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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President **Swapmeet Success**

I must confess I do quite enjoy September as a month, firstly my kids go back to school and the house returns to an element of normal (well what is normal for our house), secondly, although still some way off I start thinking about Christmas and what I need to sort out for all and sundry on the present front, and then of course, September signals the start of the swapmeets again, with the first one of course being Havant, brilliantly organised by Robert Learmouth.

For those that did not attend, I think you missed a trick, the event was well organised, well attended and there was a good selection of traders, both dealers and smaller individuals alike. There was also a chance to catch up with many people who I hadn't seen since Gaydon back in May, and there was, it had to be said, some bargains around! I believe this event is now to become a regular on the calendar, and I am glad, so again well done to Robert Learmouth for this.

Of course, by the time you read this we will have held our own swapmeet back at Leeds, hopefully this will be well attended, we have already pretty much sold out the tables to traders, advertised it as much as possible and offered you the members, the chance to get an exclusive Club car, so I hope you attend and ensure it is a success and that we can return to the venue next year?

Our own event is quickly followed by another swapmeet, again a new event in West London, but actually in the calendar where the Bishop Stortford swapmeet used to be, organised by Steve Cannon. This is perhaps almost my nearest event, so it would be rude to miss it, and I am sure Steve has done all he can to make sure the event is as successful as it can be, of course it is you as members who can help by attending these events in the first place!

Finally for the year, will be the Orpington swapmeet in November, held of course by Phil Smith, a veteran of events (if I can say this!). Then, oh it will be virtually Christmas, but not before our Ramsgate weekend, which I must get on and organise! Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nscg.co.uk

By Pete Simpson

At last I've managed to track down a couple of the elusive examples shown at Gaydon, although the Cortina and Escort have still to be located. As I've been prevaricating about these two for so long, I feel obliged to include the images as displayed on the Scalextric website in advance of photographs of the actual models. The artwork for the Hippie Bus was included in last month's review but I can now include photographs of the sign-off version together with the other non-catalogue VW release. Although I've seen pre-production versions of the two Mercedes Hybrid 2014 F1 cars of Hamilton and Rosberg, C3593A and C3621A, I've been unable to photograph them as the decoration has not quite been correct. However, they both look very good and can't be too far away.

For those wishing to know the latest happenings at Hornby, follow the News link from the bottom of the Home page to discover the Test Track section where monthly updates are available.

New, Old Fords

Two releases not included in the 2015 catalogue should please Ford aficionados that are keen on collecting examples the Blue Oval's racing machines from previous decades. Both are already listed on the Scalextric website as being available to order, although don't necessarily believe all you may read: the description has been duplicated for both models. Doubtless this will be corrected before Jeremy goes to print - but it might be worth checking! Don't forget that, as these are fairly old mouldings, neither



are DPR so it's strictly analogue racing for these old Fords.

The latest version of the MK1 Cortina, this time in GT guise as C3670, represents that of Ian (Pete) and Leo Geoghegan, as driven in the 1964 Armstrong 500 mile race at the Mount Panorama Circuit near Bathurst, NSW. The big "C" carried by the car alongside the race number designates the class: set by purchase price in A£: £1,001 to £1,200. Having qualified on pole they went on to finish 6th overall behind the winning Studebaker Lark (£1,201 - £2,000 class) and four other Cortinas. The winners of Class A (up to £900) completed 116 laps compared to the overall winners' 130, but to only lose 54 miles when driving an HA Viva for such a long distance is pretty impressive! It has to be time to find an old Airfix-MRRC model or build a kit and emulate the race. The other Ford just released is a new example of the MK1 Escort, C3672. This is not another Bathurst contender but a Sports Sedan Sprint Race entry; this scheme represents how it ran at Calder in 1970, beating the HDT Torana Sports Sedan of Peter Brock. If web research⇒



can be trusted, it seems that this was originally an ex Alan Mann Racing car so that could explain why it was competitive against established opposition.

As soon as I can locate examples I'll include them both in a future instalment.

Exige

Whilst on the subject of elusive models, I finally found an example of the bright pink Donut King Lotus Exige V6 Cup R GT4 car, C3600, to photograph. It's certainly a stunning colour and would make an ideal car against which to race other recent Lotus cars, just keep well away from the Dodge Challenger, C3537, as the differing shades clash something awful!

It is depicted as run in the 2014 Liqui-Moly Bathurst 12 hour race at the Mount Panorama circuit driven by Australians Tony Alford, Peter



Leemhuis and Mark O'Connor, emerging as Class C winner, coming 25th overall. In this instance Class C was for GT4 entries, with no restriction on vehicle cost!

Lancia Delta S4

The second of this year's Lancia rally cars, C3638, is in the pretty colours of the Totip-sponsored Jolly Club entry in the 1986 Rallye San Remo entry of Dario Cerrato and co-driver Giuseppe Cerri. The long standing pairing finished in 2nd place, just over a minute behind the similar car of Markku Alén. However, due to contentious issues over the legality of the exclusion of the Peugeots, the results were later declared void and scores did not count towards that year's championship resulting in the Drivers' Championship being taken away from Markku Alén and awarded to Juha Kankkunen. Like previous Deltas this seems to handle very





well when raced on a tight circuit, although I tend to be a bit reserved when trying out the sole example of a model. Remember this when bidding for prototypes, it wasn't me that contributed to the realistic battle scars.



Maserati

The livery of this Maserati Trofeo Gran Turismo MC, C3603, reflects the car as run at Sonoma, the first race of the World Series to be



held in the USA. It was driven by the guest driver pairing of Patrick Dempsey and Greg Tracy: don't be concerned about the apparent incorrect driver's name over the door as the car was on loan. Of the entire range of race series for which Scalextric produces models, this has to be the hardest for which to find any background information so I'll leave it to the readership to pursue further if enjoying the performance and eye catching decoration of this B and W sponsored car proves insufficient.



Bond

The companion car to the Aston Martin in the forthcoming 007 Spectre set, C1366, will be this stunning Jaguar C-X75. It will be a Super Resistant example, like Mr. Bond's Aston, with very few parts to be broken off so it is an ideal beginners' set where racing can be enjoyed without the fear of reducing residual values.⇒⇒



Unlike the Aston, there have been plans for Jaguar to take this car, or a slightly modified derivative, the C-X80, into production. However, it has recently been reported in the press that the C-X75 has been axed for a second time, possibly because it is now seen as being

quite a while since its 2010 launch. Let's hope that more examples are produced, enabling Scalextric to release further liveries, maybe even some GT3 or GTE race versions?

BMW Z4

Stunning as the Anime version pictured a couple of months ago might be, this model, C3624, is no less attractive, especially once the grey areas are correctly tampon printed in chrome. Have no fear; I'll include more photographs once it progresses to the final, approved version.

These BMWs, together with the McLaren P1s, are the models for which a genuine Scalextric PCR chassis, as opposed to a 3D





printed version from Shapeways, is already available. They are listed on the Scalextric website at £4.99: C8536 for the Z4 and C8533 for the P1. As soon as I get one of each to populate with Slot.it parts I'll be giving them a test at Croydon Scalextric Club. Hopefully the BMW rear wing will be available as a spare part!

asymmetric “paint-job” and roof rack make this one of the more quirky releases of the Camper van but don’t push the price into Limited Edition territory. I still think the driver would look more content if he had a companion.

For the more conservative T2 enthusiasts, Scalextric have added a plain green and cream version to the range in the form of C3760. This is another non-catalogue release for 2014 and



VW Buses

I've been waiting for this chance ever since the bus tooling was first announced. You wait around for ages, and then two come along at once! The method of production for the Hippie Camper, C3761, was shown last month and most images of it up until now have been of a prototype with slightly ragged decal edges. Now the approval stage has been reached, it looks much more polished. The side curtains,





has not yet made it onto the website. Maybe the delay has been in finding a suitable torso to fit in the other seat?



Margate Visitor Centre

If planning a visit to the Centre, which will remain at the old factory site for a few months yet, it might be worth checking on the Hornby website for a couple of reasons. Firstly to check the dates of their Factory sales, on which occasions reductions up to 70% can be found. But more importantly, to ensure the destination is correct. According to the Online Thanet Gazette, the Visitor Centre will be relocating to Ramsgate Harbour as part of the refurbishment

of the disused slipways, leaving the Margate site available for redevelopment. If the plans come to fruition, Hornby's investment in the new location should stimulate an increase in last year's 40,000 visitors.

Sky Sports Layout



Congratulations must go to Oscar of the Scalextric Development Team for his successful organisation of the Sky Track sessions at the recent CarFest: OK, he may have had some assistance but it's good to know that those who are responsible for our toys take an active interest in promoting the hobby. Doubtless he had fun mixing with Suzy Perry, Sir Bob Geldof, Martin Brundle, Chris Evans and Ben Edwards, but the greatest satisfaction must have been in being part of the raising of £11,200 for Children In Need through the sale of the Scalextric layout. ■

Ciao everyone and welcome to this edition of Forza Slot.it. Well, I don't know about anybody else but this last month with work, "dad the taxi" and the start of the Rugby World Cup has just seen all my time evaporate with little to no time for the world of Slot.it/slotcar related fun and the deadline for this month's copy passed yesterday so hopefully Jeremy will find time to slip this in, so with that in mind I had best crack on!

So part of the reason for me being a bit slack was that I thought I would be stuck for ideas but fortunately Terry at Gaugemaster sent me a fantastic email a day or so ago with some great pictures and information in it so I thought I would share that with you and a few of my thoughts, for what they are worth, on what is to come from Slot.it and Policar now or in the near future.

Before that I will digress for a moment and mention what I was going to write about this month before time (or the lack of it!) caught up with me. Something for more detail in the future maybe? My Slot.it stable increased a little as I purchased the newly released SICA09g Porsche

956KH from the Nurburgring 1,000Km race of 1983 as piloted by the sports car master that is Derek Bell and another driver of fabulous ability but less well recognised being Stefan Bellof. As I had mentioned previously, this was a must have car for me and even though I have several others of it's ilk, it is another stunning release that now sits on my work desk for me to gaze at until the next "must have" comes along! No really, this car to me looks fabulous in the Rothmans livery though sadly it has the correct "Racing" wording in place of what it should be as tobacco advertising became a dirty world in all forms of advertising worldwide from the early 1980's onwards until it totally disappeared. Bit of a shame in some ways as there were some really great and iconic liveries created in the time that it was allowed.

Moving on and the second car in my order was another must have car to complete the set being SICA27b #9 Matra-Simca MS670B which was 3rd in the Le Mans race of 1974 as driven by Jean-Pierre Jabouille and Francois Migault. This now completes the Matra-Simca team that raced at Le Mans that year with the ➡➡





#8 SICA27a (DNF but classified as 34th) and the Le Mans winners series #7 SICW18 model that have already been released. What can I say about this one? It looks just like the other two which means fab and hopefully I will have time next month to do some sort of diorama picture of all three cars together, but no promises! In the meantime, if you have not got yours yet then I wouldn't hang around too long as I'm sure all three cars in this little set will soon be sold out as well as the above mentioned Porsche just because of the heritage around these particular cars, race and/or the drivers involved.



OK, so back to Terry's email and first up for me to discuss would be SICA22d which will be the #12 Lola B10/60 as raced at Le Mans in 2010. According to the blurb sheet from Slot.it this will be a more "Detailed model with proper body shape" which I guess means to say that the previous ones were not quite correct? Well, to me they looked just fine (as I just took one of them out of the cupboard to check) so it will be interesting to get my hands on this one and compare it to the previous releases to see what they mean? The car will be an anglewinder configuration drive train and looks like another little stunner in the white/ red/ gold coloured race livery so I guess all I can do now is wait before I comment more. Performance wise, well the previous cars were not too shabby so maybe this one will be faster on the track as well with new and improved aero!



Ah yes, another Porsche 962C! Perhaps some might say that Slot.it are really milking this mould (and the others) but the 1980s were really a golden age for Porsche with this all conquering series of real life race cars and the liveries available over the life span of these racers is quite diverse so I expect (and hope!) that there will be a few more to come! So what of this one? It is the Le Mans #11 1987 car as sponsored by Leyton House in a beautiful turquoise blue with simple main and minor sponsorship logos that make this model such a stunning car. Probably like many of you? I am a keen follower of all Motorsport, especially F1, so I remember the Leyton House sponsored F1 livery of the same era (1990/91) as well as several other race outfits worldwide across several Motorsport classes that also received sponsorship from this Japanese real estate company during the 1980s/ '90s. As I write this article I believe that this particular model has just hit the shelves of at least one major slot retailer (according to the PSR website) so I may have to open my wallet again after completing this article or very soon after! Yes, another Porsche is going into my collection and I can hear wife V1.0's reaction already "it looks just like all the others..." Yep it does but it is different colour!

Next up would be... oh no, *ANOTHER* Porsche! But to be precise it is SICA34z 962/85 available as a white kit. What did I just mention above? Yes, there are lots of real liveries for this type of model so now Slot.it are catering for that market by producing the plain white kit so that everyone out there who likes to produce their own liveries or to make a real race livery of a car



that has not been produced yet by any manufacturer. I always think that this is a great option for clubs as Slot.it cars are very competitive out of the box. This gives race clubs the ability to purchase cars and then spray paint them the colour of each track as a controlled class or for newbies to use in our great hobby who are new to competitive slot racing. For new children or adults, by having a competitive car the first time they attend a racing night it gives them the opportunity to at least know what can be achieved as opposed to being thrashed and never returning to a club again, as I have seen on the odd occasion when I used to race.

I have purchased a few of these Slot.it white kits (and other manufacturers!) in the past but so far I have not attempted to paint or decal one! Couple of (good) reasons (in my head) for not doing this being that am not that good with a spray can! I have thought about buying a professional type spray gun on several occasions but the cost and the fact that I would probably only use it once has put me off. Anybody out there who is a bit of an expert that would like to write an article on the current spray guns available and how best to use them, places for paint and so on? If so, I for one would like to see an up to date and informative article on this so that I can use it on my mini mountain of white kits and other scenic options that I have in my head for my home layout! Hope to see an article soon.

Now for a deviation from Slot.it but I think I am on safe ground as Policar use Slot.it

running gear and I have commented on them before without any adverse feedback! In the shops by the time you read this at a very competitive RRP price of £34.95 is the latest (3rd) incarnation of the Monza Ferrari 312PB's that is POLCAR01c. As I recall (Aug-2014) I did a review of the first one of these and mighty impressed was I at the time. Again, it is really just Policar taking the original Slot.it moulding and bringing it up to date with an improved chassis and body top but what it does do is to bring this particular splendid model back at a more affordable price point for all of us to enjoy. I know that I had a lot of fun driving the first car without the (challenging for me) hassle of building the original Slot.it 312PB kit that had been sitting in a cupboard waiting for me to make the effort to build it!

This is another great handling car with good performance out of the box and at a very competitive price point so another great car as a controlled class at club race nights or as a ➡➡





club car for everyone to enjoy on their first couple of race nights. The added bonus of this is that due to the initial relative low cost it also gives the beginner the option of getting into tuning slot cars with the vast range of tune up parts available from Slot.it and from the helpful nature of many club members around the country to get them started, another win win for all I would suggest?

Sticking with Policar for now and Terry has provided me with a rendered image of the forthcoming Ferrari F40 LM that is expected to be released in February 2016. The first car will be modelled on the Jean Pierre Jabouille IMSA GTO spec car as raced at Road America in 1990. I suspect this will be another rehash of the original Slot.it SIKF02x class of cars that were available a few years ago and (again!) I have several of these original kit cars lying around in their boxes waiting for me to make the effort to build them! The Ferrari F40... now I really love the real original car, both road and race variants, and my son has promised to buy me one if ever



he earns enough money! Sadly, I doubt if that will ever happen so I will have to contend myself with the slot car variety. It will be my birthday soon so when it is released my son will be able to keep his promise in 1/32 scale? This is yet another model that I am looking forward to and with an expected RRP of £39.95, and probably more like about £35ish from main slot car dealers, then another bargain performance tuneable car to thrash around home and club circuits. Rest assured I will see about purchasing one for review when it becomes available.

For my last bit of news this month I will return back to Slot.it and finish on a brand new moulding in the form of SICW19 #8 Audi R8 LMP Le Mans winner from 2000. The picture from Terry is just another rendered photo of the model car but it certainly wets the appetite for what is to come sometime early in 2016. Not only is this a Le Mans winner's series collection car but it was also driven by three modern legends of the motor racing/ sports car world being: Emmanuelle Pirro, Tom Kristenson and Frank Biela. The picture probably does not do justice to what the real model will look like and I'm sure it will be another winner on the track so this is yet another model on my must have list and an in detail review will follow in due course when the car is released.

Sadly, that's all I have time 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. ■



Welcome to the October Carrera Corner. We have just one 1:32 scale model due for release at the end of October. Of course digital upgrades are possible on the Evolution car and regrettably we have no price information available at the time of writing this.



So this month's release is the Carrera Lamborghini Huracán with bright green paintwork, it has front, rear/ brake lights, and faithfully reproduced details, as can be seen on the photographs.



The Huracan was launched last year as the successor to the Gallardo. The sharp edges and seering speeds of the Lamborghini Huracán are its trademark as 610 hp screams down the road. A 5.2-litre V10 engine produces this power. The distinctive engine sound can make your hair stand on end. It accelerates from 0 – 62mph in 3.2 seconds, with a top speed of 202mph. It has a seven speed LDF dual clutch auto and four wheel drive, and if you are interested in buying one, the car will cost you £186,740.

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.■



Here are the next releases from Flyslot. We have the artwork for cars that will be with us during late September and in October. Other models may be released in November and confirmation of these will follow in due course, along with pictures of the actual models.

Highlights are the totally new Buggyra Truck and the second of the fabulous Brabham BT44's, the John Watson car from the 1974 Austrian Grand Prix. The Porsche 997 and Sunreds make a return, however Gaugemaster will only be bringing in the Avant Chassis versions, other versions (Standard/Sound in the case of the 997s or Standard/with lights with the Sunred) will only be brought in to order.

The following models are due in September/October:



First up is FS70420, which is the PORSCHE 997 as raced at SPA in 2006 with Avant chassis. The retail price is £42.95.

Second this month is FS701201, which is the SUNRED SR21 in silver with Avant



Flyslot
1:32 MODEL EXCELLENCE

PORSCHE 997 RSR
1st Gt2 24 HORAS DE SPA 2006
MARCEL TIEMANN - SASCHA MAASSEN - LUCAS LUHR



chassis. The retail price is £42.95. The Sun Red SR21 is the Spanish made sports car that competed in the International GT Open between 2007 and 2009. Fly has previously made other versions of this car.



Coming close behind, is FS020101 this is the 1970 FERRARI 512S race number 15. This is the car Fernando Alonso drove round the Le Mans circuit during the build up to the 2014 24 hours race. The retail price is £42.95.



Reference FS062103 is the BRABHAM BT44 race number 28 as driven to fourth



place by John Watson in the Austrian GP in 1974. Carlos Reutemann, also in a Brabham, won the race. The retail price is £49.95.

Now for reference FS20510, which is the BUGGYRA MK08 Race Truck as raced at the Nurburgring. The retail price of the truck is £64.95.



These are the alternative Porsche 997s and Sunreds that will only be available to order:

Reference FS704104 is the PORSCHE 997 as raced at SPA in 2006. The retail price is £39.95.

Reference FS704104S is the PORSCHE 997 also from SPA in 2006 with sound chip. The price is still to be advised.

And finally reference FS701105L is the SUNRED SR21 in silver with lights. The retail price is £39.95.

The NSCC Brabham will be produced alongside the Watson car so we should be seeing this car sooner rather than later!

Thanks to Terry Smith, Brand Manager at Gaugemaster Controls Ltd. for his help in compiling this column. More news and pictures next time. ■



Northern Swapmeet

As I write the Northern swapmeet is just over a week away. In addition to regular stall holders such as Mark Scale, Roger Barker, Steve Cannon and Sean from Pendles it has been great to see such a large number of members and some non members who have booked tables at the event. Consequently the hall will be full and members coming to the event will have a lot on offer.

One of the things that will definitely be on offer will be the Jackie Stewart F1 Tyrrell NSCC Club car which will be available at the event with just 60 examples available at a cost of £55 each to members. This has got to be one of the most attractive Club cars the Club has ever produced. It has been especially produced for the Leeds swapmeet and will not be available at any other subsequent event. So do not miss out.

On the subject of stall holders I sometimes think that the contribution that Mark, Roger, Steve, Sean and all the other dealers make to the Club as individual Club members is often overlooked. They help to make the NSCC what it is and so thank you to them for their involvement year in and year out.

NSCC/Hornby weekend

If you have not applied for a place on the annual NSCC/Hornby weekend please do so now. The event will be taking place on the 21st and 22nd November 2015 at the Pegwell Bay Hotel in Ramsgate.

In the November Journal there will be a big announcement about an initiative that the Club has been working on for a while and which is to be launched at the event. Much more on that next month. We have of course secured the support of Hornby for the event and they will be providing us with a presentation over the weekend at the hotel and of course are allowing us the visit to the factory Visitors Centre, and there may be some bargains available on the day, plus providing some rare and collectable items for the annual auction to be held over the weekend with proceeds of course going to charity.

Whilst at the Havant swapmeet I had the ⇨⇨

As I write this Chairman's Chat we have just returned from this years Havant swapmeet. The event was once again very successful and our Club stand was particularly busy selling some of the old Club cars to members and signing up some new members.

We had decided to make a weekend of it with Mrs. Chair and I spending a pleasant day on the Saturday in Portsmouth going around the historic dockyard together with our daughter. History is another one of my passions and just standing on the deck of the Victory was enough to make my hairs stand up on the back of my neck.

What has all this to do with slot cars you might say. Well one of the things that impressed me at the Havant Swapmeet was learning about the research that Robert Learmouth who organises the event has carried out into the history of Scalextric in Havant. Through interviewing the former employees who worked at the original factory and then piecing together the story of how Fred Francis initially built the company leading to its glory days in the 1960s he is preserving their stories and in turn the heritage of our hobby. To me this history is every bit as interesting as which model was produced by the factory in which year and in what colour. A history that needs to be told.





opportunity to talk with Diana Francis (widow of Fred Francis) who is the Club Honorary Life President. Also with her was her daughter and grand children. The young boys were enthralled

with the Scalextric cars on the circuit that had been set up and they walked out with one or two purchases of their own from the event. We chatted about Fred's legacy and what it meant to all of us who have grown up with his invention. The fact that we are all still enthralled with Scalextric fifty or so years later clearly also meant a lot to Diana and her family.

She has agreed to join us on the Sunday of the NSCC/Hornby weekend in November this year subject to confirmation. During lunch on the Sunday she has agreed to present the Annual Trophy to our Club member of the year and maybe stay on a little in the afternoon. So all being well something else to look forward to in November which I think is going to turn out to be another great event. I will certainly be there and I hope that you will be too.

Finally the Fly BT42/44 NSCC Club car from Gaugemaster in the special Guy Edwards livery will be with us shortly, we are hoping it will be in time for the Orpington swapmeet in November, if not a bit before! I do hope that you have ordered yours. One not to miss. Until next time. ■

The Sideways Group 5 Mustang finally breaks cover. Although the livery is still to be confirmed it is widely believed to be the Miller version. The model will carry the reference number RCSW46 and is due with us next Spring. Early test mouldings look to capture the angular shape of what was known as the Fox bodied Mustang extremely well.



The real car was in fact a re-bodied Zakspeed Capri that Ford felt was just what the brand needed to re-launch its involvement in circuit racing in the United States. With Klaus

Ludwig behind the wheel, the car finished second in its first race at Road Atlanta in the 1981 IMSA GTX series. It went on to win back to back races later that year including the event at Sears Point.

In stock by the time you read this will be RCSW36, the Sachs Racing Zakspeed Capri along with the Francoise JPS and Gena Playboy grid girls RCSWFIG006 and FIG007 respectively. These delightful models have proved very popular and we have news that many more versions of the girls will appear in iconic branding over the coming months, and hopefully I will have details by next month.

Also in this delivery will be first of their classic petrol pumps and what better one to start the series with a Gulf version! The resin hand built 1/32nd scale pumps will be collectable in their own right and will for sure be used by many in dioramas or in the pits of scenic layouts. ➡➡





The first pump carries the reference RCSWPUM-001 and will have a right handed nozzle, and special edition Gulf Porsche will follow this which will come complete with a left handed version of this pump, more details to follow.



Thanks go to Terry from Gaugemaster for the information for this article. Happy racing until next time. ■

Flyslot Trucks - Review Of The Latest Limited Editions

By Paul Croker

Since my last review earlier in the year, Flyslot have been busy producing Limited Edition trucks, which up until now I haven't reviewed as none have been based on race trucks, and apart from passing comment on build standard there isn't much more I can say that isn't covered by David's 'Fly On The Wall'.



So we have a total of seven trucks to cover. First up was a Mercedes Benz with the Mas slot livery and has the Ref. No. F202306. Only 200 of these were produced, with only 50 been available outside of Spain. The truck differs from the normal trucks that we get, in the fact that on top of some tampon printing were the addition of what appeared to be water slide transfers. Also on top of the cabin was a



separately moulded number '150', which quite conveniently covered the unused hole which you get if the air intake of the days gone by super trucks isn't fitted.



Then we had to wait until June before we got an influx of specially commissioned MANs. First to arrive on my doorstep was the JPS version Ref. No. F203304. This is painted in a matt black as the previous JPS liveried Mercedes Benz was, with the gold JPS print on top. Next was another matt black truck, this time with 150 years of Martini and has the Ref. No. F203305. This was closely followed by the colourful M and M's liveried truck which has the Ref. No. F203303. This truck had a production run of 250, and has the usual high gloss finish and ➡➡





looks very smart. Forth to arrive was the Heineken liveried truck with its realistic looking bubbles and has the Ref. No. F203306.



The final MAN truck is another Martini liveried one, but this time in gloss red to correspond with its Martini Rosso livery and has the Ref. No. F203307. All the above MAN trucks have all been assembled on my examples to a better standard than late, but we are still getting the unnecessary fitment of the radiator air intakes. The rear wheel hubs were again incorrect up until the Heineken truck, where they seem to have corrected this. One other



observation is that the nice fine springs to replicate the hosing have gone back to the rather open and coarse type if they are fitted at all.



So on to our last truck which to all the truck racers out there is a welcome relief I should think. It is the rather strange looking but good handling Buggyra. This version comes in plain unpainted red with Ref. No. F204201. Unlike the previous racing version, which still had the full high detail interior and engine, but a more powerful motor fitted with a smaller pinion, this truck comes with a lighter Vac formed interior and engine detail, but only the standard motor and pinion. It also has no front light moulding, and the lower mesh is no longer a specific shape as before and is just a large rectangle jammed in between bumper and bodyshell. The Buggyra is also the only truck to have fully sprung rear suspension. On the original trucks this meant





that the rear axle needed a special double bearing. To save producing this Flyslot have just placed two standard bearings next to one another, but this does allow for slightly more

lateral movement than before. Overall though, a truck for the track and with it not being painted great for applying your own livery.

So in all, six trucks for the cabinet and one for the track. We have a slight improvement in assembly quality which is something I hope is carried over to the new Buggyra/Freightliner truck which we've now been waiting over a year for. Hopefully this will be the next truck we get from Flyslot and that we have come to the end of non race truck Limited Editions for now?

Thanks as always to Telford of Typhoon Slots and Models for supplying the trucks for me to review.

One last thing is that it's not long before our UK truck race season comes to an end. So if you fancy seeing some 1,000+ BHP action, get yourself to Brands Hatch for the season finale on the weekend of the 7th and 8th of November. ■

100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

Oh dear, having got it in to my head that I was at work for the “last week of September” (having had the week before off) then I had also got it in to my (thick?) head that the NSCC copy date was also that week but luckily for me when “Mr. NSCC eBay” Nigel and I were chatting at the club on the 24th of September it was he who promptly saved the day for me by informing me that it was actually the following day and not the 2nd October!

So, fortunately for me, I can refer to “some that I prepared earlier” as they used to say on “Blue Peter”, but before I do, here’s some other stuff as well and you know me, you may well find some of it a bit “obscure” to say the least?

Johnson Motors

So, is this the largest ever Johnson motor I wonder?



I recently had to fix my Mum’s electric carpet sweeper for her and when I took it apart I discovered that it utilised a Johnson motor, trouble is this one was about 4cm in diameter so no chance of fitting it into a slot car when the carpet sweeper is stuffed!

And just in case you didn’t know, many of the motors that we use in our hobby today originate from various everyday things like electric door mirrors on cars for example or from video recorders in the older days so if you have anything like that that’s destined for the tip you may just want to have a look inside before you throw it away just in case it has anything that may be of use to you.

Tractor Drivers

OK, so what have these got to do with slot cars I hear you ask?

Easy, when I was looking for a driver for my Ford pick-up I searched the usual places for genuine full length Scalextric driver figures (starting with Stephen at Slot Car Wales) only to be told that there aren’t very many around nowadays and so I tried a search on eBay of “driver figures” with the aim to hit other traders who may have been selling the full length rally drivers as found in the Hornby Escort MK1 etc., but much to my surprise several “tractor drivers” also came up, and having investigated further then I discovered that they were 1/32 scale, full length, in civilian clothing and they weren’t wearing a crash helmet so perfect for⇒⇒



the job then! So, I promptly bought 15 as they were so cheap, i.e. under £2 each, fully painted. Bet you weren't expecting that then were you?

However, these good old country folk do have one problem, they are actually 6' 3" tall when scaled up, which is quite a bit taller than a standard rally driver from the UK Hornby range, and so to fit him into my Ford we need to do a bit of tinkering, so take one Stanley knife and proceed to remove his ankles and feet together with a "spare tyre" from around his waist in order to create a shorter driver that will actually fit into the Ford.

Once you are happy then a bit of Superglue (well it was invented for medical purposes originally apparently), joins body and legs back together again and away you go and so one of the biggest reasons for not yet finishing the Ford pick-up was cured, with the only others being the "normal ones" of "starting too many other projects" etc.



So, let's move onto the Ford now and as you may have sussed, yes, I'm actually trying to finish the vehicle as I type this due to having 7 days less than I was expecting to have.....doh!

"Steve Francis " 1956 Ford Pick Up (Part 3)

OK, in order to maintain credibility (I hope) I decided that I needed to finish this one for this issue especially as I'd already cut out the windows and got them to fit as best as I could previously.

As the windscreen is a bit bowed outwards



and curved then it took lots of tiny cuts in order to make it fit well, whereas with many other kits they are usually much simpler as they tend to be quite flat or just have a moderate amount of curvature.

So, having (just – honest) painted the interior of the cab matt black together with the inside of the window frames then it was "go for it" and glue the windows into the body once that paint was dry and cross my fingers that it all goes well!



I used the Revell Contacta Clear glue that is basically PVA I think, and as it dries clear then any that is where it shouldn't be won't really be visible once dry (you can also mop it off with a pointed cotton bud if you need to I've just discovered).

I also painted the interior matt black to start with and then painted the bench seat itself in a brown "leather look" (well hopefully) colour in order to make it look as realistic as possible.



The steering wheel needed trimming in order to remove the mould flash etc. and then I Super glued it into the chap's hands first so that painting it later would then hopefully be easier which it was as he was holding it for me you see.



As the driver is made of a bendy rubbery type material then it could also be bent down to the required angle as well later to again look as realistic as possible.

Once the paint was dry I then did a bit of detailing to the dashboard in order to bring it to life a little.



Then it was a case of bringing it all together and as the interior is a bit "bulky" I decided to "glue-gun" it together so that it was held securely and without the risk of getting liquid Araldite etc. everywhere which would have happened for sure had I tried it that way but do not go too mad with the glue gun as hot glue will soften the resin as I've also just discovered! Always carefully remove the dried up blob on the end of the nozzle as it warms up as if you don't and you start squeezing fresh glue through then it all builds up under pressure and is an accident waiting to happen as I've also just discovered! So, after all this effort, this is it then, I finally got there in the end.



Ford Pop Hot Road/ Custom Car

And now an update on the green Ford Pop Hot Rod that we showed you last month, as you would expect it's still WIP but I've managed to locate the rest of the kit now and so you never know it might just get finished one day soon⇒⇒



and as an experiment I decided to overspray the front with silver to give it a custom car style finish which was achieved by holding the spray can just in front, but out of range, of the car to begin with (i.e. so that it doesn't actually spray onto the car when activated) and then by activating the spray and moving it forward VERY slightly at first so that the spray just about reaches the car so that you can see it just starting to colour the car. You then decide how far you want the silver to go along the car and move the can forward ever so slightly until this is achieved.



I did it with the car on the floor on my painting stick and by crouching down until you are just above the height of the car itself (you may want to practice the technique first on an old bodyshell maybe though as it's great when it works but if you get it wrong you will wish you hadn't tried it, trust me!).

Once it was dry I gave it a coat or two of Johnsons Klear but it still didn't look very good/ as good as it should have done and so I hit on the



idea of rubbing it down a bit with some cotton wool and some toothpaste, and once washed and dried the result was amazing, gone was the very rough and dull finish and a very smooth and shiny looking car was there instead (and this one actually impressed them all at the club for once as well to be honest so good job I was sitting down then!).

The wheels are off a Spirit VW Golf (with the inserts removed) and the chassis is $\frac{1}{2}$ a GOM one (at the rear) with the front being $\frac{1}{2}$ a Hornby F1 car with the Easyfit contacts being replaced with a conventional wired guide.

Add a bit of weight for stability (i.e. 10g self adhesive car wheel balance weight from my local garage) and away you go one very nice looking Ford Pop Hot Rod/ Custom car, which incidentally one of my neighbours actually has as a real life one in a dark metallic red colour with a rather loud exhaust, to say the least.

All it needs now is a driver (and he used to drive a tractor) and we are in business and his overalls match the car already, nice one (just wish he wasn't so tall)!



Photo Backgrounds

Whilst doing some of the photos for the NSCC and Slot Car Magazine recently I paused to see what everyday items I could find in order to try to make my photos look a bit more “professional” but without resorting to actually buying anything in order to make that happen.

So, after a bit of thought I hit on the following:

For a white background I use either a white envelope or a piece of white copy paper or even a sheet of white Plasticard and then I place it on the floor in front of the white “kitchen cupboard” base units that I used to make the cupboards in my slot car/ workshop room upstairs and if you bend the base up to the cupboard then you don’t see the join either.

For a black background I use either a diary or my work briefcase (I only use it because my sandwiches, crisps and cup etc. won’t fit into a normal size sandwich box).

For a “floating in the air look” then try placing the item on a clear takeaway box like you get from the local Chinese Takeaway apparently as they are clear then it makes the car look like it’s floating and these boxes are also ideal for storing your slot cars in as well as they are so cheap.

More On Pedal Cars, And Oh, Slotcars As Well

In the August Journal our Mr. eBay (Nigel) told us about the famous pedal car JOY 1 that is on show at Gaydon home of the UK Slot Car Festival, well, it turns out that our (Bearwood



and NSCC that is) very own Dave Parish also has a pedal car on show at Gaydon, except that his is an “Austin Pathfinder Special” that has been in his family for many years now indeed.



Now, believe me or not but this pedal car is actually based on the Austin 7 Twin Cam, and guess who does a model of that? None other than George Turner and so the link to our hobby is proven then.

Check out the photographs of Dave’s brother John next to the car with his son Thomas in the driving seat and also the scene that greeted Dave when he went to view a few ➡➡





of the cars at a fellow enthusiast's house also.....uummm, now is that JOY 1 that I see there as well?

15mm and 22mm Copper Pipe Bits

When you need to sand out the wheel arches on a resin kit then I find that some short off cuts of 15mm and 22mm copper pipe are just the job for wrapping the sandpaper around so the next time that you have a plumber call then scrounge a few pieces off him like I did!



Using Emery Boards As Mini Sanding Sticks

Not sure if you know this one either, but either scrounge a few off the wife or buy your own



from Superdrug etc. and away you go, and the beauty of these is that you can cut them down to make tiny files to get into the really tiny rear quarter lights etc. on resin saloon cars etc.

Martini Brabham And Graham Hill Shadow Reliveries



Having bought a few sets of 1970s F1 cars decals off eBay a while ago I finally got around to painting some cars in "Halfords Gloss Appliance White" as it seems to be the purest white that you can buy nowadays, even George Turner uses it so it must be "allwhite" then!



With the Brabham we think it's come out really well especially the engine detail, which was there all of the time, you just couldn't see it until it's been painted silver for the main part and with brass effect for the exhaust pipes and a bit of Inkwash then you won't believe the difference.



With the Shadow however, it's a bit of a different thing as there's no engine detail to improve upon, but after a couple of coats of Johnsons Klear then it also looks really smart so much so that my friend Bob Chapman in Canada wants me to do one for him.



Top tip here, you sometimes get a bit of "colour bleed" on decals like these so in order to help try to prevent this I actually clear coated the



decal sheets first with Johnsons Klear but I wouldn't go for an aerosol one to be honest as I've heard of some terrible horror stories off other people when the propellant or the built in "setting agent" reacts with the decal itself. But the only problem I had though, was that the clear coat then makes the decal that much stiffer as in it won't bend around the curves so easily as before, so the next time I do it I'll try to put less on/ avoid coating the areas of the decal where it needs to bend over the body and as I always clear coat the finished article with Johnsons Klear so in the end everything gets covered as well. If you do clear coat the sheet before you start make sure that it doesn't go over the edge and soak into the back of the sheet otherwise it can start to glue the waterslide paper to the backing paper itself, which then makes it a bit hairy when you're trying to slide the decal off the backing paper and it doesn't want to know (another way to avoid the colour bleed is to only wet the decal as much as is necessary, i.e. don't let the face of it get wet when you put it in the →→



water and once it's wet then remove it and put it onto the carpet or a cloth etc. in order to let the moisture work its way through and soften the adhesive enough for you to be able to slide the decal off).

I also find that if you get it right "first time" then they are fine but if it's one of those where it takes ages to get it right then you run the risk of it all starting to go wrong unfortunately.

The Future Of Slot Cars?

I don't know about you, but I thought Jeremy's piece last month was very thought provoking as when you stop and think about it then I think he is totally correct.

Back in the old days every home seemed to have a Scalextric and you can tell that by the never ending amount of the stuff that ends up on eBay, will it ever run out I wonder?

Now, fast forward to today and probably only 1 home in every 32 has a Scalextric which is not what the term should refer to I hasten to add either!

At our club we are fortunate to have a handful of Father and Son racers, but I know at other clubs the situation is not very good and they are struggling to attract the "next generation" so to speak.

What with Father Christmas not exactly helping our cause either as he generally only tends to advertise HO, HO, HO then I guess like Jeremy says, the future is possibly up to us?

Now, whilst every home nowadays does have a home computer or two, then I can't see it ever having a Scalextric as well and with probably the space that it takes up being the main reason, but one of our guys is managing on a layout that is only around 7ft. x 15ft. in his garage but as it's a Hornby Digital track then we get four people in there racing on it, and when you factor in the pit stops and tyre wear etc. (it's running RCS 64 at present) then it really is good fun even though it's tiny in real terms.

So, unless Hornby and everyone else manage to bring "the next generation" into our hobby then perhaps their days are numbered once we've all left the hobby either through a change of habit or old age!



George Turner Capri Chassis

You may remember that I mentioned this one a few months ago, well rather than it being an item for general sale it is actually currently just an idea so in the end I've persuaded Mr. Turner to send me one to hopefully try it out at the forthcoming Wolverhampton Pre 1976 Saloons Event that James Noake and I compete in every year, well I say compete, James does I just go to take the photos for the NSCC as I never do very





well to be honest but what the hell, it's only up the road and there's some great models to look at when you're there together with a load of my friends to talk to also, after all it's not all about



the racing, is it?

And speaking of the great man himself here is George's News for this month:

Hi Graham, just a few notes for you this month then.....

October should see the release of four new models, the Embiricos Bentley, Talbot T26GS, Chaparral 2 and the Corvette. These models have been held up due to the decals being late and the photo etching being cocked-up because I got it wrong (Sorry!).

So we should be busy then from this month onwards, and hopefully we will also be able to get a couple of Grand Prix cars out before Christmas as well.

By the way, our PU tyres are now on the website and available to buy should you so desire. Regards George.

Right, and hopefully I'll be able to tell you how the Capri goes next month as well?

And Finally

I happened to stumble across this in the club room last night, it had been written by one of our younger members and had been just left there for anyone who came across it to read.

I thought it was rather humorous and so if Jeremy doesn't mind then I thought I'd finish⇒⇒

with it this month as a laugh rather than as
“plug” for our club, see you next month. ■



This month, I thought we would start with Minis, there have been plenty on eBay recently and also it ties in with Graham Pritchard, and his latest Mini Van Slot car.

Mini Mania



So here's an eBay Mini top ten:

1. Scalextric 15 Minis including some special editions £300.00 (331589054989).
2. Airfix MRRC Monte Carlo Rally Mini Set £240.67 (181817703120).
3. Scale Raceway Models (SRM) 1/40 Scale Mini Cooper Set £149.99 (321816224403).
4. Scalextric Italian Job Minis Triplepack £124.74 (171859752348).
5. Scalextric Unboxed Custom Digital Set with 3 BMW Minis (Norman, Mortimer and Neptune) Best Offer above £110.00 (141720128008).
6. Scalextric Hamley's BMW Mini Cooper Challenge Set £110.00 (131545029690).
7. Scalextric Black and Blue BMW Mini Cooper S Set with picture of Italian Job Helicopter on lid £97.00 (171835329843).
8. Rigger Cobramite HO Scale Gold Mini from 1971 £93.96 (321813819629).
9. Scalextric Digital Driver BMW Mini Set £88.23 (291547283298).
10. Scalextric Legends ATCC 1964 Mini Cooper Twinpack £82.99 (281718929040).



I like these Mini Marvels, so let's carry on:

11. Scalextric Red C7 Mini with Spotlight in Race-Tuned Box £82.00 (221869467685).
12. Scalextric NSCC 25th Anniversary Yellow/Blue BMW Mini £79.99 (271948149595)
13. Scalextric Boxed Red or Green Front Wheel Drive C76 Mini £79.00 (291526393619).
14. Scalextric Car Graveyard Collection of bodyshells and motors including Kit Cobra, Green E-Type Jag, Cougar, Vanwall, Escort, GT40, Mirage etc... oh, and three Minis too £76.63 (221827432221).
15. Scalextric NSCC 25th Anniversary Yellow/Blue and White/Green BMW Minis £72.72 (161781715902).
16. Scalextric Sport Red BMW Mini plus Police Focus plus Subaru and remainders of three sets £70.00 (281785170946).
17. Scalextric Italian Job BMW Mini Set £70.00 (151796556162).
18. Scalextric Urban Speed BMW Mini Set £69.99 (131558546204).



19. Spanish Scalextric Exin Boxed Red Mini Cooper £69.09 (161746863169).

20. Falcon Motor powered 1/24 Scale Mini Cooper Dragster £65.45 (121681882242).

A good showing by Scalextric there then, with some interesting vintage alternatives. I must admit I was a bit confused when I read Jeremy's NSCC Car article in Slot Magazine this month, as I thought he was saying the 2014 Hornby Weekend NSCC BMW Minis were *exactly* the same as those in the Mini Challenge Scalextric Set! I hurriedly checked on eBay to see if that was the case and buy a Challenge Set if it was, before discovering the NSCC Minis are, of course, different because it is only they that feature the NSCC logo on the bonnet, and the set cars only have the stripes.



Museum Watch



While at the Lakeland Motor Museum last month, I found an early form of slot racing, one of those old coin machines where two competitors have to wind a handle around as fast as they can to win the race. The same museum has quite a range of model cars too, including some nice Formula One Cars that appear to be scratchbuilt.



I was disappointed to note, however, that the museum seemed to be a Scalextric free zone, but all was forgiven when I spotted that the 7th Edition of Roger Gillham's book was available in the Gift Shop for a bargain £7.99.

Giles Chapman Top Ten

Another book, that I picked up at TK Maxx recently while fruitlessly checking to see if they had any SCX cars in again, is "Chapman's Car Compendium" by Giles Chapman. This is an interesting book, which I was pleased to discover has a page dedicated to a top ten of sought after Scalextric cars.

Heading his list with the Bugatti of course, Giles continues with the yellow Ferrari Berlinetta, yellow Aston Martin, red 124 E-Type Jag, Tinsplate Austin Healey, Porsche 904 (really?), yellow Alfa Romeo 8C, yellow Auto Union, 124 Lotus Indianapolis, and blue Cooper. He does not list his source of this top ten but it seems pretty accurate. Let's compare it with the recent sold prices of those cars on eBay:

1. French Scalextric Yellow Aston Martin with lights £1,250.00 (271971671910).
2. De Havilland Yellow Scalextric Bugatti £451.55 (161754583841).
3. De Havilland Green Scalextric Bugatti £350.00 (231691013200).

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4. Yellow Scalextric Auto Union £339.89 (361388876786).
5. Blue Cooper within Hamley's Challenge Set £162.78 (181819433682).
6. Yellow Scalextric Alfa Romeo 8C £127.00 (131544635816).
7. Overpainted Scalextric Porsche 904 without motor £23.00 (2316223926).

Sorry, only seven of the cars Giles mentions have been sold on eBay recently, so we'll have to leave it there.

Brundle Layout Auctioned Off At Car Fest South

The chances of the Large Brundle Scalextric Display track returning to Gaydon for next year's Slot Festival are pretty remote now, as it was auctioned off for Charity at August's Car Fest and sold for a jaw dropping £11,220! This was a lot better than the prices achieved by some of the cars in the auction, which included a VW Golf GTI that Sir Elton John had owned from 2000 to 2005 and sold for just £3,080. A number of cars didn't sell at all, so perhaps their reserve prices weren't met. Or maybe there weren't many bidders around, as the ticket price to get into the Festival was a surprisingly steep £65 each, although it was in aid of BBC Children In Need.



- The majority of the prices achieved in the auction are available on the Classic Car Auctions website, so let's check out the top ten:
1. 1973 E-Type Jaguar Series III V12 Roadster £58,300.
 2. 1997 Ferrari F355 Spider £45,100.
 3. 1971 E-Type Jaguar Series III V12 Coupe £32,450.
 4. 1967 Ex-Seasick Steve (American Blues

- Musician) VW Split Screen Camper Van £30,800.
5. 1972 BMW 3.0 CSA £30,250.
6. 1958 Jaguar XK150 SE 3.4 Litre Fixed Head Coupe £29,150.
7. 1981 Delorean DMC12 £26,950.
8. 2003 Porsche 911 £25,520.
9. 1987 Ferrari Mondial 3.2 £24,200.
10. 1989 BMW Z1 £23,320.



I found this Delorean lurking in the Lakeland Motor Museum recently. They have a nice Jaguar XK150 too but I failed to get a picture of that one. Here's a picture of my Revell Highway Pioneers XK120 (which I easily motorised with a Scalextric Capri underpan in the 1980's) to give you the general idea.



Prototypes

Prototypes from the Scalextric Archive sold on eBay this month have included a Micro Scalextric LMP style Sportscar (311441787337) that sold for £50.00, and an Alfa Romeo 156 body only for £188.00 after 11 bids (201424862246). More complete was an Audi Quattro sold for £280.00 after seven bids (181839343780). The second Seat Leon mentioned last month, sold for £272.00 after 12 bids (201400787698). I must have missed a couple of



others then too, as a Ferrari 308 sold for £260.00 after 10 bids (301697851517), and a Dodge Charger sold for £282.00 after eight bids (301697848606). The reason I missed those two, was they were not being sold by Scalextric, but by a private seller in Rochester, Kent instead. The same seller also sold a VW Polo WRC prototype for £210.00 (301721178839). Before you ask, that seller does not have any other prototypes listed at present, and neither do Scalextric.

Monthly eBay Watch Top Ten

1. French Scalextric Yellow Aston Martin with lights £1,250.00 (271971671910).
2. Faller HO Boxed Track, Catalogues and Parts Collection Offer above £800.00 (381342496606).
3. Aurora/AFX/Tomy HO 50 Cars "returned from Walmart and Toys R Us" Offer above £555.30 (291549575186).
4. Scalextric Digital 8"x4" Set with 4 Cars £499.00 (391047316927).
5. Russkit 1/24 Sharknose Ferrari Kit still on display card (!) £481.03 (161809847027).
6. Scalextric Digital Platinum Set with 13 Cars £450.00 (271960863108).
7. Aurora HO 40 Chassis only £448.97 (151803882835).
8. Classic 1/24 Gamma Ray £439.98 (121735043001).
9. Scalextric/Fly/Ninco 22 Cars plus Digital Track £431.07 (201408919960).
10. Peter Pre 1955 Mercedes Articulated single car Transporter built by Peter Pre himself £429.17 (381368995438).

The Top Ten has been a bit swamped this month with multiple car collections, but a few gems stand out. Impressive price realised for the Yellow Aston. I think if I spent that much on a car, I'd want to get in and drive it, but maybe I'm just poor?

I was surprised there were no cars included in the Faller collection, but I guess all those mint track pieces would make an interesting circuit. I wonder if Toys 'R' Us in the UK get many returned slot cars or maybe those are the ones with the cracked display cases that we buy at a discount during the Hornby Weekend?

The owner of the Russkit must have had great self control for all those years not to have opened the Ferrari kit and built it. I read once that a high percentage of plastic kits never get built either, and if you saw all the Airfix car kits I have still sat in their boxes, waiting to be built into slot cars, then you'd probably agree!

The Gamma Ray is one of those unrealistic "thingies" that are partly blamed for the decline of the Slot Racing craze at the end of the 60's. Blame has also been placed on racers who had the cash to splash to enable them to happily burn out an expensive motor in a single race in order to win at all costs. I can see how that could happen if the motors were only 3 Volt ones, as it says on the Gamma box. Despite the low voltage, they must have been pretty fast though, as it also claims to be the first slot car to be fitted with disc brakes. These are shown in the schematic diagram within the car instructions on the listing, fitted to the rear wheels, although it is not clear how they worked.

I run my 6 Volt Eldon slot cars on 12 Volts, and have only had one commutator explode so far! ■

