at present and so the idea was shelved for a bit until this one came along that is, but as it comes it's just crying out to be “souped-up a bit” in order to give it a better stance on the track etc, so take a look at this then!

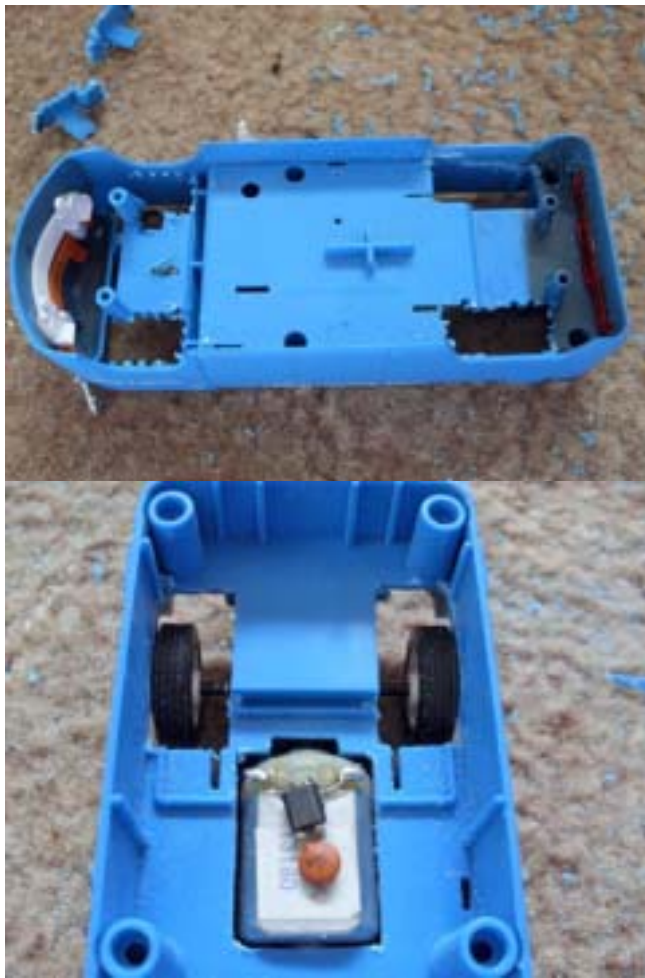


I've used a PCS chassis and Ninco Porsche “Fuchs” Alloys in order to change it just a bit but the best part is that by leaving enough of the original chassis mounts on the body then you can actually alternate between the standard and modified set up which is a first for me to be honest as well and because it's a van then all of my cutting is actually hidden from view when it's all put back together which is even better.

All I did basically was to remove the driver and his seat and then cut out clearance holes for all four wheels as well as the motor and the contrate gear but with hindsight I may have ➡➡







taken away a bit too much to be honest as sometimes it's hard to work out where something is binding/ catching first time around but never mind, when it's all back together you can't tell, honest! I think the end result is rather nice and looks like a natural progression of the real thing although at present it is only 97% finished and just posing for the camera tonight. I've yet to try it out on the track at all but when I do I will report back for sure.



Now, anyone remember that red Team Slot Beetle body that I showed you a couple of months ago then?

Well, having had a 1970's Scalextric "Scaletti Arrow" bodyshell in front of me one day recently (yes Paul P. it's that one) I thought "that engine detail would look really good as an engine in a custom car" so out came the X-Acto Saw and a few moments later the said Beetle was devoid of its rear end and posing with a lovely chrome engine I know it's a bit OTT but then





again, aren't most Drag cars? All I need to do now is get a better chassis for it and the build can then move on hopefully.



### **A Handy Tray For Oiling Your F1 Tyres On**

As you know I never like to throw anything away in case it might come in handy but this one is actually a dual purpose item that should be in the recycling bin but can actually be re-used in our little world instead and at zero cost to the environment, so simply take one "Clover" margarine lid (or similar) and you can either cut

it down to make a lightweight interior for your cars or you can use it to contain the oil that drips off the tyres, as we do when we are oiling our Heart of England F1 cars. Simple but effective.

### **Food For Thought, If You Like Curry and Slot Racing?**

Then you could always attend one of "Mr. Dave" Homer's "Curry Cookery Courses" which he runs at his Curry Factory in Dudley.

He offers one-to-one tuition for those who are interested and you get to take home what you create as well together with a few extra goodies and if you took your cars with you I'm sure he'd let you have a go on the track as well.

So there you go, "Curry and Slot Racing" like nobody else does, what a marvellous combination.

### **Rush!**

And there was me expecting to see the story of the Liverpool Football team of the '80s then.....(Ian Rush – get it?), but a couple of weeks ago I was not feeling 100% and so I decided to watch TV a bit and catch up on my Car SOS etc. but at 9.00pm I saw the title and realised that they were showing the "recent" F1 film of the epic James Hunt and Niki Lauda Championship battle from 1976 on normal TV so I decided to watch it all and whilst doing so I also spotted James Hunt playing on a Scalextric set at one point too (yes I know I'm probably the only person in our world who hasn't seen it previously but if you haven't seen it either yet then it was very good to me and well worth watching and the archive footage is also great to see as well with the JPS Lotus and 6-wheel Tyrrell amongst others in there as well).

As I am also "of a certain age" I can also remember the story being on the news live at the time as well, which certainly takes you back a bit when you realise that it's all so many years ago now.

### **Don Stanley, A Few Memories Of A Great Friend**

For those of you who did not know Don I hope you won't mind if I devote a bit of my writing this month to my friend Don.

→



Having learnt of his very sudden death virtually as soon as it had happened then it has been a very surreal and a very emotional time for me to be honest and it has been very difficult to write this also given that it has brought back memories of my own Father's death last year.

We had been friends for many years and he was a very longstanding "Honorary Member" of our Club as he had stayed with me and my wife Maxine at our house and raced with us many times over the years as part of the "Annual" Imola/ Senna Trophy that he had devised and donated the Trophy for many years ago now following the death of his own idol Ayrton Senna.

We first met Don at the Quorn Slot Car Club where we all used to race "regularly" at the various open meetings that Alan Slade, Bob Bott and Dave Norton used to organise way back in the 1990's. We turned up as a group of unknown "Brummies" who hadn't really got a clue to be honest but we immediately felt welcome and at home in the company of many of the home and visiting drivers like Tony Fryer, Steve Carter and Don amongst many others. Don was also a great fan of the Wolverhampton Slot Car Club events together with the Slot Rally and Slot.It/ NSR events as well I believe.

In more recent times his wife Mary would also accompany him to the racing events and although she has had her own share of bad luck herself as Chris Gregory said previously you never heard them moan about their own problems, choosing instead to just enjoy the day as best as they could and help others wherever possible. It is also most unfortunate that at times like this you suddenly find that you don't actually have many pictures of your old friends but at least you do still have your memories.

As expected we saw Don and Mary at this year's Gaydon event and as ever Don was "himself" and very camera shy, but then again you never think that this is going to be the last time that you'll ever see them, do you, and so unfortunately I can't really put any pictures in with this, apart from this one taken at a recent Wolves event where he was trying to hide yet again!

I can only echo Chris's sentiments in saying that Don will be greatly missed by many people both far and wide in our world and our thoughts and best wishes go out to Mary at this very sad time.

### **SPIRIT NEWS**

Having re-established contact with Steve Wright at Gaydon a few weeks ago then check





out this new one from Spirit. I guess you just can't beat the JPS livery can you (or perhaps the Jagermeister one?)?

I liked it so much I ordered one for myself to go with this OCAR BMW 2002 that I bought as a ready painted shell only two or three years ago and thought that the only livery that would look right on it would be JPS.



I got the JPS logos off the www whereas the gold pin-striping is actually "nail-art" self adhesive tape that once again can be found on the www and if you get it from abroad then it



only costs pennies. The chassis is a Ninco AC Cobra one and the wheels are Ninco Opel Calibra DTM ones. All in all a great result even if it is only part finished as per my usual state of things when I show them to you. I also started this one a couple of years ago, and agree the paint could be better but it was my first attempt and may well have to be redone, but what else can you do with a Lotus Europa? I also did this FLY one on an old Capri bodyshell that I got from a swapmeet for a few quid. Uuummm, sort of addictive isn't it when you see a black car and you have the JPS decals to hand.

### George Turner News

So on the maestro himself for his news this month:



Hi Graham,

*Latest news from me is that I have just cut a Revell Chaparral 2C in half and stuck a couple of millimetres in the middle. This will mean the finished product will then be able to take a sidewinder motor and hopefully it will then be able to keep up with the McLarens.* ➡➡







*I will also have the 1965 Bizzarrini Le Mans car done this week, this will be the one without all the rivets together with a few modifications. It will be replacing the current 1964 car as we are already running low on decals, and if I'm honest, it took us a bit by surprise that one.*

*The 1960 Le Mans Corvette is well underway as is the new Cougar Fatcat (the handling version of my Mercury Cougar). This one is also going to have a blooming great supercharger stuck out of the bonnet, so it should look pretty cool (or a bit silly) but either is good.*



*The Bentley has recently found its way back on to the bench, but I do also quite like the idea of doing a Le Mans Frazer Nash. Tell you more next month. Regards George.*

And so ends another month of my ramblings, hope you enjoyed it and if you have anything you want to share with other members, along the lines I have done, please do get in touch with me via the Editor. ■

With the latest Mad Max film at the cinemas (if you haven't seen Fury Road yet, why not?), it's time to go to the movies, so here this month is a summary of some classic movie tie ins:

### SlotCar Movies

There aren't many films in which slot car racing forms an integral part of the plot. The only one I can think of, in fact, is *Spotswood*, a kind of *Brassed Off* Down Under, in which Anthony Hopkin's efficiency expert becomes a local hero in an Australian suburb by winning a Slot Car race! If you want a copy of the film, there are around 50 copies of the DVD on eBay starting from just 1p (231601959760).



Apparently the track was built by the film company, then donated afterwards to the local council. Some of the factory scenes in the film were inside the local waterworks pumping station, which was also used as a location in *Mad Max* and is now the real suburb of *Spotswood's* Science Museum, "Scienceworks."

I had the good fortune to see Max's Ford Falcon Interceptor in England when it was at the Cars Of The Stars Motor Museum in the Lake District years ago, before the museum closed and the collection was sold to the USA.

It's a shame Scalextric haven't given us a *Mad Max* version of their Ford Falcon yet, but



I guess it would be a licensing double whammy as presumably they'd have to ask permission of both Ford and the filmmakers.

One enterprising eBay seller in the Land of Oz is selling 1/32 decals for the yellow Main Force Patrol (MFP) Ford Falcon Pursuit and Interceptor saloons for £14.77 a set (251981779799 and 351417644894). Another seller has some nice MFP posters available for £9.35 each, which could be useful when positioning the transfers (171828863387 and 181776910571).

### Vanishing Point

Those of you who remember TV US Lawyer Petrocelli, building his own house while living in a caravan and solving crimes in Phoenix, Arizona, may have been as surprised as I was to see the same actor (Barry Newman) on the other side of the Law as Kowalski in the Road Movie *Vanishing Point*. The 1971 film is so epic and his understated car so iconic that I couldn't resist buying Scalextric's all white US version of their Dodge Challenger for £39.99 (301401607487). I just had to have the matching T-Shirt too, from another eBay seller for £8.99 (251860544076).

Other white Scalextric cars available on eBay recently included a Ford Gran Torino that sold for just £36.00 (271895456767), while another Dodge Challenger is available at £49.99 or "Best Offer" (271886699556).

### Stay Frosty

The last time I was at the East Durham Slot Car Club, I spotted an unusual piece of equipment⇒⇒





I hadn't seen before. This is an enclosure that holds an adjustable fan. After a strenuous race, the drivers place their cars over the fan to help cool their hot motors down quickly. I'm not sure how necessary this is, but it's a cool idea!



### Stay Fed

Another new development at East Durham is a full size catering caravan, designed not just to feed hungry slot racers, but also the customers waiting for their full size cars to be repaired on the same Industrial Estate. Hopefully some of those customers will become club members too.



### Monthly eBay Watch Top Ten

1. Fly Sisu Truck – One of Three made in 2002 £8,540.63 (161720902334).
2. Scalextric White Bugatti, Black Chassis £2,491.02 (361307815985).
3. Scalextric Vintage Bundle of over 80 cars £2,050.00 (141685065278).
4. Scalextric Exin Ligier F1 Dark Blue £1,854.74 (361304837050).
5. Aurora AFX and T-Jet 130 HO Cars Offer Below £1,589.72 (121678646963).
6. Racer Daytona 1967 3 Ferrari P4 Cars Pack £763.07 (321711331157).
7. Scalextric Yellow Auto Union £751.09 (141685176795).
8. Scalextric Digital Platinum Set with Extras £721.00 (331557494133).
9. Two Plastic Cases holding 96 HO Cars £667.68 (171806657208).
10. Scalextric Red Lotus Indianapolis £595.00 (231603075853).

The Fly Sisu truck has been re-listed by it's seller in Spain, so whether the deal fell through or the seller had more than one is not clear.

Interesting to see another Scalextric Bugatti in the Top Ten this month, also sold in Spain.



There are a couple of Steve de Havilland Scalextric Bugattis available on eBay too at present, listed at £800.00 each “Buy It Now” in red (161649252148) and yellow (161649252159).

I took the plunge and bought my own vintage Bugatti on eBay recently, although this is the metallic blue Carrera Universal version I obtained from Spain for £54.29 (161711573838). To convert the far from universal slot guide to make it compatible with my Classic Scalextric track, I bought a conversion guide for £4.55 from Germany (231294730298). These conversion guide sets work well, but you do still need to drill a hole in the stem yourself to hold the fixing screw.

To match the Bugatti, Carrera also manufactured a vintage Mercedes SSK, which was later re-issued by SMP. One of these SMP versions is available on eBay for £134.51 “Buy It Now” in Spain (150761137487).

Interesting to see another Indy car in the Top Ten this month. I must admit I went a bit crazy on eBay one night recently and got carried away placing a raft of low bids on a range of Eldon Indy cars. Much to my surprise I won most of them, which was okay until the American seller informed me that eBay wouldn’t let him combine the postage costs (!). The cars cost me

between £5.14 and £9.33 each, but with postage this averaged out to around £14.00 each. Oh well, good job I like them and good job they work well, apart from one that went phut when something fell off inside the blue can motor. At least I had a spare motor I’d bought at Gaydon with a later Eldon chassis for a fiver.

## Mirage



Another car with a blue can motor spotted by Steve Langford this month was a Lime Green Scalextric Mirage, which sold for a respectable £96.00 (301656167821). I really like the large can motors that came with this range of cars, so much more powerful and robust than the titchy SP motors fitted to most Scalextric cars today.

Cars with these Raymond (Silver or Grey) and Johnson (Blue, Red or Pink) large can motors included not only the Ford Mirage, but Ferrari P4, Ford GT40, Ford 3 Litre and Porsche 917 Le Mans cars, Offenhauser front and rear engined Indy cars, AC Cobra (Ready to Run and Kit), Porsche 904 Kit, Triumph TR4A, Sunbeam Tiger, Lamborghini Muira, Javelin (Chaparral) and Electra (Ford GT) Sports Cars, Renault Alpine and Renault 12 Saloons, and Scalextric Team Cars (McLaren). ➡➤







The early cars had plastic gearboxes screwed on to the motors, and can offer blistering acceleration due to their low weight, while the later cars had metal gearboxes that make the handling more predictable and give the rear wheels more grip.

### **Scalextric Large Can eBay Top Ten**

1. Blue Triumph TR4A £125.00 (121677974049).
2. Yellow Sunbeam Tiger £118.00 (171768708892).
3. Blue Team Car MK2 in a Panther Box(!) £97.00 (151634135737).
4. Lime Green Ford Mirage £96.00 (301656167821).
5. Green AC Cobra plus race tuned throttle £90.00 (181765991596).
6. Yellow Lamborghini Muira £83.09 (261853057746).
7. Red Ford Mirage £53.00 (141635632541).
8. Red AC Cobra £48.58 (221752688700).
9. Orange Ford 3 Litre £47.50 (400936206258).
10. Yellow Renault 12 Gordini £46.03 (161682182505).



Be careful if buying any of these cars on eBay for the large motors, as the later versions of some of the cars were fitted with smaller, more feeble can motors instead.

### **Scalextric Prototypes**

The grey Lotus Exige Scalextric prototype still

on eBay last month sold for £330.00 (201354321643), and the red Ferrari F430 sold for £281.00 (311364945668).

These have been joined by a further fleet of grey 3D printed prototypes being sold by Scalextric this month, which are currently still receiving bids and have so far reached the following dizzy heights, or should that be Disney heights:

1. Disney Cars F1 Francesco Bernoulli £275.00 so far after 17 bids (181776974217).
2. Disney Cars Lightning McQueen £242.00 so far after 11 bids (201372895663).
3. Brawn F1 £171.67 so far after 6 bids (301668405676 - This item is being sold by a private seller, *not* Scalextric).
4. Subaru Impreza £160.00 so far after 3 bids (311388314082).
5. Porsche RS Spyder LMP (didn't they just win Le Mans?) £150.00 so far after 3 bids (181784054677).



### **Brabham**

With the latest NSCC car announced being a Brabham F1, let's see how Brabhams are selling on eBay:

1. Dynamic 1/24<sup>th</sup> Sir Jack Brabham 1966 BT19 F1 £109.06 (141692478260).
2. Lancer 3 Brabham 1968 Indy Car Bodies £89.02 (281723110077).
3. Scalextric vintage Brabham F1 plus 4 other cars £53.99 (121627586021).
4. Scalextric Exin Orange Brabham BT-46 Offer Below £56.94 (121667092242).
5. SCX D.Brabham Aston Martin DBR9 £53.31 (221772895127).
6. Scalextric Altaya Brabham BT-46 red John Watson £52.00 (301573102152).
7. Scalextric Legends BT-26A-3 Jacky Ickx

£46.95 (131543432433).

8. Fly Martini Brabham BT-44 £44.99 (331535269700).

9. Bandai Brabham Ford F1 Friction Plastic Kit Offer Below £47.69 (391072030503).

10. Aurora T-Jet HO Repco Brabham £41.33 (151650727367).

What about other NSCC cars, I here you say ? Okay then:

### **NSCC Cars eBay Top Ten April-June 2015**

1. Scalextric Milton Keynes 2014 Black McLaren MP4 £250.00 (321776117010).

2. Scalextric Slot Car Festival 2012 Event Team Ford Escort £245.40 (251985747711).

3. Scalextric Weekend 1998 Blue Renault Megane £212.44 (361284728043).

4. Scalextric Vintage Alfa Romeo 8C £194.73 (161692958763).

5. Scalextric Weekend 1999 Lamborghini Diablo £156.00 (371333171890).

6. Ninco Slot Car Festival 2013 Union Jack E-Type Jag £101.00 (301649883584).

7. Ninco 2009 Lotus Exige £99.99 (301635472753).

8. Ninco Slot Car Festival 2015 Red E-Type Jag £95.00 (251993163703).

9. Ninco 1994 Yellow Renault Clio £95.00 (331580028778).

10. Pioneer Green X-Ray Mustang £82.55 (181718690655).

I'm curious, so let's carry on a bit...

11. Ninco 2012 AC Cobra £77.73 (251981733960).

12. Scalextric 2010 Jaguar XJR GT3 £50.00 (251987149900).

13. Scalextric White 25<sup>th</sup> Anniversary Mini £47.00 (251987021790).

14. Scalextric Yellow 25<sup>th</sup> Anniversary Mini £46.17 (251987048384).

15. SCX Skoda Fabia Dirt Effect £39.95 (301232268919).

16. Ninco 2006 Yellow Renault Megane £36.00 (301592756912).

So generally the NSCC cars appear to be good value to us members when you consider what the initial purchase price is and then compare to some of the prices on eBay, and on that note I bid you farewell for another month.■

