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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President

"Kevin" Really?

Those of a certain age like me, may remember the old Harry Enfield series on TV, and of course one of his most popular characters, Kevin the teenager, who had the catchphrase "it's so unfair!"

My eldest daughter, I am afraid to say is now bordering on the teenager stage of her life and I must confess we have now nicknamed her "Kevin", much to her annoyance but to great amusement of the other two, who at six years old still have a couple of years to go before they get to the stage where, a simple no is met with the above outcry and followed by stamping of feet and a slamming of a bedroom door!

Many of these occurrences relate to a simple request for something met by a simple no, you are not having it, it is not happening, sorry love!

I hope she grows out of this in time, I'm sure she will although I must admit I have recently come across a few adult "Kevins" in my business dealings, and although they do not wail at the top of their voice and take my house doors off the hinges if they are met with a no, they still can act like a petulant child and really show themselves up to others.

This of course is all completely unrelated to slot cars, unless of course I was talking about Ciaran and not Lianna, so I had better mention something slot car related, and this is the news of the new Scalextric Ultimate Guide by of course Adrian Norman and Roger Gillham. Mine turned up the other day (thank you Julie Scale for your prompt and efficient service by the way), and I can only say it is pretty impressive.

Having bought all the previous versions of the various Scalextric guides in the past, this one is by the far the most comprehensive, the biggest and perhaps the most expensive but in my view worth every penny, I hope we will review this book next month in more detail, but in the meantime Ciaran has spotted it and is now wanting one, I feel another Kevin moment is coming!

Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nscc.co.uk

By Pete Simpson

There are quite a few models to cover this month, many of which are already available. Due to the forward planning of the design team, a significant number of the new mouldings and liveries for 2015 have already progressed to the sign off stage presenting me with the dilemma of which to report first, the new mouldings or those likely to hit the High street. Well, I went for the innovative work first and subsequently got overtaken by the mundane. So, I'll ration you, the members to just one new moulding this month and concentrate on the revisions from previous years. In point of fact the "new" moulding is only partly new and has been available to purchase for the past two months so it belongs in both categories.

Factory Move

Of equal importance as the new releases, is the move of the Hornby offices from Margate to Sandwich which took place during April, the design team had relocated just in time for my

monthly visit. Although the Visitor Centre remains on the old site, all Hornby office activities have now moved to the new facility at Discovery Park. Hornby occupy a freshly refurbished unit with all the central facilities expected of a modern business park. The open-plan nature of the office areas should enable much greater cross brand integration resulting in benefits to the customers through common use of CAD models, certainly between Scalextric, Airfix and Corgi.

As it was only two days since Adrian had found his new desk, I was lucky to be able to use the development test track to photograph the latest prototypes, hence the lack of scenic background: I'm not sure what the future will bring but it won't prevent me bringing photos of prototypes as they are available.

Audi R8

This has to be the most colourful Audi R8 LMS to be released by Scalextric so far. Resplendent in an all enveloping scheme, it perfectly





captures the Skwirk decoration of the car entered for Rod Salmon, Jason Bright, Warren Luff and Liam Talbot in the Bathurst 12 hour race in 2014. Unfortunately the car was damaged by John Bright during practice on the Mount Panorama circuit and was unable to make the start of the race, although the livery is typical of its appearance in other races of the year. This 2014 car was built to the upgraded Ultra specification with lighter bodywork, another 70 BHP, larger cooling radiators and stronger transmission. There were a few visible changes as well but C3594 will not be featuring the different hood louvres, wider rear wing with

larger end plates or the revised front splitter. It is unsurprisingly DPR and has lights front and rear. Just don't let Graham P. anywhere near that rear wing!

GT40



This model, C3630, represents the Scuderia Filipinetti entry, one of the thirteen Fords which set off at the start of the 1966 Le Mans 24 hour race although it wasn't one of the three to finish. Chassis number 1040 was driven by Brit Peter Sutcliffe and Swiss Dieter Spoerry and, having





started from 19th position on the grid, its demise came after 233 laps due to an accident. This was one of the cars entered as an over 2.0 litre Sports Car, rather than the in Prototype class, as it was fitted with the smaller 4727cc (289ci) engine rather than the big block 6982cc (427ci) of the works teams.

We can also expect a second GT40 this year, C3653, representing the number 17 car of Grossman and McNamara as finished 8th in the 1967 Sebring 24 hour race. By my reckoning, next year we should get the number 60 car of Jochan Neerpasch and Jacky Ickx, sister car to the Essex Wire entry #59, as this will be the final example of the 1966 Ford contingent.

McLaren MP4 12C GT3



The latest in a growing field of Scalextric MP4s is this example of the car raced by father and son team Jim and Glynn Geddie in the Bute Motorsport GT Cup Championship, C3604. This is a race series aimed at providing an opportunity for owners of GT supercars to race in an amateur, non-commercial series: last year there were seven race weekends providing plenty of track time with two or three races per event. Professional drivers are permitted but they must partner an amateur and are ineligible for qualifying times for the car.



In the case of the Geddie team, this proved to be an ideal situation as Jim won the GTO class and became series champions in 2014.

VW Van



This model, C3645, is a natural development from the VW camper first seen last year. For 2015 slight tooling modifications have been made to replicate one of the commercial variants of the famous Combi. It is nicely sign-written in the style of George 'Chick' Iverson's Volkswagen-Porsche dealership in Newport Beach, California and finished in a satin blue. There's plenty to read about Chick online but →





basically he was the first to import VWs into the USA, adding a second brand to his first successful Porsche dealership in Orange County.

Unfortunately my purchased example was spoilt by marks in the paint on the roof but as I fully intend to create a modified version it wasn't a problem but I'd be interested to hear from any other members that have experienced similar quality problems: I'll be happy to relay any issues back to Scalextric for comment.

VW Beetle

In 1962 Tommy Fjastad and Bernhard Schmider won the 10th East African Safari Rally

in their Class-C VW Beetle 1200. Of the 104 starters, 46 made it to the finish at Nairobi, Kenya, having travelled through Uganda and Tanganyika participating in a rally originally conceived as a celebration of the Coronation of Queen Elizabeth II. This model, C3642, is a nice variation on the Beetle theme in what appears to be an appropriate period grey with a few production compromises which could easily be modified by an adept modeller: a change to wheels without hubcaps and the fitting of spot lamps instead of the supplied door mirrors, all parts which are easy to obtain. Further touches to add to the authenticity of the subject would



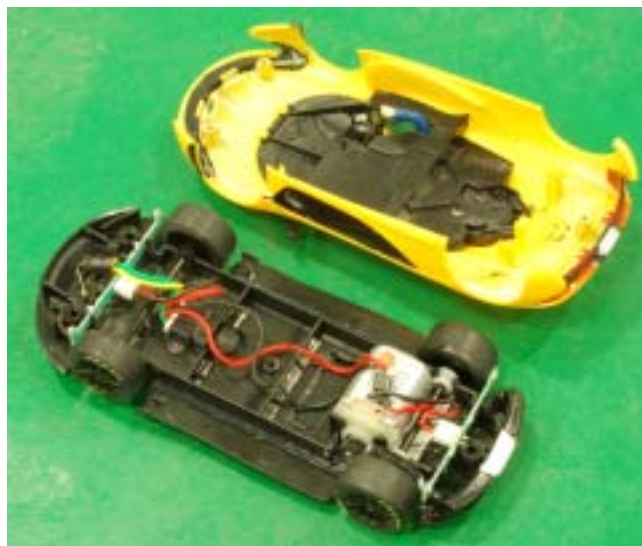
be an application of Humbrol weathering powders and washes to tone down the showroom finish to replicate the car when it was victorious. Unlike the four above, this one is not yet available but when it is, it will be DPR and have lights front and rear.

For fans of modern VWs, we'll also be getting a revised version of the Polo, C3633 as raced in the ADAC Rally Championship rather than the WRC. I've no details on the final livery yet although the catalogue suggests that it may appear quite similar to the Red Bull sponsored versions of 2014, but with some minor event details and a different race number.

McLaren P1



Probably the most significant aspect of this release is the possibility to upgrade it using Slot.it running gear in the PCR chassis shown last month. I've only had a tentative drive of a prototype on a short circuit at Hornby but it



gave every indication that it will match the road holding of the MP4-12C GT3 so once upgraded with Slot.it parts it promises to be positively rapid. Those that attended last year's Ramsgate weekend saw an early prototype and may even have had a drive when Adrian's back was turned. At that stage the selling price of the PCR chassis had not been announced but it is now available for pre-order on the Scalextric web site for a mere £4.99.

As this is, potentially, such a significant new model in the Scalextric portfolio, it's worth taking a look at what makes it tick. The standard Scalextric chassis follows the common side-winder configuration using a Mabuchi motor but the interior allows for a long-can power plant to be fitted in an angle winder arrangement. This is where the Scalextric design team have moved up a gear and provided a model that will permit easy conversion from a toy to a club racer. I took the unprecedented opportunity to dismantle



the first prototype in order to reveal how the upgrade has been made possible. The photos shown here illustrate the standard chassis and the clearance provided within the body assembly to permit the fitting of long-can motors. It should be noted that this is a prototype model so a few changes are likely: the driver's arm and wire routing will probably be modified prior to production.

The two solo cars feature an interior that has been designed so that chassis performance is not inhibited when the body screws are slackened to permit a degree of body movement, even on the standard model, which is desirable to improve performance. Because of this the interior is not as deep as most HD cars so is lacking in detail. However, front and rear lights will be fitted and a digital plug can be fitted even if the chassis is upgraded to the Slot.it compatible C8533.

For the real car, power comes from a twin-turbo 3.8 litre V8 augmented by electrical power to supply just over 900 BHP. This is enough to provide a 0-62 mph sprint in 2.8 seconds, 124mph in 6.8 seconds and 186mph in 16.5 seconds. The top speed is electronically limited to 217mph and it still gets 34mpg on an EU Combined Cycle and will cover 6.8 miles on the electric motor alone.

No race liveried versions are planned for this year, but the two High Detail street versions which we'll see are both in attractive metallic colours. This red example, C3643, will be joined by the second solo release, the yellow C3644, later in the year and a further two cars in blue and white from set C1342, "McLaren P1" will follow.

Scalextric have chosen to portray these first examples with the rear wing in the stowed

position but maybe next year we'll get some examples of the GTR competition versions with their huge rear wings: the black car here is the standard version whereas the yellow car hiding in the garage features the GTR rear wing. OK, I'm sure we'll excuse Scalextric if they choose to leave the mirrors on the wings, rather than the "A"-pillars, as long as we get some evocative colour schemes. As McLaren describe the car as honouring the F1 Le Mans successes, there are plenty of fantasy decorations from which to choose.

Bentley Continental



This is now the third livery of this GT3 racer and still doesn't exactly demand attention: maybe Bentley racers prefer the understated approach. C3595 is a High Detailed model, with the usual lights and digital capability, representing the car driven by Humaid Al Musaoud and Steven Kane at the 2014 British GT race at Snetterton. Unfortunately the team were plagued with misfortune after a minor



bump, a gearbox malfunction and then a throttle sensor problem. Don't be put off by the size of this car: its footprint makes it a delight to race on home circuits, maybe a Shapeways chassis may be available to convert it into a competitive club racer too.

Ford Falcon Bathurst



As a Limited Edition twin set this release will have, well, limited appeal. To the uninformed it is simply two versions of the same car that we saw two years ago as C3303 carrying race number nine. However, to the folk down under, this will be a set to cherish depicting a major accomplishment for the most adored of drivers:



unless you happen to be a Holden enthusiast, of course. The two car set, C3587A, is titled "Touring Car Legends" and captures the 1-2 finish at Oran Park in March 1977 for the Moffat Ford Dealers team: the winning car of Allan Moffat and the number 2 car of Colin Bond. Both are High Detail examples with working lights and DPR.

From the Archives

One benefit of the move has been to organise the storage of Scalextric cars held by the development team, all nicely presented for my perusal. As there are many there that predate my contribution to Messages, I thought it would be enlightening to include the occasional model as a reminder of what has gone before. For this month I choose the 2008 USA only release of ➡





Scalextric at Gaydon



the NASCAR CoT Chevrolet Impala SS, C2957. The NASCAR range was one to succumb to the onerous task of obtaining licensing agreements from the plethora of contingency sponsors, any one of which may have decided to expect fees for the use of their brand details.

The usual thanks go to Adrian and the development team at Hornby, for their enthusiastic support of the NSCC in making time available to discuss the new products, but in addition I must acknowledge Peter Solari for the photos of the real McLaren P1s.

At the forthcoming Slot Car Festival, Scalextric will be presenting Martin Brundle's Ultimate 2015 Circuit, compiled from features taken from all 20 of this year's Formula One circuits. As the circuit is part owned by Sky, it may not be possible to risk damaging the scenic aspects but some careful running should be taking place: a polite plea to the Scalextric staff may be rewarded with a chance to drive this superb layout.

Next month I'll be bringing details on another new moulding as well a few more cars that will be available by then. ■



Ciao everyone and welcome to this month's Forza Slot.it. Last month I mentioned that spring had dawned, the clocks went forward and the sun should be shining but I have still not seen that much sun (in the UK!) and the wife V1.0 still wants the central heating on! It would seem that in the Slot.it world new car releases have been a bit cool as well as I have little to report on this month but next month should be better, read on to find out why.



So what new releases have we had in the last month then? Hmm, that would be one then which is the second of a new chassis/body combination of the SICA28b Nissan R89C from Le Mans 1990 peddled by Anders



Olofsson (featured driver and Swedish), Takao Wada (Japan) and probably the best known of all the drivers being Maurizio Sandro Sala (Brazil). At the time of writing I do not have this product to hand as the official release date is the 16th April. Being as I did a full review last month of the first model of this new line for Slot.it then I won't dwell on the next one. Suffice to say that the "Men's Tenoras" livery in what looks like gunmetal grey from the picture does not strike me as being an instantly exciting livery choice but I expect the car will look better in the flesh so to speak. The really exciting news for me is that the first of the new 4WD Audi R18's will be released on the 29th April which will definitely be too late to be included for this month's article. The car in question will be numbered SICA29a Audi R18 e-tron Quattro #4 from Le Mans testing in 2013 as piloted by Marco Bonanomi. I first saw this car as demonstrated by Maurizio back at the UK Slot Car Festival of 2014 and I was mightily impressed then, so I just can't wait to get my hands on one of these for several reasons. Hopefully, I will have one in my sweaty hands next month to give you the full lowdown then on what I think of this new 4WD direction for Slot.it.

The only other bit of news I currently have, which is long out of date by the time you read this, is that I received an email from Slot.it informing me of a special 10% discount that was available from a company called Shapeways (<http://www.shapeways.com/shops/SlotIt>) who are producing Slot.it printed 3D DTM chassis for some Carrera cars. The offer ended 20th April I'm afraid. I did mention this new product way back in the August NSCC Journal last year

but so far I have not delved into this market so I thought this might be an opportunity too? Off to the website then and select the printed chassis of my choice but even with the 10% discount it came to over €34 with postage which in real money at today's exchange rates means about £25. Bear in mind you still have to have the donor car body as well as purchasing all the Slot.it parts then this is probably one for the dedicated racers out there to try? I have to admit (quietly) that I do have a donor car and plenty of Slot.it parts available but what I don't have is the time or probably the best skills to do this as my club racing days are long behind me! How about it then, anybody had a go at this already and want to write an article for the NSCC to share your experience? There's a challenge for someone over the next month or so as I, for one, would be most interested in the results.



Now that leaves me with a big hole with no news so I thought I would cover another car that was released last December. I had hoped Santa would bring it me for Christmas but instead I had to opt for the Christmas money solution and purchase one in January! What is that car then? Well it is SICA10h McLaren F1 GTR as raced at Le Mans in 1997 by Ray Bellm (driver), Andrew Gilbert-Scott (both Brits) and Masanori Sekiya (Japan). This would be the 9th car of this series with the rest being SICA10a/b/c/d/e/f/g and the white livery/build/decorate yourself "z" car. A quick look on the internet for the result of that race reveals that the featured No. 39 car was classified in 19th place on lap 326 as "DNF" due to a fire as it whizzed down the Mulsanne straight whilst lying in 5th place after

21 hours racing. The sister No. 40 car being classified as 49th "DNS" before the race due to fire damage in pre-qualifying, bit of a theme here! However, the third member of Gulf Team Davidoff / GTC Racing GB race No. 41 finished a fantastic 2nd overall in the race and first in the GT1 category to make up for the disappointment of the rest of the team. As it happens Slot.it have already produced this car which is SICA10d of the series. Now all Slot.it need to do is the No. 40 car for the whole team. Hmm, maybe they could do this in its pre start race form with fire damage? Mind you, car fires seemed in vogue that year as the race and class leading GT1 Porsche 911 GT1 No. 26 performed a similar feat on the Mulsanne straight on lap 327 within a few minutes of the No. 39 car and was finally classified as 18 with a DNF. Check out YouTube if you want to watch both fires in one handy clip!



I had a good look around for pictures of the race cars as well and from what I can tell everything seems very accurate as far as the colours, sponsorship logos and so on with the obvious differences of race drivers and numbers between the cars. The only other difference I could find between them is the wing mirrors with the No. 39 being black, No. 40 Gulf blue and No. 41 Gulf orange which are repeated correctly on the two Slot.it cars produced so far.⇒⇒

Taking a closer look at the two Slot.it cars in my hands and again they are identical with every louver, naca duct, warning arrows, driver's names/nationality, Le Mans race designation on the cockpit roof, etc. all beautifully executed and perfectly legible if you have the eyes for it! Quite topical at the moment, or certainly recently as the fallout continues as to who will replace Jeremy Clarkson, is the fact that the cars have "Top Gear Magazine" sponsorship on the body just behind the door openings and very well executed that is as well! In fact I would go as far to say that this is probably one of the harder bodies to replicate due to all the swoops and curves of the gorgeous body and when viewed directly from above or from a high angle at approx. 45° from side on you can really see the pinched "waistline" of the car and the intricate lower panels/sill area between the wheels. Probably not something you can really appreciate from the pictures so if you have one of these yourself then have a good look and if you don't already have one then I would certainly recommend that you do get one to appreciate all the work and detail that Slot.it have put into the McLaren F1 GTR, it's really quite exquisite and very accurately produced.



As I have mentioned already, the body detailing of this moulding is really very good which extends further to a red towing eye at the front, accurately modelled headlight "bumps" (when will Slot.it fit lights as standard argghhh) mirror finish wing mirrors, detail silver clips on the engine cover and I particularly like the cut out around the lower part of the windscreen and a windscreen wiper that looks the correct size and dimensions to keep Ray's vision clear. At the rear the bumpers curve in and under with

superbly sharp white sponsor logos following the contours with further detailing of the rear of the car with brake lights and exhausts all beautifully reproduced down to a silver air jack connection point, fantastic! I have really looked hard around this car and can find nothing to fault in its execution apart from one slight difference between this and the sister #41 car, the "Ueno Clinic" top of the windscreen sponsorship strip is much larger on the newer car than the older one. Problem? Not really for me but it would have been nice for this to have been the same perhaps?

Now with nine cars in the current line-up which one should you invest in? I am fortunate to have all of them in my collection so far as I have a very keen eye for the real thing but my funds can only extend to the model variety! Well, the white "z" car is fine to do the livery you really want which I have not got round to trying yet and maybe never will? Anybody want to suggest which car I should have a stab at and where I can get the appropriate decals from? Best to make it easy to spray paint as I am not too good at that! If someone comes up with a suggestion then maybe I will have a go for a future article to let you know how easy it is? The red/white EMI "e" and the yellow corn sponsored "g" along with the plain orange "a" don't really stand out for me but it is a McLaren GTR so what's not to like really? The featured "h" and sister "d" cars in Gulf colours are fab, the "c" all black Loctite car is a real classic but I think if you only bought one then it would have to be either the "b" or "f" liveried factory BMW McLaren F1 GTR cars from the same race in 1997 as it happens. The superb shape of the car coupled with the iconic factory BMW





livery really is the winner in my eyes. If you fancy one, several or all of them in your collection then you might have a problem as the Slot.it website shows all of the variants are sold out so a bit of searching will be required I would suggest around the web or contacting your favoured slot retailers to see if they have any left?

Moving to the inside of the car and a very obvious difference to nearly every other car in the world is the central driving position of the pilot. In this case a certain Mr. Ray Bellm is looking very calm and comfortable in there with a steady grip on the wheel and a fabulous replica of his helmet perched on his head. This intricate detailing extends to the Gulf blue overalls, Gulf orange gloves and superb detailing of the race harness and overall sponsorship logos. The same can be said for the earlier No. 41 car. The rest of the interior is just black except for a simple dash readout visible behind the steering wheel, a red fire extinguisher in the left foot well and

what looks like a silver gear selector and rodding on the right hand side of Ray's seat. Any other detailing is left black apart from the Gulf orange duct on top of the cockpit roof that extends down through the back of the cockpit if you shine your torch in to see!

Other things, well unlike last month's review car this one is in the new Slot.it packaging as well as coming with the obligatory Allen key. However when I look back at the other cars you get spare tyres in some, nothing in others and for the sister SICA10d car you really are spoiled. By that I mean you get a complete spare chassis (no idea why but it was there in my model) as well as spare tyres for the rear rims and complete detailed hubs and tyres for the front. These are push on and not the Allen key secured variety. The reason for the front tyres comes from a piece of paper inside that mentions a possible quality issue with the front wheels not being round enough and causing some vibration in running. If so then you have the spares to replace them. No mention why you get a complete chassis so maybe the vibration is very bad! It made me think of an F1 race at Nürburgring in 2005 when Kimi Räikkönen, who was leading the race, had flat spotted his front right hand tyre which caused such a bad





vibration over several laps that his suspension collapsed at the start of the last lap! Check out YouTube if you want to view that one as well?

All of the Slot.it GTR McLarens are of the long tail variety so I thought it would be interesting to give you a comparison to an original F1 GTR. Sadly Slot.it do not do the original cars (yet – is Maurizio reading this?) so I got hold of a Ninco one for a little comparison. In this case it is the N50153 red/white Art Sport sponsored No. 30 as raced at Le Mans in 1995 - Ninco model circa release date 1997, so only something like 17 years between the two models! Does it show? Errr yep! However, this is not a back to back test as the Ninco F1 GTR with its NC1 motor is never going to keep up! Mind you,

I used to race this car a long time ago and at the time it had an excellent chassis especially if you dropped in an NC2 motor which even won several races in my hands to boot! Hopefully from the picture of the two cars together you will get some idea of the difference between the original car and the long tail version that was introduced in real time in 1997. Interestingly, to me anyway, the wheel centres are within a couple of millimetres, the basic body width and height is identical but the body sculpting and long tail are very distinctive. Hopefully you will get some idea of this from the accompanying pictures.

The important stats for this car, as stated on Slot.it's website are: standard offset 1mm anglewinder flat-6 20.5 rpm motor (with the option for in-line, sidewinder and in-line boxer configs), length 149mm, height 30mm, wheel centres 83mm, width 63mm, weight 81 grams, 11/28 pinion/gear ratio, 17.3x8 front and 17.3x8 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. Look closely and you will see the recessed/cut out area around the guide, as





mentioned in earlier articles, for improved guide/car performance which you should be able to see in the associated picture that the older cars do not have. Another detail that might influence your choice of car, if you are looking to purchase one, is that the a,b,c,d,e and z variants are in-line and the f,g and h model variants are anglewinder motor configs.

My conclusions for this particular car? Well, when you add together all the little details and the big picture this really is a very well executed model of the real thing in my eyes at a price point that does not make them water! Everything looks pretty much spot on for accuracy and all I would really like to see now would be the No. 40 car (maybe even a little burnt?) and the original car recreated by Slot.it and I would be a happy little chappy! Will Slot.it do more in this McLaren F1 GTR series? Probably as there are still quite a few liveries to go! But I would prefer the original 1995 to be created and I suspect I would not be alone in that thought? Anyone at Slot.it reading?

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. ■



Here is the latest news from Fly. To celebrate this seasons Masters F1 Series, the UK importer Gaugemaster have, in conjunction with FlySlot, put together a two car set of a JPS Lotus and a Saudia Williams. Both cars have been seen racing in the series in recent years. Although F1 cars from the late '60s to the mid '80s are eligible to take part, the great leveller is the 10,000 RPM limit to their DFV engines. With so many great F1 cars from this period coming out this year from the likes of Fly and others, maybe it is time that clubs looked at possibly having their own mini Masters series with a control motor fitted? Anyway back to the set, what we have is a pair of cars in a special Brands Hatch printed sleeve that will only be available in the UK, and at a very special price of just £59.95. At that price for two highly detailed F1 cars I can't imagine them hanging around for very long, so you need to act quickly if you want to add these cars to



your collection. The reference number is FSPackF1.

On the subject of Historic F1's and again a car eligible for the Masters F1 Series as the picture proves, is the launch of the much anticipated Martini Brabham BT44. The model in question, FS062101, is the 1975 German Grand Prix winning car driven by Argentine Carlos Reutemann. We did have prior knowledge that this was based on much of the March 761, but we were not expecting it to be the very same chassis and running gear. This





however is not a problem as the March is reported to be one of the best classic F1's out there to drive in anger on most track surfaces. Fly is reporting very brisk sales of this model internationally. They will therefore be bringing forward the release of the Martini sister car, number 8 driven by Reutemann's team mate Brazilian Carlos Pace as raced at the 1975 Brazilian GP. Expect to see the second model around the time you read this. This will have the reference FS062102. By the way, the grid girl by Sideways, does not come with the car but Terry could not resist putting this little cameo together. Expect different liveries of this car that raced in F1 for three seasons in the mid '70s not only by the factory but for many private teams also.

Finally we have news that Fly will be producing very limited runs to order of some of their classic tooling. Basically they will announce

what they propose to release, their distributors will put in their advance orders and that will be the total number produced, ever! This will make the models pretty exclusive and Fly hopes to bring back some of the collectors lost over the years. They will be marketed under Fly's high end "Slotwings" brand but carry no increase in price over the normal releases. The initial batch, due during the second quarter, does have some interesting models, for example, versions of the Porsche 934/5, 917K and the March 761. You may have to get in touch quickly with your favourite supplier.

Thanks, as ever, to Terry Smith from Gaugemaster for his help in compiling this column. ■



Not much news from the Racer Stable this month, other than reports of very high demand from the UK importers for the latest Porsche 935's just released. So if you have managed to get your hands on one or both of these, you may be one of the lucky few.

The UK importers have admitted that they got it totally wrong when it came to their pre orders of the New Sideways Porsches, and that demand outstripped supply very quickly!

The Jagermeister 935/77 reference RCSW32 and the Vaillant 935 K2 RCSW33. "We sold out of the initial batches of both references very quickly" reported Gaugemaster's

Terry Smith, "however when I tried to re-order with Sideways I was told on both occasions that they had themselves completely sold out!"

The K2 was different version of the 935 built by the respected German Porsche tuning and race prep company Kremer, and Sideways have faithfully replicated the different body style of the prototype. The Vaillant livery looks quite sexy on the model and although not as well known livery as the orange car it has proved equally popular. The model as always features Slot.it running gear throughout.

We should have some news next month regarding new tooling planned for later this year and some new models to come, so watch this space. ■





Comunicazione



By Nic Ayre

This month, I can tell you we have a new release from NSR! Yes you read that right, Gaugemaster the UK importer will shortly take delivery of NSR's first totally new car for over a year and a half, the BMW Z4.



Supplied initially in the NSR fashion of a plain Test Car, the first release will be in silver metallic finish and as is typical with London buses, no sooner than I had received this news from Terry, the various internet news and the NSR website reveal that it will be closely followed by a plain red version and a plain blue version.

Liveried versions of course will follow, but I

think the news of any new NSR tooling will be welcome to the racers up and down the country regardless of its colour.



The Z4's come with the King 21 Evo 3 Anglewinder set up, with drop arm and adjustable front suspension height. ➡➡





Latest news on the Corvette C7R Stingray is that work is pressing on, but that is still some way off before it makes production.

Being slightly over shadowed by the BMW release, there will also be a red C6R Corvette from the FIA GT1 race at Zolder 2011 as driven to 5th overall by Hezemans / Catsburg.

This model should arrive with the first of the BMWs.

The retail prices for these and all other NSR references have come down for 2015 which is good news for customers, so the retail prices are, NSR1191AW – Corvette C6R - Zolder 2011, £71.00 and NSR1193AW – BMW Z4 - Test Car Silver, £64.00.

That's all for this month, keep those throttles pressed hard. ■





I don't know about you but this year is absolutely flying with summer just around the corner. As I write this Chairman's chat there are only a few weeks left before this year's annual UK Slot Car Festival (now in its 5th year) at the British Heritage Motor Centre museum at Gaydon on the 16th and 17th May. All being well you will have received this month's Club Journal prior to the event.

UK Slot Car Festival 2015

The UK Slot Car Festival is one of my favourite events of the year. Not just because it brings together the whole UK slot car fraternity under one roof with the usual Swapmeet, clubs, dealers and manufactures but being based in the museum it allows me to indulge in my other passion old cars. A two day event gives plenty of time to have a look around.

As in previous years this year there will be a strong NSCC presence in the heart of the event. We will once again be running the NSCC Live stage right in the centre of the show giving you the opportunity to hear interviews with major manufactures and also of course giving you the opportunity to ask them questions.

Something different this year on the Sunday will be the opportunity to see a demonstration of 3D printing on the NSCC Live stage.

The NSCC Live stage programme will be:

SATURDAY

12.00 Scalextric

13.00 Slot.it

14.00 Gaugemaster Controls

15.00 Scalextric

SUNDAY

12.00 Scalextric

13.00 Slot.it

14.00 3D PRINT

15.00 Scalextric

We will also be running two special track competitions at this year's festival. The first will be a time trial with a Limited Edition VW Beetle as the prize and a second competition with a very exclusive Limited Edition (one only at the show) McLaren as the other prize.



As in previous years we are looking for Club members who are willing to help out and support the Club during the event, if only for a couple of hours on one of the two days. Members who do help out at the event will be given the opportunity to obtain a very special Limited Edition E-Type Jaguar. The Jaguars will be special UK Slot Car Festival and NSCC cars with a limited production run of only 60 in total.

So if you are able to help out at the Festival please get in touch with a member of the Committee and come along and see us on the day.

The Club will also be selling surplus Club cars to current members at the festival and there are special deals on Club membership for anybody that you know who may want to join so do come and visit your Club stand at the event.



NSCC Forum

The new NSCC Forum is now up and running. Many of you have registered and are now using it so if you are still wondering what it is all about please read the following information.

How to register for the new NSCC Member's Forum

The forum will be accessible from the website, www.NSCC.co.uk, or directly by typing <http://www.nsccl.co.uk/forum/> into the address bar of your browser.

Click on the register button and you will be asked to accept the terms and conditions and select a username, a password and enter your email address. Your application will then be held for approval, we will check the email address against the membership list and your supplied details, assuming it matches then we will approve the application, following which you will receive a confirmation email. You are then ready to go.

If the email you entered doesn't match the membership list then we will contact you for

clarification, this will have the added benefit of checking the details on the membership list and updating your contact details accordingly.

There may be some teething problems, so please be patient with us over the first few days, if you don't receive the confirmation email within a couple of days please email Martin Johnson on communications@nsccl.co.uk with the username you selected.

Visit to Classic Team Lotus

Finally this month there are still a few places left on the Club visit to Classic Team Lotus towards the end of this year on the 21st October at a cost of £35 per person, so if you are interested in going please contact the Club Secretary Vince Albani. The opportunity to sit in Jim Clarke's Lotus 72 or Lotus 49 is simply too good to miss so don't miss out on what is a rare chance to visit.

That's all for now. Hopefully we will get chance to meet up at Gaydon so do come over to the Club stand and NSCC Live stage. It will be a great weekend. ■

Slot Car Festival 2015

By Julie Scale

Next week the 16th and 17th May, we see the 5th Annual UK Slot Car Festival 2015, A full weekend showcasing the world of Slot , being hosted once again within the wonderful British Heritage Motor Centre Museum, Gaydon Warwickshire.

The success of previous years, has attracted the support of all the major manufactures , our Headline Sponsor is Scalextric, and we are thrilled that they are bringing the iconic Sky F1 track, which incorporates Martin Brundles, favourite corners from all this years F1 tracks, it's a great chance for Scalextric and F1 alike to see the now famous circuit, and get a chance to put in a time joining the ranks of the like of Anthony Davidson, Martin Brundle, Damon Hill, Johnny Herbert ,David Croft (Sky commentator), Rachel Brookes (Sky Sports F1), Tanja Bauer (Sky Sports F1) and Natalie Pinkham (Sky Sports F1).

There will be stands from Carrera, SCX, Slot.it, NSR, Pink Kar, Le Mans Miniatures, the list goes on and new for 2015 we have a fantastic Slot Auction from Astons Auction House with viewing all weekend and the auction being held on the Sunday, so you can bid in person or leave your bids with them via the website in advance (Auctioneers,www.astonsauctioneers.co.uk).

Also new this year we have a fascinating incite in to how new technology can affect the hobby, with a display from a 3D Printer, who will also give a live presentation on the NSCC live stage Sunday afternoon.

so what is NSCC Live? It's your Club in the flesh and this year NSCC Live is going to be bigger and

better situated right in the centre of the Show, your Club is hosting interviews and presentations giving you the members and the general public a chance to meet the manufactures/importers and hear their plans for the future, with the chance to ask questions and put your own ideas forward. Make a note of the times now and take the opportunity to take a seat for 15 minutes or so thorough out the day. Make sure you introduce yourself and take the opportunity to spend some time with your fellow Club members and your Committee.

NSCC Live Stage

SATURDAY

12.00 Scalextric

13.00 Slot.it

14.00 Gaugemaster Controls

15.00 Scalextric

SUNDAY

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13.00 Slot.it

14.00 3D PRINT

15.00 Scalextric

We have various clubs bringing tracks, and races being run with some very unique prizes, two of which are being run by the NSCC on behalf of the organisers in the NSCC room. There are also some fantastic displays from individual enthusiasts including Minic, HO, Hand Built Conversions, Chase Cars, Drag racing, Oval Banger Racing and outside (hopefully in the sun shine) the Fantastic Spring Classic car show. So See you there, and remember you can pre order your tickets via the website and so gain entry quicker and easier or if you wish you can still pay on the day at the door, tickets can be purchased for one day or both days. (www.ukslotcarfestival.co.uk). ■



WOLVERHAMPTON “MRE” PRE-63 LE MANS CLASSIC 2015

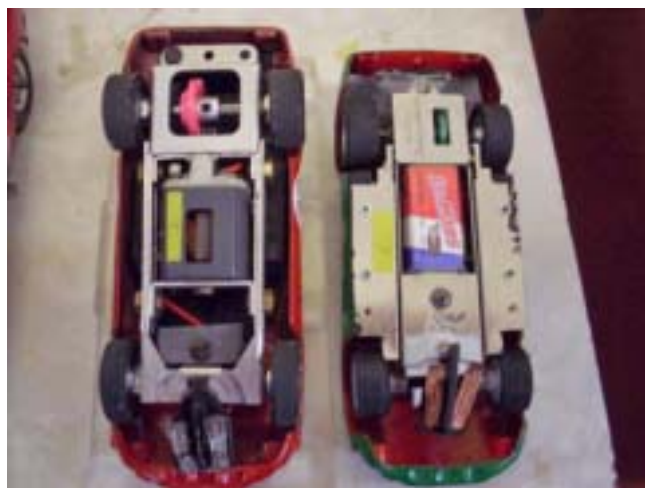
By Graham Pritchard

The 2015 running of this annual event featured a few rule changes in order to make the cars easier to build and to also allow more of the readily available car body shells that are made by Ninco etc. to be used instead of having to resort to acquiring and then ensuring that your completed cars were still within the “to 1/32 scale exactly” format that has been required in the past.

So, what this meant in real terms was that the “slightly too wide” production bodies were now instantly usable and together with the wider tyres that were now allowed also then there was no need to start cutting down tyres in order to meet the regulations or frantic searching of the internet etc. in order to discover what the exact wheelbase and track should be.

Overall then these changes appear to have been welcomed by some but also apparently frowned upon by others it would seem. I personally liked them, but then that’s just me. Yes, the cars may seem to be “going too fast” to some people and if you are really trying to do things to scale then the ride height is also too low but at the end of the day if everybody adheres to the same rules then you either choose to race

or not, and that is exactly what happened today from what we can gather. But having said that take a look at one of my two cars for the day next to Ross Troman’s version of it. Mine is the green one that I got as you see it here (note as a bodyshell only) from a swapmeet somewhere and is attached to a Penelope Pitlane “In Line Competition” chassis via Balsa wood mounting blocks whereas Ross’s car is actually a genuine 1960’s (and it’s actually older than me if I’m being honest!) Revell Ferrari and it was running the original metal chassis and grey “large can” motor, so the ride height was substantially higher than the rest, which is how it should be if you take things 100% precisely so nice one Ross for using something so original today!



Anyway, whatever the quirks of the rules happen to be, at the end of the day the aim is still the same to race some great looking cars in a friendly atmosphere amongst friends and this is the 11th year that Gary Cannell of MRE has sponsored this event now and I actually wish that I had done more of them to be honest as they are very good.

Right, before the racing got under way there





was the concours event and the cars that won the “I’d most like to take them home” in my book were the two Aston Martin DB2 models of South Manchester racers Tim Renshaw and Eric Igo, take a look at these then fantastic or what! However, Gary and the rest of the judges decided slightly differently to me and so Paul Cash came out on top in the end from Eric and Phil Insull.

So, with the concours out of the way and with a slightly lower attendance level than has



been seen in the past present, then the racing began with 32 heats of racing as a couple of drivers had “volunteered” to “double up” and race two cars so that the balance between “overall number of competitors v ease of running the step up finals” was maintained. The overall results of the heats were as follows:

Driver	Laps	Total Time
Richard Wz	83.99	730.000
Paul Smith	83.49	730.000
Ray Smith	83.40	730.000
Adrian Long	83.29	730.000
Lee James	82.80	730.000
James Noke	81.80	724.000
James Noke	80.14	730.000
Phil Insull	79.73	722.000
Paul Cash	78.95	730.000
Edwin Grier	78.24	730.000
Jan Fitts	77.37	730.000
Mark Wilson	75.95	730.000
Paul Cash	75.13	730.000
Johny Ada	75.12	730.000
Johny Ada	74.58	730.000
Bruce Ford	73.58	732.000
Jeff Norton	71.84	732.000
Chris Adams	71.74	730.000

Next came the ladder finals and the first one was the “small class” and Bearwood racer James Noake came home to win quite comfortably in the end with his Brian King resin bodied Austin Healey mated with a Penelope Pitlane chassis and very grippy Slot.It P6 tyres. James actually works for McDonalds and we often wonder if he uses something from there on his motor and tyres as he can make a car perform like nobody else can at times.

Driver	Laps	Total Time
Mike Dyer	68.63	763.000
Mike Dyer	67.58	754.000
Graham Pri	65.45	752.000
Garry Carr	64.35	763.000
Jonathan N	61.60	756.000
Alex Jones	60.57	765.000
Ross Monkan	60.29	774.000
Malcolm Sc	59.20	763.000
Mike Newton	55.50	765.000
Tim Renshaw	55.14	765.000
Eric Igo	52.19	763.000
Jeff Norton	49.22	774.000
Ross Trower	48.33	765.000
Flori Jones	48.24	765.000

TOP 3 SMALL CLASS

1. James Noake.
2. Jeff Norton.
3. Chris Adams.

⇒



Then came the larger class, and after several step up finals which featured a nice variety of models including many “off the shelf” production car bodies by Ninco especially, the final top three placings were:



on me that both of today’s winners used to race together in our club’s good old days in the late 1990s and having said that I continually wonder why some of their skill hasn’t managed to rub off onto me by now then!



TOP 3 LARGE CLASS

1. Richard Welch.
2. Dick Smith.
3. Mick Langridge.

And by the way, as I was taking the photos of Gary presenting the trophies it suddenly dawned



Anyway, at the end of the day the Wolverhampton Club have again managed to pull off a very enjoyable race meeting combined with an early finish which is basically all you could ever ask for from a slot car race meeting and therefore we can only thank Phil, Malcolm and everyone else concerned today for their hard work in making this event happen, oh and Gary as well for sponsoring the event once again!

The next “Wolves Open Meeting” on the calendar is the annual “Pre 1976 Saloon Cars” meeting that will be run on Sunday 11th October 2015 and having done several of these now I can highly recommend them. If you want to know more then you’ll find full entry details on Slotforum under the events section and maybe I’ll see you there? ■



100 YEAR BITS & PIECES YEAR

By Graham Pritchard

If you want to learn how to panic then click on the 2015 UK Slotforum home page where there is a count down (but without Rachael Riley!) timer telling you how long you've got to get all of your stuff ready to take there as we are having a club table to sell off a few bits and pieces etc., so if you're passing by and see us there then please say "hello"! (and for those of you who have never been before it is most certainly well worth going).



As well as a superb car museum there is also the added attraction of so much Scalextric that you'd never be able to buy it all even if you had



won the lottery! (well that's what it feels like and where would you put it all if you did, I should be so lucky, we can't all be like Pete Waterman who has one of the biggest model railway layouts in the world so I gather in a specially built building).



The Festival is one massive coming together of everyone and everything to do with slot cars, manufacturers, distributors, retailers, enthusiasts, clubs, cottage industries and many more no doubt too.

Take a look at some of the pictures I took of last year's event to help set the scene and remind you all of what was there last year. ➡➡



This year's event promises even more, like that amazing F1 track that was featured on SKY TV recently for a start, so if you can make it then I suggest you do, you won't be disappointed at all. Now, where did I put that box of cars for Gaydon?



"rescue" several of our club's members when they've come to me with motors that are either smoking and/or running very slowly, but luckily for them after a good clean there was actually nothing wrong with them apart from being "over oiled" basically.



Were you to have a motor in pieces in front of you then on the metal bit that the motor brushes touch (the commutator) there are actually three slits between the metal contacts hence the name 3-pole motor in the old days and these slits actually insulate one segment



Don't Over Oil Your Motors!

Easy to say I know, and even easier to do unfortunately! In the last few months I've had to



from another, but if you over oil the motor then this oil softens the motor brushes a bit and over time this tiny gap gets filled up with conductive “oily carbon” and other stuff and starts to effectively short out the motor as the gap is no longer empty.



So, if you too are faced with this problem then all you need to do is to remove the little brushes by unhooking the tiny retaining springs and then open up the motor if it's a Johnson or SCX motor and take the big plastic bit off (where the brushes were) and then you'll see the commutator. What you need to do then is to get a very fine pin and very carefully scrape the pin along the gap between the copper segments of the commutator several times. Then, if you get some lighter fluid on a cloth or a bit of kitchen roll and swivel the commutator in the afore mentioned cloth/ kitchen roll then it will clean off any oily residue etc. (the copper plates should be quite shiny rather than black and oily basically). You can also use VERY fine glass-paper to do this as well if you want to.



Once it is clean and the gaps between the plates are clear then reassemble the motor and it's time to try it out. Now, you may not know this but you can actually fire up a motor without the brushes in, How? Easy, just get two wires that are connected to a power pack and feed one into each motor brush housing until they just touch the commutator and if all is as it should be then the motor will spin at more or less normal speed dependent upon how good a contact your two bits of wire are making. Note this is only a quick test but saves time if you have put it all back together and it doesn't work first time, but don't go too mad when doing it you don't want to get the wires tangled up in the motor! Once you are happy then simply put the proper brushes back into their housings (with the slit in the brush horizontal and facing outwards) and replace the retaining springs and then very sparingly apply one drop of oil to each of the motor bearings and away you go.

We've also had this problem with a couple of Ninco NC-5 type motors but with these it is a little bit harder to take the motors apart but it can be done with care there are usually four very tiny retaining indents on the body of the motor which when very carefully prised open should reveal everything, but I've never been that brave and so instead I resort to spraying inside the motor with electrical switch cleaner in order to hopefully dissolve the oil off the required areas.

A further note here, you are not supposed to power up the motor whilst the fluid is still inside it, but everybody does I'm sure but if you do be VERY careful as you will get little spurts of



flame shooting out of the motor as the spray is VERY flammable and does ignite very easily, trust me I had that happen on the bedroom floor and it is a bit scary when it happens but luckily for me the carpet was brown and so the “now browner bit” actually blends in quite nicely with the rest just don’t tell the wife!

NSCC “Social Nights?”

Several years ago now it was long time friend of mine and former NSCC Chairman Andy Carmichael (I think) that suggested that it would be a good idea if there were “regional” type meetings of the NSCC where members could just go along and chat etc. (rather than race) so a bit like a swapmeet then, but without the expense of having to buy cars!

I thought this was a very good idea and accordingly offered the services of our club room, but it never caught on to be honest, but with the passage of time and the end of our racing season rapidly approaching then I thought I’d offer the chance again to anyone reading this (those in some of the real car clubs will know what I mean whereby members meet in a pub once or twice a month and chat about anything and everything to do with their hobby etc.).

For us, June, July and August is our summer season and more than ever I am getting moaned at (but in a nice way!) that the racing is starting to get in the way of the social side of our club and so the summer season brings the perfect solution to this problem as those who want to can simply just chat, drink tea and eat biscuits

all night if they want to, so if anyone else would like to come along as well then please feel free to do so, we meet on a Thursday night from 7.00pm onwards at Hadley Stadium, Wilson Road, Smethwick / Bearwood, West Midlands B66 4NL. It would be nice to meet some of the local members in a relaxed atmosphere and if you can’t resist bringing any cars to try out on our tracks then we won’t hold it against you at all but that’s entirely up to you, and not compulsory.

Poundworld Storage Boxes



Whilst looking to tidy up my “Scalextric room” a bit I remembered that “Poundworld” (make sure you get the right one as they all sound the same!) used to do some three drawer storage boxes so after a short trip up the road to the Merry Hill Shopping Centre I tracked them down and proceeded to buy twelve units for £1 each.





Each drawer is just over 30mm deep and 105mm wide by 140mm long and perfect for storing many things to do with slot cars like motors, wheels, tyres, Revell and Humbrol metal tins of paint, a variety of resin slot car bodies etc., etc. although I must point out that the somewhat taller Revell Acrylic square tubs of paint are unfortunately too tall to fit in the drawers.



They come as three drawer units but as they are modular then you can take them apart and make them as tall or as short as you need to and at 33p per drawer represent excellent value all round I reckon. All I need to do now then is put the stuff away and then I'll hopefully be able to spend more time building cars than wondering exactly where all the parts are which is what normally happens!

George Turner News

With Gaydon rapidly approaching as I am writing this, due to the copy date being the

earliest possible one in April (i.e. the last Friday of the month) then I was very amused when I downloaded my emails to see that Jeremy (the Editor) had not yet received his Journal when many, if not all of the rest of us had! Never mind, also in that batch of emails was one from George, and he had this to say:

Hi Graham,

I'm really getting focused for Gaydon now so I have some new stuff coming out soon.

The Bizzarini is finished and in the mould as is my modified Ninco Porker 356 (and doing all of those rivets was not much fun I can tell you!).

The Chaparral 2D Sebring car is also nearly finished, even though I said it wouldn't be done for a while yet, I lied you see!

I am currently getting stuck into finishing the Allard, and so hopefully it will be done and on sale at Gaydon as well.

The McLaren M6A, which nearly everyone seems to be interested in, may also be completed just in time that is if I can get Mr. Mack to make a chassis up for it. It should make a fast little slot car. (And talking of Mr. Mack, he now has his own website up & running to sell his chassis from, and the address is : <http://www.mackslotracing.co.uk>). See you all at Gaydon then.....best regards, George.

Too Much TV Is Bad For You Apparently

They say that "too much TV is bad for you" apparently, well I can certainly vouch for that one as having just seen the opening couple of minutes of the recent "2015 Goodwood Members Meeting" programme that was on the TV a couple of weeks ago and that Peter⇒⇒



Solari wrote about in the April Journal then I just had to dig out my grey Revell Mercedes 220SE saloon and start spraying it red like the classic Mercedes saloon that Jochen Mass was driving in the opening few seconds of the programme.

However, far from wrecking a perfect example, this car was actually in a bit of a state to be honest having used it previously at a couple of the “annual” Wolverhampton Saloon car races in October and it wasn’t exactly standard either, instead I had carved out the middle bit with the motor in and replaced that with a Penelope Pitlane chassis so that it went a lot better than you’d expect!



Right, I’ve just come back in from spraying the Merc and disaster has struck! It looks like the car has got measles! Haven’t had that happen for a long while now which just goes to show you when you “cheat” in order to save time then sometimes that “cheat” backfires, as in this case, yes I washed the car first and gave it a bit of a



rub with some Scotchbrite and very fine glass-paper in order to remove the rally numbers etc. but then I just sprayed the red straight on which obviously didn’t go down well with the finish on the car prior to leaving the Revell factory! Now I wish I’d never started it, but hey, that’s life sometimes.

The reason for the reaction may possibly be that I used some “USA formulation” paint rather than my normal Halfords etc. tins it’s called “Canbrush” and it smells different to the others but I’ve used the yellow and blue of this brand before and it’s never been a problem then so I guess I’ve just been unlucky this time? Never mind, once it’s dry then it’ll just have to have a very thorough sanding and a different brand of red applied just to be on the safe side. Uuumm, just thought what about IPA? It says that the paint is “Petrol Resistant” but the IPA has got to be worth a try I reckon? Well, a couple of hours later and the paint is soft, result!

So having scraped all of the old layers of paint off then it’s on with some different paint





this time and one that is compatible with Acrylic or Cellulose, just in case it's called Hycote, I've done it gloss white first and will then spray the red over that to make it a "better" red something that the trade do I seem to recall from somewhere else and also makes your "top coat paint" go a lot further I find. Aaahh, that's better! Now it's got the top coat Halfords Toyota Red 3E5 as recommended by Steve Ward of Penelope Pitlane for his March F1 cars so how appropriate is that then?



I also did an old Team Slot Beetle that I had lying around with the USA paint and that has come out OK especially on the roof, but the paint smells more like cellulose I think it certainly reminds me of the old days when I used to patch up my "N reg" Mini 1000 and I know that you can still see shades of the original blue on this one but I quite like that to be honest, and as I wanted this one to be more of a custom street rod then maybe this little quirk is exactly what I was looking for? I also have a "green" Airfix Beetle bodyshell that wouldn't strip down properly with the famous IPA and so I just left it like it was, warts and all, or a "rat-rod" in today's terms I think?



By the way, if you saw the TV programme you might recall the little "Patrick Motors" Blue Mini Clubman 1275GT that was featured ?

Well, many years ago now whilst doing a Quantum Kit Car event at the Black Country museum I saw this young kid with a Jensen Interceptor, but not just any old one it was the →→



FF 4-wheel drive one (the double air intakes on the side give it away) and I thought “how the hell can he afford that?”

Well, as the car had a “Patrick Collection” sticker in the back then it turned out he was the assistant curator of the Patrick Motors Group (as in the Scalextric “PMG” Rover) car museum i.e. the “Patrick Collection” and got to take the cars out every now and then to stretch their legs, but it was now just a “private/ by invitation only” museum, so guess who just had to ask, and in the end we had a club outing there and a personal tour of the place too sorry I don’t have any pictures but as you can imagine it was something very special at the time, especially now that the collection has been all but sold off unfortunately.

And Finally

Just when I thought I had finished for this month then Colin Spark of RS Slot Racing sent me some pictures of his real life racing car! (reason being was that I asked him if he would be at the Wolves MRE Classic Le Mans event that is this Sunday coming as I write this and he said that he couldn’t make it as he was racing his real car).

I wonder what engine it’s running then? NC-5 or Boxer 2? (and I bet he’ll finish higher up the grid though than I will) Oh well, back to getting ready for Gaydon now see you next month! ■



I had the pleasure of exhibiting a small Minic Motorways layout at last month's Model Exhibition at the Aston Manor Transport Museum. I built the 4ft x 3ft baseboard the day before from 9mm Plywood and bought a couple of Stanley plastic trestles to rest it on, with wooden struts underneath that interlock with the slots on top of the trestles, to hold the top securely.



As you can see, the layout was rather minimalist to begin with, until towards the end of the exhibition, when it was discovered that a box of Minic Motorways scenic items including a Fire Station and Dunlop Bridge were sat in the Museum Manager's Office awaiting disposal, so a deal was done and for the princely sum of £40 I became their new owner.

The comments received from the show visitors were very encouraging, with several reminiscing over the Minic Motorway sets they



had themselves in the '60s and '70s and some were particularly interested in seeing the Double Decker bus going around the track. Some amusement was also caused by the Coach getting stuck on the incline approaching the hump back bridge, as the Museum had recently organised an outing, during which one of their vintage buses had struggled to get to the top of a hill, resulting in cheers from the passengers when they eventually got there.

Later in the Month, I encountered Minic Motorways again, this time in a small but attractive static display at the Wirral Transport Museum, Birkenhead. The Liverpool area does seem to be a Mecca for historic transport, and Southport, of course, was one of the birthplaces of slot car racing, with the famous Rail Racing Track that was built there in the 1950's. Liverpool itself was the hometown of Frank Hornby of course, inventor of Meccano and Hornby trains. Despite studying Law, he never practiced it, although I'm sure it assisted him in some of the Patent battles he had, and he did become a Member of Parliament for a while. I still find it strange though to find "Hornby" imprinted on the base of slot cars instead of the "Scalextric" brand itself, which would surely be more appropriate? Indeed, Hornby's marketing strategy of late is raising a few eyebrows in the modelling press, it appears our Journal is not the only magazine to lose Hornby advertising, as Steve Flint, Editor of Railway Modeller, has also reported on a reduction in traditional magazine advertising by Hornby, and a cessation of the supply of free products for reviews, while Hornby concentrate on multiplying their routes to Market, and risking alienation of model shops by selling directly online and enhancing their website. If this gives us a wider choice of how we obtain our Scalextric cars then it may be a good thing. The most successful companies



encompass change and learn to adapt to meet their changing markets, so hopefully opening up new trading methods will enable Hornby to remain with us for a long time to come.

Minic Motorways eBay Top Ten

1. Motorail Set RM.C £460.00 (281626453789). Also re-listed and another, or perhaps the same one, sold for £380.00 (281657020296).
2. 3m x 1.5m Road and Rail layout with 2 vehicles and 2 trains £255.00 (201293082708).
3. Road Railer Truck and Trailer £Undisclosed below £250.00 (151640899096).
4. French Blue Mercedes 220S Saloon £145.00 (221672641459).
5. Three Road Railer Trailers, Bogie and some track £137.67 (231461879925).
6. Road Railer Truck, Trailer and Bogie £125.00 (271833710945).
7. Loft Find Track including Roundabout, Steam Lorry, Shell Tanker, Container Lorry and Black Jaguar Police Car £104.66 (371280621030).
8. Road Railer Truck only £104.00 (161580622426).
9. Collection including Track, Car Ferry, Motorail Ramp, 6 Sports Cars and Container Lorry £103.00 (161638791749).
10. Motorway Patrol Police Station with Coach, 5 Cars plus Spares £102.10 (331506120876).



Looks like the Road Railer trucks and trailers are the ones to have then, while it is surprising none of the Car Transporters made this Top Ten, as they always seem highly priced on eBay. One Transporter did nearly make it, at £93.25 (191512484451). It also looks as though the buyers of items 9 and 10 got particularly good deals, especially as a Car Ferry sold by itself for £74.95 (161603879218).

I hope the Loft Find Steam Lorry works better than mine, which despite being bought as a “Mint” item in a box with unused sachet of smoke oil on eBay a couple of years ago, was dead as a Dodo when I actually got around to testing it last month, and the smoke generator was not even connected when I took it apart! Together with the white Mercedes Coupe, whose gears seem to have gone out of alignment, and the Coach which is down on power, it looks like I have some fettling to do. As if that wasn’t enough, there’s also an exquisite little Ferrari P4 to fix, that I picked up on eBay for £7.99 (221729829465).



Monthly eBay Watch Top Ten

1. Scalextric 124 Ferrari F1 £1,750.00 (271814355745).
2. Scalextric 124 Set with E-Type Jag and Alfa Romeo Offer below £1,550 (251895734314).
3. Aurora HO 75 Car Collection Offer below £1,337.07 (111632321902).
4. Marklin Vintage Red & White Cars Offer below £1,337.07 (181702486485).
5. Scalextric 12ft x 7ft Four Lane Digital Layout with 6 Cars Offer below £1,100.00 (151628053645).
6. Scalextric 1960’s James Bond Set £900.00 (221728897650).

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7. Scalextric Tinplate Austin Healey £888.88 (371286682112).
8. Aurora "O Gauge" '32 Deuce Hotrod £768.82 (301587947294).
9. Tyco HO Richard Petty Superbird & Truck £685.25 (351360135148).
10. Exin X-Ray style transparent Seat 600 (1 of 55) £670.00 (121581238777).

Good to see half of this month's Top Ten occupied by Scalextric items this month, while that stalwart performer, the 1960's James Bond Set appears regularly. Surprising then, that there seems little interest for a similar era unbuilt James Bond Aston Martin kit manufactured by Strombecker. The X-Ray style transparent car collectors must have missed it? Quite a nice item, that is still available for £149.95 Buy it Now (391016029454).

Scalextric Prototypes on eBay

You can't blame Hornby for having a clearout at Margate prior to their move to Sandwich, and they have been selling various items on eBay for several months now. A new development, as reported last month, is the sale of their grey prototype Scalextric cars, in aid of the Toy Trust Charity:

1. Jaguar XK GT3 £541.00 (201320215374).
2. Aston Martin DB5 £535.00 (181700906771).
3. Ford Escort Mk2 £495.00 (171737903227).
4. VW Panel Van £460.00 (181704905455).
5. Range Rover £435.00 (181700919269).
6. Mercedes 300 SLR £410.00 (181700917016).
7. Chapparal 2F £350.61 (171739285885).
8. Williams F1 £312.00 (181704908255).
9. Micro Scalextric Ford Focus £50.00 (181703898078).

Looks like the Micro prototype went for a Micro price. Only enough prototypes have been sold for a Top Nine so far, but three more auctions are still running at time of writing for:

1. Bentley Continental £450.11 so far after 11 bids (201330477304).
2. Chevrolet NASCAR £410.00 so far after 20 bids (181716794467).
3. Lamborghini Aventador £330.79 so far after 10 bids (171754262323).

My calculator makes that almost £5,000 raised for charity by the sale of these prototypes so far.

BTCC

Graham Pritchard has alerted me to the full size 1995 British Touring Car Championship winning John Cleland BTCC Vauxhall Cavalier, currently advertised for sale on eBay at £150,000 (291425963192). A bit rich for me Graham, so I'll have to make do with the 1/32 Scalextric Vectras for now.



Graham's car looks pretty smart. We have a class for racing the Scalextric BTCC cars at Bearwood Scalextric Club and I have a few of my own, but not that one. It's the only class where we are allowed to leave the original brown magnets in the cars. I thought I'd even the odds up for Emma prior to one such race meeting, and I had an Ayrton Senna Vectra I'd bought on eBay that had had its original brown magnet replaced by the previous owner with a modern silver magnet that worked a lot better. I painted the magnet with brown Humbrol paint the night before, then gave the car to Emma to race without telling her. This devious plan worked well and Emma was thrashing her male competitors, until Will-I-Am-Observant examined her car and scraped the paint off to reveal the new magnet underneath. Another devious plan was when I swapped over the lanes of the cars belonging to Graham and "Illegal Car" James just before the start of one race without them noticing. I felt a bit guilty afterwards though, as James's car got launched

accidentally by Graham at full speed onto the floor at the end of the starting straight as a result!

The same seller as John Cleland's car also has a couple of Le Mans cars for sale, a Saleen GT1 at £425,000 (291421004828) and a Lola LMP2 at £250,000 (291421006833). He also has a Honda LMP2 car for £225,000 (291421005765) and a Chevron B1 from 1965 that looks like a Caterham, but a bit more streamlined, for £189,000 (291423783242). It reminds me slightly of my colleague's Robin Hood car.



[www. bugattipage.com](http://www.bugattipage.com)

When researching cars for eBay Watch, I found the above website that has loads of information and pictures of Bugatti cars. Worth a look if you're either loaded or want to detail your latest 1/32 Bugatti. Before the internet existed of course, both modellers and model manufacturers had to consult books for such source information. It's interesting to see some of the books being sold by Hornby on eBay as they empty their Margate site.

These have included "The Power and The Glory, A Century of Motor Racing" (1991) by



Ivan Rendall, which accompanied the BBC series and ties in nicely with the Scalextric Power and Glory range of slot cars at the time. Ivan was in fact the Executive Producer of the BBC Series, which as you can see I have on VHS Video.

Hornby's copy of this lavishly illustrated book surprisingly only sold for 99p (171734582931). There are plenty of others available at the same price upwards from other eBay sellers.

A number of the images featured in the book are paintings and posters, which is another area where Hornby have been more successful in their eBay selling recently, by selling pieces of Scalextric artwork. These have included a "possibly one-off" sample of a Canvas Art Print of a 1968 Scalextric Sports Set 31 with printed Jim Clark signature, although it appears to be number 234 Of 500, and also features a ➡➡



modern Scalextric logo. I missed that one back in March, but those that did spot it placed 21 bids until it sold for £46.05 (171717046254).

Silverstone Layout

Finally, Steve Langford spotted an item with interesting provenance this month, a 16ft x 8ft Scalextric version of Silverstone that had apparently previously been used in the Silverstone hospitality suite. Presumably of fairly recent vintage, as it was also offered with 20 boxed Formula One cars including Williams, McLaren Mercedes, Ferrari and Jordan Honda.

Starting at £1,500 and remaining unsold, the layout has been re-listed and is still available at £750 with a Buy it Now price of £1,050 (321733521468). The eBay seller is based near Chipping Norton. Hang on a minute, doesn't a certain ex Top Gear presenter live near Chipping Norton too? No, it couldn't be, could it? Probably not actually, as the seller appears to be the Managing Director of a Marketing Agency, which presumably explains how he ended up with the hospitality layout. With that bombshell though, it's time to end. ■