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Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Forza Slot.it.....	13
Carrera Corner.....	18
Racer News.....	21
Chairman's Chat.....	23
Bits and Pieces.....	27
SRC News.....	38
Promotions Officer.....	39
Ebay Watch.....	40



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President Well What A Great Summer

By the time you read this the kids will be back a school, the nights are drawing in and we are left all wondering what happened to the barmy hot summer that the press and indeed those brilliant minds at the Met office were promising us only three or four months ago?

This year has got to have been one of the worst summers, in terms of weather except for a couple of weeks early on, and this has played havoc with the person in charge of kids entertainment in our house, of course the wife!

We have all been stuck indoors and so what to do? Well it has given the opportunity to get the Scalextric sets out and so at least keep the kids amused, along with their many visiting friends, which I find interesting, since many of them have neither heard or seen about Scalextric or have any kind of set but yet thoroughly enjoy playing on Ciaran's instead of the Playstation or the Xbox.

So what is going wrong? Surely it can't just be the children around here, that are in a unique group who do not know about slot cars, can it? Obviously the demise of the high street toy or model shop hasn't helped, since slot cars are now not seen in the main stream anymore, and unless your six year olds surf the web, they are not really going to see Scalextric or any other manufacture out there too easily, unless like me, you introduce them to the hobby. This summer I have taken all of them (one at time, I may add) to the Croydon Scalextric Club, where they could have a go on a proper circuit and see what racing is about. They were all made to feel very welcome by the guys there, and OK they didn't all show considerable interest all the time but at least they experienced it and saw a bit more of the hobby, and so may be interested in the future?

So I guess we must all try and do our bit to promote the hobby and get more youngsters interested and not just rely on the manufacturers or a few dedicated souls out there, otherwise very soon, we will all be spending one more night indoors having to talk to the wife!

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

This month's account was all set to be a straightforward report of the balance of the pre-production models that I saw in July, taking care not to inadvertently reveal any of the little snippets I sometimes acquire whilst photographing the current year's releases: it's not entirely unknown for one of the following year's models to be completed ahead of schedule and be available for digital capture. However, Scalextric themselves have now announced a few of the 2016 models, albeit as 3D printed incarnations. For those interested in Hornby trains, there has long been a section on their website entitled "Engine Shed": not easily found but sent as a link to online club members. It is here that news of current development and future models can be found. Now Scalextric have emulated this approach with their "Test Track" report: if you are having trouble finding it, either follow the heading and link from the Forum homepage or simply Google "Scalextric Test Track" and you'll be there in a click.

Test Track

For those without webby access, here's a selection of the posts dating from July and August revealing two new cars for 2016, a new livery for the Camper Van and the reintroduction of the Monster Truck. All of these can be pre-ordered from Scalextric through the website

The cars should please those members who recall the BTCC racing from a couple of decades ago: the Sierra RS500 Cosworth and BMW M3 (E30 model) due to be released as a Limited Edition "Touring Car Legends" Twinpack, C3693A, in 2016 at a retail price of



£85. Reference to the images confirms that these will follow the current trend of low profile interiors to ensure that upgrading for racing is viable.

As can be seen, the Scalextric design team have been busy taking dimensions and colour samples from one of the proposed subjects for the Sierra: it's probably safe to assume that this won't be the only livery in which the RS500 is produced, nor would it be unrealistic to guess that other versions of Ford's racer will be available later. Oh, before readers try to comprehend how 500 BHP was fed to gravel surfaces through just the rear wheels, the ➡➡





figure refers to the production quantity required for homologation: power was a shade over 200 BHP. A Slot.it 4WD conversion would enable a superb version of the XR4x4 to be produced.



The models illustrated here show the development from initial 3D printed examples to the first pre-production moulded versions.

The latest livery for the Camper Van is hardly a secret, although not generally identified



as it has only recently been formally announced as an addition to the 2015 range. As part of the Test Track articles, Scalextric has illustrated how all-over decoration is achieved by using water labelling technology. I suspect that this is a distant relation to the decals which have been provided in kits for many years but, as anyone that has tried to apply decals over compound curved surfaces will confirm, even with copious amounts of decal softening solution or methylated spirits this cannot be easily achieved.

Examples of forthcoming releases to benefit from this process are the Hippie Bus, C3761 and a Monster Truck, C3711. Both would be extremely hard to emulate at home, but the Rattler's scheme is absolutely stunning.



With just a few months to go to the year end, Scalextric have announced another couple of classic Grand Prix cars, both of which are revised versions of existing models. Continuing the brave move to reintroduce cigarette



advertising to improve the accuracy of these models, the Lotus is now adorned with the correct JPS livery rather than the compromised Team Lotus decoration of an earlier version. Also revealed this month is the RS200 sponsored by Belgian cigarette brand Belga. Only time will tell if this move by Scalextric proves to be favourable with enthusiasts or cause anxiety to those averse to the decision. Fortunately the cars carrying tobacco advertising are probably most attractive to those wishing for authenticity in their models and are all available in alternative liveries for those disinclined to have their toys adorned with evil messages.

Lotus 72D

Of all the liveries in which the Lotus 72 appeared, the JPS version was probably the most significant. Whilst the earlier Gold Leaf car was clearly adorned with advertising, the red and white was not quite as powerful as the black and gold, especially linked to the popular monicker being applied as John Player Specials in a way that Gold Leaf never was. A subtle, but significant change, to the way advertising was



applied. Or maybe it was simply that these were the cars racing when I was at an impressionable age? Not only is the livery significant, but so is the driver: Ronnie Peterson, possibly the greatest driver never to become World Champion.

This additional release for 2015, C3703, does not appear on the Scalextric site but is due for release, as a Limited Edition, towards the end of this year. I've no details on the actual race entry that this represents but, as can be seen from the photos, the model has been modified since the earlier releases with the airbox and rear wing from 1974.

Tyrrell 003

One disadvantage of spotting un-catalogued models at Scalextric is that they come with no details. Like the Lotus 72, Scalextric haven't declared which race this Tyrrell, C3759A, represents but it is certainly a car driven by François Cevert at a race when fitted with the →





low rear wing, probably in 1973. These Legends models are really pushing the boundaries for quality in slot cars with what seems like an ever increasing level of detail in each new release. This one is truly a delight to see.



Cooper Climax

Staying on the single seater theme is the Cooper T53 of Jack Brabham from the British GP of 1960, C3658A. Black Jack won this race as part of his points tally to take the World Drivers' Championship that year.

The apocryphal background is that the Climax engine was based on a water pumping

application. Whilst this has an element of truth, it should be taken as a fairly liberal interpretation of the facts: the pumping engine was certainly of high performance for its size and doubtlessly provided an element of pedigree for the F1 FPE, DOC four cylinder although this was designed from the outset as a pure racing engine. The history of the Climax power units is definitely worthy of study for anyone interested in understanding the route to becoming a dominant engine in single seater racing; but beware the traps lurking within the wealth of data published online.

Like the other Legends models, this really is a little beauty, although the original C58 still deserves a place in the hearts of older Scalextric





fans. It's not too dissimilar to an earlier release, C2639A, so is probably destined for collectors or those that missed the earlier release.

Caterham



A natural progression through the recently approved models takes us on to the race version of the Caterham 7, barely little more than an

embellished single seater. C3647, whilst recognisable as being an enduring Scalextric release, represents a noteworthy development of previous models. Most obvious is the addition of the full, race-specification roll cage but other changes have been made to improve the crash resistance of this delicate car.

As far as the mechanical parts go, it is not DPR, has no lights and still retains the conventional pre-disc type guide. The motor is front mounted and drives the rear wheels through a prop shaft, lending itself as a useful donor for converting smaller cars where a full interior is included.

Lotus Evora

A new version of the Evora, C3599, should be available soon as I saw the approved model a





month or so ago, albeit as the SuperSlot packaged version, H3599. Although these race quite nicely on a twisty home circuit they are a bit out paced when ultimate top speed is required. Nonetheless, these models from the current generation of Lotus cars do complement the range of circuit race cars.



Ford RS200

The radically liveried, Team Belga RS200,



C3637, represents the car as taken to victory in the 1986 Rally D'Ypres, a round of the European Rally Championship, driven by Robert Droogmans and Ronny Joosten. Second place went to the Lancia 037 of Patrick Snijers whilst third was claimed by the MG Metro 6R4 of Marc Duez. This model, like the majority of new products from Scalextric, is ready to be easily converted to Digital, has very bright lights and uses the quick change disc guide. Decoration is sharp and with good colour density as is now expected of all production models.



Next moth I hope to be able to bring news of those elusive Gaydon models as well as a couple more yet to be revealed and the latest pre-production versions to be approved by the design team, so until then enjoy what is left of summer. ■

Ciao everyone and welcome to this edition of Forza Slot.it. So as I sit here today and gaze out of the window for inspiration I notice that the English summer is in full swing as I can just about hear some faint mumblings of noise from the V-Festival down the road (well I could before the rain started!) at Weston Park but now it is raining so heavy it is bouncing off the deck and the Wrekin in the near distance has what looks like sheet lightening all around it and heading my way, bliss eh, I guess it is time to turn my thoughts to this month's happenings in Slot.it land which is just about nothing then as I predicted last month!

Hmm, well I suppose nothing is not quite 100% accurate as Slot.it did email me about a few spare parts as below, all exciting stuff:

CS08t-60b - LC2 chassis AW compatible EVO6 Rev.B (chassis complete with all plastic bits).

CS27b - MS 670 B body kit (new body kit in plain white and unpainted).

WH1050-Al - Al Ø15.8x8.2x2.5 wheels, M2 grub, (2x) (2x ally wheels and grub screws).

Sold out items:

PA17-Al (Aluminium hubs).

CS08t-60 (LC2 chassis AW).

CS24La (Audi R18 complete in-line painted body and chassis).

CS24Lb (as above but decorated).

And Terry let me know about the next two cars that are due to be released in the near future being:

SICA09g - Porsche 956 KH #2 Nürburgring 1,000 Km 1983.

SICA27b - Matra-Simca MS 670 B #9 3rd Le Mans 1974.

Both with the official selling/release date of 28th August which is too late for this month as my copy has to be over to Jeremy by then so you

can read it now! These two beauties are both on my collection hit list so more on those next month I guess, when they are available.

That leaves me with a gaping hole to fill so I thought I would give you my thoughts on SICA13e being the new Jaguar XJR12 release that Terry sent us a nice diorama picture of for last month's article. There have been five other releases so far with "a" being the #2 Daytona 1992 Bud light car, "b" and "c" being the cracking #34 & #35 purple Silk Cut sister cars Le Mans runners of 1991, "d" being the naff livery (in my eyes) #36 Le Mans car also from 1991. The last model of the series so far being from the Le Mans Winners series CW11 #3 of 1990, again in the fetching (not "d" retching) Silk Cut livery. I still don't want to smoke then or now either so all good there. Nanny state take note if any of you are reading and let's have more/all manufactures producing their cars in the correct liveries.



Quite a successful car in real life, particularly in long distance racing as run by Tom Walkinshaw Racing, whatever happened to them? A very successful race outfit of the period and I believe now they are based in Australia last I heard? Anyway, this car replaced the XJR9 in 1990 and went on to score well or win many ➡➡



races with the highlight being the 1st and 2nd finish at Le Mans in 1990 which Slot.it have modelled already. Plenty more about this car/team on the web if you want more background.



OK, down off my soap box and back to the model in focus. Perhaps not my favourite Le Mans car from the period but they do look good (mostly) to me and the white/green/red Castrol comes a very close second to the Silk Cut livery that really shows off the flowing form of the bodywork. Not so sure about the enclosed rear wheel arches but, obviously, at the time the real designers must have thought it would give them an aero advantage and not impede wheel changing at pit stops too much. Take a look at the pictures yourself and decide which you

prefer? Or if you like run one side with and one without! Something I did note with my particular model is that one side practically drops out to the touch and the other takes a bit of pulling to remove so one side may cause a problem if I was in a race!

Back to that Castrol livery and it really is very well executed and from the few pictures I found on the web it appears to be accurately executed. All of the printing is to a high standard and crisp except for the underside line of the green band of the rear aerofoil, definitely noticeably wonky which is unusual for Slot.it cars. The driver names and nationality flags on the top of both doors are mini marvels and the roof aerial should last from any role overs as it is nice and flexible even if it does look slightly out of scale. Other nice touches are the little orange light on the roof, correctly offset to the left as you would face forwards, together with little orange indicators on either side just under the car numbers and something that I have not noticed before on a Le Mans car that is what looks like mini indicators in the main light clusters. Nice touches either way.

Quickly moving from the front lights before I moan about not having LED lights as standard again, I will move to the rear of the model and what a delightful rear it is too! The rear spoiler spars, exhaust pipes and other associated bits are nicely executed along with the rear light indicators and I particularly like the “Castrol” and “XJR V12” logos on the rear. Maybe what is not so promising is the actual rear wing itself. Hold the main body, grasp either end of the





wing with thumb and finger and it does not appear to be that sturdy. I'm sure it will survive a few swipes of the Armco/side wall but I suspect (unlike the roof aerial) that the first serious rear end smack is not going to end well? However, Slot.it have thoughtfully supplied a spare wing which is only supplied in plain black so if you are going to race then I would suggest that you swap out the livery wing for the plain spare wing before you start racing! I did not replace mine but the spare wing certainly seems and feels to be made of thicker plastic as performing a similar wiggle test did not produce so much flexing. I guess the first crash will tell eh! Perhaps I should mention that the box sleeve is of the new design and Slot.it have still not run out of Allen keys as there is one tapped to the bottom of the display plinth along with the spare wing.



The wheels and hubs are accurately moulded and look superb even though you can only see 50% of them, but the windscreen wiper looks a bit big and my driver is obviously not going fast enough as the wiper blade itself is not resting snugly across the whole length of the blade. I think I can live with that. Getting back to the peddlers and for this particular model the drivers for the race were Davy Jones (USA and featured driver), Jan Lammers (Holland) and



Andy Wallace (Brit). Now I do like a good detailed drivers helmet, overalls/belt straps and cockpit interior detail such as dials and so on and I am happy to report, unlike a couple of newer models I have commented on recently, that all are present and correct. Hopefully, you can see some of these details from the two close up snaps I took? As always, you could argue that at least 50% is virtually impossible to see unless you dismember the model but I take the view that if someone is going to take the time to do a good job of the smaller less observable details then they are probably going to put the effort in to do a good job of the whole model. This is something I believe Slot.it does on a regular basis to produce excellently detailed models as well as producing top of the line racers straight out of the box that anyone can race as well as having quality upgrade parts to tune your cars if you want to take the next step to more "serious" club or home racing.



The next thing to do was the obligatory poke around inside the car so I took the car apart to check out the internal gubbins. No nasty surprises inside just the typical neat Slot.it motor installation and other oily type bits all⇒⇒



nicely packaged, good mesh of gears and free running rear axle with a quick backwards and forwards motion of my fingers to check for any poor or rough feeling mesh. I backed this up with a quick battery test across the braids and everything sounded nice and sweet. One thing I did notice at this point is that there is no half-moon type indent around the guide blade area that has been mentioned in the past on several models that Slot.it has indicated improves performance. No surprise really as this is an older chassis and I doubt if I would notice the performance difference anyway! Real racers probably will!

On to the key stats for this car, as stated on Slot.it's website which are: standard offset 0.5mm in-line V12/3 21.5 rpm motor (with the option for sidewinder, in-line boxer and anglewinder), length 151mm, height 31mm, wheel centres 85mm, width 65mm, weight 74 grams, 9/28 pinion/gear ratio, 15.8x8.2 front and 16.5x8.2 rear rims/tyres and with a Neodymium magnet situated in the rear mounted location behind the motor. You have the option to move the magnet further forward just in front of the motor if you wish. The body/chassis is held in place by two screws (complete with mini washers) fore and aft and four more screws to hold the motor mount/pod securely in place. There is the opportunity for the front axle to be adjusted for ride height and to add a digital module (SSD, Oxygen or Carrera D132) of your choice, if desired. Obviously, there are many other tune up bits available from your local Slot.it retailer to tune to your heart's content if you do not have several parts already!

Track test time. So, at least the rain stopped for my quick trip into the garage then! OK, magnet in and around my Ninco shod track the car was quick but perhaps not as fast as some others I have run recently which was a bit of a



surprise. Straight out of the box with the magnet in then handling was predictable and quite high speeds could be achieved but I did not max out down the straights as I did not want to trash the rear wing that I paid for! I did have a slight problem in that, just like with a Slot.it Porsche 911 GT1 that I track tested several months ago, because the guide blade is set back a little more than some models. On top of that, there is quite a long overhang from the body that has the accurately modelled front splitter attached to it which basically caused the car to ground out at the front over some of the undulations of my home circuit. Nothing too bad but definitely not ideal. Definitely not a car problem but my particular circuit!

Magnet out then. Obviously now the car is a little livelier round the corners and a touch light at the front as I occasionally lose the front end into corners and the radius does not seem to matter. A few grams of nose weight would cure that. Now for another surprise. Compared

to last months featured car, SICA26c McLaren M8D, I found that the car was less forgiving in the corners when I pushed on to get the tail sliding. Now with a longer wheel base I was expecting it to be more stable/predictable but it appeared to be the opposite. Yes I could hang the back end out but quite often it would keep going and pop the front out of the slot or be more violent on the back swing and slide round on the other side. Just to be sure I put the McLaren back on and I was straight in the groove again. Therefore, it would appear that my driving style is not too compatible with this particular chassis/motor combo. This does not make it a bad combo in my eyes but just something I would have to work at to get the best out of this particular model in my hands. Overall, the car is typical Slot.it fare which is no bad thing for any racer! Oh yes, the rear wing remained intact and the wheel cover I thought might have fallen off never budged at all even after many minor spin outs and bumps.

Conclusions for this car? Well, I'm sure I have said this a couple of times before but here goes anyway! Another superb model that will grace any ones collection and whilst it may not have the outright pace and chassis poise of other Slot.it racers it ultimately does not disappoint and surely part of the fun for many of us is to improve the handling of a car as part of the challenge in the first place?

My particular example has a couple of minor imperfections but nothing that overtly bothers me and Slot.it still produces top quality cars at a reasonable price point that you can get nice little discounts on from your favourite retailers. Now if only they would fit lights as standard on all the Le Mans racers.

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





Welcome to the August Carrera Corner. We have the following 1:32 scale Evolution models due for release in September. Digital upgrades are possible on these cars.



Firstly we have three F1 cars from the 2014 season. CA27494 is the Mercedes Benz F1 W05 Hybrid as driven by Nico Rosberg, race number 6. CA27495 is the Mercedes Benz F1 W05 Hybrid as driven by Lewis Hamilton, race number 44. 2014 was the year of the Mercedes-Benz F1 W05 Hybrid. The Mercedes team dominated throughout the season equipped with the most powerful engines 1.6-litre V6 engines with turbochargers and of course Hamilton became World Champion for the second time.



At the time of writing it looks like Hamilton might repeat his success this season having further extended his championship lead over Rosberg in Belgium.

Carrera hold an exclusive licence for Ferrari; CA27497 is the Ferrari F14 T as driven by Kimi Raikkonen, race number 7. The car is powered by a high-performance 1.6-litre V6 engine with a turbocharger and produces 600 hp. Raikkonen returned for his second season with Ferrari in 2014, having previously raced for them between 2007 and 2009. The 2007 World Champion, has been retained as Vettel's team mate for next year.

CA27501 Formula E Andretti Autosport. In the action packed first race of the FIA Formula E championship the Andretti Autosport Team



managed a podium finish. The team finished second at the Beijing ePrix 2014. All of the drivers in the first season of Formula E racing were seated in the cockpit of a Spark-Renault SRT_01E. The McLaren Electronic Systems E-engine produces up to 200 kW (272 hp) and can accelerate up to a top speed of 225 km/h.

And finally for this month, something a little different; CA27498 is the Chevrolet Bel Air race number 16. This is a limited release in the USA that will also be available over here. The striking tail fins were in tune with American tastes from 1950s, well into the 1970s. They cruised down the highways enjoying a sense of freedom. Today, this car exudes nostalgic charm and is popular with classic car enthusiasts on both sides of the Atlantic, with many examples forming part of classic collections around the world.



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 lots 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, until next month when I shall bring more news from Carrera. ■

Racer

SLOT CARS

Report by Nic Ayre

As promised last month here are the first images of the decorated 320's the first of which should be with us by November, four cars in total, two with Jagermeister liveries from the 1977 DRM Nurburgring 300Kms race, the #15 car going on to win the Division II Category in the hands of Hans Stuck, the second Jagermeister #14 car was driven by Harald Grohs at the same race, but succumbed to a tyre problem on the first lap, not normally an issue on most tracks, but a retirement issue at the Nurburgring depending on how far into the lap you are.

Moving on to 1978, we have the Team GS Racing/ Fruit of the Loom BMW as raced at the DRM Norisring by Markus Hottinger, no



success for this car on the event as Markus crashed out after 36 of the 44 lap race, hopefully the scaled down version will be more resistant to the odd off or two on your home or club track. ➡





Finally we have the Rodenstock Wurth liveried BMW of Manfred Winkelhock, this model is based on the race winning car from the 1979 DRM Zandvoort, the BMW driver winning the Division II race by just over a second from the Mampe Zakspeed Capri Turbo of Hans Heyer.



Continuing with the Group 5/ IMSA theme we have a CAD shot of the long awaited Group 5 Mustang due early next year. There doesn't



appear to be many liveries available for this model, the Team Miller being the most prominent of what's available. Who knows we may see some fantasy liveries being made in due course to expand the production of this model.



Sorry but I still don't have confirmation of the part numbers of any of these proposed releases (they are playing hard to get) but if I can find out I will let you know hopefully soon.

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





Well the summer is almost over and what summer you may ask. It certainly hasn't been a classic and I even read today that they are already getting the gritters ready in Lincolnshire for this winter. Talk about wishing the year away or is that simply good planning? I guess time will tell.

However it is also that time of year when we head into the Swapmeet season with a number of events coming up. The rise of eBay and the much talked about demise of the model shop has had a big impact on Swapmeets but in my opinion nothing can match the pleasure of attending one. Each one has that initial assault on the senses and the opportunity to come across that elusive item or make an important addition to the collection.

Northern Swapmeet

One of those taking place this year is the Northern Leeds Swapmeet returning to its old venue at Rothwell on Sunday the 11th October with the event being promoted in the media locally and regionally. Tables at the event are free to all members and its no surprise that they are booking up fast. So do get in touch if you want one.

The Jackie Stewart F1 Tyrrell NSCC Club car will be available at the event with just 60 examples available to members at a cost of £55

each. This car is being especially produced for the Leeds Swapmeet and will not be available at any other event. So do not miss out.

The demand for the Fly BT42/44 NSCC Club car from Gaugemaster in a special Guy Edwards livery has been tremendous. Both the BT42/44 and the Tyrrell are extremely attractive Club cars and are eagerly anticipated. Both cars I am sure are bound to become classics.

NSCC/Hornby weekend

In November the Club is once again organising the annual NSCC/Hornby weekend on the 21st and 22nd November 2015 at the Pegwell Bay Hotel in Ramsgate. This a great event which I know many members look forward to each year. The weekend itself is also exceptional value for money as the Club has once again been able to keep the cost of the weekend at the same prices as last year.

There is always a big demand for places on the weekend so do return the form that was in last month's Journal if you have not already done so. Priority is always given to those who have never attended before so if you want to come and have never been before do let us know. Once again there will be a Limited Edition car at the event.

Whilst on the subject of the NSCC/Hornby weekend I would like to take the opportunity on behalf of the Club to say a big thank you to Jeremy. In addition to editing the Journal which in itself is a demanding task month after month he also does most of the organising of the weekend in Ramsgate each year. Without which the weekend would simply not take place. So a big thank you to Jeremy on behalf of the Club.

I am sure that this years weekend is going to be a great event. Lets hope we have a different bus driver to the factory this year, and that of course, Shaun can get a new watch before the weekend!

In the meantime I hope to see you all at the two Club events and some of the others taking place this winter. There will be a bigger Chairman's chat next month with some interesting news about future plans. However for now that's all until next time. ■

100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

Hi again, having thought once again as to how rapidly this comes around I sussed why, for us as NSCC contributors it tends to run in two weekly cycles, firstly the copy deadline at the end of the month arrives and then approximately two weeks later the Journal arrives, and then the whole process starts again, so for this month I decided to try to amaze you all by finishing a few of my WIP builds, and fortunately for both of us then I actually did, although not quite as many as I had initially wanted to (I did one!) but, as most of Spain seems to shut down for the hot weather (now don't you wish continental drift would pull its weight every once in a while and drift us nearer to Spain and this hot weather as I sit here typing this whilst it's raining in our supposedly "peak" of summer) I chose not to, so on we go for this month then with some of my scratch-builds amongst other things.

Two Years Ago

I suddenly realised the other day that I've been doing this column in one shape or form for two years now, boy how time flies but, what actually made me realise this mainly was that I finally



received in the post the then "eagerly anticipated" Team Slot Ford Escort RS2000, and I was sure that this was one of the things that I had mentioned in my early days, and when I looked back at my old Journals I discovered that I was right and I first mentioned them in August 2013! So, how about I tell you all about it now?

Right, first thing to say is that it looks really smart in its yellow road livery complete with the obligatory "go faster stripe" and black vinyl roof from that period. "When I were a lad" (you have to imagine that in a Northern accent otherwise it doesn't work!) I used to collect car



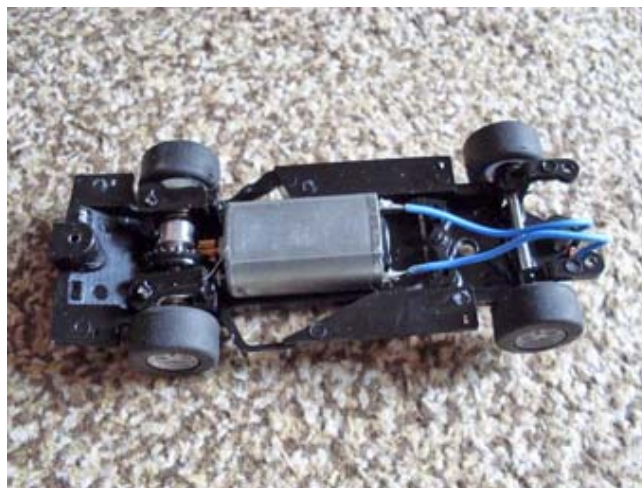


brochures and I remember seeing these cars then and in the “Top Trumps” card games as well, but nowadays you don’t see them around at all on the road, but at least you can now buy a ready to run slot car at last or if you fancy the hard way, as a resin kit off Mark Scale I notice as well.

Overall I think Team Slot have done a very good job for the money, yes you may say that certain elements of it could possibly be improved but at the end of the day I like it, and once I got it on the track it really did surprise us here at Bearwood and the grip that those tyres gave was amazing, Seriously, no tyre treatments or anything just straight out of the box.



It didn’t even come with a magnet which I thought was a bit odd at first but it doesn’t need it, if anything you might actually want to make the tyres slide a bit to be honest as when I got carried away with the speed of it (new style motor as standard you see) it rolled over and



almost took out the door mirrors but luckily I’d done the photos before this and even more fortunately neither did I scratch the roof!

You can also fit a different motor pod as well if you want, So, would I buy one (Somebody actually wrote that in the past in the NSCC I think when reviewing a car) and to me it is the best statement to make when reviewing a car, and for me the answer is “Yes”, I would, and I actually did, and then proceeded to roll it on the track to test the door mirrors out even though I wish I hadn’t now?

They also do a red one in road livery as well as the yellow one and there is also a Police car to come out soon, but even better than that there is a UK Special Edition one coming in October according to my friend and the UK Team Slot importer Steve Wright. This one will be in white, and will look “very professional” and if I may quote Mr Wright then it is as follows:

“Staffs Slot Cars UK have commissioned a Limited Edition car from Team Slot in the guise of a White Ford





Escort RS2000. Its catalogue number is Ref SRE06 and is due out October 2015 and it will be a Limited Edition of 200 and only available in the UK. It will feature new lower profile tyres (“ooopppss, didn’t realise that he was psychic!” said Mr. P. quietly in the background) and two male figures (i.e. driver and passenger). It will have the same motor as the road cars and it can also be converted to an angle winder set up with the Team Slot angle winder motor pod Ref 20547 (which is cheaper than the Slot.It one) should you so desire.”

So, better get my order in for this one as well then as it looks rather good in white!

Also From Two Years Ago, Well Almost

Uuummm, there’s a bit of a theme going here now, isn’t there? As I started to look back at my earliest Journal contributions I came across my bit about the resin Triumph TR2 bodyshell in the October 2013 Journal that I had recently



bought off eBay and then the trail went cold, but in the background that very large tin of Wilko “Lawn green” paint proceeded to apply itself and after a little bit of detailing here and there then this is what it came out like!

I know the wheels aren’t exactly period but then again when you see them with “Minilites” then that doesn’t look right to me either, but I do actually quite like it with these “Ferrari” wheels, and on the track it does actually go rather well to be honest (So thinking of it as bit of a “kit car” of a TR2 then it all starts to come together to me).

The chassis is one of my “cut and shut” specials that started out as a Hornby “blacked out windows” DTM Mercedes or Calibra originally with the easy-fit guide section replaced with a conventional guide. Chassis mounting tubes are the usual white plastic ones but with black heat shrink tubing over them at the rear in order to give a matt black appearance in order to lose them from view more effectively. ➡➡





To make the body mounting posts stronger I hit on the idea of making a thick paper/ thin cardboard retainer so that the Araldite Rapid doesn't spill out everywhere and thus keeps it where it should be. I used sellotape or a staple to hold the band together and once you've sussed where to put it then I taped it into the bodyshell so that it would not move. Then I used a bit more hardener than 50/50 to ensure that it set quicker, you can usually feel the body getting warm as it sets, and hey presto, I wish I'd thought of this years ago!



The radiator grill is a piece cut from an old fashioned "leaf tea" tea strainer (rather than the kettle mesh that I showed you last month) as I thought a larger weave looked more in place on this one.

The windscreen is actually a bit of flat plastic packaging from a memory stick carton upon which I drew a windscreen frame with a straight edge and a permanent DVD/ overhead projector pen in the form of several lines which all joined up so that you can't see the joins.



It was then bent ever so slightly to get the right angle and then glued into the pre-formed slit on the body with Revell "Contacta Clear" clear glue which is a probably just a thick PVA type glue and as it dries clear then it was just the job.



V Dubs

Moving on to more recent things now, did you see Peter Simpson's excellent "slammed" VW van article in the last Journal? Boy was it low!



Well, it turns out that a couple of people at our club thought he was having a go at me over it! So, rather than “lowering myself to his level” in retaliation to this it was decided by a couple of our club members that I ought to challenge him to a duel, so it will be “Hand Throttles at Dawn” Peter (And I wouldn’t like to be “Dawn” then!). But, hang on, what do you mean, not *that* Dawn, you mean the one that’s very early in the morning, oh well, that’s me stuffed then so I’ll just have to let you win my friend and concede that your VW is lower than mine will ever be!



Anyway, having finally screwed mine together and tried it on the track, I have to confess that it was absolutely awful to drive! Talk about driving like a double decker bus around a hairpin, this was more like a triple decker bus! So, back to the drawing board for me then I think, or time to fit a magnet maybe or better still loads of weight really low down or maybe even go for a monster truck version! I hope/

guess that Peter’s one goes miles better than mine, and just to put the record straight our writings were in the best possible taste and were 100% completely friendly I can assure you totally honest!

My 1956 “Steve Francis” Resin Ford Pick-Up Truck – Part 2

Hang on, don’t tell me, Pete has now done one as well that’s lower than mine? Much as I tried to get this one finished for this month’s Journal I failed yet again, but the biggest reason was that I also ended up buying the other one from this era that he does as well and I have spent plenty of time on this one when I should have been spending the time on the Ford!



But at least the plan worked, i.e. it has kick-started my motivation to do things like this again quite well so “Thank You Steve” (Francis) for doing these kits as they really are something that you can’t get anywhere else as far as I know. ➡➡



So, here is the Ford now, virtually finished and able to drive around the track really nicely, in fact our Club members love it and keep borrowing it to drive it for themselves! And here is a picture also of “the other one” being the 51 Chevy pick-up that has very naughtily stopped me from completing the Ford.

All I’ve done to the Ford since the last Journal really is sprayed it red (Canbrush C15 Vermillion that is, same as the Team Slot Beetle from a couple of months ago) and added a few detailing touches like ink-washing the running boards and the ventilation grills and picking out the door handles and bonnet badges together with detailing the front grill and indicators as well as the FORD lettering at the rear and to be honest I don’t think I will go any further as a very long time ago I met a chap from Belgium who said “the trouble with you English people is that you try to empty the tin of paint onto the car” and whilst that might have sounded a bit rude at the time, I now understand fully what he



meant i.e. “less is more” sometimes, and that statement can also be applied to the detailing around the windows etc., in the past I have tried to do this detailing myself but with hindsight (and the polite but correct opinions of my fellow Bearwood club members) then this task has not always come out well/ made the model look better, so with this in mind I’m now trying to do this “less” rather than “more”, and even going back over older ones that are currently still WIP and trying to make them look better. And when





you actually look at other stuff out there many people/ manufacturers don't actually try to do this, but you never really notice unless someone tells you or points it out, so the art of knowing "what is enough" is not always apparent straight away is the message I am trying to convey basically. As an example, take a look at this, my take on a Ford Hot Rod and with very badly detailed window surrounds.



Seriously, it just didn't look right to us so in the end it went in the IPA and after removing the sunroof and a few coats of paint it now looks miles better in a very bright metallic green (It's Halfords Rover Tara Green for the record).

Yes, it's not yet finished but we think it looks a lot better now, and when you actually look at some of the real cars on the www then the window surrounds etc. are not always chromed, and neither were they on the real production cars either like a Cortina MK1 for example, so there you go, "less really is more" then but if you

want to give a bit of life to the windows then you could always just go around the "glass" with a black DVD pen in order to give the appearance of the window rubbers like I have done on several cars now, and then left it at that.

I guess the moral is "you live and learn", and yes, practice does make you better at things like this, but there is also an art in knowing when to stop, and not feeling that you've underachieved/ done less than is expected of you, when you do. As a note, I find that spraying metallic paint is also a lot easier than spraying solid colours generally so if you're new to this sort of thing then try to pick a metallic colour if you can, don't ask me why but the paint usually comes out "finer" and tends to look better in the end I think.

"Slot" Magazine / Mercury Cougar

As Peter Simpson mentioned this one last month in his writings re: his excellent re-working of the Hornby Mercury Cougar then I'd also like to add that they also put the magazine on eBay if you don't want to take out a yearly subscription or are struggling to find it in WH Smith.

Don't forget also that George Turner is also in the process of modifying his Mercury Cougar into a radical beast together with a massive supercharger sticking out of the bonnet as well apparently! Uuummm, now that also reminds me of another one of my creations that I managed to finish this month so make that two models finished rather than one Jeremy!

55 Chevy "Street Machine"

A long time ago I bought this as a series of kits that had been re-worked once again by Revell, and this is how it looked originally when I bought it probably sometime in the early '90s I would guess, and from Sean At Pendle Slot Racing if I remember correctly. Pretty in Pink? I think not, and neither did our Club members.

Now, having started this one several years ago, and after a couple of colour changes then here it is today looking rather cool we think in its Hycote Ford Signal Green Double Acrylic Concentrated paint. And take a look at the air intake sticking out of the bonnet on this one!⇒⇒





Whilst studying it now for this write up I can see that the silver chrome work could really do with a second coat if I'm completely honest with you but perhaps the "less is more" theory needs to win on this one as I think I was lucky to get it looking this good to be honest and that's after a session with the paint thinners on a pointed cotton bud in order to try to remove the excess silver paint it is really hard to do this sort of detailing to be honest, but you could always try the method that my old friend Peter Emery said to me a very long time ago and that is to paint the silver bits silver BEFORE you spray the top coat on and then all you have to do is rub down the top coat with toothpaste or T-Cut etc. to reveal the silver underneath, doh, why didn't I do that then I often wonder? Another way to cheat is to use silver as the primer, which achieves the same thing just as easily.

I think the grill has come out really well on this one when you think that it started out as pink all I did was to hand paint it silver and once dry then apply the usual "Games Workshop" Ink-wash and leave that to dry.



The interior is actually out of my Carrera Capri as George Turner has sent me one of his prototype replacement chassis for that car to try out and it also included a vac formed one so this one was going spare and the wheels are off an SCX FIAT/ SEAT 124 rally car as I don't think that they suit the Fiat at all to be honest.

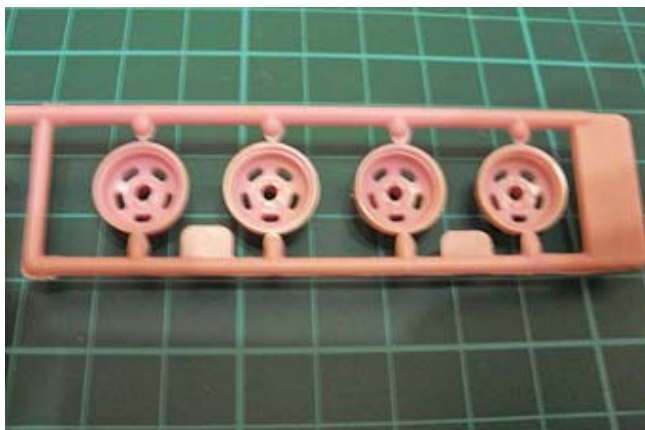


The chassis is another of my "cut and shut" Hornby Calibra ones except that in this case it is actually two bits from two separate chassis joined together to make it a bit longer than the original hence the appearance of the "Hornby Hobbies Ltd" logo twice so no need to go to "Spec Savers" after all then Nigel as there's no double vision here/ no double vision here, oooooopsssss!

To make the screws recessed in the chassis (to aid ground clearance) I drilled a hole in the chassis big enough to take the screw head and then I mounted a square of thick plastic card inside the chassis and then I drilled a hole in this



so that the screw thread passes through cleanly (but not big enough to let the head through) and then Robert is your mother's brother once again. The kit also included plastic wheel hubs which can be retained for use elsewhere.



George Turner News

As no one has been buying his cars this month due to holidays, then at least that meant that he should have had the time to write this for me then, but when asked he replied with:

"Hi Graham, unfortunately we are completely strapped for news this month. We're even struggling to

find stuff to put on the website. It is a case of waiting for decals, waiting for photo-etch and waiting for the orders to come in. Ah well!

Regards George.



"Uuuhhh, not much to say there then, but here is a bit of news off his website then instead, and in the form of a few pictures for a change, which shows his progress on the Bentley and also it would appear, that George now has a rally track! But wait, now for some proper news from George: ➡➡





“This month I have been finalising the next decal sheet (exciting stuff eh?).

This will have some reprints of existing cars, so that means that I will be able to put a few models back into production.

More importantly we will have decals for the new models that I intend to bring out this year. This is always quite a big investment so decisions on what models are to be made have to be made, and believe it or not, have to then be stuck to also.

So after the Bentley and the Lago LM car, as I already have decals for these, the next models will be, no



great surprise, the 1960 LM Corvette, the 1952 Cooper Bristol, 1956 BRM, 1949 LM Frazer Nash, 1952 GP Gordini, a handling Chaparral 2 Sebring winning car based on the Revell shell and the XK120 coupé.

This should keep me busy for a while. Now hopefully these subjects will please quite a few people, I try to keep a good mixture.

The Chaparral 2 was interesting, we widened it and then when we looked at it again, believe it or not we found that it was too wide! So it was split back in two and a bit was taken out. It is still slightly widened but now it looks correct, and it will still fit in with our other ‘60s GT sports series using the Slot.it sidewinder pod.

So, with all of these new cars it will mean that we have two French cars, two American cars and of course some British cars coming out, but for a change no Italian or German cars this time. It will be nice to have a couple of blue, French cars in the range also.

So, until next month then, that’s all from George!

Slot Track Scenics News

A bit of news this month from Dave Jessett at Slot Track Scenics, on some advances for his new items:

“Slot Track Scenics are now able to produce some waterslide team decals for their Timing Stands. These include several of the current F1 teams but the range could be extended. They are also able to produce some decals and paper flags for spectators as in the pictures. If you are interested in these please use the ‘Contact Us’ tab on our web-site to request further information.

The Marshals in last month’s Journal are one of our two new sets of marshals, available unpainted or painted;

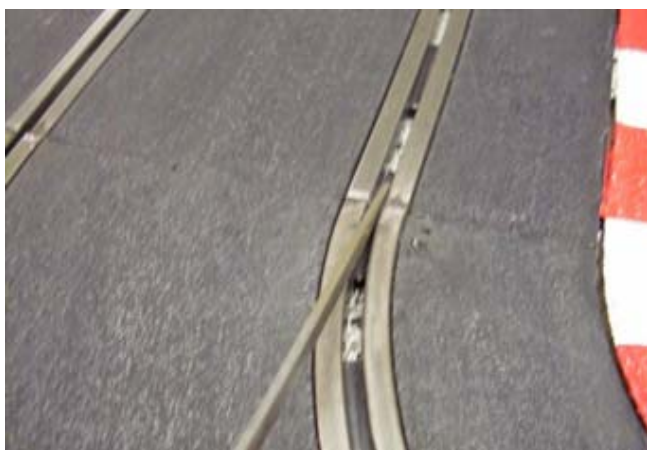




and the Hospitality Tent is now back in production after a period of being unavailable. People can find more details on the website: www.slottrackscenics.co.uk.“

Awkward Track Repair Solution

When a car is hitting the side of a track joint and trying to bend the lugs under with a coin or a screwdriver doesn't work it's generally because the top of the metal right angle is twisted and sticking out into the slot so the answer is to get a small flat needle file and file off the corner bit as shown until it's smooth.



And Finally

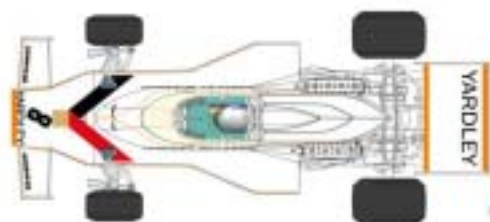


If you want to brighten up your racetrack etc. then you could always get some of this, chequered flag Gaffa Tape as sold by Halfords, just the job I thought! See you all next month. ■



It has been a while coming, but lovers of classic F1 cars will be pleased to see the tampo artworks for the forthcoming releases from SRC. The first models are expected to arrive late September and we believe the first will be the Texaco Marlboro McLaren M23 as driven by Denny Hulme, to his only win of the 1974 Grand Prix World Championship season, at Argentina. Also due around this time will be the Yardley sponsored M23 as driven by Peter Revson during the 1973 Austrian GP. Denny's car will have the serial number SRC02304 and Peter's SRC02305, and both will have a RRP £59.95.

However most of the attention will be on



the two turbo era cars from the late 1970's. The stunning Renault RS10 and the Ferrari 312T4 cars have not been offered before in RTR 1/32 scale before and have had their fair share of interest since SRC announced they were switching the models to plastic from resin at last year's Nuremburg Toy Fair. We are pleased to confirm that during October we will be receiving a car featuring each of the team's famous drivers. The Renaults which had a mid season livery change also had different air intakes on the side pods and cockpit/mirror changes. While Ferrari during the same season experimented with different rear wing configurations two of which will be produced. Just look at the adjustment





slots on the rear spoiler from the shot of an early test moulding of the RS10! Remember, this is a very early unpainted moulding and is to give you some idea of how they will look, but are no way the finished article. The cars expected at this time are the Renault RS10 - 1979 British GP - Rene Arnoux (SRC02102), Renault RS10 - 1979 Spanish GP - J.P. Jabouille (SRC02103),



Ferrari 312T4 - 1979 Canadian GP - Gilles Villeneuve (SRC02202) and Ferrari 312T4 - 1979 French GP - Jody Scheckter (SRC02206).

As mentioned before each car will be a limited numbered edition of just 1,020 pieces worldwide and if you don't believe that these will be sort after collector's pieces I really don't know what would be! So make sure you get your orders in with your favourite supplier early to ensure you don't miss out, as these are a one shot deal and once sold out will not be repeated as the above references. As always thanks to Terry Smith at Gaugemaster for supplying the information and pictures for this SRC news. ■

NSCC Promotions Officer

By Martin Baines

The Club currently has a vacant position on the Committee (that of Promotions Officer) which the Committee is now looking to fill.

The promotion of the Club and its activities is a very important role. It requires somebody who has the skills required to undertake the role and who is prepared to promote the Club and its activities.

As the post holder will become a full Committee member the normal procedures for appointment of Committee members will apply. Therefore applications for nomination to the post are invited from members which should be supported by an address of less than 500 words and supported by a photograph of the nominated person.

Nominations should be forwarded to the Club Secretary and should be received by the 30th September 2015. In the event that more than one person is nominated an election will be held.

Listed below is a brief role description outlining the role of the Promotions Officer.

Role description

- Responsible for promoting the NSCC as widely as possible.
- Generally assisting the Committee in the day to day running of the Club relating to events, swapmeets, etc.
- Organising Club events and swapmeets. This will include organising the Milton Keynes and Northern swapmeets.
- Planning and preparing promotional activity on behalf of the Club. Arranging and booking the Clubs presence at other events throughout the year.
- Drafting and mailing press releases on behalf of the Club after approval by the Committee.
- Managing Club publicity initiatives.
- Sourcing and preparing the Club's marketing paraphernalia for approval by the Committee. ■



I ended up buying a Clown by default on eBay this month. I was after an Eldon Truck, similar to the AMT trucks which I had first seen in the pages of Table Top Car Racing many years ago, and they usually go for high prices on eBay. I was thrilled to obtain one, complete with a blue Ferrari Testa Rosa bodyshell from Nebraska for just £10.72 (381332986249). I had hardly noticed when bidding, that the listing included a Clown too. It transpires that the Clown used to stand on top of a ramp in the middle of the track supplied in the Eldon Thrill Racers set, and the trick was to hit the Clown's target with your car, to make him spin around. I managed to spin a Kamikaze pedestrian around in real life once with my Ford Escort Estate, but that's another story.



Bonnie Rides Again

Good News, Bearwood Scalextric Club's Mascot Bonnie, who looks after Dirty Dave when she is not racing at our Club, has been to



the Poodle Parlour and had a trim and some vaccinations thanks to the revenue Dave achieved by selling his Vintage Scalextric Control Centre fences and flower boxes to me last month on eBay.

Some of our other members are looking a bit furry too these days.

Why do we call him Dirty Dave? Probably because you don't want to be on the outside of him on a bend when racing, or you are likely to find yourself in the scenery all of a sudden! But as Tom Cruise says in Days of Thunder, Rubbing is Racing Harry.



Dave's success seems to have stimulated an avalanche of Control Centre spare parts appearing on eBay:

Scalextric Control Centre eBay Top Ten

1. Boxed, unmade Kit from France £161.37 (231573261116).
2. Built and painted Kit (missing flagpole) from Harrogate £104.00 (131528595236).
3. Built and painted Kit from Ruislip £91.00 (281756727186).
4. Boxed unmade Kit from Canada £72.82 (381337743355).

5. Roof Only from Bristol £46.99 (141723167896).
 6. Sliding Door Only £35.78 (131560606891).
 7. LH Door Only for ground floor £24.16 (141723484180).
 8. Railing Fence Only for lower LH side £22.00 (141723350617).
 9. Bannister Fence Only for lower stairs £21.00 (141723253345).
 10. Seat Back Only (!) £21.00 (131560810586).
- This is a Hoot so let's carry on !
11. Flowers Only for upper LH side £19.00 (131560735384).
 12. Flowers Only for upper RH side £19.00 (141723397976).
 13. Flower Box Only for upper LH Side £19.00 (141723375067).
 14. RH Door Only for upper floor £19.00 (131560858402).
 15. Flower Box Only for upper RH Side £19.00 (141723455666).



16. Window Frame Only for ground floor £17.70 (141723160767).
17. LH Door Only for upper floor £16.00 (141723407437).
18. Flower Box Only for lower RH Side £12.50 (131560728856).
19. Bannister Fence Only for upper stairs £12.17 (131560580287).
20. Top Cabin Walls Only £11.01 (141723231427).

Totting up the sale prices of the above parts and others below the top twenty, show the Bristol Seller has made over £560 selling just the parts from one kit separately - Wow!

Prototypes

Yet another Scalextric Prototype appeared on eBay this month, being a grey Seat Leon, which sold for £221.00 after 29 bids (201392871918). Scalextric may have had two of these, as another is listed and is currently at £200 after 7 bids (201400787698). Unlikely though it may seem, Scalextric may be running out of these prototypes as they also listed just the prototype cockpit sections from a Ford Escort MK1 (311407444016), which only attracted one bid at £50.00. The listing said 3:1 so presumably the cockpit was three times the size of a normal Scalextric interior, perhaps being more the scale of Action Man than your 1/32 Scalextric test driver?



Monthly eBay Watch Top Ten

1. Tyco HO 135 Cars Collection £1,283.37 (261973816881).
2. Wooden Routed 3.6 x 1.8m Race of Champions Wembley Circuit Offer Price above £706.89 (281750431881).
3. Scalextric 1960's James Bond Set £685.00 (351457900386).

⇒

4. Unicar 1/24 Ferrari P2 Unmade Kit £641.68 (171868391884).
5. Scalextric 4 Limited Edition Car Sets: ATCC Mini Coopers, F1 Lotus & Eagle, Monaco Senna v Mansell, JPS Lotus 72 v Tyrrell £554.59 (301706741789).
6. BZ 1/24 Chaparral 2E £519.76 (291511912472).
7. Cox, Russkit etc. 1/24 45+ Cars and Kits Collection £481.26 (351472468655).
8. Pioneer J-Code Blue Dodge Charger £477.78 (252045320926).
9. Cox 1/24 Chaparral 2E £449.17 (321812573252).
10. AFX/Tyco/Rokar/LifeLike HO 39 Cars Collection £434.99 (252028591877).

Quite a mixed bag in the Top Ten this month then, with some interesting vintage cars from the 1960's being challenged by some modern offerings. The scales are pretty mixed too, with 1/32 and 1/24 level pegging at four of each, plus two HO items.

The Routed track looks interesting, and took three years to make apparently. Back in the 1970's I remember my Parents taking me camping at St. Columb in Cornwall, where I was thrilled to discover a four lane wooden routed pay track set up there in it's own room on the campsite. Speed control was controlled by large levers that you pushed forwards or backwards to provide power or brake. I spent many happy hours in there at the time, and contacted the campsite again recently to check if they still had the slot car track. Unfortunately I was informed the track was dismantled years ago, and the building was being used as a video games room instead, although the control levers were apparently still there as a reminder of the old circuit. However, that was a few months ago, and I have just this minute discovered on the internet that the old track, in the round room at Trewan Hall has now been replaced with a new wooden track! Fantastic news, and I have a feeling we'll be heading down to St. Columb very soon to check it out, although as they are only open until 14th September, it may have to wait until next year now.

Set 31 Nostalgia

Even more nostalgic for me, is the Vintage



Scalextric Set 31 that I couldn't resist bidding for on eBay this month, as it is exactly the same as the first Scalextric Set I received from Father Christmas when I was just 7 years old.

I was surprised to win it for just £10.99, and it must have been in a time capsule for the last 45 years as it seems hardly used (252043805694).

Chrome Cars

Some months ago, I suggested that the Chrome Pink-Kar twin sets holding a Bugatti and an Auto Union in a wooden case could be sleepers for the future, and this month was surprised to win one on eBay for just £75.00 (351458654361), so either I was wrong previously, and their value is not increasing, or as I suspect, I got a bargain, only time will tell I guess and I will have to wait and see.



Let's see how other Chrome cars are selling on eBay;

Chrome Cars eBay Top Ten

1. Scalextric Power & Glory Alfa Romeo 8C £185.01 (321771765380).
2. Aurora AFX HO Datsun 240Z £144.15 (161712307262).
3. Slot.it Nissan R390 GT1 Offer Price above £103.55 (221836343672).
4. Pink-Kar Bugatti and Auto Union Twin Set £103.55 (371352188799).
5. Auto World XTraction HO 9 Cars Collection £92.26 (111676258723).
6. Carrera Exclusiv 1/24 Mercedes W125 Streamliner £69.99 (391135671072).
7. Scalextric Bugatti Veyron and Mercedes SLR Hypercars £68.00 (121347324278).
8. Tyco HO Chevy Camaro Z28 Offer Price

above £52.96 (251991405518).

9. Aurora AFX HO '57 Chevy Nomad £52.96 (252003003798).

10. Auto World HO 4 Special Edition Kiss Trucks £49.93 (252018748458).

I did a double-take when I spotted item 4 above, which was sold by Steve Cannon ("Triplex") on eBay in June, as the pair are limited edition number 38 of 100, and this is *exactly* the same number, and therefore the same set, as the pair I bought myself for £75.00 this month and are pictured above! No wonder the seller that sold them to me told me I'd got a bargain!

The Kiss Trucks, sold in Tennessee, show different images of the Rock Group on the trailer sides and look really smart, and what a great combination too, slot car racing and Heavy Metal!

Ferrari Transporter

Even more surprising this month, was my success in obtaining a built version of the pretty rare static Airfix 1/32 Ferrari Transporter Truck Kit for £25.11 from a Bournemouth Seller (271937465489). I suspect if they had included "Airfix" in the listing title then more people may have noticed it, and the 5 bids may well have been surpassed. ➡➡



Strombecker Cars

When looking at Eldon cars some months ago on eBay, I spotted a Porsche which seemed to have both navigator and driver figures. I researched further, and this turned out to be the early version of the Strombecker RS61 Porsche, as driven in the Targa Florio and later models of which had a driver only. Having missed bidding on that one, I kept searching and finally this month, obtained a collection of four cars for just £9.93 from Connecticut (281748835488). A bit less than the £1.1 Million paid by Sir Stirling Moss for his full size RS61 when he bought it in 2010. It looks like he made a good investment though, as it was sold again at this June's Goodwood Festival of Speed for £1,905,500, although by that time I guess it had, of course, gained the added provenance of being Sir Stirling's car.



The 1/32 lot I bought on eBay included an RS61 bodyshell plus a Lotus 19. Also included was a rather battered blue Ferrari Testa Rosa. As you can see, this is a very long car, longer than my yellow Ninco version, perhaps to a slightly larger scale, or a long tail version of the real car?

The fourth car took me a while to identify, as it was not a Strombecker but turned out to be



made by AC Gilbert. This is a very slim Indy Racer, with sprung Zonker style pick-ups underneath.

AC Gilbert made some nice cars and roadways, and are featured in some of the slot car books of the 1960's, as are Strombecker. Another Connecticut eBay seller recently had no less than six AC Gilbert E-Type Jaguars for sale in one listing. They sold for £33.31 (400971217987), and the same seller has now listed another *eight!* (400977212897).



Racing Rigs

Both Steve Williams and I were watching the Racing Rigs Scalextric set that included complete Rebel Rig and Knight Raider Trucks, and probably was Mega Rare, as the seller claimed, but only sold in the end for a bargain £27.00 (261989692227). When I bought my first Rebel Rig and Knight Raider in the 1980's, they were in individual printed boxes and not only were they reduced in the WH Smith Sale, but as I was at the time working for WH Smith Do It All, I got staff discount too!

A more vintage set that I was watching on eBay this month went above my price level so I stopped watching it, only to be informed by Steve Williams afterwards, that it was in fact a rare Hamley's "Challenge" Set. I thought the

box looked a bit different from usual. It finally sold for £162.78, after 11 bids, and included a red Lotus with a normal pin guide and a blue Cooper with a Race Tuned blade style guide (181819433682).

It must have been a pleasant windfall for the Coventry seller, as they seemed unsure as to whether anyone would want the set. ■

