



**No. 396 MARCH 2015**



**Diana Francis - Honorary Life Time President**

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## Profiteering?

Well hello all, another month gone and we are nearly at Spring! Last month saw the successful event that is the NSCC Milton Keynes swapmeet, which was well attended by members and the public alike. Generally the event was well received and plenty of positive comments received with all Club members being able to purchase the exclusive Pioneer Translucent Orange Mustang as a memento of the event.

This brings me on to a tricky issue and something the Club has had to consider when producing these limited issue cars and that is the prospect of some members only buying the car to then put it straight out on to the market place via eBay or similar with really what can be little more than the prospect of making a considerable profit on the original purchase price.

Now we appreciate we cannot stop this as after all the car is yours once you have parted with the money! BUT it must be said that to list the car almost immediately after the event, does make us wonder why you are in the Club in the first place? Especially when you consider there are other members of our Club who cannot attend these events (perhaps because they are overseas for example) and who are genuine collectors, so either they lose out to someone who has no interest in the car in the first place as all are sold to those who have only a desire to sell it for a profit or indeed these members who do not attend find themselves paying the extortionate prices being asked.

Well dear overseas members fear not, we do have some left and if you are interested in one, please let Andy Smith know via email, they are £55 plus the relevant overseas postage, as usually charged by our good selves. Once we have received any overseas applications, any remaining cars will be offered to UK members who did not attend the swapmeet, as long as you have a good reason!

Finally, to those that do sell these cars straight away, as I have said we cannot stop you and would not wish to do so, however we will think long and hard at future events as to whether we should bother producing these cars and who really should receive them? Until next month.

Jeremy



# MESSAGES

## FROM MARGATE

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



By Pete Simpson

Last month, amongst the collection of new mouldings for 2015, I showed a prototype single seater, but I avoided giving a clue regarding which of the three cars it represented. Well, having referred back to Adrian (yet again) I can confirm that this was actually the McLaren. If anyone doubted that an incongruous livery for an F1 car is all that is required to confuse the casual observer, then take a look at the Red Bull cars which participated in the February testing sessions at Jerez. It has been variously claimed and denied that the scheme was designed to disguise the modifications to the aerodynamic aids. Heck, all they had to do was paint it beige and we wouldn't even have known which team it was!

Since last month I've had time to study this year's catalogue and, with a bit of guidance from Adrian, have derived a better understanding of the structure of the range. A few years ago we had detailed cars augmented by a selection of cheaper versions with black windows moulded integrally with the body: often the same cars were offered in both styles. Then we saw a gradual move to the HD and SR split with the same shells being used across the range with removable glass: this being clear for the HD versions and black, to conceal the lack of interior, for the SR derivatives. Whilst this has provided a comprehensive range of models, pricing became befuddled as the SR cars which sported licensed decoration sold for little less than the HD releases. In 2015 we will see a subtle, but significant, change in the structure of the releases: the Legends range of classic single seaters remain at the pinnacle of the range but

below this the HD cars will no longer be represented by cheaper SR versions, these will move towards generic racers intended to be thrashed around the track without the fear of lost parts.

For this year there are still a few of the previous SR concepts in the catalogue but their days are probably limited. Naturally, this is the position now and, depending on market reaction and sales may not be the philosophy continued into next year. It certainly seems that collectors have been spoilt for choice of high quality models over the last couple of years but this considered change hopefully represents a means by which all sectors of Scalextric's market can be better served.

As a summary of the ranges and recommended retail prices:

£20 - Ex Start cars, in cardboard boxes – Rally and GT.

£25 - Karts, Trucks and generic F1 in cardboard boxes.

£30 - SR cars in card boxes: Aventador, Audi R8, Veyron, McLaren.

£35 - SR cars with decoration in Jewel boxes – last of 2014 range.

£40 HD cars in Jewel boxes.

£45 - Legends Classic F1 in collectors' boxes.

If you haven't purchased either of the initial ARC ONE products yet, you may have missed the introductory prices: the basic conversion set has now gone up to £50 whilst the set is now £130, although some traders are still offering at the original prices.

With Nuremberg out of the way, I'm now back to anticipating a steady influx of new



models presenting themselves for approval by the engineering team, just awaiting my arrival and the opportunity to pose for the Journal. These little toys really do have feelings, you know!

This month's subjects are for the saloon car fans, representing examples that have competed both on and off the road, plus the promised single seater news.

## Audi S1



Whenever a car is successful in competition, each of its notable outings requires an example to be produced, especially if tooling costs are to be recouped. Not so fortunate is when a manufacturer's team retains its recognisable livery over several seasons. Such is the case with



this Audi. Please be assured that, despite the familiar appearance, this really is a brand new release: don't blame Scalextric for Audi Sport's perseverance to retain a corporate image. This latest version, C3634, is a model of the car driven by Hannu Mikkola and Arne Hertz in the 1985 RAC Rally, only to be foiled by an electronics failure.

One little detail which has permeated out of the Hornby design office, via a dedicated team in Italy, is the possible option to upgrade these models to 4WD. Members that diligently scour every page of the Journal will be aware that Maurizio Ferrari has been developing a means of delivering drive to all wheels of slot cars to improve their performance on club tracks, as opposed to the specialised field of rallying. His solution has proved to be effective when installed in an LMP but now he has implemented it in a







Scalextric Audi. Just how or when this will be available is yet to be announced but I'll endeavour to include details as they are released by the factory. Of course, those that attended last year's NSCC Hornby weekend were treated to a preview, and maybe even a drive, of a pre-production prototype, although photography was strictly prohibited. However, during an earlier visit to the factory I was able to take a couple of photographs although they have been quarantined until now. If studied carefully, the Slot.it system is all there: drive belt, special front hubs, new chassis and Slot.it motor pod. I had an opportunity to drive the prototype and can vouch for its uncanny stability, demanding to be pushed harder with emergent confidence. Rally cars are not my usual preference but this example was a pleasure to power around the track.



### Britax Cooper Downton Mini

This is one beautiful little car and an ideal candidate to race against one of the giant Camaro saloon racers on a tight and twisty home circuit. There's no chance of it gaining the advantage on a club track, but on the lounge floor Dad can practice his driving skills and benevolence, by allowing the younger family members to enjoy the stability of a period big banger. Forget Silverstone and think Crystal Palace. Having witnessed this car race I have an embedded image of the correct colour which may not be quite the same as the model but, having reviewed several images on the web it's difficult to decide which medium has lost integrity! Nonetheless, it looks lovely and a pleasing change to the works rally cars. Catalogue number is C3640.

It's not DPR but, as Graham Pritchard has clearly illustrated, conversion isn't that difficult, given slender fingers, some imagination and a ➡➡





modicum of patience. My own conversion was rather more complicated as, conscious of the short wheelbase, I unnecessarily mounted the LED in the guide.



### Ford Escorts

With their sustained presence in motorsport, it is no surprise that Scalextric now have a comprehensive stable of the Blue Oval's race cars, ranging from the Cortina to the RS200. This year will see further rally versions of the



MK1 and MK2. The two samples had both been presented for approval when I visited in February.



The green and yellow BP sponsored car, C3635, replicates the Escort Twin Cam of Jean Francois Piot and Jean Todt as entered in the 1970 Monte Carlo Rally. Luck was not on their side as the normally reliable transmission failed on the second stage of day two, half way through the event. The 5<sup>th</sup> placed car, the white RS of Roger Clarke and J. Porter, has already been modelled as C3440: they make a nice pairing as FEV7H and FEV8H.

For slightly younger rally fans there will be the Haynes sponsored RS1800 MK2, C3636, in







which John Taylor and Phil Short achieved 6th place in the Lombard RAC Rally in November 1979.



The Escort is shown here on last year's new 90 degree radius 2 curve found in some sets: as a cost reduction exercise it serves to reduce the number of track pieces in some sets.

As an aside, when did the MK1 become so



named? It's a bit anomalous as there was an Escort which predated the one which came before the MK2. Back in 1953 Ford released the 100E in Anglia and Prefect guises: 2-door and 4-door respectively. The estate version of the up-market Prefect was christened the Squire, the equivalent, more basic, Anglia derivative became the Escort. Now there's one I'd like to see.

Last month I reported on the blue RS1600 and omitted to mention that this year's MK1 chassis, as fitted to both C3635 and C3592A, has been upgraded to DPR, palpably extending the life expectations for this model.

I had intended to include reports of the forthcoming F1 cars and the Karts in this month's report but regrettably these were not available to photograph at the time of my last visit, I have seen them, just haven't been able to grab any decent images just yet.

### SR Cars

The last of the cardboard box packaged SR cars were available on my last visit: these are the ones which will retail for £30, fitting nicely between the fantasy truck and kart models and the decorated SR cars. This Bugatti Veyron, C3661, is another to be finished in stealth black, similar to the Audi R8 but with bright orange highlights and wheels. The overall effect is quite pleasing, if difficult to photograph. Just to illustrate how⇒⇒



the prototype can vary from the final production edition, here are the two versions that I've seen so far: the one to be released will have a matt black rear undertray, colouring the area silver didn't work quite so well.

The McLaren MP4 12C GT3, C3662, is



another of the somewhat brighter versions, although not quite as extreme as the Aventador. Of all the cars in this price range, this one is the one to win races: the wide stance and sidewinder motor both contribute to making it fast as well as very stable.












Don't forget that as these are all models which have also been produced as HD versions, it is possible to create a detailed conversion by swapping the glass and interior from the more expensive version of the same car.

### **Factory Move**

When the warehousing of Hornby products was relocated to Lakeside Business Park in Hersden towards the end of last year, it only required a rudimentary imagination to consider that there





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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p>Ford Escort MK1<br/>C3635</p> <p>£39.99</p> <p>Pre-Order Now </p> |  <p>Ford Escort MK1<br/>C3636</p> <p>£39.99</p> <p>Pre-Order Now </p> |  <p>Ford Escort Mk1 Rear Wheel Axle<br/>Assembly (C3440)<br/>W10544</p> <p>£4.99</p> <p>Out of stock</p> |  <p>Ford Escort Mk1 Rear Wheel Axle<br/>Assembly (C3212)<br/>W10204</p> <p>£4.99</p> <p>Add to Basket </p> |
|  <p>Ford Escort Mk1 Underpan<br/>(C3212)<br/>W10203</p> <p>£2.99</p>                                                                                  |  <p>Ford Escort RS1600 PCB (C2643)<br/>W9272</p> <p>£1.99</p>                                                                                         |  <p>Ford Escort Mk1 Accessory Bag<br/>(C3212)<br/>W10205</p> <p>£0.99</p>                               |  <p>Ford Escort Mk1 Accessory Bag<br/>(C3313)<br/>W10381</p> <p>£1.99</p>                                                                                                                    |

existed the potential for rather a lot of under utilised floor space at the Margate facility. It seemed that the presence of Hornby at Margate could be limited. So when news reports in mid-February revealed plans for the future of the Margate facility it probably didn't come as much of a revelation.

The Kent Messenger press report of 10<sup>th</sup> February stated that the Visitor Centre will remain at the current location on the Westwood Industrial Estate whilst the remaining staff members are to relocate to the Discovery Park in Sandwich: warehousing moved last year. The company identified the new site as being better suited for its office requirements, the existing site no longer being fit for purpose.

I didn't have a chance to discuss the implications with Adrian on my last visit, but I'll give further information as it becomes available. The thought of the Visitor Centre continuing in its current location whilst the structure to which it is attached is redeveloped seems a bit implausible, but we'll have to wait and see.

Looks like my report will require a new moniker: "Statement from Sandwich", "Sandwich Fillings" or perhaps "Sandwich Appetiser" maybe?

Finally, has anyone noticed a new feature of the Scalextric website? Now when searching for a particular car reference number, the listing of spares which relate to the search condition are also shown.

Using the facility to find a particular car whilst also providing a return of information on parts which can be ordered direct from Scalextric, is useful, and don't forget the free postage for orders over £30, including spares of course.

However, to offset the enhanced presentation of spares, the search can be a trifle erratic at times and does not appear to be completely fool proof, try finding C3661! But overall it is certainly a step in the right direction.

Don't forget that next month I'll stick to my promise and bring details of the F1 cars and Karts – honest! ■



Ciao everyone and welcome to this month's Forza Slot.it. After last month's lean news, this month a big "Thank You" to Adrian and John at AB Gee for sending me a load of pictures of Slot.it's new cars that were on display at the Nuremburg Toy Fair. Mind you, just like last month when I wrote my copy there is snow outside on the ground this morning! So for this month I thought I would sift through the pictures I have and some other information I received directly from Slot.it to give you some idea of what is to come over the next 12 months or so and what has just been released.

## Slot.it



Where to start then? I guess the best place would be with the pictures from the Toy Fair. I think I will just go through them in Slot.it numerical order and see how it turns out! Before I start I had best apologise for all the repeat words I am going to use, like "iconic", as I am sure they will pop up a lot this month!

OK, first up is SICA03h Porsche 962C LH #17 as raced at Le Mans in 1983. This will be



the 8<sup>th</sup> livery of this particular variant of Porsche and I believe it will be one of the more popular ones as the "FATurbo Express" livery is one of the more memorable ones from this era. I particularly like this one even though I have a few already so I guess it will join the ranks of my other Porsches in due time. Mind you I wish Slot.it would do the Porsche 917K and the Ferrari 512S variants as well which would make me "very 'appy" as the Italians say!

SICA09f Porsche 956C KH #12 is as raced at the Mugello 1,000Km in 1983. The 6<sup>th</sup> livery variant being the Momo yellow and red with a touch of black and white thrown in for a very effective colour scheme. It's a Porsche racer so what's not to like? Is it on your list to get? So, another famous livery from the 1980's that I remember well which is followed by SICA09g Porsche 956C KH #2 as raced at the Nurburgring in 1983. ➡➡





I guess this would be the 7<sup>th</sup> variant but what a one to have. Now I already have the SICW01b/02 3 car Rothmans Le Mans winners set from 1982 and, certainly for me, the Rothmans (and Martini) livery cars are right on the top of my must have list so this one goes down straight away. Mind you, one thing does spoil it from a certain point of view which is having the Rothmans name replaced by "Racing"! Now I didn't think tobacco advertising had stopped by then in Motorsport in general and a quick check of the web reveals that my old memory would appear to be correct and it should say Rothmans. I do hope that Slot.it put on the correct livery for when production starts or at least leave off the racing bit and put in some waterslide decals as they did with the above mentioned set. I know I had a minor heart attack moment or two applying the said waterslide decals and I do wonder how long they will stay on and hopefully not discolour but I would probably prefer to do that than not have the Rothmans name on the side. I didn't want to smoke back then and it still wouldn't make me today! Or drink for that matter as, next up is...

The Jim Beam Porsche 962C KH (maybe SICA17d? as I could not find a reference number for this one) #1 as raced at



Brands Hatch in 1990. If I am correct in my numbering sequence then this would be the 4<sup>th</sup> variant of this particular model. Perhaps not the most visually stunning but it is a Porsche 9xx so will undoubtedly find a place in my collection, but probably at the back of the cupboard!



Reference SICA11g is the Alfa Romeo 33/3 #2 which finished 2<sup>nd</sup> in the Targa Florio 1971. Unfortunately, just seeing this beautiful little model just starts to make my blood boil as it reminds me of all the hassle I had trying to get the SICW15 box that was supposed to be a separate item, and then it wasn't, and then they had all sold out –aaarrggghhHH. Anyway, as you may recall, Gary at MRE sorted me out and so I will just have to get this one and then I can sit back and admire my nice shiny box complete with two beautiful little Alfa's! Probably worth the effort in the long run and I hope that Slot.it do not try that separate box trick again!

SICA13e Jaguar XJR12 #61 is from the Daytona race of 1990. Again, another car I remember well and another stunning and iconic livery that is a must have. This will be the 5<sup>th</sup> of this type and if Slot.it keep making them, I will keep buying them as long as wife V1.0 does not







catch me and say the immortal words of “it looks the same as all the others, so “why” do you need another one?”

SICA19e is the Toyota 88c #45 from Suzuka 1988. So what do you think of the Toyota liveried car then? To me the picture just looks like a blob with very little character and only the STP livery just about rises it above ordinary. This is the 5<sup>th</sup> in this line of models and may be one that I don't invest in as it just does not do much for me. Well, I am so disappointed that I have just gone to root out another version and the first one I found was SICA19d which is stunning in the white and blue Minolta livery so maybe I need to see this one in the flesh before I make my mind up?



Reference SICA21e is the Lancia LC2-85 #6 as raced at Brands Hatch in 1986. I think my fondness of Lancia LC2's was well demonstrated in a previous article and they just look gorgeous in any Martini livery but this one just looks a mutt I'm afraid. I guess I need a better picture or to view one before I make up my mind fully on this one staying in the doghouse or not? No need to find one of these in my collection to double check!



SICA23d Porsche 911 GT1 EVO 98 #25 is from Le Mans 1998. Now this would be the 4<sup>th</sup> in the series of this mouth full of a name Porsche and a definite must have as I already have the sister car SICW13 #26 as part of the Slot.it Le Mans winners series. Again, I have just gone and dug this particular car out just to gaze at the livery again as the picture just does not do it justice. I mean, it is just a plain white car with a few wavy blue and red lines, sponsor logos and race numbers but what a stunner it is when you add it all together. Pre-order going in shortly for this one!



SICA24c Audi R18 TDi #3 is from Le Mans 2011. Well this would be the 3<sup>rd</sup> model variant but for me the fourth car as I accidentally bought SICA24a twice! I did not even get a bargain price for the second one just old age and a senior moment I guess? Again, perhaps not the most dashing of liveries and Audi, whilst having a very impressive Le Mans winning record with 2014 being there 13<sup>th</sup> win. You could be forgiven for saying it is their 14th if you count the Bentley win from 2003 which was really an Audi in drag. However, they have still not caught my beloved Porsche marque with 16 wins in total and the most consecutive wins of seven from 1981-1987, yet!

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SICA25d is the Porsche 962 IMSA #10 as raced at Daytona in 1987. This is the 4<sup>th</sup> in the line and do I like Porsches?? Do bears xxxx in the woods! However, the IMSA spec cars are a bit of an awkward one for me as the different body shell with the large air intake behind the cockpit just seems to spoil the purity of the cars lines but, It is a Porsche and that Wynn's motor oil livery, whilst maybe a little odd to some, that would be me, as I don't see how the colours of white, blue orange and pink gel well together, is probably going to find its way into my collection. (Back of the cupboard for this one as well I think).



SICA27b is the Matra-Simca MS670B #9 that finished 3<sup>rd</sup> in the Le Mans 24hrs of 1974. Now this one is exactly the polar opposite of the afore mentioned McLaren! I gushed, dribbled and gushed some more when the first MS680B car from Slot.it landed in front of me and then the second and now that this will make up the entire 1974 winning grid for me then, so do I have to say anymore? Front of house for this trio on my shelf!



SICA26d McLaren M8D #12 is as raced at Can Am Mosport 1971. Ahh, slight confession required here. This will be the 4<sup>th</sup> of the line but for me they just don't cut it and I don't have one! That's correct, I am a very keen Slot.it collector but these models just don't, as James May might say, have that fizz about them for me. They look dull, the Led Zeppelin liveried one looks really just plain wrong, I could go on but probably best to stop there. Will this be the one for me to buy and try? Maybe, time and other more interesting cars will tell?



SICA28a Nissan R89C #23 is from Le Mans 1989 and the first of a new model/chassis from Slot.it. At first glance of the picture this falls into the Toyota 88C mould and whilst this is the iconic white/blue/red livery of Calsonic it just looks a bit to blobby again for my taste. Yes it falls into my favoured Group C era of the '80s and '90s but the jury is still out. Having said that, I have already purchased one and it is in the post! May even turn up today (Saturday morning) as I write this article, who knows?

SICA28b Nissan R89C #85 is from Le Mans 1990. See above as this would be the 2<sup>nd</sup> in this series of new cars. I don't think the picture (dark on a darker background) does the



livery any favours on this one and the jury (me) is out until I have sampled the first one. How about you?



The reference SICA28c Nissan R89C #85 is from Suzuka 1990. Guess what, 3<sup>rd</sup> new car, same number and body shell as above but the livery looks quite nice to me. However, I still need to check out the first one before I commit to more.

SICA30a is the Audi R8 LMP #6 Le Mans 2003. This will be the first of another new chassis/body combo for Slot.it in 2015 and no doubt eagerly awaited out in slot car land. Now for many what I would call “serious” collectors these sort of pre-production test shot/build cars



are the must have to them and some ridiculous sums of money (to me I hasten to add) can be paid when such cars pop up for sale from any manufacturer. Now I get why people buy these (and if “someone” wishes to give me one for free then I will gladly accept it!) but for me it is just “nah”. I like to see a real livery from a real race car and then I can decide whether I like it or not enough to spend my own hard earned on. The promo picture on Slot.it’s website is a good choice for the first car and I like the look of it as well as remembering watching them on TV but I would still have to say that this particular real car falls into the “not sure if it is for me camp” at the moment as I prefer closed cockpit cars. So, the jury is still out on this one which leads us on to... SICA31a, the Lola Aston Martin DBR1-2 #9 as raced at Le Mans 2010. This would be the third new chassis/body combo for 2015 and, whilst the picture is of just a plain black car that does not really show the cars body shape very well, it is double top for me straight away. Famous/iconic names and pedigree of Lola and Aston Martin mean it will probably be an instant hit. Need more? Check out the web for the Gulf liveried cars (oh yes, Porsche 9xx, Martini livery and Gulf livery = must have – most of the time to me!) and I’m sure one of these is going to be at the top or very near for many of us when they are finally released by Slot.it.

Reference SICA32g is a Chaparral 2G #66 but no race details supplied. This would be the follow on car from the Chaparral 2E SICA16a/b and SICW08 Limited Edition set from a few years ago. Hmm, confession No. 2 for this month. I do have the SICW08 set but only ➡➡





because I managed to pick one up cheap at a slot car fair. I think it was the first event that PSR held at Brooklands a few years back that has now morphed into the excellent/must go to annual UK Slot Car Festival that is jointly promoted by PSR and Scale Models. 16th and 17th May this year so maybe see you there? Back to my confessional then, just not really into the Chaparral either so still undecided as to whether this is a car for me. If there is one in the SICWxx collector series then yes but otherwise, not sure.

SICA34a is the Porsche 962C LH #11 which I believe finished 4th at Le Mans in 1987 and the first in a new series number. From the picture and the card at the back it says “new body! 17g weight” so I guess it must be the LH (“Lankheck” which is the German for long tail) as I don’t think that Slot.it have done an LH variant of the 962C before? Now, again, I don’t think that the picture does the car any favours as I remember the “Leyton House” F1 team of 1990/91 vintage and the car designed by one Arian Newey (anyone heard of him?) that was a fabulous shade of blue or is it turquoise? Anyway, the key sponsor being Leyton House was a Japanese real estate company that were heavily involved in motorsport sponsorship in



the late ‘80s early ‘90s. So what of this car then? Well, it’s a Porsche and if Slot.it get that Leyton House primary livery colour correct then one of them will be landing on my desk when released!

As for release dates on any of the above cars, then unfortunately I don’t have any and I suspect that even if I did they would probably change! For me, the best way to know is when Slot.it send me an email saying that car X will be in the shops on X date which means it has (probably) been shipped by them and is on the way to Blighty and the UK distributor that is AB Gee!

## Policar

As I think you all know Policar have a tie up with Slot.it who provide the running gear for the new Policars and so being as Adrian and John provided me with a couple of pictures I will comment on them too.

First up is reference CAR03a Lotus 72. What a car for Policar to pick, the famous Lotus 72 as designed by the great Colin Chapman and Maurice Phillippe. Not the first slot car company to do this model as still have my Scalextric version C050 that was the first Scalextric car that I bought with my own money way back in 1970 something! Just take a look on the web and feast your eyes on the famous/iconic/legendary black and gold JPS livery as well as the legendary drivers who piloted the cars and say you don’t want one! I really hope that Policar get







this one right as there are several liveries they could do and I will do my best to purchase every one if they are as good as I hope they are! I believe the first release of this model will be CAR02a Lotus 72 No.2 Gold Leaf as raced at Hockenheimring in 1970 driven by the late, great Jochen Rindt who was sadly killed testing a Lotus 72 in Saturday practice of the Italian GP at Monza in 1970. He is still the only driver to posthumously win the Formula One World Drivers' Championship.

The second car is reference CAR04a being the March 701. Anybody know the link between these two cars? Well there are probably quite a few but the first that I can think of would be that they were both produced at about the same time (1970) and both cars were piloted by a certain Jackie Stewart at various points of his illustrious racing career. However, Jackie is quoted as saying that the March 701 was "the most difficult F1 car I drove" so I guess he preferred the Lotus 72 then! Again, hard to tell from the test shot/build car picture as no livery is present but a look on the web for a few pictures and it is certainly no beauty to me! Having said that, if Policar get this one right as well as the afore mentioned Lotus 72 then a pair of these cars should make for very interesting and exciting racing if they handle as well as the CAR01b Ferrari 312PB that I reviewed a few issues back.



Well, that completes my review and thoughts on all the Slot.it and Policar pictures that I received from the Nuremburg Toy Fair from Adrian and Joe. It was a shame that there were no prototypes of the new classic DTM cars being the Alfa Romeo 155 V6 TI or Opel Calibra but you can see the poster in the background in one of the pictures advertising them! I guess that will have to do for now then and so on to the other news I have for this month directly from Slot.it.

### **Slot.it New Releases Out Now**

So what has been released since last month's article? In the shops now you should be able ➡➡



to purchase SICA28a Nissan R89C #23 Calsonic car (still no knock on the door yet!) and the CA28z white kit for you to make up this car in the livery of your choice. This seems to be a constant theme with Slot.it of late that when they release the first of any new series model they tend to release the white kit at the same time. Not really my cup of tea as I am not that good at spray painting stuff, decals are a bit hit and mostly miss and I seldom have time to play with what I have so I tend to prefer the ready to run cars but I do keep thinking about having a bash at one of these kits, maybe one day?

Other new items for you to stock up on, or use for repairs or tuning your car to your particular taste for the racers and scratch builders out there would be as follows:

Nissan R89C parts:

CS28t-60 - R89C chassis EVO6 compatible.

CS28p - R89C tear proof parts.

CS28v - R89C transparent parts.

PA65 - Wheel inserts R89C type for Ø 16,5mm/15.8mm wheels (2x+2x).

Other parts:

CS03t-60b - 962 LH / KH / IMSA chassis AW compatible EVO6.

CS16b1 - 2E body kit.

CS17b1 - 962KH body kit.

CS19t-60b - 88C chassis AW compatible EVO6 - Rev.B.

CH88b - LMP screw racing pickup rev. C.

CH106 - Set of screws for motor mounts (8x.)

PT1207P6 - P6 compound, slick, dwg 1207 (4x).

Hold on, wait one minute.....a knock at the door but I am too slow and SWMBO (She Who Must Be Obeyed) has got to the front door and my regular posty before me. The frosty look and knowing nod of the head says it all I and my son is no help as I get quizzed about the contents of my latest delivery! Ho hum but I'm sure you will all be pleased to know I now have the brand spanking new SICA28a in my mitts and now I can do a review but, sadly, that will now have to wait for next month as I am out of time and probably space as well as having to do other chores around the house to get some points back with the wife! All I can say for now is it looks a LOT better than the picture so perhaps a good choice to spend my cash on?

In conclusion for this month, lots of new models and liveries of existing cars for all of us to enjoy over the next 12 months as Slot.it run through their production cycle. Will you, or I, buy all of them? Possibly not, but there are quite a few I will be investing in and I hope to bring you reviews on all the new models as they become available. 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.

PS: I was going to review a car left over from last month but I guess that will pop up at some point as well, watch this Slot (.it) space! ■



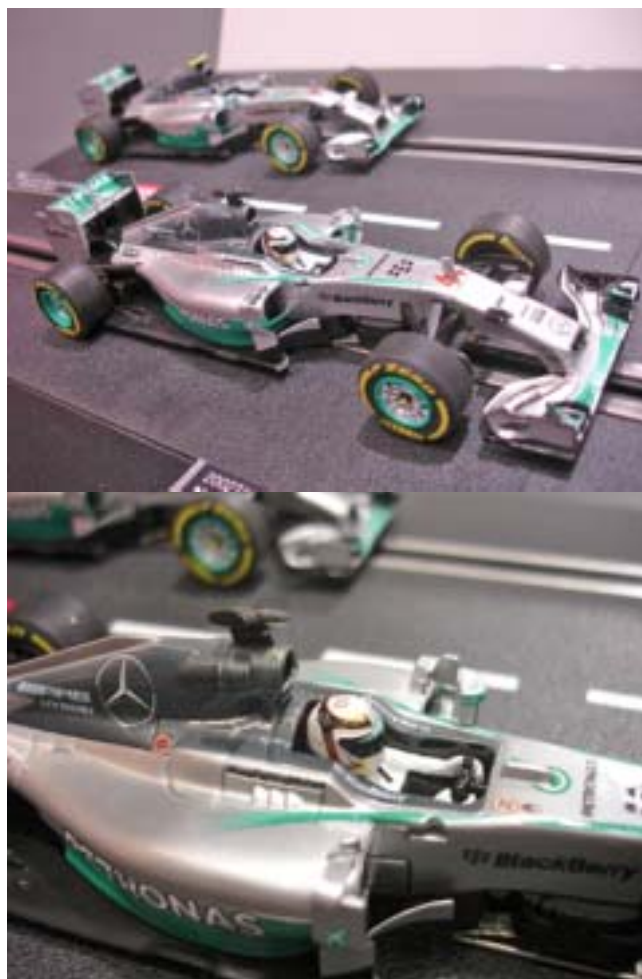




Here is the latest news from Nuremberg Toyfair from Carrera. We have images of all the new toolings that were on display which will be of particular interest to F1 fans.



Of particular note, is the fine helmet detail produced on both the Ferrari and Mercedes, as can be seen in the pictures, makes you wonder if the equivalent Scalextric Mercedes will carry as much detail on the drivers' helmet? Although as they are Limited Editions maybe they will?



There were also some examples of the Electric equivalent of Formula 1 present, images of which I shall include and elaborate on further hopefully next month.

In February we listed all the new models from Carrera for this year. The 1/32 Evolution cars expected in the first quarter are as follows:

Reference 20027473 is the Audi A5 DTM "Mike Rockenfeller" from 2014, it is finished in yellow and green, a somewhat attractive livery I guess and carries race number 1. We have a





picture of the actual car and the Carrera model to compare the two together, a pretty good likeness I think.

metallic, a particular nice finish in my view, it is of course a street car version, how many shall we see on the street I wonder?



Following on we have reference 20027477 being the Porsche 918 Spyder, in white with red stripes to the wings and sides, it carries number 03.

Reference 20027478 is the LaFerrari, other colours have been released as previously reported; but this one is finished in white

Finally reference 20027481 is the Ferrari 458 Italia GT2 "AF Corse finished in white/blue, number 54"



Whilst we have pictures of the models for this month, we will have more details on these cars in the April Journal.

Thanks to Pete Binger of the Hobby Company Limited [www.hobbyco.net](http://www.hobbyco.net) for his help in compiling this column. ■

# Vulcan Slots

By Terry Smith

Now for some news from the Nuremberg Toy Fair and in particular news of a new manufacturer, well perhaps not new as the name behind the new company is one who has been involved in slot car manufacture for several years!

It is no secret that an old friend and business associate of Gaugemaster, Rafael Barrios has started up a new slot company, VULCAN SLOT. It was great to catch up with him at Nuremberg and witness his enthusiasm over his latest project. One thing that impressed was his commitment to using top quality components this time around, with metal bearings, pinions and decent crown wheels openly on display.

Innovation has been always at the forefront with Mr. Barrios and this time look out for working dash board lights, yes you read that right and the prototype looked very realistic.



The range should be launched by early April with a BMW 3.0CSL and various MK1 Escort variants. The 3.0CSL's will be offered in both Alpina and Schnitzer versions while the Escort will have the Works arches as well as the Zakspeed ones, and the Castrol version will bound to be a much sort after model. There will in time also be racing versions featuring high





end running gear with revised chassis for the client that wants to really put these beautiful bodies through their paces. Later in the year expect to see the Le Mans winning Rondeau, the Martini 908/3 Turbo and possibly modern day sidecars!



We are yet to finalise pricing and part numbers with him but for the time being here are some pictures I took on the stand, hopefully I can bring you more news a later date, of course if any members out there want to take over on future reports I am more than happy to provide the information for you. ■





Although Fly slot did not have a stand at the Nuremberg Toy Fair, Terry Smith arranged a meeting with Rafael Barrios Jnr., who was pleased to give an update with his plans for 2015. As they say, a picture is worth a thousand words so examine the pictures and see what is in store this year!



The great news is that the Senna Tolemans will be with us this year. However long before we



see them we will have had the first versions of "Terry's" Brabham, the BT44 that he has been pleading with Fly to make ever since they started producing F1's with the March.

The Martini version of the Reutemann car will be with us this quarter. I hope people will order this model as Terry will feel rather guilty if after press ganging Flyslot into doing it, none of you buy them!

As the car is based on much of March's s→





chassis and running gear, like his original prototype it should perform well, as in Terry's opinion the March is one of the best historic F1 slots to race.

Of course many have been asking about the Senna cars and the 1984 Monaco GP Toleman TG184 should be the first car to reach us and is a very historic car in the career of Mr. Senna. Expected delivery time around May/June.

Terry also saw what Fly were up to with their collaboration with Avant Slot and all I can say is watch this space as it is looking interesting!

Finally, we have a picture of the Longhurst/Richards JPS Bathurst BMW M3 that I told you about last month, which is available now from your preferred retailer.

Thanks once again to Terry Smith, Brand Manager at Gaugemaster Controls Ltd. for his help in compiling this column. ■





## Comunicazione



By Nic Ayre

Here are the latest models from NSR, who were sadly not officially present at the Nuremburg Toy Fair, but their German Distributor Thomas Eicker did a good job of representing the brand at this prestigious event.



released BMW Z4 model and they look very crisply done indeed as his pictures show, I'm looking forward to seeing a fully decorated sample of this one in the near future.

Terry has since been in contact with Mrs. Noviello and urged her to press on with the C7R Stingray for the Z4 to race against, but we may well see the McLaren P1 before that.

Apart from the Z4, Terry managed to take shots of some of the re-liveries that we expect to see this year with the be-finned Gulf Porsche 917's looking particularly stunning. More details of what races the real cars featured in will hopefully be available in due course as we get closer to the release date for each model. ➡➡



He was more than happy to show Terry Smith the first test mouldings of the soon to be



The Bilstein Audi R8 is cool and I also think the Haribo Porsche 997 looks a sweetie too!

Thanks go to Terry Smith from Gaugemaster for information and images for this article and also for his continued persistence



in persuading the manufacturers to produce the models we want to race. Until next month's update, enjoy yourselves! ■





I'm pleased to report that Ninco experienced successful Toy Fairs both in Hong Kong and in Nuremberg. Although Ninco was founded on "slot", their business now encompasses other hobbies such as radio controlled vehicles, boats, aircraft and mini robots! This important move for the company shifted resource towards their new product ranges but it now appears a good balance has been reached, enabling greater focus to return to slot. Last year's introduction of the "Ultra" range is already making its mark with the latest Mosler released in this trim. Out of the box performance (*an attribute that helped grow Ninco's reputation in their early years*) is superb and brings this model back into serious contention in open make GT NS Endurance classes.

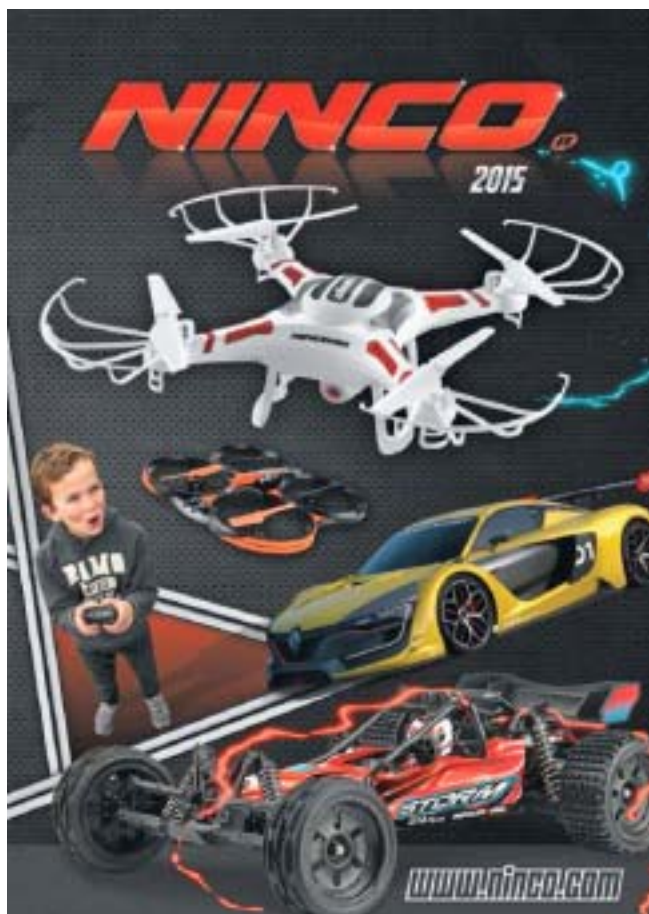
Innovation remains as Ninco's cornerstone and over the coming months we shall witness the evolution of their "clamshell" chassis and introduction of much lighter bodies resulting in improved speed and handling. This chassis made its debut on the new Seat Leon cars and racers, sceptical at first, have been pleasantly surprised at just how well it performs. Two new



Seat Leon cars are now available in full race livery and we can expect the one make series grid to grow with more race liveried cars to follow.

Ninco's recent exhibition stands devoted approximately one quarter of their floor space





to slot and this is echoed in their 2015 catalogue with the first two sections covering circuits and cars. New sets for this year include a 13.15m 'Rally Stage' (20180) with 31 curves and 4 crossover track sections and a massive 'Motorland' (20179) GP circuit measuring 16.31m in track length. Both sets include track, barriers, power and controllers but leave the choice of car open. There are outline details of the soon to be released N-Digital WiCo system but I am reliably informed that this is more likely to be available towards the end of the year. A comprehensive list of both standard and 'Ultra' spare parts with reference numbers fills two pages of the catalogue.

The car section will be disappointing to some as it has moved away from pictures and



catalogue numbers of expected releases in GT, Rally and Classic but does whet our appetite with their new cars under development. The Ford Fiesta rally car is planned to be launched with a lighter body and the first 4-wheel drive version of the new clamshell chassis. It is likely to hit our shelves in 'M-Sport' livery but there are a number of rally paint schemes from recent competitions that will bring great choice.



Ninco also have underway their next new model, the brand new Renault Sport RS-01. Again, Ninco will make use of their new chassis, this time with a longer wheel base to accommodate the GT race car. A truly stunning car; long and wide with the looks of a car that has all the aerodynamic design to keep it stuck to the track even if the track turns upside down! The 2015 Ninco catalogue is currently ➡➡







available to download via the worldwide web with hard copies due to arrive in the UK soon.



Back in Barcelona, two very special guests visited Ninco HQ to sign some of the new SEAT Leon cars (50656) replicating the car driven by Laia Sanz and Francesc Gutierrez during the 2014 24-hours of Barcelona. Winning their class was a huge achievement for the drivers as they were a rare two driver team rather than part of the more usual three driver entry. Even more impressive was the fact that



they finished 12<sup>th</sup> overall! The signed cars will be put up as prizes to be won via competitions through Ninco's social media such as Twitter and Facebook.

### Kilburn Slot Car Club

It's been quite a while since I raced competitively and it's been even longer since I raced at a slot car club. News that a new club had opened up in Kilburn (North London) with a 6-lane Ninco circuit reached me a while ago and I promised to make the trip to visit. Now, when I say "*quite a while ago*", it actually turns out that it was three (*yes, three*) years ago, so needless to say that when I turned up at Kilburn Auto Centre (home of KSCC), Ian "Nobby" Newstead quite literally fell off his chair! Picking himself up, we made our way to the slot club sited in the "arches" right underneath Kilburn Underground Station. WOW! The track looked awesome.





Around 50 Metres of 6-lane Ninco track, with runoff areas, bridge, pit/paddock area and all fully landscaped! This must have taken an age to build and without doubt, a lot of thought had gone into the design. One of the best features is the change in levels, bends that sweep up or down not just all on one level; it really makes for an interesting circuit.



A 'grassy' paddock area was filled with an array of club cars and I couldn't help but notice many of them being Ninco cars. DTMs, GTs,



Endurance, Rally... it was as if I'd stumbled upon an Aladdin's cave of some of Ninco's finest early race cars.



As we reminisced about the various models, the regulars turned up with their race boxes, throttles and cars, oh yes, and nicknames. I had turned up purely with a pair of Ninco SEAT Leons as I was keen to get the opinion of regular racers. The cars, straight from the box, were run around the track. The only modification to one of the pair was removal of the magnet to get a better feel of the car's true handling. Overall, the consensus of opinion was favourable with the car performing better than expected after seeing the chassis. (*I will not be surprised to see a SEAT Leon club class at KSCC soon*).

So, down to racing. I didn't get much practice in but before I knew it, the evening's racing had begun. Ninco Ferrari F50/→





Scalextric Ferrari F40 sprint race. A pair of cars was allocated to each lane, and everyone would race 12-lap heats with a change over at the half way stage; six laps with the F40, and six laps with the F50 meaning a swift change over could actually make a difference between places as valuable seconds could be lost or gained if the driver got it wrong! With lap times in the region of 13 to 14 seconds, these races really were fast and furious. Great fun with most of the commentary (*and witty banter*) coming from 'Nobby' himself.

Next up was another feature race using a selection of early Ninco DTM cars. To make it more of a challenge, this time three cars were allocated to each lane meaning two change-

overs during each heat. It was a pleasure to race these early cars; Alfa Romeo 155, Audi A4, Mercedes C-Class and Opel Calibra, each with their own handling characteristics.

If you are within striking distance of Kilburn, then I can thoroughly recommend visiting KSCC. It's a little too far for me to travel on a regular basis but I will return, definitely before the next three years pass by. The guys meet every Tuesday evening around 7pm with races starting at 8pm. Finishing time is anyone's guess, *I ended up staying past midnight – well, we did have a lot of catching up to do*. For more details, please contact Ian Newstead directly 07799 666656 or just turn up at Kilburn Auto Centre, 3-6 Exeter Parade, Exeter Road, Kilburn, London NW2 3UH.

When you go, you'll have an enjoyable evening of fun but competitive racing on an awesome circuit with a good bunch of fellow racers. You won't necessarily need a car or a throttle but I recommend you do have a nickname! ■





Last weekend saw another very successful Milton Keynes swapmeet take place. The event was again very well attended by plenty of dealers, sellers and collectors and it continues to go from strength to strength. My attention was drawn to a very nice 1/24th scale Scalextric Lotus and a lovely 1/24th Ferrari. I think both were sold before the end of the day. There was also a very nice James Bond set again in excellent condition. It is perhaps as well that Mrs. Chair was shopping in Milton Keynes that afternoon.

In spite of the bad weather outside the hall this year it was extremely warm inside in marked comparison to previous years when it has been really quite cold. However with all the excitement surrounding Phil Smith's collapsing auction I doubt anybody noticed.

I also hope that those of you who collected your Limited Edition Milton Keynes Mustangs found the system of collection and payment a lot better this year. It certainly seemed to work a lot better on the day. I would like to thank Paul Yates in particular and all of those who helped out at Milton Keynes on the day. Lets look forward to next year.

### **Website, Forum and Social Media**

A Committee meeting took place at the beginning of February where a number of matters were discussed. During the meeting Martin Johnson presented his review of the

Club's communication strategy including our on line presence. The reason that we decided to undertake this review was that we wanted to look at ways of raising the Club's profile and increase the benefits of membership for members.

We now intend to focus on raising the Club's profile generally and in particular on social media. You may have noticed an increase in traffic on the Club's Facebook site recently which was a direct consequence of Martin's ongoing work.

The Club website is long overdue for improvement. Consequently the front page of the website will be reformatted and the whole website will be improved together with the inclusion of additional content. This content will be changed on frequent basis in order to ensure that website is relevant, up to date and that there is a reason to visit it on a regular basis.

Apart from swapmeets, the Hornby weekend and the Club Facebook site the Club has no real social space. It exists to a certain extent on our Club Facebook site and the NSCC Slotforum thread but both are open to non members.

Consequently the Club will be adding a members only forum to the new Club website. This new forum will also include an exclusive thread for members only to buy and sell their items to other members. In establishing the forum the Club is not looking to compete with existing forums but to provide something that is exclusive and of benefit and value to you the membership.

The new forum is currently being tested by the Committee and will go live very soon. All members will be given details of how they can register and log on to the forum in due course. You will then be able to post content and trade on the NSCC's own exclusive site. The Club will add content of its own from time to time and will also use the forum as a way of putting out information in addition to the monthly Journal.

We believe that these enhancements to the Club's website will bring added value to your Club membership and provided the forum is used by members it has the potential to be a





massive resource in terms of content. It will also provide a social space where members can communicate and share content amongst themselves.

All of this of course will not fundamentally change in any way what the Club currently offers to member which is the monthly Journal dropping through the door, NSCC events and exclusive Club cars. Any potential for a future on line version of the Journal will only be considered as additional to rather than as a replacement for the hard copy. Personally like many of you I would imagine I like to read from the physical page rather than the screen.

### **Club Renewal**

We are also looking to introduce a system of recurring payments for such things as membership renewal and Club cars in time for next years membership renewal. Many times members simply forget to renew and a system of automatic renewal will save time and inconvenience to members.

The two classic car clubs that I am a member of like a lot of others renew their membership in this way and it makes renewal an awful lot easier. It will also save the Club a small amount of money in the administration of the payments.

### **Visit To Classic Team Lotus**

Vince is organising a visit on behalf of the Club to Classic Team Lotus for later on this year. Please see his piece below for details. The visit is available to members only on a strictly first come first served basis so please let him know quickly if you are interested in going.

### **Promotions**

Paul Yates has been doing an excellent job promoting the Club. The Committee would now like a group of people in addition to Paul to help promote the Club up and down the country in support of the Committee. If you are interested please do get in touch.

### **Northern Swapmeet**

In between now and the next Journal a decision will be made about the Northern Swapmeet. If it goes ahead it will be promoted and announced in next month's Journal so do look out for that.

Finally if you would like to contact us in relation to anything connected with the Club then please do get in touch. We have had a number of great suggestions already from members about things that the Club could introduce so please keep them coming. ■

As has been reported elsewhere this month, Terry Smith of Gaugemaster attended the recent Toy Fair in Nuremberg. Terry was disappointed to see that Neither Marco from Racer or Mr. Saioni from Sideways were in attendance this year, however he does have some information about the Sideways releases for this year.

You may have seen some these cars before but these are the latest production shots of the finished models due from Sideways this year.



**Porsche 935 J David RCSW34**



**Porsche 935 JPS Moby Dick RCSWLE04**



**Porsche 935 K2 Vaillant RCSW33**



**Porsche 935 Jagermeister RCSW32**



**Porsche 935 K2 Gauloises RCSW37**





**Ferrari 512BB/LM RCSW35**



**Ford Capri Sachs RCSW36**

Apologies for the lack of further information on these models, but most have been covered in previous editions of the Journal and I have just returned from redecorating our holiday chalet in North Devon, so have only had limited access to the internet and have thus had to do my research on my return home in a short time before the Journal deadline!

The Racer website seems to be lacking in updates, but they do have a Facebook page at: <https://www.facebook.com/pages/Racer-Slot-Cars/101120976604501?fref=ts>, where I assume they will post more relevant updates as and when.

I'm hoping to get my hands on a model or two in the coming months and shall do some detailed track testing and we do have some Racer Sideways models in our club cars that we race at Bury St. Edmunds Slot Car Club, so a feature on those may well appear at some point during the year all being well, and time permitting, so in the meantime enjoy the pictures. ■

# 100 YEAR BITS & PIECES 100 YEAR

**By Graham Pritchard**

**H**iya, this soon comes around again then doesn't it, it's probably because February is a short month or was it Jeremy's monthly reminder that suddenly made me think "oh heck I haven't done it yet!"

Never mind, whilst I was looking at George Turner's pictures on his website recently I saw a picture of his workbench and on there is an SCX MK2 Escort with a bit missing, uuuuummm, I wonder what's that's going to become then? The ZacSpeed version maybe?

Here is a picture of my current workbench purely for comparison purposes, which ultimately shows too many ideas and not enough time to get anywhere with them!



## **Stealth Audi R8**

Last month Peter Simpson mentioned how resilient the rear wing was on the "stealth" Audi R8 when he was having a go with it, well I can certainly vouch for that as I normally take them off my race cars so that they don't get broken but, after much struggling I finally got mine off but it took that much effort to do it carefully enough in order not to break it I now wish I had left it on as it was that firmly fixed I don't think it would have broken had I just left it on and raced it as Pete says.



## **Pure Scalextric Racing At The Dudley Slot Car Club**

As part of their racing season calendar for 2015, my old friends "Mr. Dave" Homer and Graham Thomas from the Dudley Club came up with the idea of racing "Box-Standard" Scalextric cars at Dudley, i.e. as you would buy them from Argos or Toys R Us etc.

Now, whilst we all know that this is nothing "earth shattering" really, as we at Bearwood and I'm sure quite a few of you out there already do this as well, it actually turned out to be very enjoyable for the Bearwood regulars to go to another track and run their cars on a level playing field and have a Curry too as normally the Dudley Club run the fastest stuff (rather than the slower stuff) like NSR and Slot.It and then they try to make them go even faster where they can as well!

So, if any of you out there fancy coming along for a true "Scalextric" race then the next dates for this one are Monday 9th March, and Monday 27th April and Mr. Dave will also very happily serve you a very nice Curry FOC as well within the entry fee of £5 if you are hungry.

I think it actually surprised Mr. Dave how much fun it can be to race the cars "as they



come” on a wooden track and that they actually go really well without the magnets working as well, but given that Hornby have now “moved the goal posts” with their alliance with Slot. It I actually think that this could well be a future class for Dudley and is another way to utilise the standard Hornby bodies by merely changing the chassis, but only time will tell if it catches on I guess? But I think it will having met Maurizio at Gaydon last year and seen his enthusiasm for all things slot.

### **Scalextric Cars On TV**

I’m sure that you saw in last month’s Journal there was the fabulous 007 Aston Martin from Goldfinger but how many of you spotted another car that was on TV as well then?

Whilst I was “channel hopping” one night I came across Terminator 2 and would you believe it but sitting on John Conner’s foster parents drive was the gold Carrera Pontiac Firebird Trans Am car that David Bates had mentioned in the Journal as well, I bet he never expected that!

Maybe we need to get a load of the Police cars that Gareth from Chase Cars makes and run them along with the Trans Am to recreate our own little bit of T2?

### **More Scalextric Cars On TV**

Now, believe me or not, but I don’t really watch that much TV to be honest, but I’ve just been lazing around and saw Episode 2 of the new “Classic Car Show” on Channel 5 that I had recently recorded. Now that’s how a car show should be done on the TV! I thoroughly enjoyed it. Honest!



Forget “Last of the Summer Winers” with Clarky, Jamesy and Dick H. with the H standing for Hammond obviously, I know I’m raving but I’ve always liked Quentin Willson’s style of presenting so team that up with Jodie Kidd (rather than some other blokes) and some classic cars and what a show!

Unfortunately I missed Episode 1 as it’s on a Thursday night when I’m out racing, but I got Episode 2 onwards fortunately, and this one started off with the EXIN/Altaya/Planeta Mercedes 250SL and a Carrera (or was it Hornby?) Aston Martin, and then there was a Carrera Corvette Sting Ray followed by a Hornby GT40, but all in real life oh, and a George Turner XJS or two as well!

The opening scenes reminded me of the “New Avengers” a bit, but without a Hornby TR7 in sight and they also visited Brooklands which has just come in for some Lottery money I believe in order to renovate the part of the circuit that is left, but probably not enough money to be able to “compulsory purchase” all of the buildings in the way (which is a real shame) in order to rebuild the circuit fully, oh, and they also visited Reims in France and the now defunct racetrack there, complete with derelict buildings and period advertising etc. perfect for those into model making to replicate quite easily I would have thought with all of their straight edges and such.

Good job we have DVD recorders etc. now or else we’d have to change the Club night so that I can watch the TV programme! So, if you’ve not seen it before I can definitely



recommend it for sure, trust me assuming that you like Mr. Willson's particular style of presenting that is?

You might even recognise a chap called Alex Riley on there as well, think of the Caravan Show for a start and a very long time ago he also did a series on satellite TV (as it was called then) called "Short Circuits" in which a couple of our members took part when they looked a lot younger than they do today, had more hair and the "compulsory" pit overalls that they had to wear then would still fit! (Sorry, but I've not got any pictures unfortunately).

So, together with all of the reruns of "Wheeler Dealers" and "Car SOS" that are on at the moment as well as this one, then at present we've never had it so good if you like to see the real versions of all of these classic Scalextric cars that we all love to buy on the TV. Long may it continue!

### Truespeed Set Up Blocks

Tucked away in a little corner of "Mr. TruSpeed" Steve Hill's website are these very handy car setup blocks.



The full version is made up of 2mm rolled aluminium with a clear injection moulded plastic top and a perfectly flat metal base on the other side so that you can check if all four wheels are on the ground properly.

The individual clear plastic tops are also available separately and are actually cheap enough to buy in bulk to display your cars on in your cabinet etc. if you wanted to without having to remove the guides they ideally suit cars



with a distance between the inside of the rear hubs of 40mm or more but the narrower cars will still fit on there OK if you put them dead centre and move the guide forward as far as possible. (Overall length of the plate is 150mm and it is 68mm wide). Please check out the TruSpeed website for more information.



### Racing In The South?

Whilst I was talking to Steve Hill about the above we also got around to the subject of racing, and Steve asked me why is it that so many of the racing series' or events only seem to take place in the Midlands nowadays?

So, Steve has asked me to ask anyone reading this that lives "down South" whether you would be interested in organising/ attending some race meetings/ series' in the South at all?

I know George Turner has mentioned that he would like to have a race meeting at his track in the past so maybe you could all get together and have a chat maybe? If you want to talk to Steve then please give him a call or email him at [admin@truspeed.co.uk](mailto:admin@truspeed.co.uk).

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### **Ideal Boxes For Storing Your Slot Cars**

Many people seem to use “takeaway” food containers that only cost around 10p each in order to store their cars but I saw these a while ago in Wilko and thought I’d mention them here in case anyone found it useful.

Made in New Zealand by Sistema they are very robust and were about £3 each I think from memory and they come in two types, one with a partition in which you can get four cars and one “full size” which I use for all my slot car related tools, so does anyone else use anything that may be of interest to others?



### **2015 Milton Keynes Swapmeet Limited Edition Pioneer Mustang**

Does anyone remember Wonder Woman and her “invisible plane” then? (Good job the www exists as I initially thought that it was Jane Fonda in Barbarella who piloted it and for those who didn’t know Barbarella is also where some local



brummies got the inspiration for their pop group name of “Duran Duran” by the way).

Anyway, enough digressing, this car actually reminds me of the above with the racing driver sitting in a totally see through car! But, in reality I guess you either love or hate this type of cars, but as per the recent green one then this orange one is literally cast in the same mould with the pun intended for a change.

Luckily for you, my friend and fellow NSCC member Paul Pearson went to the swapmeet and bought the car and he has just lent it to me to photograph for you to see here. (NB it’s probably best to insert a thin washer between the body and the base to prevent any flat spotting of the tyres I reckon before you put it away as part of your pension etc.).



Unfortunately I was double booked at my friend Ade’s house for another marathon session on his Eastlands Park Digital Raceway which is upstairs in one of his bedrooms. We started racing at 12.30 pm and finished at 9.30pm with a 30 minute break for tea.

Haven’t got a clue how many laps we did but



it sure was fun and at one point we had a load of BMW MINIS going around the track with their lights on and the room lights dimmed a bit as well for extra effect, talk about imitating real life, I'm sure I saw Adrian get out of one at the end (Or was it hallucinations from racing too hard?). Who knows, but it sure was fun especially where I was standing when the LMP cars came towards you with their headlights on and you got to see a car pull out and overtake the other one just like at Le Mans, amazing!

If only Fred Francis could see it now, I'm sure he'd also be amazed as to how much it has changed since those very early years of Startex and pull back mechanisms etc. and without Mr. Gates and Mr. Jobs then I'm sure that none of this Digital stuff would ever have been possible either?

### **Dudley Slot Car Club's 2015 Curry Cup**

When my old friend "Mr. Dave" Homer asked Malcolm Scotto from the Wolverhampton Club and myself for a few ideas on how to get his club



to grow last year I carelessly suggested that he ought to do a race series called "The Curry Cup", given that making curries is actually his real life day job (It turns out that Mr. Dave's Baltis were cutting edge in their day when Dave actually quit his day job in order to open a Balti Restaurant where nobody else had the idea before and luckily for him it caught on, and even more luckily for us he now has two race tracks upstairs in the curry factory!).

So, what was originally just a "mad idea" has turned into a very successful race series for the NSR "Classic" series of cars like the Porsche 917, Ford GT40 and Ford P68 amongst others. You are also allowed to build your own car from that period as well using the well known Penelope Pitlane (PP) metal chassis that you are no doubt familiar with but having raced one a couple of times myself to date the NSR cars seem to be the best cars to use if I am honest as they are just so much lighter I think.

Motor rpm is limited to 20k but after that you can do what you want more or less, and with some decent Slot.It P6 tyres or NSR equivalents then these cars really do fly around the track I can tell you and my friend James Noake from Bearwood is getting rather good at that as well as he actually managed to beat local track "master" Chris Thomas last time on his own track. But unfortunately Chris was not able to make it this time due to work commitments, and to be honest I wonder if the attendance was slightly lower tonight because of that programme on the telly with that chap from Dr. Who in it, I may be wrong, but who knows?

Anyway, ten of us attended this one and ➡➡







had a great time with James lending me a GT40 as my PP chassised Hornby Ferrari P4 was about 1 second off the pace of the NSR car in my hands at least and therefore I was risking coming last even more certainly than I normally do!

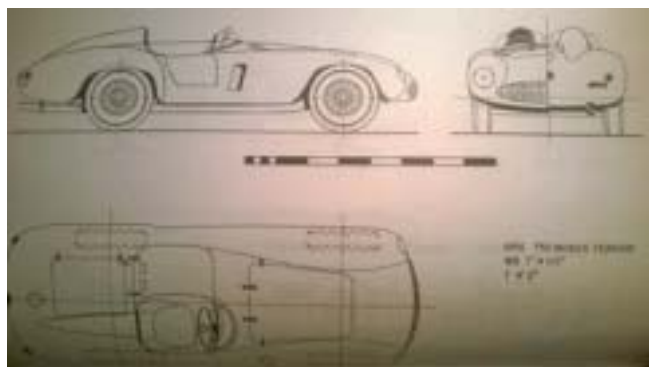
The heats are run after doing an individual 3 lap qualifying session in order to group “like with like” and these heats are then run on a “segmented” basis whereby you run all four of your heats consecutively rather than them being spread out during the night, i.e. you simply move across the lanes from where you stop one by one and then your score is totalled and that’s how you did, i.e. there are no ladder finals on this basis (Agree it’s not exactly what everyone else does but it does work out OK once you get used to it).

So, after all of the heats and the curry then James managed to win again but closely followed by Chris Aston and Graham Thomas as you would expect of the home drivers with all of the practice they must get when no one is looking!

The next meeting is scheduled for Monday 13 April so if you fancy joining in with us then please come along and you can always check out their Facebook page as well to see what’s going on at Dudley in case you fancy a visit on any other Monday night. ■



**Y**ou never know quite what you may find on eBay, perhaps you saw the episode on TV this month of Chasing Cars, where an American car restorer found a kit car bodied Ferrari Testa Rossa lookalike on eBay, which he recognised in the photographs to be on a genuine Ferrari chassis, which after he bought it for \$27,000 and found the chassis number, turned out to be a chassis that had raced at Le Mans and will thus be priceless once properly restored.



Richard F. Dempewolff included a 1/32 scale drawing of a somewhat similar Ferrari in his book Table Top Car Racing a mere fifty years ago. I guess I've cheated by buying the Eldon and Ninco versions.

A copy of Richard's book just sold for £34.00 (381149821701), beating a copy of Kenneth Gee's similar but less extensive Your Book of Model Car Racing which sold for a bargain price of £6.15 (231462745849). A book



which disappointingly hardly features Scalextric at all, Vintage Slot Cars, by Philippe de Lespinay, sold for a respectable £33.75 (131394729414), while the seventh edition of Roger Gilham's book Scalextric The Ultimate Guide was a bargain at £13.00 (271723539632). As advertised in recent Journals, publication of the eighth edition, with Roger being assisted by Adrian Norman this time is due imminently. I understand that as Roger sails off into retirement, Adrian will be taking over authoring this series of books. I have a full set so far so must be addicted and look forward to my next fix!

### Jetex

If you liked the Aircraft Carrier pictured in the January Journal, you may like Roger's other book British Toy Boats 1920 onwards A pictorial tribute, which not only features Scalex Boats of course, but also jet powered Jetex boats. Jetex also made *jet powered* model racing cars, and a few have appeared on eBay recently, including a Jetex Bluebird that sold for £35.00 (371214795988). This car was originally sold in a twinset with Donald Campbell's Bluebird racing boat too, and one of these sets with the boat only sold for £181.00 (261716098079) so it looks like the buyer of the car got a bargain. A similar Jetex Bluebird twinset with both boat and car sold for £116.24 (201266667087), while I was outbid on a Marx friction version of the Bluebird car that sold for £52.00 (371227091106) and would have made a nice slot conversion. Another eBay seller is selling replacement bodyshells for a different shaped Jetex car for £4.95 each (141480859153). A similar car features in the Jetex display at the Southampton Hall of Aviation.

### Monthly eBay Watch Top Ten

1. Aurora AFX 4 HO Can-Am McLaren cars  
 £1,662.75 (161562756706).



2. Marklin Circa 1934 Electric Autobahn Set £1,550.00 (131419113268).
3. Aurora HO T-Jet unopened box of 100 Chassis £1,238.26 (400697020263).
4. Scalextric 1960's James Bond Set and 2 other sets £851.99 (301512229811).
5. Tamiya 1/24 Plymouth Fury 1966 un-built kit £847.68 (261767882089).
6. Aurora AFX HO 50 Cars Collection £815.08 (291357778561).
7. Aurora AFX G Plus John Watson McLaren £652.06 (141551803921).
8. Pioneer Mustang Smokey X-Ray J-Code 1 of 1 £614.14 (391029102364).
9. DMX Tarantula 1/24 Thingie Car £541.21 (271775823130).
10. Slot Classic Aston Martin DB4 GT Zagato Undisclosed Price above £521.65 (331346996695).

No Bugatti in the Top Ten this month then, but if you're feeling deprived you could take a look at item number 271660723429, which is a full size Red Type 35 Bugatti Replica with a 1.6 Litre VW Engine for £16,995. Or if you prefer 1/32 scale, the two Steve de Havilland Bugattis that sold for £436.69 in January (yellow version, 3216281637980) and £460.00 in February (red version, spotted by Steve Langford, 131433388137) look quite nice, while another red version was listed by a French Seller in January for £611.37 Buy It Now but then the listing was ended as it was apparently no longer available (141521146901).

It was interesting to see John Watson in the Top Ten this month, in a McLaren somewhat similar to James Hunt's version in the Grand Prix Collection at Donington Park Racing Circuit.

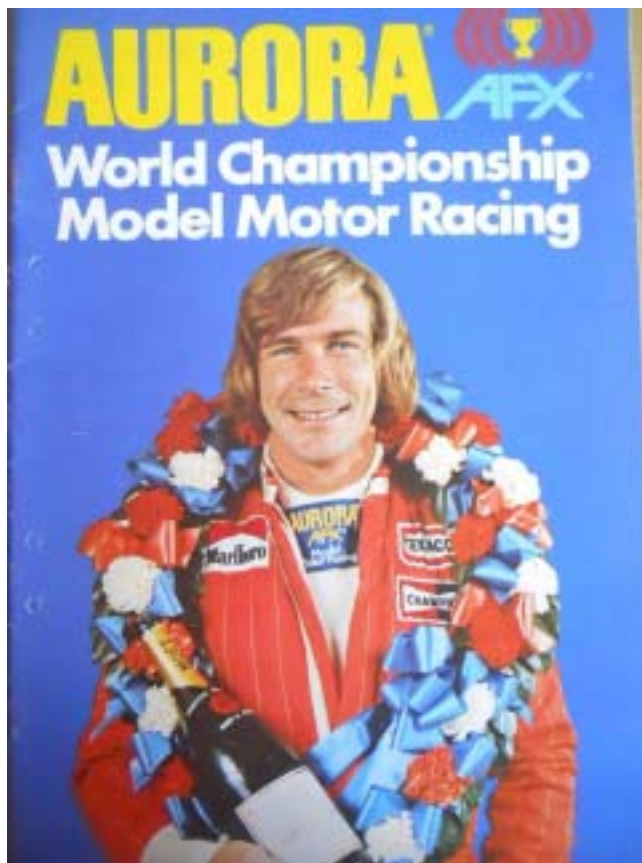
### **James Hunt v John Watson eBay Top Ten**

1. Aurora AFX G+ John Watson McLaren £652.06 (141551803921).
2. Scalextric Superslot James Hunt McLaren and Nicki Lauda Twinset £109.99 (111515798250).
3. Aurora AFX G Plus James Hunt McLaren £78.21 (251844962761).
4. Scalextric Superslot James Hunt McLaren £47.97 (321619475335).



5. Home Made 1/24 James Hunt McLaren £27.39 (191419667023).
6. Miticos Altaya John Watson Brabham BT46 £26.75 (191486781279).
7. Scalextric 1970's James Hunt McLaren £18.86 (131404570295).
8. Airfix MRRC James Hunt McLaren Undisclosed Price (251750558866).
9. Aurora AFX James Hunt Set £11.01 (181585670928).
10. Scalextric Williams repainted as John Watson McLaren £10.00 (251750771968).

An outstanding Pole Position by John then, but it looks like James won in the end, maybe next time John!



## Milton Keynes Watch

A warm welcome greeted visitors to the Milton Keynes NSCC Swapmeet. I managed to scoop up quite a few cars that had been on my wish list for a while, such as the Presentation Box version of the Revell Jim Clark Lotus Cortina he drove at Oulton Park in 1965 for £25.00, considerably cheaper than the one currently available on eBay for £30.85 plus postage (381053007853).



I then went on a voyage of discovery, thanks to Phil Smith's collapsing auction from which I ended up with a Fly Steve McQueen Collection Team Gunnar Porsche GT1 for £15.00.

This was a car I had not encountered before, and features on the bonnet the book *A French Kiss With Death*, by Michael Keyser about the making of the film *Le Mans*. Despite the three

helmets fixed on to the rear wing (commemorating Milt Minter, Chad McQueen and Gunnar), I was determined the car would not just be a shelf queen, so managed to extract it from the box and after removing the annoying traction magnet, got the car running well around my track. I left the magnet in Jim's Cortina though, as that car runs well even over my Scalextric Classic hump back bridge, whereas the Fly Porsche got stuck until I removed the magnet. Trying to find out more about this car via the Slotforum website, I ended up on Vic Elford's own website [www.vicelford.com](http://www.vicelford.com), where no fewer than 23 slotcars are listed (!), by BRM, Fly, Scalextric and Slot.it, with most available from stock signed by Vic himself. I then checked and found that Derek Bell has his own website too at [www.derekbell.com](http://www.derekbell.com), although his shop is less comprehensive, Derek's website does feature a nice video of him driving up the Goodwood Festival of Speed hill climb.

## Derek Bell v Vic Elford Slot Cars eBay Top Ten

1. Fly Making of Le Mans Porsche 917K Vic Elford Gulf Camera Car £78.06 (281239339262).
2. Fly Vic Elford Signed Orange Porsche 911 Monte Carlo Classic Car £65.03 (361181622311). ➡➡







asked him to slow down on one occasion on the way home in his road going Ferrari when he was doing over 150mph because he hadn't realised he was still in racing mode!

### Controlling Interest

There has been a whole estate of Scalextric Control Centre buildings on eBay recently. As with a number of other Scalextric buildings, these kits were of course in theory based upon real buildings at Goodwood. The Control Centre seems to be a hybrid of the old Goodwood Air Traffic Control Tower, and the Race Control Tower on the opposite side of the Pitlane.



3. Fly Vic Elford White Le Mans Porsche 917LH £65.00 (351241778256).
4. Fly Vic Elford Signed White Targa Florio Porsche 908/3 £64.41 (351250657217).
5. Fly Vic Elford Silver Daytona Martini Porsche 917K £52.04 (231325754482).
6. Slot.it Derek Bell Le Mans Shell Porsche 962C £49.92 (131355469103).
7. Vanquish Derek Bell Mirage-Ford M6 £39.69 (361203314881).
8. Vanquish Derek Bell Hockenheim McLaren M8E £39.00 (221438119433).
9. Slot.It Vic Elford Black McLaren M8D Can Am £39.00 (361075575230).
10. SCX Vintage Derek Bell Orange McLaren M9A F1 £38.00 (281595381098).

Sorry Derek, I think Vic won that one. One of the most memorable anecdotes in Derek's great book *My Racing Life* is when his Wife

I was pleased to pick up my own built but incomplete Control Centre on eBay for £73.65 in January (251789264319). I replaced the missing rear staircase for £7.50 in February (111588373097) but was outbid on the missing handrails. Some time ago I had bought an Airfix





1/76 Pontoon Bridge set because I knew the handrails in the set were X shaped and very similar to a 1/32 version of the real Goodwood fencing. My choice now is whether to be a purist and hold out until I can find some original triangular pattern fences, or be a resourceful modeller and use the Pontoon Bridge fences instead. If you're in the same quandary, I noticed the Airfix website is currently selling off Pontoon Bridges for just £5.99 in their "Last Chance to Buy" section. You may need two Pontoon Bridges if you want to fence up a whole Control Centre.

Alternatively, you could buy a complete unmade Control Centre Kit, boxed versions of which have sold recently on eBay for £225.00 (151581740293) and £215.00 (281558720134), while a built version sold in France for an undisclosed price less than £184.16 (181655655653), and another built version in Buckinghamshire sold for £94.98 (361201567185). Meanwhile, a ground floor only of a Control Centre, which had been imaginatively embellished with an Event Board and Control Tower above it, sold for £42.09 (301526741631). Still available at £299.99 Buy It Now, if you don't fancy any kit building yourself, is a built and lit Control Centre in Bristol (131423809216).

Other Scalextric Kits in the same range included the two storey Owner's Stand and Pit that sold boxed and un-built for £56.00 (251799855150), a single storey boxed and un-built Pit for £46.00 (301471467600), and a similar Marshals Hut Kit for £46.00 (291356830037). Not forgetting the Spectators Stand Open Grandstand Kit which sold at £37.03 (141535682442). Of a slightly smaller scale, perhaps, so taking up less space on a compact layout, are the nice Airfix

Press Box and Pit Kits, a pair of which sold together unmade for £33.00 (141531448803). A built but unpainted Scalextric Marshals Hut sold for £26.00 (301476892069), while a built and painted Owner's Stand and Pit sold for £9.50 (131404614067), and a built and painted Pit sold for £5.50 (141546147073). I was pleased to pick up a built Corgi Silverstone Press Box Kit amongst a bag full of demolished Scalextric building kit parts for £15.00 at Milton Keynes.

Vehicular Scalextric kits also selling on eBay recently have included an incomplete Porsche 904 Kit for £41.00 after 22 bids (141509632028), a built versions for £26.00 (261728710043) and £23.45 (400868053479), while a boxed unmade Cobra Kit has been available at £135.00 or Best Offer (291355131469) for some time now. All these are put in the shade though, by the 1/32 Entex Elf Tyrrell Transporter Kit that sold for a very respectable £196.99 (141541297834). I think the buyer of the Airfix Bond Bug converted to a slot car that sold in February got a real bargain though, at just £29.49, considering how sought after these kits seem to be at the moment (251846154618).

### Extra Spots

I have had some extra help recently, with regular set watcher Steve Williams spotting a 1960's Scalextric Go Kart Set selling for £430.00 (221652937593), I wonder if the buyer knew Scalextric were re-introducing Go Karts this year?

Wilst Nascar fan Graham Mattingley spotted a Scalextric Dukes of Hazard General Lee Dodge Charger selling for £81.00 back in December (301430771265), while I spotted one that had been treated to a "muddy effect" and sold for £45.17 (121493797728).

So that's all for another month, more to come next time, and in the meantime, remember if you do spot anything unusual, rare or just plain different relating to of course our hobby, whilst you are looking at eBay please do email me with the details and I can include it in a future issue of eBay Watch, bye for now. ■

