



No. 404 NOVEMBER 2015

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President The (Soapbox) Promotion Challenge

Recently as you may have recall, in the Journal we asked any members out there if they would like to apply for the position of Promotions Officer, given the current vacancy on the Committee? Today I attended one of our regular Committee meetings with the other Committee members, at which I was advised of the total number of applicants for the post, and do you know how many applied? Yep....none!

Clearly we wondered why is this? Is it because no one felt up to the challenges of the job, perhaps everyone is too busy with their own lives and can't spare the time or maybe it is just general apathy within the membership? Obviously any of these answers is a worry, since the current Committee, including myself may not want to go on for ever and if we were to step down who would fill the positions at election time? Which incidently is next year.

I appreciate the Committee roles take up various amounts of time, some more than others and most of which is unpaid of course, and that "our" time is precious these days. I personally do seem to spend a lot of time dealing with Club matters, not least of course the Journal each month and also attending events on behalf of the Club, etc. etc. But it may come as a surprise to some, I do actually have a life with work commitments and a family to deal with as well, but still, currently at least manage to juggle it all, plates spinning in the air and so on, it just means sometimes I may take a day or two to reply to emails or other such queries on Club matters due to work and family getting in the way of my hobby, and if so my apologies for the delay caller, but my life does not and cannot revolve around the Club or the Club computer I'm afraid.

So please do spare a thought for your Committee member, who all have an interest in the Club and wish to do their best to ensure the Club thrives, and perhaps if you have a bit of spare time offer to help us once in a while, don't assume others will, because it doesn't happen, you have our contact details!

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

With the end of the production year approaching fast, Scalextric's ability to have all of the 2015 catalogue entries available for purchase appears encouraging. Although there have been a few that I've not yet seen, these have mainly been missed due to the timing of my monthly visits to Sandwich. Of those that have not been photographed, I am aware of only a couple that are likely to be close to the deadline and they are reliveries so should be of no great concern.

Set Update

As in previous years, once again I have not seen too many of these as they are seldom available in the Engineering zone. Ironically, I did get to play with a prototype of the Micro Race Karts set, G1120, much earlier in the year but as it was set up in the middle of the Sandwich office, I was unable to take any photos: it having subsequently vanished from sight, I spotted an early production set so was able to grab some images of the Karts. As these are released as Micro, the box is endorsed as 1/64th scale but the drivers are very close to the size of Mr.



Onethirtytwo. With a little splaying of the braids these can quite successfully be run on standard analogue track thereby providing youngsters (anyone that can't remember punk) that elusive link between their first introduction to slot car racing and the real thing, as it were.



The McLaren P1 set, C1342, featuring a pair of these supercars in white and blue has yet to be seen although the first of the new P1 cars has been available for a couple of months. Of⇒



course, although I've provided images of the two cars from the Spectre set, C1336, the availability of this set has to be synchronised to the release of the film: the day after my submitting this article to Jeremy.

One of the two new ARC ONE sets for this year, C1329, featuring a pair of the Start related GT cars and 132cm of track is already available with a RRP of £130. The other set, C1347, with the same track but featuring last year's McLaren Mercedes and Mercedes F1 cars is doubtless delayed, albeit slightly, due to the rendering of the Petronas Mercedes as mentioned last month. The retail price of £150 may seem to be only a very small premium over the GT car version but be aware that the cars are not the highly detailed solo releases of the F1 cars; instead they are decorated examples of the generic single seater to be sold as C3597, as shown at prototype stage in April. Two different nose assemblies will provide styling cues to capture the key elements of the cars: liveries will be close to the "real" versions but with minor deviations to accommodate the different body shapes.

VW

In 2014 Scalextric released the first two models of the VW Polo in SR and HD form: C3633, is a subtle variation on last year's HD version which represented the car as it appeared on the Monte Carlo Rally in 2013. This year it has been reliveried as a rendition of the car of Norwegians Andreas Mikkelsen and Ola Floene that finished third in the 2014 FIA World Rally Championship. Whilst it is not dramatically different from the earlier release, it will make a



nice addition to the garages of any VW fans.



GP Racer

This has to be the spiritual successor to the FE Offenhauser, C79, from the 1960s. Admittedly that one was based on a real car and this is a combination of current F1 styles, but they both fill the same crucial role – what to buy to augment the set received as a Christmas present? Both are both identifiable as proper race cars and are offered at pocket money prices, although this one is probably a lot cheaper in





inflation adjusted values. It should be little gem to drive with many elements carried forward from the Start range but visually closer to the F1 cars seen on TV. The front wing captures the contemporary tiny winglets, the nose is typical of those designed to satisfy crash standards and even the narrow rear wing has been designed to survive the learning curves of beginners. Once skills begin to develop the magnet can be removed allowing the FF motor to provide bullet like acceleration. The decoration is provided by a set of stickers which can either be applied as illustrated or the base white car can be painted to suit one's favourite team. C3597 is available at no more than £25.



aren't even in this year's catalogue. Beyond the three reported this month there are another five to come spread across the brands of Ford, Chevrolet and Dodge: of this month's trio, two are from Chevrolet's range whilst the third is from Ford.



The 1969 Camaro TransAm, C3650, is finished in the characteristic blue of Roger Penske. This model is very similar to the previous Limited Edition release, C2399A, ➡➡



Saloons

The last few months of announcements should please fans of the large, American, tautological, behemoths. All are reliveries of existing tooling; one is a re-tooling of an existing livery and a few



but it now has the latest DPR chassis. The real car is still being raced by Bill Ockerlund: he has quite a collection to choose from on race days as he is credited on www.HistoricTransAm.com as currently owning five of the original race cars: an AMC Javelin, one other Camaro and two Mustangs, one of which has already been released as C2410A.



Although this next car was originally a Trans Am racer, it was exported to New Zealand towards the end of 1970, setting the scene for a few successful seasons of antipodean saloon car racing. Joe Chamberlain ran the car in Trans Am during 1969 and 1970 then contested a few races in New Zealand before returning to the USA, having sold the car. The Camaro was then raced by local driver



Dennis 'Marbles' Marwood for a couple of years before it became the ride of Johnny Riley. This model, C3611, shows the car as it was raced in the Trans Am series prior to being exported. However, another report states that the car was sprayed white, having masked off a few orange stripes, at the end of 1970 and the car continued to compete in Trans Am. This livery has already been modelled bearing race number 76 as C2508. So, not unusual in sporting automotive history, there appears to be two alternative histories for the car. Either way, like the Sunoco Camaro, this also has the latest DPR chassis.



The final American offering, C3651, is a representation of the Ford Mustang as driven by Parnelli Jones. This is one of the Bud Moore built and campaigned Boss 302 Mustangs from





the '69-'71 Trans Am seasons. Reference to the Historic Trans Am web site shows the #15 car to be originally driven by George Follmer but the race number was transferred over the seasons between the two drivers and, indeed, between both fastback and notchback Mustangs. The car as represented by Scalextric is Jones' 1970 championship winning example and, like the Sunoco Camaro, has previously been released, C2436A, although that was prior to the current DPR chassis being adopted.

PCR

Now that the McLaren P1 and its PCR chassis are both available, uniting the two had to be on the list of this month's slot car activities. I'd already built and raced the Bentley Continental using the aftermarket 3D printed chassis designed by Slot.it and available from

Shapeways so converting the P1 was seen as a breeze. The only outlay was the £5 for the PCR chassis as all other parts came "free" from the



Bentley. This is a viable way to employ these upgrade parts, rather than invest in a complete set of running gear for each new car, simply swap the motor pod, wheels and guide from one home to the next. Whereas the Bentley looked spectacular circulating Croydon at speed, although not necessarily as fast as a tuned Slot.it, the McLaren looked less impressive but performed brilliantly. Even on my small test circuit the PCR conversion managed to better the non magnet-assisted lap time by nearly 1.5 seconds and matched the times set by the standard car with magnet fitted. For home use it certainly increased the level of enjoyment as it became possible to drift the car through corners with a far greater level of control rather than simply waiting for the downforce magnet to let go. I will probably rebuild the Bentley with another set of Slot.it parts from the spares box as the fun factor is tremendous and, if everyone else crashes, wouldn't it make a stunning winner!

It should be noted that, for this year, Scalextric are only offering PCR chassis for the two McLaren P1s and for the BMW Z4s, with a few other examples being available from Shapeways: each chassis is designed for a specific application. Next year we should expect further examples from Scalextric and doubtless other designers will make their versions available through Shapeways: most new Scalextric releases are being designed with a low profile interior to facilitate the fitment of upgrade parts.

ARC ONE

It takes a certain attitude to cope with software related challenges. Back in the days of Uncle Sinclair's Zilog processors we all knew we were at the cutting edge of home computing: now, just a few decades later, we take digital data manipulation as part of everyday life. This is probably because it generally continues seamlessly in the background, requiring little intervention. When it does, go find an eight year old! Coincidentally, that's not far off the age group at which the Scalextric APP products are targeted. The recent HUDL2, two stage upgrade from Kit Kat to Lollipop 5.1 caused the ARC APP to crash every time an attempt was

made to add a new driver. Add this unfortunate circumstance to the ability to create a race without any drivers being identified kinda rendered the software UFP. Following the normal expedient of turning-off-and-on-again didn't work, so the next option was to uninstall and reinstall the App. Bingo – all cured. One itsy bitsy problem – the Custom Car listing had (yet again) been lost. Hey ho, it all adds to the excitement associated with emerging technologies. If this section has left you totally bewildered, then continue to enjoy your data gathering in analogue format!

More Sets



One bonus of having ARC ONE to hand is its listing of cars and sets, some of which aren't even listed on the Scalextric website. I discovered that there is a set with a pair of the new, generic single seater cars, World Champion C1347, which is already on sale. It includes enough track to occupy 191cm x 132cm and sells for a retail price of £80, although it can already be found substantially cheaper online. These two cars capture the nose style variations seen in current F1 practice and are upgradable to DPR so can





be enjoyed if moving on to a digital setup. One point to note with respect to this set: the C number here is correct, the catalogue set has been reallocated as C1346.

Interestingly, the second set discovered via the App interface is C1350, Scandinavian Rally, which included a pair of the generic Start Rally Cars isn't listed on the Scalextric UK site, but is on the Scalextric USA web page. The race is intended to capture the battles between Swedish and Norwegian rally drivers.



The third new set listed in ARC ONE is Porsche Power Slide from this year's catalogue, C1343, with a crossover track and a pair of Super Resistant 360° Porsche 997s. With 363cm of track at £120 it represents an enjoyable, budget entry into slot cars.

ARC AIR

The second version of the App Race Control series, ARC AIR, is progressing through the development phase and is comfortably on target to be available in time for Christmas purchases. The key difference with this new version is the



introduction of wireless handsets, allowing racers to move about the circuit unfettered by the usual cables. The simple expedient of use of colours to match lane to controllers and on-screen display should allay some of the confusion when watching race progress on the ARC ONE display.



Having had a play with this system, the ability to move freely to replace de-slotted cars is a welcome feature. Don't forget that although the link between the hand throttles and track may be digitised, the car supply and control is still analogue. ➡➡



The box artwork was also being reviewed during my last visit, in parallel with what should be the production release of the hardware.

2016 Preview

Once we get to this time of the year it is not uncommon for a few of next year's models to begin to appear in either 3D printed guise or even as early moulded samples. Obviously, any photographs of these normally have to be quarantined until the new catalogue is announced. However, this year Hornby have already begun to provide previews of the 2016 range through their brand website workshop areas: for Hornby trains this is known as The Engine Shed, for Airfix it's Workbench and for us it's Test Track. Each of these sections, in addition to containing previews of next year's releases, also provides background information on the models, the prototypes and the development route taken by each of the engineering teams. So, as Scalextric have already announced a couple of BTCC racers, I am able to show how the development has progressed since the initial images of 3D printed examples appeared back in July. The BMW shown here has a pre-production moulded body shell and glass and illustrates just how low the car sits on the track despite the wide wheels. The body, accurately flared around the wheel arches, is significantly thinner than earlier saloon cars



thereby providing those critical fractions of millimetres crucial to achieve the correct stance. Although the driver hasn't been fitted yet, the shallow interior already pre-empts the availability of a PCR chassis to further increase performance: the catalogue release will feature an in-line motor whereas the PCR version will accommodate an angle winder, long can motor. Don't be too concerned if some elements don't appear to be quite as they should, it's only a mock up to ensure all fits together as planned.

In only another couple of reports I'll be able to reveal some of the gems waiting in the wings for 2016. I can't give anything away, but expect the usual combination of reliveries and new mouldings: keeping an eye on the Scalextric website is likely to reveal subjects before I can report them. ■





Welcome to the November Carrera Corner. We have news of new cars and also new sets this month.

The bright green Lamborghini Huracán, reference number CA27493, featured in detail last month should be available by the time you read this along with two additional 1:32 scale Evolution cars.



First up is reference number CA27479, which is the blue and black BMW Z4 GT3 Walkenhorst, race number 36. The BMW has a 4.4 Litre engine, which produces 515bhp. The Walkenhorst Motorsport Team chose the BMW Z4 GT3 and finished runner-up in the 2014 BMW M235i Racing Cup.



Next is reference number CA27469 is the yellow Chevrolet Corvette C7.R, race number 3. The Corvette has a 5.5 Litre V8 engine. This model depicts the car that was entered in the 24 hours of Daytona race in 2014 as driven by Jan Magnussen, Antonio Garcia and Ryan Briscoe. Unfortunately, this car did not finish the race due to overheating. You should be able to buy these models for around £27.50 from your favourite supplier.

Two new sets will be available in time for Christmas. Firstly we have the Carrera Evolution “Formula Run” set. Reference⇒





number CA25213 contains 4.5 metres of 1:24 track, which forms a figure of eight with a flyover. Two Formula 1 cars are included. The

1:32 cars are Hamilton's Mercedes F1 W05 Hybrid (race number 44) and Alonso's Ferrari F14T (race number 14).

The second set is "La Ferrari". CA25208 has 6.3 metres of 1:24 track, which forms a figure of eight with a flyover and two 1:32 scale cars. The Ferraris are finished in red and yellow.

Thanks to Pete Binger of The Hobby Company Limited www.hobbyco.net the UK distributors for Carrera, for his help in compiling this column. There are more new models to come from Carrera this year and there should be more news from Carrera next month. In the meantime you can follow Carrera on Facebook.■



There are a number of markets that appear to be going through hard times right now and it's fair to say that slot cars haven't escaped a downturn. Seeing this in the early part of this year, Ninco allocated time and resource to products within their hobby range with a greater demand. Consequently, development of new releases was put on ice although attention was given to relocating the manufacture of their track system to a new site back home. With this stage complete, they have been busy producing a new range of sets in time for the Christmas season.



Keeping Track

A collection of nine sets currently appear on their website ranging from an entry level starter set (20182) through to a four lane set (20163) featuring "Wi-Co" wireless controllers. Only two of the sets include cars but all sets offer tremendous value when compared with the investment that would have to be made if splashing out on the individual track pieces. The sets with cars share the same basic track layout, but the Megane Eurocup (20186) includes two different race liveried Ninco-1 style Renault Meganes whereas the Leon Cup Racer (20189) has two race liveried Seat Leons and Wi-Co controllers. The track only sets offer a variety of





of configurations from small twisty circuits (20184/20185/20188) through to a massive 16.3m, 2-lane “Motorland” layout (20179) again with the wireless controller system.

A Rally Stage set completes the end of year line up and comprises of a good selection of curves and straights with four crossover sections thrown in to add to the challenge of completing the 13.15m long circuit against the clock without de-slotting!

Cool Cars

The current range of cars available were all released earlier this year but some of the coolest cars are Ninco’s SEAT Leon range, not least of all the Polar Seafood sponsored race car, one of the pair found in the Leon Cup Racer set.



The new Leon race cars feature Ninco’s “clam-shell” chassis design which came about to comply with stringent European safety standards for toys. Combined with the lightweight bodies, these cars give great handling and have surprised many racers who were quite sceptical of the new design. The closed format of the chassis ensures all moving parts are contained within the design and keeps axles and bearings securely located in position. If you haven’t tried them already, I suggest you give them a go! ■

Ciao everyone and welcome to this month's edition of Forza Slot.it. Well, what do you know? The day after I sent in my copy for last month I had an email from Slot.it telling me about some new parts availability which I will detail shortly. I also found out that Slot.it have plans to produce another McLaren F1-GTR (SICA10i) which will be the #44 Le Mans car from 1997 as run by Team Lark in a quite nice orangey red and gun-metal grey but it's a bit hard to tell from the pictures I have looked at exactly what the colours are! I'm afraid I do like my McF1GTRs so I feel another parting of my wallet coming on! Still, no rush as no release date yet but certainly something to look forward to.



Terry at Gaugemaster has dropped me a couple of emails about forthcoming releases or in the shops now/by the time you read this. First



up, is (another!) Porsche 962LH (SICA03i) in Mizuno colours that ran at Le Mans in 1990 but not sure on the release date for that one either, just like the F1-GTR mentioned above but I believe they will both be early in the new year. However, in the shops by the time you read this is the new chassis/moulding of SICA31a Lola Aston Martin DBR1-2 #009 as run at Le Mans in 2009. The pictures do not do this car justice as I have just come back from a working trip in Barcelona and on my second visit (only in town two nights as well!) to the same Palau model shop they had just received this car. It really looks low and sleek at the back and makes you wonder how they managed to package all the slot car bits in there and still maintain the fabulous lines of the original car. It was on sale for €64.50 which worked out at about £47 at current exchange rates so even though it looked fantastic, I knew I could buy it cheaper at home. I did not see the white kit of the Lola



(SICA31z1) in the shop but I expect that this will be along shortly as the white kit releases tend to come out at the same time as the first model of a new range. From the information/picture that Terry supplied this model looks ripe for the build your own brigade to get stuck into with alternative or fantasy liveries of your own.

Mind you, by this time I had a slight problem. Whisper it... I had already bagged the four new/old Ninco F1 cars (N50696/7/8/9) for approx. £18 each (on sale from €49 to €24.90) which I thought was a steal but with just a cabin bag suitcase I did well to get them all home in one piece complete in there large display boxes. Seems like model shops in general are having a tough time in Spain at the moment as I found out that two Palau Model shops in Barcelona had shut in the last 6 months. The shop I was in had a good selection of slot cars/track/sets/accessories etc. (as well as other trains/toys) with prices broadly speaking on par with UK prices from what I could tell. The other shop I visited on my last trip was shut for good by the looks of things and had a much better selection of slot stuff (and everything else) when I was there several months ago.



Back on track and back to the new Lola and this beauty is in the much fabled Gulf colours and is sure to be flying off dealers shelves around the internet before it even has chance to be unpacked! From the “flesh” (sealed box) I saw it in and the picture I acquired off Terry it is a stunner so I will see about getting my mitts on one of these new releases ASAP to do a review on and compare it to the earlier SICA22x series of models. Also from Terry, a slight change to



one of the Alfa Romeo T33/3, that has just hit the slot dealer's shelves is SICA11h from Sebring 1971. Initially it was going to have a white nose cone but now it has been released with a yellow nose cone from the same race and looks better for it in my eyes! Another popular release here as if you check out the Slot.it website all the “a” thru “g” releases of this particular model are already sold out. Might be an idea to get an order in for this one now before you are too late.

As a side issue and slightly outside of my area a couple of other things that caught my eye this month. As you know I am into sorting out scenery for my home layout and new from Racer are a couple of racy looking grid girls but what really intrigued me was the classic Gulf petrol pump, looks fab with a left-hand nozzle which is available now from MRE. I think it is quite expensive (for what it is but I have still purchased one!) with an RRP of £15.25 and the base has room for the right hand nozzle but no concrete details on how you get that one yet! I think it will come with a yet to be released car, but still not sure. A bit closer to what I occasionally comment on are 3 French plod figures, or should I say Gendarmes, for the Le Mans race from LMM. I already have several of their superb figures and I expect these to be⇒⇒





just as good so I suspect I may invest in them too, even though my circuit is based on the Spanish Barcelona track! It will make good “sport” for all my other British figures to heckle!



Sticking with LMM figures, bringing Slot.it back in focus and, as promised last month, there is the full current collection of Slot.it Matra-Simca 670B's to look at in a couple of pictures. I must admit, I wanted to have more of a scenic setting/backdrop but after scratching around various cupboards and under tables for all the bits I was thinking about to include in my little diorama I found I was running out of time and daylight so I'm afraid you will have to settle for my white window ledge and frame! You may notice that a certain Henri Pescarolo is being interviewed and driving his car at the same time but I figured that would be OK as I have a selection of decades in there from early 1970s to 2015 so what the heck! I also sneaked in a few of my painted figure efforts and an excellent Slot Track Scenics timing stand complete with my painted and detailed seated figures. I have others as well (Ferrari, McLaren, Red Bull, Mercedes and Jordan) that, after the best part of 2.5 years,

are still not complete! Well, I sprayed them up (OK, not brilliant) quite quickly after I bought them (about 6 months!) on first release at Gaydon but then spent ages trying to find decals until David (at STS) produced some at this year's Gaydon Slot Festival. Then, of course, you have to fit in work, children, you know all that “stuff” and here I am after all this time still not finished. One day.

I am also experimenting making my own decals with mixed results which has also slowed the process down somewhat. Small ones are fine but anything over about 4cms is not good as if I do not leave the decals in the water long enough they stretch or won't come off the backing paper or start to try to dissolve if I leave them in the water too long! Could be the paper or the acrylic spray fix I am using (I have tried a couple of types so far) or the mix of both? I'm using an inkjet printer as well but I suspect a colour laser would be better but not up to that expense as I would rather invest in a 3D printer, but that's for another day. So, anybody out there want to tell me what I am doing wrong, recommend some waterslide decal paper and fixing spray? I would be most interested to read an article on such things, over to you.

Terry at Gaugemaster has also supplied me with some other great news on the forthcoming Policar Lotus 72 that should be with us soon. I did pop in a few pictures from Gaydon a couple of issues back and now it would appear that Policar have already sorted out a whole raft of spare parts that should be in the shops by the time you read this. It's a bit unusual to get the

Product code: PCS02b1
Description: Lotus 72 body part type A
New product / replacement: New



Pack includes:
+ 1 body type A in white plastic





spares before a car but there you go! I would certainly agree with Terry's comments that scratch builders and modifiers are in for a treat with a 1/32nd scale Ford DFV engine and gearbox as well as a myriad of other parts to fix or make a complete car or use as required in your next project. The complete list of new parts is as follows and hopefully you will see most of that in the accompanying pictures:

Product code: PCS02b1 - Description: Lotus 72 body part type A - New product/ replacement: New.

Product code: PCS02b2 - Description: Lotus 72 body part type B - New product/ replacement: New.

Product code: PCS02p1 - Description: Lotus 72 spare parts type A - New product/ replacement: New.

Product code: PCS02p2 - Description: Lotus 72 spare parts type B - New product/ replacement: New.

Product code: PCS02p3 - Description: Lotus 72 spare parts type C - New product/ replacement: New.

Product code: PCS02t - Description: Lotus 72 chassis part - New product/ replacement: New
Pack includes: 1 chassis in white plastic.

Product code: PCS02v - Description: Lotus 72 transparent parts - New product/ replacement: New.

Pack includes: 2 helmets, 2 rear mirror type C & 1 windshield.

Product code: PMX01 - Description: F1 DFV-25K, 24500 rpm, 95 g*cm, 5.9 W, open/ closed case sides. New product/ replacement: New.

OK, enough off piste slot rambling and back to what I suppose I should be updating you with about Slot.it. The latest new parts available since 10th October are as follows:

Porsche 962C 85:

CS34b - 962C 85 = unpainted (white) body kit to create your own liveries.

Lola Aston Martin DBR1-2:

CS31t-60 - DBR1-2 = spare chassis which is AW compatible for EVO6 motor.

Other parts:

CS15lx - 787B = Transparent Lexan cockpit (replaces CS15il mentioned below).

CS24lx - R18 = Audi R18 Transparent Lexan cockpit (replaces CS24il mentioned below).

Sold out items:

CS04il = Nissan R390 Lexan cockpit/interior.

CS15il = Mazda 787B Lexan cockpit/interior.

CS24il = AUDI R18 Lexan cockpit/interior.

So what new models have Slot.it churned out and are available to purchase now? Well I touched on the new Porsche 962C in the popular Leyton House livery and gorgeous turquoise colour last month but now my hard earned has moved to a slot dealers pocket and I have the splendid model before me. This car has a new body shell with revisions as seen in 1985 so is different to all previous releases. Therefore, I thought I would drag out an earlier Porker 962C or two and see what I can spot. Off to my special Slot.it cupboard and a root around produces SICA03h the Porsche 962C LH ("Langheck" or long tail for better aero with very low drag/low downforce) white/red Fat Turbo car released recently and SICA17c⇒



Porsche 962C KH (high downforce) in stunning yellow FromA livery for comparison. I did think about throwing in an IMSA spec SICA25x 962 but decided against it as I just don't like the body shell shape even though I have all three currently released! Collectors head on there I guess.

So what can I find in my spot the difference quest then? Well, if you start at the front and go back to the start of the rear wheel arches then I would sayyyy – nothing! I have looked, looked some more and then really looked over all three models and apart from the obvious colours, liveries, sponsors etc. then they look exactly the same. All of the panels lines, mirrors, ventilation holes in the doors (3 each side) intakes either side of the doors and under the front screen, fuel filler caps and so on are identical! I did ferret around for several pictures on the web to play spot the difference as well but it is very hard to compare due to light, liveries and angles so I will just have to trust that Slot.it have done it correctly, which I am sure they have within the limits of what can be achieved to scale and at a reasonable cost to us the buying public.

OK, nothing new up front and to a certain extent the rear decks are the same from the rear of the cockpit down to the tail except with the 962C LH Faturbo model that has slightly more pronounced rear wheel arches that make the rear deck a little higher before it tails down. Where things are different is all to do with the rear end wings and side/end fence supports to

the rear wings themselves. I will summarise here in print but really, as they say, a picture is worth a thousand words so I hope the pictures are clear and large enough for you to see yourself! If not then why not invest in your own cars if you have not done so already!

I will just deal with colours now to make things easy for me! With the “yellow one” you can see that it has slightly shorter but much more steeply raked leading edges and is much taller than the other two. All three have two supports for each wing of varying lengths in between the end plates but at this point I went slightly scientific and measured the depth of each wing which turned out to be: yellow 15mm, turquoise 14mm and white 13mm. Well they were all slightly under but rounded up to the nearest mm for my oldish eyes. The white and turquoise cars end plates look very similar but the height at the rear where the body line crease is where the difference is with the





turquoise being 7mm and the white being 8mm whilst the yellow is a whopping 13mm when measured at broadly speaking the same point.

Again, from the pictures, what should become obvious when looking is the length of the rear end of the car and the cutaway angles when you compare between the cars from the back of the rear wheel arches. The yellow one is much shorter, steeper and the rear deck or the car is also shorter with the rear wing hanging out more over the backside of the car. Contrast that with the white car which has a shallower angle from the rear wheel arch, the rear deck extends further and the wing and rear deck finish in the same place. The turquoise car is somewhere in between for the cutaway angle and, when viewed from above, the rear wing is some 2mm shorter than the deck in terms of where it finishes.

Not finished yet! Now check out the rear end of the cars and again you will see several differences. Unfortunately, you may not be able to pick all of this out from the pictures so you

will just have to trust me on this one – or not! The turquoise one has the slimmest rear at 4mm, followed by white at 6mm and yellow at 8mm although the yellow car rear end does not extend across the full width of the car. This is because both white & turquoise cars have little to no detail under the tail of the car whereas the yellow car has a massive venture detail and “ventilation” across the rear which is probably not visible in the pictures. You should be able to see this for both the white and turquoise cars in the form of different size (3) oblongs or nearly square apertures.

To round things off, look to at the rear lights and again these are different for all three models with the white car having a light lens of yellow/red and an extra lens for what looks like a high vis light on the l/h side (as you look from the rear) and another larger high vis light next to it. The turquoise car has similar rear lights but no extra-large light and the yellow car only has a yellow/red rear lights with a central painted high vis light. Again you may not be able to ➡➡





pick all these details out from my snaps but if you have one or all of the models in your own collection then go and have a look and it should become clear!

And finally, it may not be obvious from the pictures but the turquoise car is actually the longest. The yellow one seems to be longer but that would be the wing that hangs back further than the chopped body underneath. So longest is turquoise, followed by white and then yellow in terms of overall body length. Strangely, on my examples, the turquoise and yellow cars have the same clear plastic protective shell in the case but the white one has a shell for a car with massive wheel extensions so I guess they ran out of the regular ones that day!

Conclusions then? Well, I had a bit of fun with spot the difference and I did not go into the chassis/ motor combinations as they are the same for all the models in the comparison and I'm sure if I were to track test them, unlike their

real counterparts, I suspect that their performance would be the same. However, what this does show is that Slot.it, like some of the other slot car manufacturers, do not just relive the same moulding multiple times that has different variations in the real world and pass it off as being different. Slot.it do go into the detail and produce an accurately scaled model with different detailing, like the rear end of these cars, to produce models that we all want to collect and race. Mind you, having said that, yes they do produce multiple liveries of each car so that, for us collectors, we can collect all those iconic liveries that we remember from our younger years!

That's all I have to report for this month but once again a big "Thank You" to Terry at Gaugemaster and Slot.it for this month's advance information and pictures. Ciao and arrivederci till next month. ■



Fly now have available three of the cars that we showed you artwork renderings of in October and thus we now have pictures of those models.

The first of these is the Silver Sunred SR21 and with its Avant running gear, FS701201 is firmly aimed at the track racer although a few standard chassis versions FS701105 have made their way into the UK to appease the serious collectors, some with a working headlamp option. The Avant chassis comes with an in-line motor pod but as the picture shows it will also take an anglewinder mount as well, another give away to the cars racing credentials is its lightweight vac formed interior. The attractive liveried Porsche 997 RSR, FS704201, also



comes standard with the Avant chassis option and lightweight interior, however this time the non-Avant version FS704104 will either be a standard chassis or with a sound chip option. ➡➡





This is the car, race number 197 as driven to 14th place in the 24-hour race at Spa in 2006 by Marcel Tiemann, Sascha Maassen and Lucas Luhr.

Finally we have the Ferrari 512S, race number 15, that I mentioned in the last issue.

This is the car that Fernando Alonso drove round the Le Mans circuit during the build up to the 2014, 24 hour race. The surprise is the welcome return of the original Fly sidewinder 512 chassis. Not only do you get a better running car than the previous Alpha series in-lines but the sidewinder allows the inclusion of a full interior, the car also comes with the rear exhaust

details that was also missing from the Alpha versions. Along with the Alonso backing card you also get a fully detailed replica of the ex World Champion's helmet. This is definitely one for the collector.



The retail price of these cars is £42.95 or £44.95 for the sound versions of the Porsche.

Thanks, as ever, to Terry Smith, Brand Manager at Gaugemaster Controls Ltd. www.gaugemaster.com for his help in compiling this column. There will be more news from Fly next month, with hopefully some news of the NSCC Club car for this year, expected soon we believe. ■

NSCC Visit to Classic Lotus

By Vince Albani

On Wednesday 21 October, nine Club members made their way to Hethel in Norfolk to visit the workshops of Classic Team Lotus. Assembling in the car park there was an air of anticipation and licking of lips, as the group made their way onto the original site from which Team Lotus Limited had prepared racing cars since 1965.

Once inside the office, adorned with trophies and memorabilia of the Lotus racing era, we were given a brief introduction to the activities of Classic Team Lotus which is run by Colin Chapman's son Clive and his enthusiastic group of mechanics and team members, some of whom have been with the family business since the 1960s. A short video followed, detailing the victories and famous drivers who have driven for Team Lotus over the years.

From the office, we were led into the workshops, in which you could sense the history



as we walked around some of the iconic cars of the '60s, '70s and '80s undergoing restoration and maintenance. Cars driven by Jim Clark (Lotus 25), Graham Hill (Lotus 49B) and Mario Andretti (Lotus 78) to name a few, were all laid bare, enabling us to see the intricate and artistic work of the early builders of these beautiful racing classics.





Enticed with stories detailing the histories of each of the vehicles in the workshop, including the prototype 12 which was put together for the 1956 London Motor show, we were left free to wander around the workshop, taking photographs of the cars, components and workshop before saying our thanks and good byes to Sapphire, Steve and Bob for their enthusiastic tour of this piece of living history.



The Chapman family owns and maintains a collection of Lotus F1 cars and also provides a comprehensive historic motorsport service to owners of Team Lotus racing cars from around the world. ■



Gaugemaster AutoFest 2015

By Paul Croker

After its initial event back in 2009, and now in its fourth consecutive year, Gaugemaster Controls in Arundel, held their 'Autofest' event again on the 24th October. The event, gives Gaugemaster the opportunity to sell customer returns and old stock, to us the general public at very reasonable prices, along with current releases at discounted prices.



Having attended all but last year's events, I knew that I would need to arrive shortly after opening to ensure that I had maximum choice of the items on offer, but to my surprise again, the shop, although open for normal business was already quite busy. I soon spotted Terry Smith Gaugemaster's Brand Manager, (trains and slot cars) and introduced myself and my partner Rachel. We then had a general talk on many things slot car and the soon to be released SRC



Formula 1 cars that I first mentioned, after attending the 2012 event, which this then new company were going to produce.

Apart from the discounted current releases, there were many unboxed cars and trucks to be had and Fly, Cartrix and Ninco spares from 25p. There was the opportunity again to use three tracks, two copper taped and one Carrera Mario Karts. No Scalextric digital track this year and no fastest lap competition.

So with many a bargain purchased, and the other half getting bored and the delights of Arundel calling, it was time to leave. The shop had become even busier since arriving and the event looked like it was another success. Hopefully this will mean that Gaugemaster will hold another event next year, which is good for us the punter. I would like to take this opportunity to thank Terry as always, for taking time out to speak with myself and Rachel and hope to see you again soon. ■

A DAY AT THE RACES

By Graham Pritchard

Were you expecting a review of the classic album by Queen here then? Sorry, but if so then you're going to be very disappointed as I'm on about the recent Wolverhampton Slot Car Club's Classic Saloons meeting that Bearwood racers James Noake, Alex Fear and myself entered, but don't worry, I won't be mentioning the racing, I'll just babble on about everything else that was going on there instead as usual, like the highlights from previous Goodwood Festivals of Speed playing in the background which really set the scene for the day with all of those MK1 and 2 Jags, Minis and various American cars racing altogether on the TV and on the track.

This year's event was a little less well attended than in the past if I'm honest but that didn't stop us enjoying it at all with several drivers able to "double up" and run both a small class and a large class car in the event, take a look at some of the cars that were there, rather impressive, aren't they?



One of my favourites was the grey Morris Minor of Eric Igo and which really makes me want to immerse my Deep Purple one in the tub of IPA without further ado and do mine in that colour as it really does look the part I think. You can get them off Sean at Pendle Slot Racing if you want one and they are designed to accept the PCS chassis/ Hornby Mabuchi motor etc. hence making it a really simple kit to build.

The winner of the Concours event was ➡➡





brought his with him then we couldn't resist doing a few laps of the Wolverhampton track together as well as taking a few pictures of our cars side by side.



none other than Martin De'ath with a very smart re-livery of a Revell Ford Galaxie, complete with a removable bonnet and a rather well detailed V8 engine in there too. You can sort of see why he won now, can't you?

I have been a fan of Martin's creations for quite a while now, and as you may recall they have also inspired me to try to make/ do my own versions of some of his cars like the green and silver Ford Pop Hot Rod that is progressing steadily, together with the 1956 Ford F100 pick-up that you've seen before, but as Martin had

I've also sprayed up my "Steve Francis" 1951 Chevy pick-up truck now in a www inspired "custom car" look and you've guessed it, it's still not quite finished but Martin did his as a "battered but reliable" retro breakdown truck using the parts off an old die-cast toy that



he came across one day talk about chalk and cheese, you'd hardly believe that underneath the paint they are actually the same resin casting, would you?



Escort that he's done, but how about this one for something a bit different then, it's actually a Pioneer Mustang that "went a bit wrong" as in Martin was trying to replicate the battered look from the film "Bullitt" by trying to create some "side swipe damage" using a hot knife, but alas it didn't quite go to plan and so he ended up making it look like the USA version of our "Banger Racing" complete with dents, scrapes, dirt, rust and other accident damage, trust me, it really is amazing when you see it close up!⇒⇒



It turns out that some of Martin's favourite cars are the TV inspired ones, so rather like our own Peter Simpson then who loves the "Fast and the Furious" cars as well. Take a look at these then and see how many you can spot.

I particularly like the red and gold Mini and



Right, just remembered that I started this bit on about the Wolves race, so here's a bit more about that now then, and what I raced, which was a Carrera Capri with a prototype "George Turner" replacement chassis for it. You basically take out the standard interior and replace it with a new Vac-formed one and then glue four small lengths of resin tubes to the normal mounting points to which the replacement chassis "outer" and front axle mounting point then mounts and within this new "outer" chassis there then sits a "motor pod" which contains the motor and rear axle together with an extension piece that the guide attaches to which when everything is all screwed together makes for a very clever little bit of kit that vastly transforms the performance of the Carrera Capri as I'm sure you can no doubt imagine. (note, it has been designed so that the motor pod "floats" somewhat akin to a "Richard Mack" chassis whereby the motor pod can move backwards and forwards very slightly in order to introduce a form of "suspension" into a slot car).



I also tried doing this a while ago by modifying a Penelope Pitlane chassis kit for the 2015 Wolves MRE Classic Le Mans event with a modified Ninco E-Type Jaguar and it worked out rather well in the end, but it did take ages in order to get just the right amount of forward and backward movement to be honest, but once it got there it really did feel different to a standard PP chassis.



Anyway, I digress, back to the Wolves race again and after a very enjoyable day's racing then the top three for each of the competitions were as follows:

CONCOURS

1. Martin De'Ath (Ford Galaxie Saloon).
2. Phil Insull (Vauxhall Firenza).
3. Phil Insull (Ford Falcon).

SMALL CLASS

1. Ashley Evans (Ford Escort).
2. James Noake (VW Beetle).

3. Mick Kerr (Ford Escort).
4. Mike Thompson (Ford Escort).

LARGE CLASS

1. Roy Pritchards (Ford Boss Mustang).
2. Mike Thompson (Barracuda Plymouth).
3. Chris Aston (Chevrolet Camaro).
4. Richie Welch (Chevrolet Camaro).



You will note that our former NSCC contributor and good friend of mine Phil Insull did rather well in the Concours! And Phil also came out with a good one when he said that we had both “Fear and De’ath in the room at the same time”, but the real reason he’s looking a bit “sheepish” here is that Wolverhampton stalwart and very old friend of mine Malcolm Scotto had just embarrassed him by thanking him for all of his hard work and commitment in organising these events for the last few years after announcing that Phil has now decided to take a break from organising these events for a while and will therefore be stepping down for a bit, so I’d also like to add here my own “Thank you Phil” for



everything that you have done in the past, and whilst I might possibly be thought as your successor here in the NSCC Journal, there is no way that I could ever succeed you as a Competition Organiser (but I really hope that someone does from the Wolverhampton Club otherwise we won’t be able to go to these events in the future)!

So, all in all a very nice day/ great weekend of racing and socialising with friends from near and far with far including my old mate Bruce Farr from Northampton for whom I also made a “Graham Hill Shadow” earlier in the year and who also brought a couple of MG slot cars to show me that he has, one of which it turns out I had made for him a very long time ago when we first met up one Saturday at the very beginning of my slot racing life whereas the other one was one that Bruce himself made and is a bit OTT to say the least!



I must also mention the guys from the Isle of Man who travel over to do most of these Wolverhampton events each year and bring their own nuclear powered work stations with them in case they need to do anything to their cars whilst they are there, so is that dedication, or what? Right, all I need to do now then is to start sorting my car for next year then but there’s really no rush is there, as there are still 51 weeks to go if this year is anything to go by! ■

This month sees reference RCSW38, which is the latest offering from Racer Sideways and is only the second version of the Porsche 935/77 that they have released. The model is based on the Vegla Racing entry in the 1980 Le Mans 24hrs driven by Dieter Schornstein, Harald Grohs and Gotz von Tschirnhaus. The three Germans managed to drive the car into a creditable eight place finish and were winners of the Group 5 Category.



If you look at the entries of the 1980 event on the racingsportcars.com webpage, you will spot many of the cars have already been made



as slotcars, including BB512s, K3 Porsches, BMW M1s and Beta Monte Carlos, so this Porsche should make a welcome addition to the collection.

Also worth a mention but no pictures as of yet, are that the next three ladies in the Resin Pit Lane series will all be Hawaiian Tropic Girls. References have no names yet, but will be numbered RCSWFIG/008,009 and 010 and should be with us in time for Christmas. Hopefully we will have photos of the girls by the next issue.

Thanks as ever go to Terry Smith from Gaugemaster for the information for this article. Until next time, happy racing. ■



BITS & PIECES

By Graham Prtichard

H ello all, having almost missed the copy date last month then I've been compiling this one as I went along, so here we go then with another dose of my ramblings, if it's a bit short this month then it's probably because Jeremy has published some of what I sent him as a separate article rather than in here.

Team Slot News

Having asked Steve Wright for any news on the Spanish front then he has replied as follows:

"The Teamslot 12702 Ford Escort RS2000 "Monte Carlo 1981" will be in the UK in two weeks." which is as I'm preparing this near the end of October, so guess it will be out when you read this, and by the way, I think it looks really nice in that shade of blue, don't you?



I also asked him about the Limited Edition white Escort and he reckoned it would be out by the time you are reading this in all probability as well, but if it's not, then it will be any day now I believe.

George Turner News

If you want a laugh then have a read of the "News" section on George's website, he updates it weekly and trust me, it's always well worth a



read, especially the bit about emissions and MOT Tests, but I won't spoil it for you here but anyway and now for "the news", as they used to say on the "Two Ronnies."

Hi Graham, three new models have been released and put on the website recently, the Embiricos Bentley, Talbot T26GS and the Chaparral 2, so we have been getting some work done here.

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The Corvette is also well underway and nearly finished. The decals for the Corvette will allow people to make the three 1961 Le Mans cars, and with any luck it should be ready in the next couple of weeks.

After that I will be getting back to some '50s GP cars, and I reckon the first of these will be the Gordini T16. Regards George.

So, if you fancy something new then why not place your order now with George?

Magnet "Zapping"

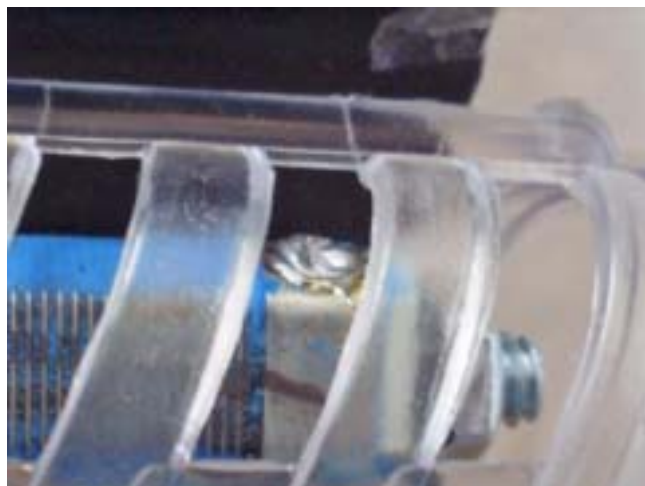
Having initially been asked by Paul Croker, Jeremy asked me to ask around re this sometimes "contentious" area of our hobby and having spoken to Ian Fitzpatrick of "Betta & Classic" recently then I can tell you that if you want any doing then please contact him directly and he will be able to sort it for you. Curious what I'm on about?

Well, what it basically means is that the motor magnets are placed in a very strong magnetic field which then re-magnetises them back to "full strength" and this can sometimes result in better acceleration/ higher top speed/ better braking depending upon how far from full strength they were in the beginning.

To be honest I've never had it done on any of my motors but I guess that I've probably raced against some at some point in my racing life given that it's quite a common thing to be done by some people it seems, so maybe I might just dig out a few slow ones and give it try perhaps.

Parma Controller Repair/ Trouble Shooting

Having ordered a new controller recently for



one of our guys when he eventually got around to wiring it up and using it, it was behaving somewhat unusually to say the least!



Basically it was "all or nothing," literally! So having took it apart and got my continuity meter on it then the answer soon apparent, basically the resistor wire was not connected to the metal plate at the "full speed" end, and therefore it was





totally dead all the way along until the wiper hit the secondary contact (there as this was a Pro controller) when you are flat out hence the “all or nothing” behaviour.

So, having located the end of the wire I discovered that it was not actually retained underneath this metal plate like it should be so rather than disturb the end plate I just cleaned up the top of the metal plate and soldered the wire onto that instead having made sure that it was well out of the way of the arc that the wiper makes as you depress the trigger.

I’ve also found that these metal plates can sometimes move over time when you’ve pressed the trigger many thousands of times and if they do move then they can cause the controller to short out so don’t be caught out by what you wouldn’t normally expect to be the cause of a controller not working correctly. The cure for this one is to push it back very carefully a bit at a time on each side with a flat screwdriver and then apply a dose of Superglue around the metal in order to hold it there for evermore.

I’ve also had the resistor windings themselves start to come loose as well on one controller so again the answer is to Superglue them back but not on the contact face though where the wiper rubs in case it insulates it.

You’ll also find that a drop of oil on the resistor can work wonders too it takes away the “scratchyness” that sometimes exists and so can polishing the contacting face of the carbon brush on the wiper itself with some very fine glass paper and if you’re finding that the throttle “runs on” when you let go then it’s probably because there is a bit of an “edge” on the metal



plates for the brake contact and the “off” end of the resistor so all you need to do to cure this one is to get a needle file and smooth down the leading edge where the wiper brush returns to the “off” position.

How do I know all this? Easy having to fix everyone’s controllers at the club when they play up so rather than just discard it if it’s not quite working correctly just take it apart and follow the above methods and you should be OK.

As a final point I also rewire mine with 3 core mains lead so that you can make the lead a bit longer and also wire up the plug a bit easier and you should find that 1 metre is more than adequate usually.

Boxed Set Lids - Modern Art?

Along time ago, my old friend and very long time NSCC member Bernard Fogarty gave me an old ‘60s box lid which I proceeded to frame as I thought it looked really good as a piece of “modern art” (those who know me well will wonder how I can know anything about “modern art”, but all I’ll say here is that I’ve heard other people say it and as I know how to spell it then I thought I’d use it here!).

But I digress, over the years I have bought various sets as you do but even though the polystyrene bases may have been chucked out I always retained the box lids as the pictures on them are so good, especially the older ones.

I seem to remember James May reminiscing about stuff like this when he did the programmes on the Airfix kits a while ago now, but when you look back they really do capture the scenes of a long gone era now really well and so I’ll try to ➡➡



capture a few for us all to savour the next time I go up my loft as they say more than any words that I may write can ever do. Uuummm, and having said that then, what about this one then?

This is a set that another Bearwood/ NSCC member by the name of Dave Parish bought a few months ago off eBay and has painstakingly spent ages and a little money on making it "correct for its era" well apart from the cars that is as he liked the original cars that should be in the set that much that he couldn't bear to sell them so replaced them with some others instead (Apparently he also has a second version of this set hence this one was up for sale at Gaydon together with a few extras like a few people and barriers etc.).

He was first introduced into Scalextric in the early '60s and so can relate to this set first time around so he tells me. When he took the box lid off even I considered buying it to be honest as it really did evoke some sort of "time warp" (but without the music!) that made you think it was the '60s once again.

Luckily for Dave a buyer was found at Gaydon in the form of an elderly gentleman I believe who thought it was great, and I can see where he was coming from as somehow when you see old stuff like this it just makes you feel "different" can't really describe it but the same thing happened to me a while ago when my old mate "Toyshop Alan" finally retired from the Arcade Toyshop in Dudley and I was suddenly presented with an old Airfix Vauxhall HA Viva together with a boxed Electra and Javelin, I can't describe it but it's just weird when you get something that is so old and to do with our hobby. As soon as I got home I just had to power them up and as you probably wouldn't have expected the Electra and Javelin worked first time, although the tyres need replacing to be honest.(and for the record there wasn't an engine in the Viva so that's one for the restoration pile then).

By the way, you might have noticed the "droopy" windscreen on the Electra, well that's just how they all went apparently if you ran them due to the motor getting so hot!



So, whilst Alan was trying to tidy things up for the new owners he also happened to find a long lost relic of the Scalextric world in the “Shop Copy” of the Scalextric catalogue for 1985 and before you ask, NO he didn’t find any James Bond sets or similar, although he can still remember when the shop had several of them on the shelves as they simply weren’t selling!

Anyway, I digress, this was the year that Scalextric “cheated” a little bit and simply issued a tiny “supplement” rather than going to the expense of commissioning a completely new catalogue for the year, and that possibly makes it one of the “harder to find” ones as it should come “wrapped around” the previous year’s catalogue as well (no comment on Hornby being “tight” etc. in case anyone still there knows me!).

For the record, I was lucky enough to stumble upon a few of the 1984 ones many years ago if I remember correctly but getting the “1 year later one” proved much more difficult.

Now, you may be thinking “what’s the point of this bit of waffle then”, well, as it was the “Shop Copy” of the catalogue it holds some very interesting information within it as the shop’s policy was to “price up” the individual items in the catalogue so that the staff knew how much everything was “at a glance” rather than having to rummage around on the shelves and so we are now able to take a step back in time and see exactly just what you could get for your money way back in 1985! (and all without a member of the McFly family or a DeLorean in sight!). so how about a C340 Rover Track Marshals Car £12.99! C350 Casio Formula 2



car £9.99! C360 Ternco Metro £12.45! Or a C370 T45 Roadtrain £17.99! Blimey! and as Cher would say, “If only I could turn back time!” To put things in perspective I think a typical salary around here was about £6,000 a year then.



Now, I don’t know about you but whenever I see these old late 1970s/ early 1980s catalogues it stirs something inside me about the earlier years of Scalextric, and this period is particularly relevant to me as that’s when I was first introduced to Scalextric having merely had “just a catalogue”(!) rather than a complete set to play with when I was younger, and this has led me to the idea of maybe looking back into the history of UK Scalextric by analysing what exactly was in the catalogues in the early days and if nothing else it would be a great way to reminisce about all the old stuff and also show you what you may be able to find on eBay or at the various Swapmeets if you wanted to go looking. To be honest I’ve⇒⇒





just realised that all of these older cars are starting to get attractive to me as I've been secretly amassing them without really realising it and it's only when I put them in one place that I suddenly realised that I have quite a few now and just how attractive they are all starting to look.

Take a look at these then, Lotus 16, Lotus 21, Austin Healey, Electra, Javelin, modern Slot. It Chaparral, oooooopppss, that's there by accident when I was checking out Nigel's theory on what the Javelin was actually based on, BRM and vintage Alfa which I've actually had for ages to be honest and never ever run so maybe there's a story to be told here then about all of this old Scalextric? You could always just buy Roger and Adrian's new book obviously or ask for it for Christmas perhaps and that would be far better than anything I could give you here but for a little bit of a change for the Journal then rather than it just being a "what's coming out next" report (and with no offence intended to Peter Simpson), what about something to with "the old stuff" for a change?

Those with good memories will remember that a chap called Phil Etgart used to occasionally provide us with informative and interesting articles on certain types of car, but unfortunately I am not able to do this type of thing myself "off the top of my head" as I do not have the knowledge, but does anyone out there reading this still have this knowledge maybe? If so, come on, why don't you put pen to paper for us please? Answers on a Postcard please (*blimey that's so old fashioned!*) or in an email please to Jeremy. ■



They say that you should never meet your heroes as they will always disappoint you. A view I used to subscribe to based on the experience of coming across one of mine as a twelve year old in the 1960's. As the manager of Port Vale football club Stanley Mathews once turned up with his team at our local football ground. He was one of my heroes and together with two other small boys I bravely asked him to sign my autograph book on his way into the ground. However Stanley simply walked past our little group and refused to sign any.

I only recently found out after telling this story to somebody else who had also been at the match that day that he did in fact sign autographs coming out of the ground after the game. However the damage had been done and Stanley Mathews was never mentioned in our house again. Unlike Jackie Stewart who more recently took my small son off for a walk outside the paddock at Silverstone one year and who more than happily signed his autograph book.

The reason that I mention these stories is that another one my heroes as a boy was Jim Clark. In the 1960s not only was Jim Clark the greatest racing driver that ever lived but he was also of course all over the Scalextric catalogues at that time. The Lotus 25 was my first ever Scalextric car. I never got to meet Jim Clark

when he was alive but more recently I got to meet somebody who was very close to him at the place where his Formula 1 success began.

Visit to Classic Team Lotus

I am referring of course to the Clubs recent visit to Classic Team Lotus and the man I met of course was Bob Dance who was mechanic both to Jim Clark and to Graham Hill. Many thanks to our Secretary Vince Albani for organising a wonderful visit to Classic Team Lotus in Norfolk. I am amazed that more members did not come along but for those that did it was simply unforgettable. Not only did we meet and chat with Bob Dance, Lotus mechanic from the 1960s, '70s and '80s but we also got up close to the famous and iconic Lotus Formula 1 cars from those eras. These included Jim Clark's famous Lotus 25's, the Lotus 49, 72 and 91. Plus many others.

Classic Team Lotus is still a hive of activity maintaining, servicing and restoring these cars both as part of their own collection and for customers that still race these cars in historic Grand Prix races.

The small lock up garages that Colin Chapman built his Grand Prix Team in during that period are perfectly preserved and still in use today in order to maintain and run these historic vehicles. It felt just like you were walking into a living museum with design drawings, race reports, models and tooling all laid out in situ for us to have a look at.

→→





Bob was very happy to talk about himself, Lotus and all the people that he had worked with over the years. I may never have met Jim Clark but standing next to his Lotus 25 in the place where it was built and talking to Bob it was as close as I was ever going to get.

Northern Swapmeet

In October the Club returned to Rothwell Sports Centre in Leeds for the Northern swapmeet. After a gap of some years and a few smaller events at Ossett it was great to return this event to its traditional location in Leeds and what a great event it was.

The turn out by stallholders, Club members and the public way exceeded expectations and resulted in a very successful swapmeet and with a real buzz in the hall during the event. Several hundred people came through the door, money changed hands and as predicted the Tyrrell Club car for members flew off the table. It will no doubt become an instant classic. One lady member from Switzerland came along with her family to the event and took the opportunity to pick up her Club car at the same time.



It was also good to see the number of people who came to the event who were not members and who went away with their hands full of items. New members were signed up and Club cars and Club merchandise were big sellers on the day. The whole event was a great team effort by everybody involved from the Club.



A special thank you to Richard James together with Nigel and Helen who manned the door. Also a very special thank you to local member Robert Davidson who worked extremely hard in promoting the event locally.

Overall everyone had a really great day. The planning for next years event is already taking



place and the Leeds swapmeet will hopefully now once more become a regular date on the calendar.

NSCC/Hornby Weekend

The next major Club event will be the NSCC/Hornby weekend taking place on the 21st and 22nd November 2015 at the Pegwell Bay Hotel in Ramsgate.

As in previous years all attendees will take part in team racing over the weekend, and there will be a Scalextric event car for the weekend, as well as a visit to the Hornby shop and Visitor centre. There will also be a presentation by Hornby plus of course the famous Ramsgate Auction on the Saturday evening.

This year will also see a very special announcement by our Club which is currently being planned about an initiative that has been in the pipeline for a while. Details will appear in next month's Journal after the weekend so do look out for that.

Membership Renewal

Andy Smith recently sent out an email to all Club members with details of how to sign up to GoCardless. I do hope that you have all taken advantage of this and signed up. It will enable the Club to automatically renew your membership on your behalf and also enable direct speedy payment for Club cars.

The car clubs that I am a member of use a similar system and it works much more efficiently, taking away the need to send out/ in renewal forms and cheques etc. Of course this year we will still send out the renewal forms for those who wish to pay by cheque or in person of course at the Swindow swapmeet in January.

Milton Keynes Swapmeet

Another very special car is being produced for the Milton Keynes swapmeet which I am sure will again be very sort after by Club members. Make a note of the date now, it is the 21st February 2016. ■

I look forward to seeing you all either in Ramsgate or at Milton Keynes but for now that's all until next time. ■



It was a sad day in the eBay Watch household this month, as our expected house move suddenly happened with only one week's notice, so I had to rapidly dismantle and box up my 15' x 4' Classic Scalextric Monza Circuit.



Dismantling went remarkably quick, once James Hunt had done the honours of completing the poignant final farewell laps around the track in his MRRC McLaren.



It did not take long to fill up the few fold flat cardboard Scalextric boxes and lids that I had bought from The Works a few years ago at two for £10.00. Eventually there was nothing left to show for two and a half years of home racing.

It took me seven trips in a long wheelbase Transit van to move all our (well okay, mostly my) stuff. My son Luke said he thought I must have half a mile of Scalextric track, while as Emma saw our new lounge disappearing under

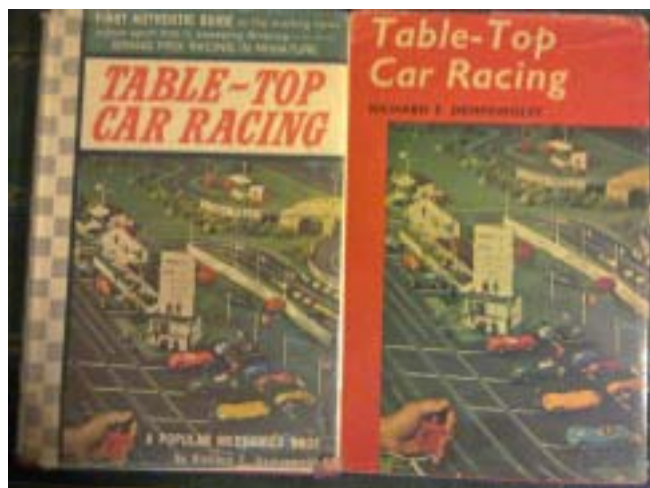


several plastic tubs of track and her new kitchen start vanishing behind a stack of Scalextric Sets, suddenly announced that she hated Scalextric!



To be fair, I had been more worried about my library of books fitting into our new home as at the old house the spare Scalextric had been craftily hidden away by me in a large built-in wardrobe when we moved in. Luckily the new house came with a large shed to house my collection of bicycles that had previously lived under my Monza Circuit.





The Good News is the Management have granted me dedicated use of a whole upstairs room in our new house for my slot car library, and yet to be designed new track. I don't think I will have room for such a large layout as previously though, and certainly not as large as my dream layout, the Scalextric Publicity Circuit pictured on the front of Table Top Car Racing in the 1960s. If you haven't got your own copy of this must have book, one is available on eBay at present for £30.92 Buy It Now in Scotland (301724861799).

A major feature of this circuit is the pair of covered Paddocks, similar to the one that sold on eBay this month in Belgium for £112.89 (281812163325). Another in East Sussex sold in September for "Best Offer" below £149.99 (221891749416). There is yet another listed at time of writing but without the roof or supports in the Isle of Man for £4.46 with no bids so far and eight days left to run (301773227414). I had a couple myself, but regretfully sold them to a buyer in the USA a few years ago on eBay when I needed the money.

Monthly eBay Watch Top Ten

1. French Scalextric 124 Lotus Indianapolis "Best Offer" below £1,495.00 (111794548811).
2. French Scalextric 124 Ferrari F1 "Best Offer" below £1,495.00 (111794555912).
3. Aurora T Jet HO 50 Cars Collection £795.50 (111798290203).
4. Cox 1/24 3 Cars and bits Collection £739.71 (191709011966).
5. Aurora T Jet HO Box of 100 Chassis

£704.02 (161847040422).

6. Cox 1/24 (5) and Vintage AFX HO (29) Cars Collection £577.48 (252098473374).

7. Scalextric De Havilland Yellow Bugatti £575.75 (231691012369).

8. Aurora T Jet HO Metallic Red Mustang with Silver Stripes £519.09 (331661556636).

9. Aurora T Jet HO Black Mustang £454.21 (381342743041).

10. Slot Classic Ferrari 250 GT SWB £433.90 (381417499305).

It's a shame eBay don't disclose the lower "Best Offer" prices accepted by "Buy It Now or Best Offer" sellers, so we don't really know how much the 124 Lotus and Ferrari sold for, other than somewhere in between £795.50 and £1,495.00.

In my humble opinion there are too many American purchases that have affected this month's Top Ten, which is Worldwide, so let's forget them and concentrate on the UK only for a change:

UK Only Monthly eBay Watch Top Ten

1. French Scalextric 124 Lotus Indianapolis "Best Offer" below £1,495.00 (111794548811).
2. French Scalextric 124 Ferrari F1 "Best Offer" below £1,495.00 (111794555912).
3. Scalextric De Havilland Yellow Bugatti £575.75 (231691012369).
4. Scalextric recently Gold Plated Vintage 1960's James Bond Aston Martin with Repro Passenger "Best Offer" below £575.75 (262096930762).
5. MMK Mercedes Transporter £374.95 (311441335501).
6. VIP Austin Healey Frogeye Sprite boxed £360.00 (221908266494).
7. Scalextric De Havilland Green Bugatti £350.00 (231691013200).
8. Scalextric Digital Collection with 4 Cars £350.00 (161854084274).
9. Scalextric Vintage Yellow Auto Union £339.89 (361388876786).
10. Jouef Playcraft Champion Motor Racing 1/43 White/Black E-Type Jag £311.28 (262026318884).

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Interesting to see how the colour of the De Havilland Bugattis appears to affect their value, with the yellow version selling for considerably more than the green car. Another interesting Bugatti available on eBay at present is one of just 25 Exinmex Bugattis that according to the listing were made in bronze resin using a De Havilland bodyshell for the tooling, then completed using Pink Kar parts. It is currently available at £550.00 Buy It Now (161798322960). The same seller has also listed a red Bugatti “released in 1983” for £800.00 Buy It Now (161835213508).

I hadn’t realised that the “full size” Frogeye Sprites were only made for small drivers, when I sat in one recently to try and prove that Graham Pritchard was mistaken when he said I wouldn’t fit in his MG Sprite. Unfortunately I discovered Graham was quite right, as the door on the Frogeye wouldn’t shut because one of my long legs was in the way!

I was amused to see in last month’s Journal that Graham also thought 6’3” was not an accurate scale height for his model drivers, so had cut them down to size. Okay, so I’m only 6’2” but I guess in some photographs perhaps I do look out of scale compared to most other people!

Graham is, of course, one of the unsung heroes of our Hobby, as he almost single-handedly takes responsibility for running Bearwood Scalextric Club, together with his stalwart helpers Will, Steve, Edward and James who also take over Race Control when Graham is racing himself as in this picture (second from left).

Dave Parish has asked me this month for a Bottom Ten to show the bargains recently sold on eBay, so here we go:



UK Only Monthly eBay Watch Bottom Ten

1. Scalextric 1989 Catalogue 1p (252119171096).
2. Triang Magicar Criss-Cross Roadway Track 49p (221907106561).
3. Scalextric You Steer Hand Throttles (2) 49p (321890544643).
4. Scalextric Flyover and Hump Back Bridge Supports 50p (131617340480).
5. Matchbox Powertrack HO Silverstone 8000 4 Car Set 99p (231706800701).
6. Scalextric 36 Track Plans Book 99p (111780469262).
7. Scalextric Autostart 99p (252107504107).
8. Matchbox HO Lane Changer LC2000 Set 99p (201442043190).
9. Aurora AFX HO Midnight Racers Firebird Set 99p (121781299474).
10. Scalextric Subaru Impreza 99p (321887671747).

Some bargains there then, although there is also the postage to pay unless you are collecting in person. 99p is a popular starting price for eBay auctions, so if there is only one bidder then that ends up as the finishing price too. I felt embarrassed collecting a racing bicycle I won on eBay once for 99p, and even more embarrassed when the kind seller even refused my 99p and said I could have the bike for nothing!

Tin Plate Sets and Dunlop Walkways

Steve Williams spotted an early pre-Triang Scalextric Tin Plate Set last month that sold for £163.88 and attracted 5 Bids (281806155728). Steve also flagged up the high prices being achieved nowadays for quite a modern Scalextric Building too, the Dunlop Control Tower and Crosswalk. The one he spotted sold for £160.00 (271986134955). As it was an

unmade Kit, Steve suggests a quandary, should the buyer make it up and use it or save it unmade as a future investment? If the buyer can't decide then perhaps they can send it to me and I'll build it for them and use it on my new Circuit, as I haven't got one myself yet.

Mobile Hitch

Be careful if using your mobile to bid on eBay items, I bought a Buy It Now item this month using my mobile instead of the laptop I normally use for eBay, only to my dismay to discover that somehow I had managed to order four times as many as I wanted by mistake. Luckily the Seller cancelled the extra Buy It Nows for me. I'd better stick to bidding by Laptop in future!

Lotus Visit



If, like me, you missed the NSCC visit to Classic Team Lotus recently, there are some great pictures on the NSCC Facebook page. I guess I'll just have to content myself with visiting the Lotus Cars Factory across the road for now. Famous Lotus drivers have, of course, included Jim Clark and Graham Hill, so let's have an eBay race:

Jim Clark v Graham Hill eBay Slot Car Top Ten

1. Scalextric Lotus 49 Graham Hill No 5 £80.00 (191716110736).
2. Scalextric Lotus 49 Jim Clark No 5 £69.99 (281757844116).
3. Vanquish Lotus 72 Graham Hill 1970 £59.30 (262079839385).
4. Scalextric Lotus 49 Jim Clark No 4 and Dan Gurney Eagle Weslake £50.00 (151855296111).
5. Scalextric Lotus 49 No 7 Graham Hill £47.00 (131604567521).



6. SCX Vintage BRM P261 Graham Hill £44.97 (161040833070).
7. Scalextric Lotus Indianapolis Jim Clark £44.38 (121732078971).
8. Scalextric Lotus 49 Jim Clark No 6 £39.99 (191697154661).
9. Cartrix Lotus 16 Graham Hill £36.55 (111721492383).
10. Revell Lotus Cortina Jim Clark £35.66 (111485514682).

Wow, pretty close to call, with both Jim and Graham having five cars in the Top Ten. Graham does have Pole Position though, and seems to have a slight edge on Jim, so with Graham having an average position of 4.8 and Jim having an average position of 6.2 we'll call Graham the Winner this time. ■