



**No. 399 JUNE 2015**

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**THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS**

## **Diana Francis - Honorary Life Time President Another Successful Event**

So another Slot Car Festival has passed and it would appear from everyone who has expressed an opinion is that it was a very successful event and appreciated by all those who attended.

I was planning to include this month a write up on the event, by Graham Pritchard, but as you will the Journal has achieved the full 52 pages without including this and as you will no doubt have noticed, the Journal is late as a result of yet another computer issue, so another reason for me to carry it over until next month! This time Microsoft Outlook decided to throw a wobbly just as I was receiving all the contributions for the month, with the result that my email was lost and I could neither send or receive via the Club computer, so sorry Graham it will be in next month and perhaps will remind everyone what a great event it was and sorry to all you members for the late arrival of the Journal, you will perhaps be delighted to know it is all fixed thanks to a friend and colleague of mine, Dan P. so thanks to you also mate!

This month you should find inside the Journal the application for this year's NSCC Club car, being the Flyslot Brabham BT44 of Guy Edwards, which is very limited and is on offer for a very reasonable £45 excluding postage. Not bad I think for an exclusive Club car?

Last month I mentioned "Kevin" and indeed many of you who saw me at Gaydon expressed your concerns for my well being, of course a lot of you being parents yourself understood where I was coming from and offered me your sympathy! So I would just like to assure you all I am not yet going mad and have no plans to book my daughter on a one way trip to the other side of the world, but thank you for the offers in order to buy the ticket! Now the wife of course is a completely different proposition and I may well start a collection soon for a ticket to a far off destination, you have my email address and phone number!

Until next month.

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

Last month I promised to bring news on some new mouldings, as well as a few models that have already been released, as part of my scheme to catch up with Scalextric's prolific production rate. A third category is also presented, albeit briefly, this month: the latest prototypes as spotted at Gaydon. For next month I've also got news of four other models that are not in the catalogue but I'll defer those until I can provide the "C" numbers and photographs.

## Group B 205 and 6R4

So, to begin, I can bring news of a completely new subject, this time for Rally fans. The Peugeot 205 was one of the key hot hatches spawned in the 1980s. Although not as long lived as the Golf or as powerful as either the Strada or the Five Turbo, it was surely the prettiest. When it came to building a Group B competitor they took things seriously and produced a winner straight from the outset which went on to claim the World Championships







for both drivers and constructors in 1985 and 1986: it won the Monte Carlo rally in 1985 but was beaten by Lancia's Delta in 1986. This model is already available in the C3480A Limited Edition Monte Carlo Rally Set or as a solo release under the SuperSlot banner from Spain as C3480B (Thanks Jordi).

Often forgotten was the need to produce 200 road car versions in order to gain the homologation required to be eligible for the Group B category. One of these sold last year for a smidgeon under £157k. These were constructed along the same configuration as the Group B versions with rear mounted 200BHP 1.775 litre, 16-valve, turbo engines driving all four wheels through a transverse gearbox: the rally versions had upwards of 425 BHP by the time the E2 version arrived. The wider bodywork was constructed in steel, along with a bulkhead behind the driver and fabricated supports for the engine unit. Later E2 versions, which

appeared from mid-1986, employed full tubular frames for the drive train rather than the sheet metal of the initial cars. It is this final evolution version which has been modelled by Scalextric.

I've no visibility on which version will appear first but there will be two World Rally versions, both from the 1986 Monte Carlo Rally: one as a solo release, C3591A, and one in the Limited Edition set accompanied by a Metro 6R4, C3590A.

The two cars shown here illustrate the minor changes that were implemented during the latter stages of development: the car on the left has more restrained front spoilers, added grille detail and a satin black rear wing. Other minor details improved prior to final approval were extra detailing to the side vents.

The twin pack car will be the 5<sup>th</sup> placed car of Juha Kankkunen and Juha Piironen carrying race number 4 whereas the solo release will be that of Timo Salonen and Seppo Harjanne which finished second.

⇒⇒





The Metro 6R4 included with the Peugeot is the slightly less fortunate car of Tony Pond and Rob Arthur whose race came to an end on the road section after special stage 6. A useful resource for all things 6R4 is <http://www.6r4.net>: the photo gallery contains many superb images of these great little cars.

Group B rallying came to an abrupt end in 1986 after the deaths of Henri Toivonen and his co-driver, Sergio Cresto, whilst competing in their Lancia Delta S4. Manufacturers subsequently used the developed technology to compete in other fields of motorsport. Later in the year we'll get a representation of Peugeot's

1987 Pike's Peak Hillclimb car with its huge aerodynamic aids, probably even displaying Camel cigarette advertising.

With the aforementioned Lancia Delta and MG 6R4, as well as the RS200, 308GTB and







Audi Quattro already available, the Group B period is pretty comprehensively covered by Scalextric, maybe the Renault Maxi 5 or the Lancia 037 will be released in the future.



being DPR, and with lights front and rear, provide an increased opportunity to race a varied range of modern GT cars.

### Maserati Trofeo



### Chevrolet Camaro GT-R

We have seen quite a few of these modern era Camaro GT-Rs, many in the various liveries of the Stevenson team. I counted at least five previous releases but this one represents the first HD version without the rear wing: previously it was only the SR versions that came without the fallyoffy part. C3596 represents the car of Andy Lally and Matt Bell from the Grand Prix of Kansas in June last year. These large cars are deceptively nimble around a home circuit and

For such a stylish car, I've yet to see a livery that really catches the eye: maybe I'll just have to cheat and decorate one in either Gulf or Jägermeister racing colours. C3602 represents the number 23 car driven by Riccardo Ragazzi and Alan Simoni in the Trofeo MC World Series 2013, specifically at the Nurburgring. Race meetings comprise two 30 minute sprint races and one hour long race which includes a mandatory pit stop and driver change. ➡➡





## Trucks

I first reported on these back in January but couldn't confirm too many details at that stage as the livery had not been confirmed. Comparing the photographs of these two with earlier images shows that the initial prototypes were very close to the finished articles with only minor alignment of decoration having changed subsequent to initial approval. Two versions will be available as solo releases packed in cardboard boxes rather than jewel cases: the blue version will be C3610 whilst C3609 will be in red. As previously reported they are DPR although, due

in part to the relocation of Hornby, I have not been able to try them in their digital configuration. I'm not convinced that overtaking will be possible without either a little bit of compliance on the part of the slower driver or resorting to moving over an extra lane to gain a little space. The eagle-eyed may spot that the motor has a green end: this is because a higher power motor has been installed in order to maintain performance and counter the heavier weight. The strategy seems to have been successful as they did seem comparable to other Scalextric cars on the short test track at Hornby







although it is mandatory to remove the magnet and hang the tail out if R1 curves are included.

One slight change since my initial report is that the selling prices have been set at £25 rather than the anticipated £20, but even at this slightly higher price they represent superb value for the fun they'll generate.

### Gaydon

Scalextric once again acted as the main sponsor for this now established annual event and really rose to the role by treating us to prototypes of several new models, circuits and technology amply supported by enthusiastic Scalextric staff drawn from all departments. On display was a selection of new cars on which I've yet to report including some that I'd not previously seen at the Hornby offices, plus a couple that I wasn't even aware were going to be released: more on these once I'm able to photograph at my leisure. A challenge for all comers was to try to set the fastest lap on the ARC ONE set, using any car of your choice, from any manufacturer.



We were also able to drive, with complete abandon, around the compilation circuit designed by Martin Brundle for Sky SPORT F1™ to represent his selection of all the greatest corners of circuits used by F1. The track was available for anyone to demonstrate their skills as long as they swore allegiance to the master-brand: here's Scalextric designer Luke explaining the plethora of product advantages provided by the ARC ONE Powerbase to an enthusiastic lost soul.

On display to all were the times achieved by Martin Brundle, Anthony Davidson and Johnny Herbert and these were augmented by the best times achieved during the two days. Interestingly, most people set their best time on the first lap, having then pushed too hard to improve on their second. Mr. Herbert's time of 22.6 seconds for the 45 metre track was finally beaten by Colin Peacock on Sunday afternoon by a respectable margin of 0.11 seconds.

In a similar vein to last year the Scalextric stand had a few teasers on display: undecorated prototypes of the BMW Z4, the pairing from the forthcoming James Bond set and even two boxed, production versions of a couple of models not announced anywhere else. I'll bring more details once I've had an opportunity to take better photographs but, for those that →



didn't attend Gaydon, here's an overview of the prototypes that were on display. And this doesn't include the few revised liveries that were hiding beneath the line of sight in the cabinet below. My next visit is likely to be quite a busy session.

## Scalextric Online



As I've mentioned previously, it's always worth keeping an eye on the Hornby group of websites, not least to grab the occasional bargain: it's a good idea to register with each brand and be informed of all the special offers. New in the Shop/ Gifts and Clothing section are T-Shirts emblazoned with each of the brands – the Airfix B of B version, whilst doubtless patriotic, may

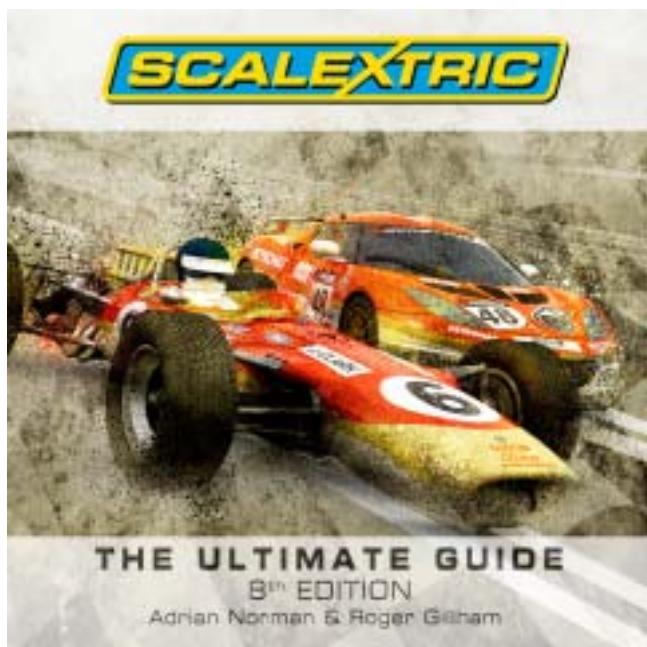
not necessarily be the one to choose when visiting certain parts of Europe! Of the four versions currently available, the Scalextric one is either the least imaginative or, conversely, the most subtle depending on viewpoint. It's a shame that it didn't have the Scalextric logo on the back and come with a choice of different car images to apply to the front.

## The Bestest Scalextric Guide Ever

I couldn't possibly finish this month without a mention of the latest book on everything there is to know about Scalextric. Adrian Norman has adopted the responsibility of continuing the series of books created by Roger Gillham and managed to get his first version to the public just before the Gaydon event. Collecting a copy in person is desirable as the weight means that postage is less so. It is a huge tome, definitely not suitable for bedtime reading as injury could result through lost concentration. Ideally it needs to be studied whilst sitting comfortably at a table. Now, not wishing to create the wrong impression, but this past weekend, an ideal opportunity arose. The Eurovision! With the







British entry being suitably quirky to achieve recognition amongst our fellow continentals it couldn't just be ignored. But five hours of pseudo music would be too much without a suitable, parallel, distraction. The answer was obvious – Angry Birds! Then, the great inspiration struck. I could study Adrian's book, relay the best bits to Karen, and feign interest in Electro Velvet, not to be disappointed if they didn't win. As a result, the briefest of reviews – buy it. Even if you already have the previous seven releases, this one is a must. There's enough history to provide a path to the current Scalextric position in the market and vast amounts of data on all releases right up to last Thursday. Two tips: first, try and arrange personal collection as postage is likely to add £7 to the cover price of £50 and second, don't delay too long before buying as the print run is not very big.

Many thanks to Adrian for providing the images included here although I feel this briefest of mentions fails to do them justice. If nobody else writes a review, I'll cover the contents and chapter breakdown in greater depth next month.

## ARCONE

Just as I was adding the final touches to this month's article I was distracted by an update for ARC ONE. I guessed, from the massive file size, that this would be the addition of the 2015 range to the Garage.



As it transpired I was correct but, alas, all was not quite as it should be as ARC refused to run on my HUDL2 and there was no going back to the earlier version. However, a quick call to the development team at Scalextric reassured me that the error had been spotted and would either be remedied or the previous version made available in App Store, thereby enabling a simple recovery. All a bit of a panic but hey, that's the world in which we've chosen to live so we have to accept its imperfections. The good news is that the download for Apple devices worked fine so I was able to see the revised features:

- 2015 Product content added.
- 'Restart race' option added for during race.
- Increased number of Characters for naming.
- Lane position added on starting grid plaque.

Anyway, by the time you read this the updated version for Android tablets should be available. In future maybe I'll leave it a day or two and check the online reviews prior to committing to the update.

With luck, before my next report the weather will permit some garden racing: I think that it might just be possible to accommodate Martin Brundle's layout if I can only convince Karen to relocate a couple of shrubs. There's not much incentive on her part as it'll only provide me with an opportunity to beat the time she set at Gaydon.

So more next month until then, hopefully we will enjoy some good weather? ■

Ciao everyone and welcome to this month's Forza Slot.it. It has been a long time waiting but finally the new 4WD Audi R18 from Slot.it has arrived. As many of you may remember I was given a demonstration by Maurizio at last year's Slot Festival and I remarked then how quick and stable this car looked on the track in Maurizio's expert hands but I was not offered a test drive at the time! Now I have a complete car in my possession so now I guess it is time to give you my impressions of this new and exciting direction for Slot.it.



But, before I wax lyrical about that then what else is new from Slot.it in the last month? Thanks to Slot.it's press office I was given advance notice of the next two cars to be produced with the official release date of 22nd May 2015, so they should be in your favourite

slot car emporium by the time you read this. First up is SICA03h Porsche 962C LH #17 from Le Mans 1993 as driven by Reuter, Jelinski and Winter. I know I use this word quite a lot in my ramblings but it is another iconic car livery of the red and white "FATurbo" Porsche which is a little beauty. Number two would be SICA23d #25 Porsche 911 GT1 EVO 98 from Le Mans 1998 which finished 2<sup>nd</sup> overall that year. This car was driven by Wollek, Müller and Alzen and is the sister car to the winning #26 which has already been produced by Slot.it in there Le Mans Winners series as SICW13. Another iconic and very much admired livery by me. Must have? You bet! but my wallet took a real pounding at the Slot Festival yesterday so they may be on a shelf in the dealers for a while yet so just make sure that you lot out there don't buy them all first before wife V1.0 lets me have some more pocket money – please!



On to the main event this month and to give the new car its full title it is SICA29a Audi R18 e-tron Quattro #4 Le Mans test 2013 as driven by Marco Bonanomi which was officially released on the 29th April 2015 and is sitting on your preferred slot dealership shelf or maybe on your own race track by now? The car arrived⇒⇒



in the new standard packaging from Slot.it with the obligatory Allen key taped to the underside of the mounting plinth along with a bag of bits for the 4WD stuff. Made me wonder if my car was half finished as everything appeared to be correct when I opened the car up for inspection but more on that later. First impression was the big “4WD clutched toothed belt” sticker on the crystal lid. Next impression on removing the lid was getting a high on what smelled like a massive whack of glue fumes within! I can still smell it now over an hour later so I suspect it may be the lubrication that has been used? Inside the car looks very sinister and squat sitting there in a very fine matt black finish but full of purpose with all the detailed curves and cut outs of the wind tunnel for the best possible aero plain to see. I would have to say that in addition it does look a bit dull in the shake down Le Mans test livery of matt black with shiny silver cockpit roof so I will be looking forward to the more colourful variants being produced over time. I would also have to admit that normally I do not bother with test cars for this reason but obviously in this instance I made an exception and bought one straightaway!



I expect everyone is itching to hear about the 4WD system but I will stick to my normal format and review the cars aesthetics before moving onto the oily bits. I think I will start with the official Slot.it press release information first on the real car which, I quote (unedited from original text) “The R18 e-tron Quattro is a hybrid version of the R18 ultra, named after Audi “e-tron hybrid technology”, which consists of a front mounted electric motor working in synch with Audi integral traction system. A diesel engine provides power to the rear axle both on the Audi e-tron as well as on its more

traditional sibling Audi R18 Ultra. The energy storage unit for the electric motor is a flywheel system designed by Williams Hybrid Power. The Audi R18 e-tron belongs to the two megajoule (2MJ) category. A four wheels drive system, as per the Le Mans regulations, can only be used on hybrid cars if the electric motor is mounted on the opposite axle of the traditional motor. Besides, electric traction may only be available at speeds above 120 km/h (75 mph), to limit the traction advantage of a 4WD system at slow speed. Management of electric motor and of drive train is completely automatic.” Now, that all sounds very grand so how did the real car fare in the real race then? Off to the interweb stuff to check then and it would appear that the real car did quite well winning the race overall and the premier LMP1 category with the three car Audi Sport Team Joest finishing in 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> places. Strangely the test driver (Marco Bonanomi) does not feature in any of the race cars but the winning No. 2 car does have the very experienced pilots of Allan McNish, Tom Kristensen and Loic Duval so I suspect that further full race livery cars will be along in the near future?



Whilst I was looking for the race result I also checked out the livery to see how accurate it was. Hmmm, lots of snaps of recent history Audi Le Mans cars but not many I could find on this one. From the one or two that I did find it all looks good but I did notice that in the pictures there was no race “24h-lemans.com” box under the red lettered “P1” on the rear flanks and that the race lettering box of “24 Heures Du Mans 90 ans 2013” above the large white No. 4 was different as well as the same race logo missing

from the nose immediately above the #4. I don't see this as a major problem as test liveries can change on a daily basis these days! The overall detailing and effect of the sponsor ship logos, race numbers, etc. on the model that I have are very well executed and crisp on my example which is all you can ask for. Now something to have a good look at are the headlights as these really are rather good and the effect that they give is impressive as well. Down side? My usual gripe about not having proper illumination on them as standard!

Now getting into the nitty gritty of the bodywork itself and all the little intricate curves, dips, swoops, side turning vanes, massive holes above all the wheels, double upright rear wing supports and the venturi rear end detailing of the model are superb. In fact they are probably accentuated by the overall plain matt black colour whereas later race colours may well fade these rather excellent details into a bit of a blur or disappearing act. Check out the door hinges as well – fab! The eye level direct side on view gives a totally different perspective to the car as it looks really very angular and square whereas in reality it is not. Again the plain black colour aids this. You should also be able to see Marco all snuggled down in the cockpit with his name and nationality flag (Italian) and just a fabulously recreated helmet livery protecting the drivers head. I'm happy to report that, and it is not easy to see, there is an excellently detailed steering wheel (but no dashboard instrumentation) and what looks like a great big head guard/rest protruding to the left of the drivers head. The driver overalls are red chest and white arms (he

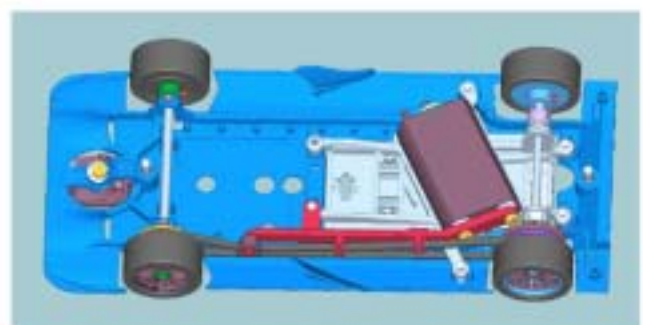
has been amputated below the waist!) but, again, the sponsor logos and race harness are a little marvel of detail. Slot.it appear to have this detail really nailed now in all of the models, so why miss the dashboard out on later models as reported last month? The mirror finish silver cockpit roof is a nice touch, the roof mounted aerials are solid (not the flexible type rubber) and the windscreen wiper is minute but beautifully detailed and probably the correct scale unlike some of the 2 by 4 wiper blades on some other models!



Now for the bad bits. The fit, finish and quality control to me just does not seem to be up to the usually high Slot.it standards. Look closely at the pictures and you should see what I mean. The air scoop above the cockpit has a space underneath and where it lines up with the extended fin across the rear and does not line up to well. The TAG logos at the front to the side of the lights look like they are sliding off and at the side behind the front wheels the aero vanes are suspended about 2mm to high above the



Mechanical Instructions 4WD Audi R18







floor pan. Top that off with what can be best described as poor panel fit (reminiscent of old British Leyland cars!) and you get the picture. Mine even had a motor mount screw missing so last month's review car is now minus a screw before I do a track test of this one!

Externals done, now onto the internals and I think I will quote the Slot.it press release again: "On its Audi R18 e-tron Slot.it has created a 4WD system which is truly unique and innovative. Traditional slot cars with four wheel drive, having no differentials, invariably show poor top speed and bad handling. In the Slot.it system, a toothed belt provides power to the front axle through two micro pulleys which are coupled to the left wheels. Here, the work of two clutched bearings (unidirectional bearings), mounted between the front wheels and the front shaft, makes it possible to transmit positive torque only, removing any braking torque, so that the model, while retaining real 4WD traction, keeps its top speed on straights and handles like it should when turning." Well, sounds a mouthful to me and I will let an associated picture lifted directly from Slot.it's website do the talking for me as well as my own snaps. Whilst I was on there I found a very useful 25 page booklet on how to assemble the 4WD parts into a car so when the white "z" car appears (or if you dismember your RTR car) and you are having problems piecing it all together then I would suggest you download this handy guide for future reference now. I would also suggest that you read the article a couple of times first, arm yourself with some suitable tools and lots of patience before attempting any mechanics to do with the 4WD system or tears and a 2WD car might be all you have left! I guess that's the bag of spare bits, metal seeger (or snap) rings and other plastic wheel part gubbins are for but I have no



intention of taking mine apart at the moment! I did pick up Slot.it's latest slot car accessories handbook at the UK Slot Car festival yesterday and a scan through the pages (24-27) reveals that the extra bits are flanges and spacers for the 4WD belt tensioner system as well as spare 15, 16 and 17 teeth wheel pulleys to change the gearing. Maybe another day eh?



Something else that I quickly noticed was the front guide. It is about as far forward as it can be and is different to all the others I have been looking at recently. Hopefully you will see this from the pictures but basically it has a rib of plastic that grows from the front splitter, over the pick-up hole which when then takes a hump back bridge leap over to the front chassis post. This all looks, and feels quite sturdy and is topped off with a screw fit pick-up which accepts the motor connecting wires at the rear of the pick-up rather than





the traditional front pick-up location. Why the hump in the plastic mentioned above? I suspect it is to let the wires have more room without binding under full lock because you can see this in evidence as you turn the guide blade. As per all the recent new releases as well, there is the half-moon braid recess in the chassis for improved performance.

Peering and poking at these new mechanicals does make me think about the other 4WD versions that have been or are currently available from other manufacturers. My own experiences of these can probably be summed up as of limited use and with the traditional rubber band over two pulleys it probably wastes more energy than anything for most vehicles as the front wheels are normally just above or barely touching the plastic “tarmac” so what real or purposeful traction can you possibly get most of the time? However I really do like the old SCX Rally raid cars with their long axles and pinions at both ends driving all four independently sprung wheels. Coupled with the long sprung drop arm guide you really do get traction from all four wheels as you scrabble and bounce your way over the special obstacle track that you can get and I have had many happy hours with these cars doing just that! Sadly, I don’t think the Slot.it Audi will be taking on the obstacles any time soon but then again I don’t think the Raid



cars will be trashing the Audi on the smooth blacktop any time soon either! Horses for courses.

Just sitting here checking out the effort and detail put into the design and execution of this belted, clutched 4WD model is an object lesson in what can be done if people are ready to put the time and effort (and money) in. The mesh of the gears, belt and front wheels is superb and just turning the back wheels by hand shows a really positive mesh and no slop around the axles. I find it fascinating just slowly rotating the wheels and watching the belt move everything around, a bit sad really I guess! The resistance is not much more than a regular two wheel drive car when just rotating the wheels by hand and turns everything like clockwork. Now when you rotate just the front wheels forward they will just declutch and rotate freely but if you try to move them backwards then with a bit of effort the wheels will turn and transmit this force to the rear axle via the belt and so turn the motor in reverse unlike the typical rubber band setup that would usually just bind or slip. I suggest the best thing is to get your own and have a look yourself as a description will just not be enough, enjoy J!

OK enough marvelling at the internals, time to track test in Le Mans type testing fashion. So does this 4WD stuff really work then? Having given belted driven cars a bit of a mauling I thought it would be interesting to pit the Slot.it pretender up against what must surely be one of the best out of the box rubber band 4WD⇒⇒





drive cars ever produced, a Ninco NC5 speeder Scooby doo! Now the car I used is a well-trodden version that I have raced and pounded round my track for many an hour and it is still as box standard as the day I first had it and, for me, still one of the best balanced tractable non magnet cars around. Enough power to whip the rear end round at will coupled with enough speed without being over powered. I've not driven this car for a while but it took me less than a lap to be comfortable and a lap to just throw it around again! OK, a few more laps just to be sure and then out with the Slot.it 4WD upstart. Yes, I know it's not a like for like comparison but I couldn't think of another suitable car to pit it against that I own so it would have to do!

First up, magnet in (default rear position) and the car was predictively very sprightly and planted, no, welded to the track. All the traction seemed to be directed into forward motion and the rear was held resolutely in place until I gave it too much power and, in typical magnet fashion, the rear swapped ends with the front as the back just snapped away. The 4WD system seemed to be working really well as I could enter the corners faster and faster as my confidence grew but it did tend to have a tendency to de-slot at the front end more than I expected which led to the front air scoops that protrude past the front splitter to find the hard barriers a few times! They are (still!) currently intact but who knows for how long if the red mist of club racing was involved? So, magnet in this car is very good but the front end is definitely too light and would need a bit of ballast in to stop the nose end excursions into the weeds.

Now for my preferred driving and magnet out. Traction is blunted as you induce wheel spin

on instant max finger throttle attack but that is soon brought under control as composure is restored. Same problem as before in that the front is still too light and I have a few offs as I quickly build up speed and confidence. This seems to settle down a bit as the laps pile on but is most frustration when you have strung together a slick run of laps to suddenly pop out. Needs front end weight! OK, that aside it is a challenging but rewarding chassis to drive and whilst I can get the rear end to swing nicely round the 1<sup>st</sup> and 2<sup>nd</sup> radius 180° Ninco bends as well as other none even radius curves it is soon brought under check as the motor power and traction of the 4WD system do their thing. After several laps I decide to go for a second opinion and give my son a shout to watch me with each car in turn. I then proceed to have the same amount of laps in each car and then ask him a few key questions about how I did! I have to say that he agreed with me that the Ninco car appeared to be quicker (and lots wilder!) but with no timing gear I do not have any timings to confer this. It reminded me of Top Gear and the star in a reasonably priced car-the ones that look slow and boring are the quick laps. Now, bear in mind that I have many (many, many!) hours of experience with the Ninco and none with the Slot.it. However, the Slot.it was harder to provoke it's tail out and doggedly tried to hold it's line in the corners as it sought out the traction (as well as me being a bit careful) and I believe that the Slot.it was the fraction quicker even with the front popping out when least required, need weight! Again compare that to the Ninco rolling out of the slot (higher CoG) and the tail wagging down the track like a dog on a very happy day when the Scandinavian type rally flick is involved and I would have to



say that the Slot.it is the superior chassis for traction and definitely speed. All that is needed is some work of a gram or two of weight at the front and some more practice, maybe even change the (supplied) belt cog ratio's to suit the track you play or race on and this is one serious slot WMD!

The key stats for this car, as stated on Slot.it's website are: standard offset 1mm anglewinder Flat-6 20.5 rpm motor (Note- no other motor config supported), length 150mm, height 34mm, wheel centres 93mm, width 64mm, a surprising all up 4WD weight of only 86 grams, 11/28 pinion/gear ratio, 17.3x10 front and 17.3x10 rear rims/tyres and with a Neodymium magnet situated in the rear mounted location with the option to mount further forward in front of the AW motor config if required. The body/chassis is held in place by two screws fore and aft and the front axle can be adjusted for ride height with the option to add a digital module (SSD, Oxygen or Carrera D132) of your choice if desired.

One other important little factor I should mention is price. With regular Slot.it cars MRP being circa £53 then the 4WD Audi at MRP £65 is quite a jump in price for all of us. Obviously, you can get discounts from all the major dealers of about £12 to £13 on list but this is still a good £10 more than for a regular Slot.it car. Is it worth the price? Well I guess your own finances will have to decide that but I suspect that I will not be getting all the models that are produced and will pick and choose what to collect. As for my conclusions for this particular car? As a 4WD track weapon I really think that Slot.it have the opposition licked for now and clubs may consider a new race



class just for these cars? The mechanical grip of this 4WD really does seem to work and, with the magnet in, this is one slick car that just tears round the track in a very composed and assured manor. When you remove the magnet then not much really changes except the back end is, obviously, a bit more lively when you really gun the throttle and provoke the rear end out but it is the way that the front helps pull the car round corners and tames the squirrely rear end antics when you break the limits that really impresses me. Has the 4WD gubbins blunted the out and out top speed of your normal 2WD hot shot Slot.it car? Well I suspect it will but on small or even large home tracks where there are corners every couple of feet then you will not notice the loss of top end but you sure will notice the unparalleled grip and reduced lap times that this car will bring- once you add some weight to the nose J. Anyone at Slot.it reading this (?) as I think you have a bit of a winner here!

Just before I end a quick mention of the UK Slot Car festival that I was at on the Saturday. Another fantastic job be all those involved especially Scale models (Julie) and Pendle Slot Racing (Sean) as well as everyone else involved in helping to man the tracks, the NSCC stand (of course!), people helping out in general and the manufacturers like Scalextric and Slot.it personnel attending in person to make this the best one yet, "thank you" everyone and roll on next year! Next month I will have a little round up from my brief chat with Maurizio and any snaps that I took but now I have go and catch a plane to Schiphol!

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





Well I hope that those of you who attended this years UK Slot Car Festival at the British Heritage Motor Centre museum at Gaydon a couple of weeks ago had a good time. I know that I certainly did and it was great to see so many people turn up in large numbers on both days. The Festival once again was a credit to the organisers, Mark and Julie Scale, Sean Fothersgill and Roger Barker and everybody else who played their part in making it a really great event.

It was also good to see a greater presence by Scalextric this year who brought along the giant Sky F1 track. Unfortunately I didn't get chance to have a go on it but I am sure that those of you who did found it both interesting and impressive. It took up almost a third of the large hall at the show so was pretty hard to miss.

### UK Slot Car Festival 2015

This year once again the NSCC was at the centre of the event. The NSCC Live stage was very well attended this year with some excellent presentations by Hornby together with some great interviews with Slot.it, Gaugemaster and of course the 3D printing presentation. Our Club stand was also very busy with a lot of buzz about this year's Club car and some of the great offers that we had for both current members and people interested in joining. Consequently we

managed to sign up a lot of new members.

A big thank you to all of you who came and helped out the Club during the weekend. It was really appreciated by the whole Committee. Those of you that did help out managed to secure one of the red E-Type Jaguars specially produced for the UK Slot Car Festival organisers and the NSCC at the event. Each car is one of only sixty made and they make an extremely attractive addition to anyone's collection.

### Best Track Competition

The Club also judged a best track of the show competition during the event. As chief judge together with my fellow judges (who were overseas members Thomas Affentranger and Jordi Battle) I really enjoyed this competition as it give us a chance to have a go on all of the tracks that had been brought to the event. We did not include the Sky F1 track for obvious reasons.



We assessed each track over a number of criteria. These were presentation, drivability, scenery and how welcoming the people running





the tracks were to people at the event. On that last point I should I should mention that the participants were not aware that we were judging until the winners were announced. The eventual winners of the competition were:

First place: Sillage Racing Circuit BLST.

Second place: UK Slot Rally combined tracks.

Third place: Phoenix Scalextric Circuit scenic track.

The gift voucher prizes were provided by David Jessett of Slot Car Scenics. Many thanks to David and all of the track builders that were involved in the competition and who gave us a warm welcome.

### Track Competition

The Club also ran a couple of events at the festival. The first was a track competition over two days. On the Saturday there was a VW Beetle Drive competition to set a timed lap on the circuit with the best timed lap by both an adult and a junior winning the prizes.



This was repeated on the Sunday with both adult and junior prizes but this time the prizes were extremely special with two unique one only



Limited Edition McLaren cars as prizes. The prizes and the track were supplied by Scale Models.

### NSCC Club Car 2015

Many of you will have seen the new Brabham BT42/44 that has been produced by Fly. I picked mine up at the festival and it really is a lovely car which is currently selling like hot cakes. I would get one while you can.

I am delighted to say that this year's Club car will be the Fly BT42/44 from Gaugemaster in a special Guy Edwards livery. Many people will remember Guy Edwards as one of the people who pulled Niki Lauda from his burning Ferrari which resulted in Guy receiving the Queens Gallantry Medal for his actions.

This very special car will also be the first open cockpit F1 Club car produced for the Club. A really good one to add to everybody's collection I think and a welcome addition to the existing NSCC Club cars.

This limited run of 250 cars exclusively for the NSCC is bound to prove extremely popular so please order yours today. Don't delay, there should be a form enclosed with this Journal to





order the car, please return the form and either full payment via cheque or our payment details completed, and which Swapmeet you would prefer to collect the car from. We can of course post the car to you, but this will incur an additional cost as detailed as it will be sent signed for via Royal Mail. If you have any queries on this please do contact one of the Committee members.

### **Northern Swapmeet**

I am delighted to announce that this years Northern Swapmeet will take place at Rothwell Sport Centre in Leeds on Sunday 11th October.

Rothwell is the old Leeds Swapmeet venue and is extremely easy to get to being just off the M1 and M62 junctions. The Club will be promoting the event between now and October.

The event was always well attended in the past and I would ask members to support the event. Particularly those members who live within easy reach of the venue.

There will be a very special car for NSCC members to buy at the Swapmeet once again in limited numbers. Look out for information on that and do not miss out.

### **Forum**

Finally the Forum is now up and running and people are now contributing to it. So if you haven't registered do not forget to do so. Details of how to join the Forum have appeared in the previous two Journals or if you are a new member you will find that information on the Club website.

That's all for now until next month. ■



Here are the latest releases from Carrera for June, these are all 1/32 Evolution models that are digitally upgradable. The recommended retail price is £29.99 but you should be able to purchase one from your favourite supplier, by the end of June, for less.



Following on is CA27480 the Porsche GT3 RSR Hybrid race number 36, VLN from 2011. On the 28th May 2011 at the VLN long-distance championships at the Nürburgring, the Porsche GT3 RSR hybrid, with a 6-cylinder boxer engine and a bludgeoning 480hp, celebrated its first victory.

First this month is CA27476 the AMG Mercedes C Coupe DTM as driven by the Canadian Robert Wickens, race number 10 from 2013. In their very first race the DTM AMG Mercedes C-Coupes recorded a stunning first and second place victory. In 2012 the 500hp car replaced the DTM AMG Mercedes C-Klasse, the most successful car in DTM history, having won 85 of its 159 races.



We have two more Shelby Cobras: CA27482 Shelby Cobra Hardtop Coupe 1963 finished in green race number 3 and CA27483 Shelby Cobra Coupe, race number 11. The world saw what happens when a British





carmaker and an American race driver and constructor got together with the AC Ace in 1953. The brand achieved legend status in 1961 when the AC Ace was fitted with a 4.3-litre V8



Ford engine. The resultant Shelby Cobra is still considered one of the most venomous cars ever to have raced.

Reference CA27484 is the Porsche 904 Carrera GTS race number 47. Another version, this time finished in orange, of this popular Porsche model, which was extremely successful from 1963 to 1965. This car has lost none of its charm to this day.

Thanks to Pete Binger of The Hobby Company Limited ([www.hobbyco.net](http://www.hobbyco.net)) the UK distributors for Carrera, for his help in compiling this column. There are lots more new models to come from Carrera this year and there should be more news from Carrera next month. ■



It's been a while since we've had any news to report from SRC for whatever reason, but here we have the latest information regarding their forthcoming releases, with two cars to report this month, both previously released but now we have new liveries.

Just in is the John Paul Jnr. Lola T600 Ref No. SRC01710, which was entered into the Sears Point IMSA race in 1981. This is the first version of the model produced without the rear wheel spats in place. The car looks much better now they are fully decorated, and it is unknown why SRC released unfinished versions to the media, which then appeared on some websites and forums?



The next release is most probably of more importance to many a collector, as it is the 2 Litre class winning car from the 1970 running of the Le Mans 24hrs. The Porsche 914/6 Ref No. SRC01606 as driven by Claude Ballot-Lena and Guy Chasseuil, finished a creditable 6th overall albeit due to the high attrition rate of the factory backed Porsche and Ferrari's. As the 5 litre monsters fell by the wayside, this little car trundled round the circuit de la Sarthe almost



faultlessly for 24-hours. But what makes this car special in my eyes, is that it was this race Steve McQueen chose to use as the backdrop of his infamous racing movie. I have noticed over the years many slot fans talking of their "Le Mans the Movie" collections of 1970 LM models and this will surely be a welcome addition to their stables.



As always thanks to Terry Smith at Gaugemaster for supplying the information and pictures for this SRC news, hopefully more to follow in the near future. ■



# Pink Kar Re-Launch

By Steve Langford

Many of us will dream of finding and owning the iconic Scalextric Bugatti but the nearest most of us will ever get to this due to cost usually (unless you are extremely lucky at a car boot sale as reported in the ebaywatch column a few years back) is probably owning a Pink-Kar example that have been more generally available and at a reasonable cost compared to an original or re-released Scalextric model.

Unfortunately Pink-Kar went into hibernation a few years ago around 2009 and examples are not so easily found these days, but those of you who monitor the web may have noticed the re-launch of this brand. It was first brought to my attention on slotcar-today.com late in 2014. Since then Jordi Escorla the main man behind the company this time around and slot car enthusiast has been working hard on a fresh start for the company releasing the first car at the beginning of this year. Although the changes will be revealed little by little with the re-launched brand, some like the new brand logo, are already visible.

The company has stated that the reintroduction of the brand and approach to their faithful followers, will be that the first car models will be from their previous own range of classical models, but with a standard of quality never before seen in Pink-Kar. Gradually new models will be introduced so as to not disappoint collectors of the brand, and to appeal to classic motorsport lovers everywhere.



With this philosophy last January, the first reference of this new phase was released, the CV061, which reproduces the Ferrari 250 GTO with Phil Hill and Olivier Gendebien which won second place in the 12 Hours of Sebring 1962 and can be purchased through the [www.pink-kar.com](http://www.pink-kar.com) website. See the picture of the number 24 light metallic blue lacquered finish car, that has been made in Spain. It is powered by a “Power Plus 4” motor and limited to 196 units. The website gives more pictures and details of the car as well as history of the GTO if you want read more about this car.

The second car on from this one was a symbolic return to the UK a few weeks ago on the occasion of the celebration of the 2015 UK Slot Car Festival. This was rather a last minute delivery received just before the festival and



was a most welcome and pleasant surprise both to the organisers and visitors to the Festival. Pink-Kar realised the importance of the UK market in the world of slot and wanted to be closer to their English fans. That's why they produced for the UK Slotcar Festival the Austin Healey 3000 reference CC020, a commemorative version limited to one hundred certified units. The car is finished in white with two contrasting blue bands down the centre of the car and blue sides tampered with the Slotcar Festival logo. The car has a blue tonneau cover. The new Pink-Kar logo is tampered on the bonnet and boot and the car is presented in the black and white chequered cardboard box that the original Pink-Kar models were released in. The car comes with an individually hand numbered and signed certificate with details of the car and this is enclosed below the inner packaging. See the picture of the car with the certificate. As per previous versions of the Healey they are equipped with a HO motor.



There was also a yellow and blue version produced, CC020 VIP. These were presented to the organisers of the Slot Car Festival. These came in a green and gold version of the Pink-Kar box with a special label but no certificate, but you will not see this version for sale as only four of these were produced. See the picture in this article. At the time of writing there were a few of the white and blue cars still available from Sean at Pendle Slot Racing, Mark at Scale Models and Roger Barker who all advertise in the Journal, if you did not make it to the Festival and are interested in acquiring one.



Being very much aware of this digital age, Pink-Kar has decided to have a greater presence on the web this time around, with a complete website where you can buy models in stock, view all references that have previously being made, and will in addition promptly report all the news through social networks like Facebook, Twitter and Instagram. In order to meet the concerns of their fans regarding their existing collection and future purchases, Pink-Kar are open to receiving questions or suggestions from the written or digital media to help them find out what their followers would like the next news from Pink-Kar to be, so please send any suggestions to them on their website or via the NSCC at [pink-kar@nscc.co.uk](mailto:pink-kar@nscc.co.uk). We as a Club can have an input in their direction and hopefully can work with them, so do make an effort to let us know here at the NSCC what you think good or bad about their return. I am told they will be shortly publishing an informative guide to the upcoming models and versions that will be part of the new catalog of Pink-Kar and I will report this here for those of you who don't follow the social networks, once that becomes available. ■





The latest news from Fly this month, concerns their second Limited Edition Truck release in the iconic John Player Special livery, this time applied to the MAN TR1400 racing truck.

The finish like before is a fantasy one and is a tribute to the late Ronnie Peterson, however as Fly and other slot car producers have proved, there is no shortage of buyers for certain liveries, and the JPS Mercedes truck sold out even before it came into the country. It carries the catalogue number FS203304 and may still be available from your favourite supplier by the time you read this.



Rarer still and possibly more desirable, is the Special M&M's MAN racing truck FS20303. Like the NASCAR influenced Coke and Pepsi trucks before, these are special commissions made for the US market, however Gaugemaster, the UK importers, will be getting a very small number of the 250 made into the country.



Yet more truck news; here are the first pictures of the new Buggyra due later this year. Many were wondering if we would ever see this model but as this fully working prototype proves, apart from some small add on details, the truck is well on its way and should hit the market in the autumn, at present I assume the price will be similar to previous truck releases but will confirm this once I hear more. ➡➡





Finally then, many thanks, as ever, to Terry Smith from Gaugemaster for his help in compiling this column.



Hopefully there will be more news from Flyslot next month, all being well. ■



# 100 YEAR BITS & PIECES 100 YEAR

**By Graham Pritchard**

Following on from the very successful 2015 UK Slot Car Festival then Roger, Sean, Mark and Julie have now given us a similar event in December to look forward to!

## **December 2015 Coventry Car Museum Event**

Based at the Coventry Transport museum on Sunday 6th December 2015 this event promises to be “more of the same” with masses of retail stalls and a Scalextric track or two to try your cars out on as well as the opportunity to wander around the newly refurbished car museum as well.

I’ve been there previously but it was many years ago so the chance to go again is a great one for me at least, well I will have to go beforehand to check where it etc. is won’t I?

## **SCX News**

At Gaydon I caught up with my old friend Steve Wright the SCX and Team Slot importer for the UK and he has sent me through pictures of the 2015 range, so cast your eyes over a few of these goodies then! Hopefully Steve will be providing me with more news on a regular basis in the future.



## **George Turner News**

*‘As usual Gaydon was a brilliant weekend, well organised and run without any fuss or bother. So thank you to Roger Barker and all the team a great job!’*

*The Bizzarrini has proved very popular, I know it was a good looking car but it has surprised me just how*



*many people like it the first load of them all sold out on the Saturday, which was very good proof of this. The little Porsche was also popular, and we did sell a good variety of other kits as well.*



*Gaydon is also good because I get to meet lots of customers in person, as usually I only know them via email.*

*I had a long natter to Maurizio (Mr. Slot.it) and it was the first time I had met him and he seemed like a very*



*nice guy, and he certainly knows his stuff and wouldn't you like to know what we discussed? The Polito GP cars look pretty damn good. I might even consider buying the Lotus 72.*

*Unfortunately my son Joe will be leaving the company soon to get a proper job. He is a gamer so he is going into that industry. It is a great thing to work in a job that is of interest to you to begin with but it does mean that I have decided to reorganise things a bit and what this means in reality is that I will be cutting the range down a bit. At the moment there are just under 100 models, including the different variations in the range and this is miles too many for a business of this size so I have decided to cut it back to about 50.*

*This means a lot of models will be going, but they will not be gone for good, but as the moulds wear out they will only be replaced if it is worthwhile. In the future they might come back, but as I say above, only if it is viable.*

*I am still considering which cars I am going to take out of the range. No firm decisions have been made but I think the A35's will go, along with the normal Anglias. The mould for the racing Anglia is finished so that is going for sure. The Lotus Cortina may also go. The D-Type will likely go down to one version, that being the lowered version as it sells more. Unfortunately variations will definitely be culled. The idea is that models that have been in the range for a long time like the Maserati 300S and the Lancia D24 will be cut to one variation each. The Alfa 158 will go down to one version and the Lago will probably go due to Cartrix producing one. Gaydon was a good pointer to what is selling and what is not and as new models come out an older one will go, keeping the total to around 50.*

*I will be getting on with the Allard this week. I took the unfinished prototype to Gaydon and it proved very*



*popular as did the idea of making the Jag XK120 Coupé and so hopefully the Allard will be finished very soon, and knowing me the XK120 might get started also!*

*Cheers,  
George.”*

## **Broken Guide Repair**



Having broken the guide on my Ninco Mitsubishi Evo Rally Car, I came up with the idea of using some K&S 4mm Aluminium tube to see if I could fix it.



Normally I would cut out a new guide mounting from another chassis and then “graft” it into the original chassis but for a change I thought I’d try Super-gluing a small piece of the tubing to the remainder of the original guide tube once it had been squared off and degreased that is.

So far it seems to have worked out OK, but given how much load the guide takes on a slot

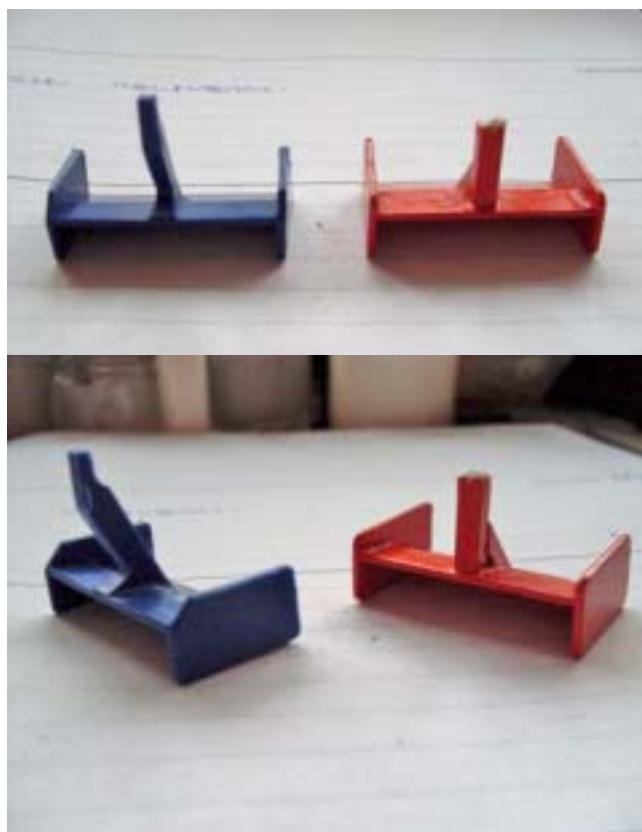


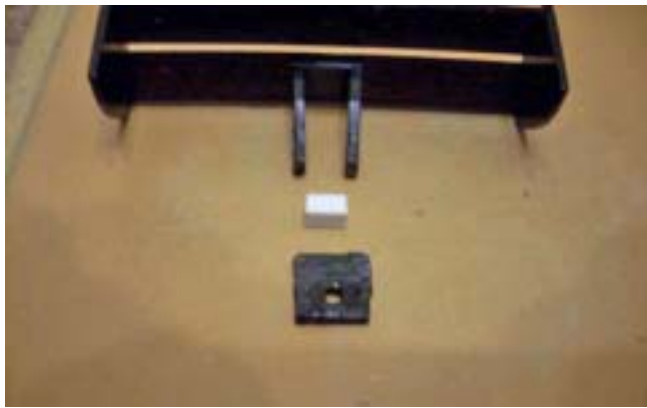
car then if it doesn’t last then it will have to be the “cut and shut” way I guess, unless I can find another Ninco chassis that is to replace it completely.

## **Broken Rear Wing Repairs**

Whilst getting my stuff ready for the Gaydon event I came across a couple of cars with broken rear wings. It seems a shame to just “throw them away” (but not literally I hasten to add!) or to break the cars up when with a little bit of effort you can rebuild them.

In the past we have even gone as far as actually making a complete new rear wing for





cars such as the 6 wheel March Ford F1 car (before the RUSC people came up with the goods) but with these it was a whole lot simpler fortunately.



For the Sauber I basically made a section that fits in the gap between what was left of the uprights as this part was missing and was necessary in order to lift the wing up to the correct height on the car.

Once painted then at first glance you wouldn't really notice that I had repaired it once

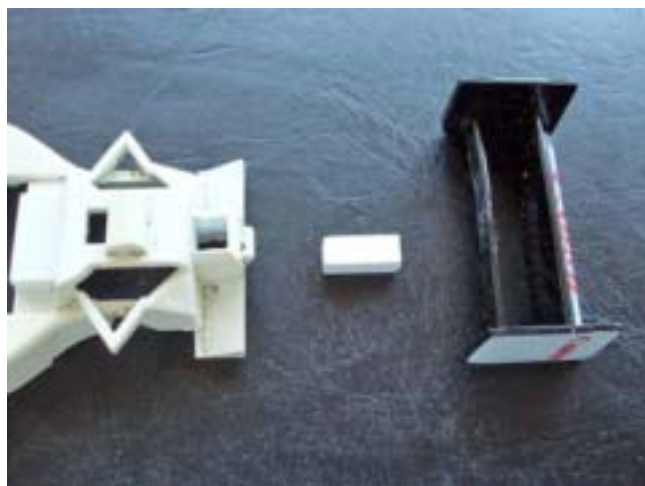


it has been painted gloss black in order to blend in with the rest of the structure (especially from a distance and in the dark, which is how you would see it were it going around the real Le Mans track!).

And having said that I'm always impressed by how good my scratch-builds look from a distance and in the dark or was it someone else who said that was the best way to view them, I can't quite remember! Anyway, it's the having a go that matters here with a little bit of effort and some simple plastic sections that are freely available from all good models shops (if you can find one) or eBay or PSR etc. then you really can create something that many people will not actually realise is a repaired item at first glance.



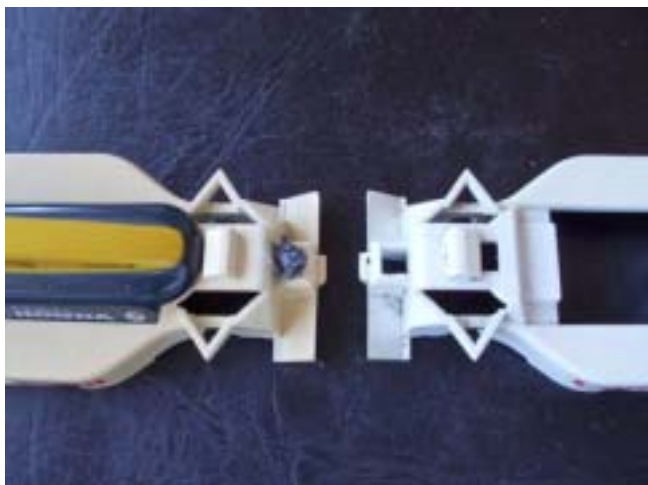
Now for the Williams, all that was left of the mounting upright was a small "X" shaped section on the base of the horizontal bit so having rummaged in the bits box then I found some square sections of plastic that I had from







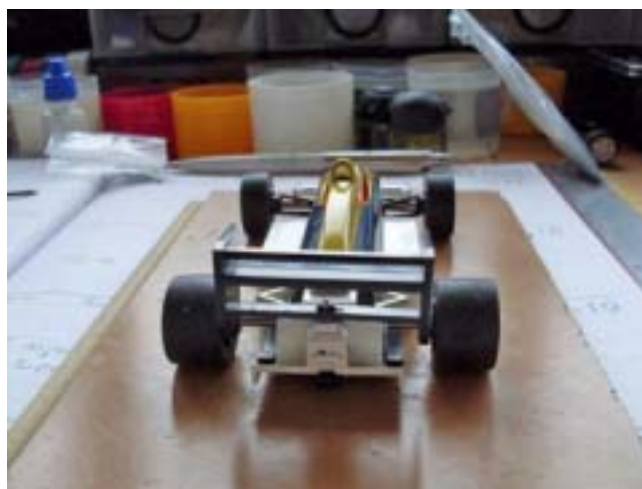
Sean at PSR at the 2014 Gaydon event. Fortunately these were exactly the right size to fit in the mounting point on the back of the car except that on the car there is a “key” (i.e. to ensure that the part only fits in the correct orientation) which was in the way so with a little bit of careful filing this tiny bit of plastic was removed and the new strut was then a perfect fit (I know this may be seen as sacrilege to some by altering the car body but when you’re actually remaking the rear wing then it doesn’t really matter does it?).



So, all that had to be done then was to fix the new strut to the remains of the rear wing, which I did by drilling a tiny hole through the horizontal section of the rear wing and into the new vertical strut and then using a tiny screw to hold it all together rather than just Super-gluing the new strut to the wing itself as you can guarantee that the actual “contact area” between the strut and the wing would be



minimal and also probably not 100% flat and accordingly the joint would not be very strong or reliable (due to its location the screw head could not be screwed in the normal manner and so I made the hole in the strut “just too big” for the thread on the screw to grip and then used Superglue to hold it together and the tiny bit of “float” in the mounting also allowed me to line it up perfectly before the glue set).



Once the new strut and surrounding area (so that it all looks the same) was painted black then you don’t really notice the screw head nor would you really notice that it had been repaired.

I know the cars aren’t really worth that much but it is very rewarding to be able to do things like this and the techniques may just come in handy one day on more expensive cars, you just never know, do you?

### **Gom Alfa Relivery**

I bought this GOM Alfa GTV when they first came out many years ago now as a road car,



they did a red (I think) or yellow one at first and being as I like yellow cars (and orange) then it found its way through my letter box and never really did much after that to be honest.



However, with the passage of time they then did a red one in a rather nice rally livery and I thought “wish I’d had that one instead” but then having seen a “Rothmans” (it’s just a name on



a car kids, honest, now put that cigarette away and concentrate on your school work!) version somewhere on the www then I thought I’d have a go at doing that one with mine so after a coat of “not so white” white, which is how you discover that “not all whites” (reminds me of Michael Barrymore) “are white” and which is where the recommendation to use “Halfords Gloss Appliance White” comes from, then with the Rothmans decals applied you end up with this rather nice looking car, which together with the Slot Car Wales “Ferrari wheels” results in a very nice period rally car I think.



### Penelope Pitlane Wheel Inserts

As part of the quest to track down a slot car version of an MGB GT for one of our Club’s members, then having shown Vic my George Turner MGB GT that I *still* haven’t finished yet (sorry George) and now needs a bit of a tidy up! He posed the question of “can you get the original Rostyle wheels for it?”

⇒⇒





Well, after a few emails the answer is” Yes Bob”, sorry Vic (sorry, too many episodes of “Shooting Stars” taking over there then) as in amongst the vast range of spares carried by



Sean at PSR there are these white metal wheel inserts in the “Rostyle” style as were found on many MGB’s and Midgets in the 1970s.

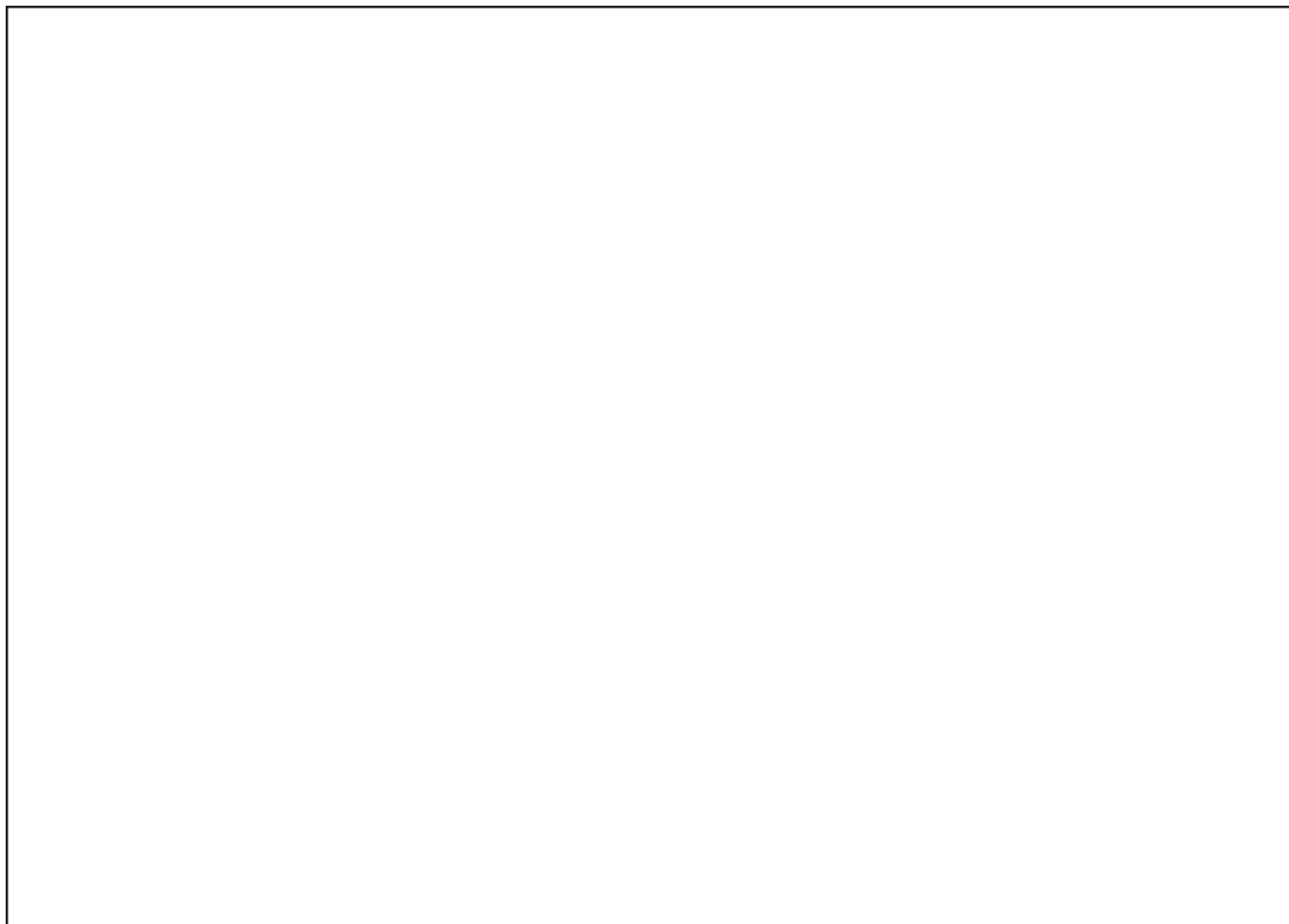
All you have to do is get the correct turned metal wheel hubs (See PSR website) and then paint these and then “insert” them into the hub (the hubs shown here are not the correct ones but will suffice in showing the principle involved).

All I did was to paint the lower surface of the insert with some black acrylic model paint and then leave it to dry. If you get any paint on the raised detail then just simply remove it with a cloth (or your finger) before it dries and you will get the desired effect. Vic was very impressed with them so all we need now George is for you to put the MGB GT back into production ASAP please!

### **SCX Truck and Trailer**

At the recent UKSF I decided to try to sell off a few cars etc. that I could probably live without and this is one of my “creations” that ultimately has found a new home.

Basically it’s a repainted SCX truck together





with a home made trailer that utilises the correct SCX wheels and tyres and can carry two slot cars on the back or can double up as a container lorry depending upon how you want to run it



(I've got to thank my old friend Peter Emery for the inspiration for this one as many years ago he built one and I copied it as I thought it was so good).

All you need to do to build your own trailer



is to get some right angle plastic sections and some balsa wood and make the platform out of the wood and then frame it with the plastic strips. Mine was 65mm wide and about 320mm long but I just made it based on what I thought "looked about right" alongside the proviso that it had to fit in my racebox! I then drew on the planking with a fine tipped marker pen, fitted the articulated bit using a short length of plastic tube, made the side structures and then drilled some holes for the axles and the job was done.

On the truck itself I took it apart and then drilled back from the inside in the centre of the dome so that the hole was perfectly central for the trailer to hook up to.



All of this was done many years before the FLY trucks were available and I'm sure that the extra load of pulling the two cars on the trailer contributed to the "well run in" set up as this yellow and red truck always ran better than all of the others! So, with it now in the safe hands of my old friend Phillip I hope you don't put too many miles on the clock mate!

⇒⇒



### Top Tip for Mixing Paint Etc.

In my pursuit of trying to fill this column then here is a good little tip when you want to mix up a certain colour or maybe decant a bit of Johnson's Klear etc. from a larger bottle.

I use the plastic lids from the waxed paper orange juice containers, plastic milk containers etc. as they are easy to hold, easy to get clean and most of all will only hold a few millilitres of product thereby ensuring that you don't really waste any. I also use the "Dip" containers from McDonalds and KFC to mix Araldite in as you can then pour it out very easily when you use it.

Try them, you'll find they're just the job, but all you need to do is to build up a bit of a stock first otherwise you might get shouted at a bit if you use the one currently on the milk in the fridge!

### Attention: Australian Members!

Those of you who are "Down Under" might just recognise this chap then as none other than my old mate Phil Rowley who emigrated to Australia many years ago now and used to be into the slot car scene around Melbourne until a couple of years ago.

Well, having last come back to the UK in 1998 he finally made the journey again a few weeks ago and so I got him to hold the rather nice "Australia only" Bob Jane Camaro that we race in our USA class and that he sent over to me many years ago now and believe it or not but this car came all the way from "Down Under" unboxed and just in a bit of bubble wrap and brown paper and also fitted through my letterbox without a single bit of damage and then we



raced it and off went the insurance claim! Oh well, that's life I guess, but I do also have a "MB" one as well as it is so nice.

### Replacement Braids for Your Cars



Whilst I was prepping my cars for Gaydon I suddenly realised that I needed to change the braids on a lot of them as my normal "never get around to changing them" approach would not really go down well with potential buyers despite having all of the old MOT's and Log Books etc. So, after a bit of searching around the house to no avail I gave up and headed for the www instead and found these on eBay (where else?) and promptly ordered enough for 100 cars as it was the cheapest way and would hopefully ensure that I wouldn't run out for quite a while. Whilst these braids might appear a bit thin to begin with once you "fatten them up" a touch then they work fine (I used the 27mm ones just to be safe and being long enough when on the car as you can always cut them down a touch if you need to).



You can find them very easily on the www and the guy does a variety of sizes to cover all of the various applications including the old spin-around stock cars and newer drift cars etc. and they also come with full instructions on what to do to them to ensure that you get them right on your cars. ■

Many thanks to Henk de Ruiter from The Netherlands, and Gert from Denmark for their kind emails this month. Henk had further information as to why Scalextric cars say Hornby on the base instead of Scalextric, as he had asked the Company some time ago and they had informed him it was Company Policy to put Hornby on the cars, despite the box saying Scalextric!

Henk pointed out that with the advent of new competitors including Slot Classic, Osterero, MMK, Proto Slot and Modelant at the top end of the Market taking the icing off the cake, perhaps it is time for Scalextric to offer premium high end cars manufactured back in England and branded Scalextric on the base, leaving mass market cars to be produced in China with the Hornby base branding. I agree it would be great to have Scalextric producing again here, but would we really be prepared to pay the premium prices? If they only cost twice as much to manufacture in England, that would make the retail price by the time the standard mark-up was applied in the region of £80 each. However, that assumes the production quantities would be the same, but presumably they would be smaller so prices could be higher still. Let's compare this with the eBay sold prices of cars from the above five firms:

#### **Slot Classic v Osterero v MMK v Proto Slot v Modelant eBay Top Ten**

1. MMK Gordini Transporter £359.95 (301551967533).
2. Slot Classic Mercedes 300SL Le Mans 1952 £345.76 (111656442067).
3. Slot Classic Aston Martin DB4 £343.15 (321713131011).
4. Slot Classic Mercedes 300SL Spyder 1952 £333.14 (111666017032).

5. Slot Classic Morgan 4/4 £322.53 (321710349525).
  6. Slot Classic Aston Martin Zagato £290.28 (221728234008).
  7. MMK Auto Union Transporter £274.95 (311315000881).
  8. Proto Slot Holtkamp Transporter £269.00 (121634889276).
  9. Slot Classic Pegaso Spyder Le Mans 1952 £239.76 (111632472637).
  10. Proto Slot Citroen Maserati Le Mans 1972 £229.99 (311320078619).
- No Osterero or Modelant yet so let's carry on...
11. Slot Classic Ferrari 250GT SWB £199.50 (151644988136).
  12. Proto Slot Vaillante VS61 £187.91 (301618618103).
  13. Slot Classic Spyder Nuvolari £174.95 (391098284708).
  14. Slot Classic Pegaso Bisiluro 1954 £172.12 (111638961019).
  15. Osterero Jim Clark Lotus Indianapolis 1965 £170.01 (281617752289).
  16. Proto Slot Aston Martin DB3S £142.22 (171756724621).
  17. Slot Classic Alfonso De Portago 1.0 Tour France £131.27 (331486752297).
  18. Slot Classic Osca MT4 Panamericana 1954 £119.34 (331493263201).
  19. MMK Renault 4CV £113.00 (281659774286).
  20. MMK Alfa Romeo Le Mans 1933 Nuvolari £109.95 (301551882708).

Only one Modelant item sold recently on eBay, a 1/32 hand crafted Limited Edition figure of Enzo Ferrari, for £32.22 (111605834555).

Henk was also flagging up that the advent of 3D printing, as seen at Gaydon, is likely to cause some issues for manufacturers regarding copyright and patent laws as people start copying their favourite models, while it also provides opportunities





to replace previously unavailable spare parts. I suspect if I had a 3D printer none of my old Formula One cars would remain wingless for long!

Talking of 3D printing, the grey Scalextric Prototypes still on eBay last month finally achieved:

1. Lamborghini Aventador £511.79 (171754262323).
2. Bentley Continental £511.79 (201330477304).
3. Chevrolet NASCAR £410.00 (181716794467).

There are two more on eBay at present:

1. Grey Lotus Exige at £155.00 so far after four bids (201354321643).
2. Red Ferrari F430 at £77.00 so far after three bids (311364945668).

Gert emailed me because he had spotted just the backing blister card from a Scalextric Trophy Set selling on eBay for £51.00 (381255589507) after eight bids, with no actual trophies, which seemed crazy, until Gert owned up that he had actually been the seventh bidder!

### Monthly eBay Watch Top Ten

1. Digital Scalextric Hire Business in Bristol £5,000 (261870119103). Nice video of this on [www.teamscalextric.co.uk](http://www.teamscalextric.co.uk).
2. Scalextric C70 Blue Bugatti Type 59 in Spain £3,199.85 (161692970590).
3. Digital Scalextric 10'x 6'3" Brands Hatch layout in Ambleside no cars £2,750.00 (141651242965).
4. Scalextric 124 Red E-Type Jag Offer below £1,400 (261861042379).
5. Cox 1/24 Chaparral 2-E Jim Hall £711.35 (321747844330).
6. Scalextric 124 Red Alfa Romeo Offer below £711.35 (251952089689).
7. Strombecker Mint Boxed Set with Red &

- White D-Type Jags £661.18 (141651061959).
8. Atlas HO Motoring Service Parts box and parts £580.55 (400775660603).
  9. Cox 1/24 Chaparral 2-E Body Kit £522.50 (161708453702).
  10. SCX Pink BMW M3 £519.09 (161682749053).



Interesting to see a Strombecker set in the Top Ten this month. The D-Type Jags are rather nice, I can only imagine the white one is rarer than the red one I have, for the set to have achieved such a high price, but then again there can't be many mint sets around from that era now. Another red D-Type sold for just £21.29, together with a blue Strombecker Ferrari Testa Rossa (111673532234).

It looks like the 1/24<sup>th</sup> Scalextric E-Type is more highly valued than the matching Alfa Romeo. Another high rolling E-Type this month was the Airfix MRRC motorised kit that sold for an impressive £108.69 (391141901984).



Top marks to Steve Williams for spotting item 1 in the Top Ten this month, closely followed by Steve Langford for spotting items 2 and 10. Steve L. commented that there can't be many pink cars fetching this amount, while⇒⇒

the seller of the Bugatti also sold an NSCC Dark Red Alfa Romeo 8C for £195.55 (161692958763).

It's interesting to see a Scalextric Business up for sale. While silver-surfing the net this month, I found the website of a similar business near Oldham that claims to have several separate circuits available ([www.stonerigraceway.co.uk](http://www.stonerigraceway.co.uk)). They are advertising elsewhere a job vacancy at present for a young apprentice to assist in running their events and media activities. Could be an interesting opportunity for the 16-17 year old they are asking for, perhaps.

### BTCC

Apologies for suggesting last month that I had an illegal (to race at Bearwood Scalextric Club that is,) Ayrton Senna Vectra. It is, of course, an Audi A4. No one appeared to notice however, unless you were all too polite to say so.



### It's the Rozzers!

Having picked up this bargain Scalextric Police Rover SD1 with working siren and roof light at Gaydon for just £6.00, perhaps it's time for a Police Slot Car Top Ten:

1. Aurora AFX HO Royal Canadian Mounted Police Cruiser £204.52 (351392129949).
2. Palau Del Tren Guardia Civil Spanish Police Landrover £152.95 (271871892689).
3. Carrera Highway Patrol Roadrunner £83.46 (311349114683).
4. Carrera Highway Patrol Ford Mustang GT £77.00 (301599722395).
5. Scalextric Police Subaru plus 3 other cars £60.00 (181715021152).
6. Scalextric Batman Mobile and Police Car £59.95 (161610087928).



7. Scalextric Police Range Rover, Nissan and Ferrari P4 £55.03 (201296695425).

8. Aurora AFX HO Police and Firebird Set £53.90 (191577363000).

9. Scalextric Police Audi R8 £49.99 (141617470824).

10. Scalextric Polizia Lamborghini Gallardo £49.99 (321762126723).

Some eBay sellers seem to think the older 1980's Scalextric Batman sets are worth rather more than I think they are. For example, one chancer has a Batmobile and Joker Porsche Chase set listed at £641.83 (291467158916), and another has *reduced* his Batmobile and Joker Porsche Leap set but it is still listed at a whopping £250.00 or £350.00 Buy it Now (181752461245). Similar sets actually sold recently on eBay for as little as £22.50 for the Chase set (251895991201), of which a number have sold, while the Leap set does look a bit rarer, although it features the same cars, and the cheapest listed on eBay is £150.00 (361281002868), although no Leap sets have sold recently. Have you seen the Carrera Evolution Hush Batmobiles available on eBay from £39.11 (231224386624)? Now that is tempting.

### Gaydon Watch

I was pleasantly surprised to see resin kits of the Babs Brooklands Special on the Penelope







Pitlane stand at the Gaydon Slot Festival this year. They also had some new prototype streamliners on display which looked rather nice too. Scalextric also had some of their 3D printed prototypes on display to the Public.



The Brundle Sky track was a challenge to drive on, the main challenge being to stay on the track for a whole lap, with bends to compete with



the Nurburgring, something many people struggled with on the day and certainly made you appreciate the fastest time set.

My favourite part of the show though, were the Minic Motorway tracks of brothers Dave and Steve. One was a racing circuit with pitlanes and Dunlop Bridge, while the other was a Roadway with flyover and dual carriageway.

A new development this year, of course, ➡➡





was the Slot Car Auction held at Gaydon. This was a live auction held on the Sunday, but was also online at the same time for absent bidders. Interesting items included a chrome Vintage Alfa Romeo and a 3D Printed Chevrolet Camaro Prototype, together with more run of the mill items, such as a T45 Leyland Truck.



### **Astons Auctioneers and Valuers UK Slot Festival Top Ten**

1. Scalextric C126 Lotus 77 "Team Lotus Special" Prototype £320.
2. Scalextric Four Presentation Cars Audi/Chaparral/McLaren/Mercedes £280.
3. Scalextric Chevrolet Camaro 3D Printed Prototype £280.
4. Scalextric Orange UKSF McLaren MP4-12C (1 of 8) £220.
5. Scalextric UKSF Bentley Continental (1 of 50) £210.



6. Scalextric Chevrolet Camaro and Bentley Continental White Bodyshells £190.
7. Scalextric D-Type Jag and McLaren Mercedes SLR White Bodyshells £190.
8. Airfix MRRC Felday Ford Clubman Special Kit with spare Bodyshell £170.
9. Scalextric Goodwood Festival GT40 Triple Car Pack £160.
10. Scalextric Sports Start Car White Bodyshell and Lancia Delta Integrale Grey Bodyshell £160.

Also making £160 were Scalextric White Alfa Romeo plus Chevrolet Corvette Bodyshells, a Scalextric Porsche GT1 2000 Range Presentation Car, and a Scalextric City Of London Challenge Prize TVR Speed 12. You can check out the rest of the items sold on the [www.the-saleroom.com](http://www.the-saleroom.com) website, but they will charge you a cheeky £5.95 for the privilege of seeing auction prices over ten days old. The chrome 1960's Vintage Alfa Romeo only made £110 and the T45 truck was also a bargain at £65.

In general in fact, it looks at first glance as if quite a few bargains were to be had, as most of the prices achieved seem lower than they would have been on eBay, although it is impossible to be certain, and we must remember that according to the website, buyers at the Gaydon auction also had to pay a 20% extra Buyer's Premium, so the final costs to the buyers were presumably 20% higher than the above final prices, plus a further addition if paying by credit card! Still good for buyers then, but perhaps not so good for the sellers, perhaps, compared to eBay. Good to see an Airfix MRRC Felday Ford holding it's own in an otherwise Scalextric Top Ten. Here's the one my Dad built earlier.





## Slot.it

As part of their clear out of Margate, it was interesting to see Scalextric selling a whole joblot of Slot.it oXygen Digital System chips, dongle and controllers on eBay recently, which proved popular selling for £325 after nineteen bids (201331247830). Presumably they were at Margate for evaluation or possible integration with the Scalextric range?

## Tin Tops

A tinsplate eBay bargain this month was an original Scalex Jaguar XK120, which sold in Denmark for just £11.50 (201350141571). I wonder if you saw that one Gert?

The seller of six nice Marx 1930's tinsplate cars (four of them electric, two clockwork) faired rather better, achieving £812.59 (321709778406) in Florida. You may have seen the episode of Flog It repeated on TV a few weeks ago, in which the presenter poured scorn on the value of a much later clockwork Marx Streamline Speedway racing set, which eventually only made around £42 at auction, disappointing the owner who had looked after it himself for several decades. I was disappointed to see the presenter's estimate was proved correct, although one eBay seller may not have seen the programme, as he or she has two similar sets available listed with no bids so far at £175.50 without cars, although the seller mentions they have one red car available and it is not obvious whether it is included in the Buy it Now price or not (400796884907), and £99.00 which includes a red car but the seller seems unsure whether they have the other car or not (400796883523).

so that's all for this month, more to come next time, until then. ■

