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## **Contents**

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Chairman's Chat.....	14
Carrera Corner.....	16
Forza Slot.it.....	19
Swindon Swapmeet.....	32
Bits & Pieces.....	37
Obituary.....	43
Ebay Watch.....	44



**THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS**

## **Diana Francis - Honorary Life Time President The Magnet Midget!**

Since the start of the New Year, I have been taking Ciaran to the Croydon Scalextric Club, after he attended on the odd occasion last year during school holidays etc. OK I know it is a late night for him on a school night, but as he messes about in his bedroom for at least an hour or so after we put him to bed I thought what the hell, he may as well come out and race!

Firstly I would like to thank all those who go to the club for making him feel welcome and for putting up with "his enthusiasm", especially Peter, Dave, Mick, Chris and Brian who he appears to have latched on to, and considers them all as some sort of slot legends and that he can seek further advice from to improve his skills.

Of course as he is new to this racing lark, I had to invest in his prospective ability and buy cars for each class we race, a new DS controller and of course a pit box to put it all in, a not inconsiderable investment it has to be said, when I also have to part with the equivalent money spent on him on the other two girls!

Due to his inexperience and age, he is permitted to run with magnets in his cars and Chris this week christened him with the title above, as in just a few weeks he is beginning to grasp the concept of car control and at times can keep up with some of us running with no magnets until his concentration lapses.

This has also now meant that I have had to return to my log cabin and get our home track back up and running for him to practice on, albeit a Digital set up and slightly more complicated than the club track, also as it is his and Rachel's birthday imminently a "Scalextric" party is now on the way, with some of his mates coming around for a day of carnage, sorry racing on the home track.

Despite protests, all the cars to be raced will be Super Resistant and some of the scenery will be getting removed, although I think more may get removed throughout the racing, but hey isn't this some of the things that slot cars are all about? A bit of fun and of course camaraderie, not to mention it has to be better than sitting in front of a TV playing games?

Until next month.

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

For Karen and I the slot car year is traditionally launched by Robert Learmouth's superb Swindon swapmeet: an excellent opportunity to catch up with like minded enthusiasts, purchase a few critical spares, grab the occasional model and be tempted to buy a few more projects to place away safely until leisure time becomes the predominant part of some imaginary future. This year's prime culprits were David of Slot Track Scenics and Graham P., both of whom without any coercion other than a friendly smile, have meant that retirement needs to be much closer and the biblical three score years and ten should be the half way mark! If you've never attended, it really needs to be in the diary for 2017: Sunday, 8<sup>th</sup> January don't miss it! I nearly forgot to mention: there are also several layouts on which to test one's skills. The highlight of our trip is the annual grudge match on 2-Lane Blacktop's drag strip. Previously, Karen has been lucky to marginally beat me to the finish line but this year was to be different. I was challenged (well, bullied!) by Jeremy's son, Ciaran into pitting my reactions against his, I lost. However,

this valuable experience did serve to hone my performance to the extent that I managed to beat Karen to take my first win in six years!

At the time of writing I still have no news on a printed catalogue for 2016 so anyone without web access will be at a disadvantage: I'll try to provide as much information as I can discover although I may be lacking some of the background information on each car. Oh, and there's no update to ARC database yet either although this won't be too much of an inconvenience at present as none of this year's cars are yet available. However, it looks as though Scalextric have overlooked an obvious marketing opportunity by failing to provide the full 2016 listing to established customers.

I'll continue with an overview of the 2016 releases but, without simply listing every car, this could take a few months for me to cover them all so please be patient.

## Quick Build

Due to be available later in the year are three Quick Build cars as solo releases, these having previously only been available in sets. None are new mouldings but it appears that they will be produced in new colours. Obviously these are at the toy end of the slot car spectrum so should be fundamental in introducing children into the ⇨⇨





hobby. A smart move by an enterprising parent would be to buy a standard set for the members of a younger generation, hide the real cars and buy these for them to enjoy. Then, once the proud owners are packed off to bed the adults can enjoy racing with the proper cars.



The Police car brings a more American flavour to the side of the good guys with the Sheriff, C3709, attempting to keep the peace. Ranged against him, or her, will be another Street Car, C3710 and a Hot Rod C3708. Web site images show C3710 as purple but the Rod only as a grey rendering. All are £30 but are not DPR and neither do they have lights. However, they have plenty of bits to fall off: not normally expected for cars in the Super Resistant range, but quite appropriate for these. More photos of the final schemes once I see the real models.



## Generic GP

Last year we had the only solo release of the generic GP Racer, with two others included in a set. For 2016 we get two more solo releases: C3669 in black and green and C3704 in blue and yellow. At £25 each they represent good value as an additional theme for an existing set. I've not tried crashing either yet but, in order to provide differing appearances across these bargain racers, the nose elements are separate to the main body. Based on previous experience of this type of construction there may be reason for concern as the front ends were prone to being broken off, however the way in which these are







designed will hopefully overcome these failings. Trials on, and off the Scalextric test track indicate that the designers have got it right this time around. These will come in cardboard boxes, reminiscent of an earlier period: possible fodder for the toy fairs of the future if kept perfect for a couple of decades.

### **Dave Brodie Escort**

This example, revealed illustrated from below last month, came as a very pleasant surprise when I first saw the approval model in November. Not only does it replicate one of the famous cars raced by Dave Brodie, but it's taken from a race at Crystal Palace, that long lost circuit in the suburbs of South London. Just consider a grid of cars like this, Camaros and



Minis, all with open exhausts racing in the next street. And on the weekends when it wasn't Special Saloons, F2, F3 or FF it was probably motorbikes. 1971 was a long time ago in the same galaxy but with different views on life. The Brodie's Escort, powered by a 2.1 litre BDA engine, was certainly one of the most competitive cars around at the time and still holds the lap record for over 1,300cc saloons, a record which is never going to be beaten. The model, C3748, captures the stance and decoration very well: maybe it could be improved with a reduction in the tyre diameter and a little lowering but Scalextric have to leave some scope for enthusiasts to improve their wares.

Now that these Escorts are DPR, there's no excuse not to race against the larger Camaros, the two slot cars are as well matched as the ➡➡





real cars with different sections of the circuit favouring each size of car. Go on, relive the '70s! I've already dropped hints at Sandwich for a suitable companion for next year which will further bolster the ranks of privateer special saloon racers.

### **Lancia Delta**

This is another model which, like the 205 Pike's Peak car of last year, has an age related warning as it carries Marlboro advertising. It's certainly one of the more familiar liveries in which the Lancia Delta S4 appeared. This particular car, represented by C3752, competed in the Rally of Spain in 1987 driven by Juan Carlos Oñoro with



route guidance from Manuel Ortiz-Tallo. The pairing went on to win the Gravel Spanish National Championship in this Lancia Delta.

### **Aston Martin**

The car shown last month, illustrating the subtle revisions to the display cases, was this Aston Martin Vantage V12 GT3, C3718. It represents







car number 007 as driven by Chris Nygaard and Brandon Davis to finish 31<sup>st</sup> out of the 53 starters at the 2015 Daytona 24 hour race, the first and longest race of the TUDOR United Sports Car Championship season.

To illustrate the differences between the current Aston Martin Vantage and the earlier DB9R, here are a few views of the two together for comparison. The new car really is much more compact.

### **Bentley Continental GT3**

At last year's NSCC Weekend we made the usual pilgrimage to the Hornby Visitor Centre and were presented with a few of the end of year bargains to be offered to the general public over the subsequent weeks. The prices, slightly lower than were then offered online, were just too tempting so a few more cars doubtless found their way into unsuspecting collections, good causes or onto eBay. As there were a few of us from the Croydon Scalextric Club, we took the decision to purchase a few of the first HD version of the Bentley to use as a club control car, thereby retiring the three year old ➡➡





McLaren MP4-12C GT3s. These had served us well but, after I demonstrated that the Shapeways equipped version of the Bentley was comparable to a Slot.it car, everyone fancied a change to the class. Alas, the box standard Bentley is not quite as fast or enjoyable as the tuned version! The first week back in 2016 saw the initial session with the new cars: no magnets, no weights and untrued tyres but resplendent with lane coloured windows. They certainly looked the part but it soon became clear that a steep learning curve was looming. Still, as every racer proclaimed, it's the same for everyone. And that was pretty awful in the first week we lost one rear wing, five of the eight door mirrors and one wheel. As I'd rewired

the guide to remove the suppressor network, the usual wiring failure was avoided. As the weeks pass the limits will be found and respected, and they will doubtless evolve and gradually become more fun to race.

For 2016, Scalextric have added another version to the Bentley stable. This one, C3714 is the Bentley Team HTP car of Vincent Abril and Maximilian Buhk which won the 2015 Blancpain Sprint series just two years after the race car was launched. As this pre-dates the PCR chassis, it has a full depth, detailed interior so can only be updated by using the Shapeways parts.







### BMW Z4 Set

A new set for 2016, "Super GT", C1360, will include this pair of BMW Z4s. It's an ARC ONE equipped offering with just under five metres of track to include the traditional first set flyover. At £150 it looks like an ideal present to introduce the next generation of racers to slot cars.

The cars will be in rather better condition than those pictured as the number 25 car was the car deployed at the NSCC Weekend on the ARC AIR set, the other car has fared little better in the hands of Scalextric engineers.



Hopefully, by next month I'll have news on whether a catalogue is going to be produced for this year and progress on a few more new releases.

Finally, don't forget that on the 21st of February you will be able to again catch up with us all at the Milton Keynes swapmeet, which I have been informed has some 38 traders this year and all the tables have thus been sold, so it promises to be a huge event for the Club and as a member of course you get the chance to purchase one of the limited event cars, being none other than a Bentley! So hope to see you there? ■







I would like to start my Chairman's Chat this month by formally welcoming our new NSCC Promotions Officer Helen Richards to the Committee. Having read Helen's background in last month's Journal I am sure that you will all agree with us that she will bring considerable expertise, energy and enthusiasm to the role. We are all looking forward to working with her as we work to move the Club forward.

In my last Chairman's Chat I talked about the need to make sure that the needs of our Club and the voices of our members are heard by manufacturers and indeed other stakeholders in the hobby. We as a Committee will be working to make sure that this happens but a key part of that will be Club promotions, not just of our events but promotion of the Club itself. Helen will be at the Milton Keynes swapmeet, so if you are attending the event do take the time to come and meet her. I am sure that she will be a great asset to the Club.

### **New Year Resolution or Confessions of a Slot Collector**

I am sure that there are a good many of us who do not know exactly what they have in their collections, in their entirety. As a person who likes to be organised I have always admired those amongst us who have catalogued their

whole collection and have all of it magnificently displayed, always available to use whenever they need it. Well for some time now for various reasons I have not been in that position, having not been able to display most of my collection or use it on regular basis.

Well I had a sobering experience recently when I purchased some new display cabinets and started to go through what I had in an attempt to get both me and the collection organised. So much of what I discovered I had quite simply forgotten about since I had purchased them in the first place. This produced some rather mixed emotions. Firstly the pleasure of discovery or should it be rediscovery of some wonderful cars and other items that I have been collecting over some considerable time and then secondly the realisation that I really needed to display and use more of what I had, otherwise what was the point of having it all in the first place?

Moreover I realised that there was an urgent need to catalogue the whole collection not just for peace of mind or insurance purposes but in order to avoid buying the same thing twice. So the whole collection is going to have to be catalogued which I have no doubt will bring up some other issues that need addressing but that I guess is one of the joys of collecting.

So my new year slot resolution is to fully see, know and enjoy what I have and that some of my cars simply need to get out more.

### **Toy Trust**

Vince Albani our Club Secretary and myself recently attended the London Toy Fair to present a cheque for £5,444 to the Toy Trust. The money having been raised from our NSCC/Hornby weekend auction at the Ramsgate weekend last November.

Whilst at the Toy Fair we took the opportunity to call in at the Hornby stand to meet and speak with some of the Hornby staff there about the Club and of course Scalextric.

There wasn't much on show other than a demonstration of the Scalextric ARC Air system but if you read Pete Simpson's Messages from Margate in last month's Journal and this



month's you will be aware of what's coming this year. It looks like its going to be an interesting year although the absence of a few more classic sports cars in the Scalextric range is once again in my view a lost opportunity and of course there are no Triumphs in there again, despite my attempts at gentle persuasion at the NSCC/ Hornby weekends previously!

### **Northern Swapmeet**

A reminder that the Leeds (Northern Swapmeet)

is once again taking place at Rothwell Sport Centre Leeds on Sunday 9th October 2016. This is a Club event and once again tables are free for members. In addition a Limited Edition Club car will be available for purchase so do put the date in your diary and contact me if you want to book a table, we hope to make this event bigger and better, and of course it can only do this with your support either as a trader or an attendee.

### **Milton Keynes Swapmeet**

More Chairman's Chat next month when I will report on the Committee meeting that was held on the 31st January 2016.

In the meantime I hope to meet many of you at the Milton Keynes swapmeet on Sunday 21<sup>st</sup> February 2016. This years event promises to be another wonderful event so I look forward to seeing you there. If you are a new member and we have not met before do come over and say hello. ■





Welcome to the February Carrera Corner. Here is a list of the new models announced at The International Nuremberg Toy Fair just as we reached the deadline for the Journal!

All release dates are currently unknown as are retail prices, the lists is as follows: Porsche GT3 RSR Lechner Racing, number 14; BMW M4 DTM as driven by Timo Glock, number 16, 2015; Audi A5 DTM as driven by Miguel Molina, number 17; AMG Mercedes C-Coupe DTM as driven by Daniel Juncadella, number 12; Ferrari 458 Italia GT2 AT Racing, number 56; BMW Z4 GT3 Schubert Motorsport number 20, Blancpain 2014; Chevrolet Corvette C7.R number 50, Spirit of Sebring '65; Lamborghini Huracán LP 610-4 (blue); LaFerrari (aluminio opaco); Porsche 917K Gulf Racing, number 01; GreenGT H2 Paul Ricard 2015; Disney/Pixar Cars Neon Lightning McQueen; Chevrolet Corvette C7R number 50; Porsche 917K Sebring number 16; Ferrari



SF 15-T as driven by Sebastian Vettel, number 05; Lamborghini Huracán GT3 number 63; Mercedes-AMG GT3 number 16; Audi R8 LMS Audi Sport Team, number 28; Ford GT Race Car; Porsche 911 Carrera S Cabrio (red); Porsche 911 Carrera S Cabrio (silver); Ferrari 365 P2 North American Racing Team, number 18 and finally Carrera Wrecker.

We have a few pictures of some of the above models.



As can be seen, there is a lot to look forward to this year in terms of new releases from Carrera. Hopefully the above list demonstrates that there will be something for everyone. More details in the March Journal.

Thanks to Pete Binger of The Hobby Company Limited [www.hobbyco.net](http://www.hobbyco.net) the UK distributors for Carrera, for his help in compiling this column. In the meantime, you can follow Carrera on Facebook where pictures from the Toy Fair can be seen. ■





Ciao everyone and welcome to this month's edition of Forza Slot.it. Following on from the excesses of the New Year and maybe a sale item or two from your favoured slot retail outlet, be it online from the interweb or in a real shop then, at a guess, you will maybe all have spent any excess (or too excess?) slot shrapnel and are now getting ready for the painful credit card bills that are screaming to be paid! Yep, that would be me too but I hope you have all put a few UK dollars aside to purchase what will probably be one of the most eagerly awaited slot cars of the year that has finally hit the shops. At last Policar have released the first Lotus 72 in the absolutely splendid Gold Leaf livery. I am a very lucky boy as Terry from Gaugemaster has been kind enough to send me one as a review car which I will get on to eventually. Just as a taster, check out the superb diorama shot from Terry of the complete Policar Lotus 72 Gold Leaf car and the Graham Hill variant that will be along next in a couple of months' time, fantastic!



On with my day job of Slot.it and further news from Terry concerning three exciting new chassis developments. What we have here is what would appear to be a modifier and scratch builders little chassis heaven in the form of the



HRS2 chassis kit. Whilst chassis kits from Slot.it are not new, these are the latest step forward so now you can have all the latest precision parts, world renowned performance and superb quality off the shelf with a selection of anglewinder, in-line and sidewinder chassis'. These can be chopped and changed around with an adjustable wheelbase and a selectable front axle position complete with a flexible assembly options to suit your next project or replace an existing chassis to make a favoured car more competitive perhaps? Now, I would not claim that these will be ideal for all applications, but for someone like me who has pathetic to limited skills (or time!) in hacking around such things then I would suggest that these could be a very useful way into learning the dark arts⇒⇒





of scratch building and modifying your own favourite cars with a ready made adjustable chassis to help you on your way. Hopefully, you will be able to get enough information from the attached pictures but if not then get along to Slot.it's website ([www.slot.it](http://www.slot.it)) and have a ferret around for some decent pictures and additional information on these and other Slot.it chassis currently available for your delight.



New cars this month from Slot.it? Well, after thinking about the Wynn's Porsche (SICA25d) that I mentioned last month and moaning about the IMSA spec not being my favourite I'm afraid the collector in me won out and I now have said model in my possession to go along with the other three previously released. I would have to say that the livery in the flesh is much better than it is in a picture and Slot.it have done another fabulous job of replicating it for us all to enjoy. I suspect more 9xx.xx Porsche's, like buses, will be along soon! The only other

information that I managed to dig up are plans for the yet to be released Audi R8 LMP new tooling. The first livery will be that of the car that raced in the "2000 Race of a Thousand Years" in December 2000 at the Adelaide street circuit. As it happens this same #77 car won that race and it was in the interesting yet sure to be a nightmare to reproduce Crocodile livery. As I remember, SCX produced the same car several years ago, Ref. No: 61010, and a fine job they did to so I'm sure the Slot.it version will raise the bar a little with the more modern printing technologies available. The Ref. No. for this first car is SICA33a. On top of that it appears that the second Slot.it Alfa Romeo 155Ti racer will be SICA35b in the DTM Jagermeister livery which will go down a storm with collectors as this is a very popular livery for many collectors. Me, I just can't wait for the Alfa's to turn up as I just want one now! Nothing else to report as all the manufacturers are keeping quiet and saving the big announcements for the annual Nuremburg Toy Fair that is being held at the end of January this year. Maybe more on that next month.

OK, now to go off the Slot.it reservation by a country mile and get to grips with the new Policar Lotus 72 and I thought, being as there is no SRC column and I did get the spanking new Ferrari 312 T4 and Renault RS10 F1 cars for Christmas, it would make an interesting comparison of three brand new models for us all to enjoy. First up the SRC Ferrari. Hands up, all of us of a certain age (or older!), who remember seeing this Ferrari in the hands of one Gilles Villeneuve battering his way around the GP circuits of the world that year in 1979? You may even have caught some old F1 GP highlight shows on the TV recently with Murray Walker and Suzie Perry covering three different races in each one hour program? Gilles can be seen in glorious colour wheel bashing away with Rene Arnoux (Renault RS10) at the French Dijon GP of '79 so if you haven't seen it (or wish to see it again?) then maybe you will still be able to find it on the BBC iPlayer or other online video options, well worth a look! Of course you could always buy the SRC set of this race that can now





be purchased from your favoured slot supplier (Ref No: SRC-900104) and with a list price of approx. £200 or about £160ish with discount if you look around and there are any left by the time you read this? I'm afraid that is too much for me so I settled for buying the additional Renault and Ferrari so now I have a team pair of each car and how fabulous they look.

The featured Ferrari model is SRC Ref. No. 02202 (race No.12) from the GP of Canada 1979 livery and to sum it up briefly, if you haven't got one (or the Renault RS10 for that matter) just go and buy one now and forget the rest of this article! They are stunning little works of art in our slot world and well worth every penny. They currently retail at around the £60 mark but you can pick them up for around £48 and you will not be disappointed if F1 cars are your thing. Need more information? Then go to the SRC website that can be found here: <http://slotrc.com/en> - for English!

I have included several pictures of the SRC models to give you an idea of how they look both inside and out. To focus on the Ferrari for a moment, the first thing that caught my eye was



the front wing. Elegantly and faithfully reproduced it sits there perched on the end of the nose and all I thought of was "first smack into my barriers and its bust!" It does pop or pull out, as when the second one arrived in the post it was already bouncing round the inside of the crystal case, along with a front wheel! But I really don't think it will stand much of an impact before Super glue or a new spare is required. Next, the driver figure. I constantly complement Slot.it on their driver helmet and overall driver/cockpit detail and the SRC ones are right up there for detail and clarity. The difference, it is easier to see with an open cockpit! But all four cars/drivers are just fantastic in their detail. Mind you all four pilots only have one hand on the wheel but maybe they are just putting their hand back down after making a friendly "gesture" at someone!

After that, moving aft and you get to the engine detail and that is another interesting piece of the model. Great detail that extends to the under pan with a plethora of a snake pit spaghetti of exhaust pipes and under body detailing that includes rivets and venturi under body ducts, marvellous. The body is well detailed with vents, wings mirrors, individual driver information on each tyre, crisp printing of sponsor decals and so on. All superb and well up to the standard of the current top products in this price bracket. Last, the rear wing. Again very accurately detailed and with the correct bare aluminium look but boy does this one look ready for the Super glue treatment as well with one slender spar protruding above a high vis light waiting for the barrier or a rear end shunt to snap it off! A wiggle of the rear wing between finger and thumb indicates a fair bit of flexibility but I really don't think it will last long in even mild slot track combat. Before I finish with the Ferrari I should point out the to scale and nicely detailed suspension arms front and back as well as turning front wheels connected to the guide blade movement, a welcome addition to the model and similar to previous Ningo F1 racers.

SRC Ferrari down, Renault RS10 (race No. 15) SRC Ref. No. 02103 step forward. Another wow from me. If anything this looks even ➡➡



better than the Ferrari with a simple yet stylish white, black and yellow livery, just beautiful to the eye. As with the Ferrari the body detailing, printing, driver figure and so on is top notch with more nice engine detail but this time the exhaust detail wraps over the rear suspension and out under a slightly more substantial looking rear wing shall we say. There is still some floor plan detail but not as much as the Ferrari and the overall car looks somewhat narrower but when you hold the cars together the optical illusion is shattered as both cars are the same width with the Renault having the longer wheel base and body. I could go on but both cars are really just up there for attention to detail and execution, just look at the pictures and decide for yourself.

As I mentioned earlier, I also invested in the following “sister” cars if you wish being the SRC Ref. No. 02201, No. 11 Ferrari T4 of Jody Scheckter as raced and eventually winner of Monaco 1979 and SRC Ref. No. 02102 No. 16 Rene Arnoux steed from the British GP of 1979. Essentially identical cars you might think but there are many differences especially with the RS10 being: Ferrari: rear wing, writing on tyres, driver figure and number. Renault: front wing end plates, writing on tyres, sponsor logos on side pods, differences in type face on the front, side and rear wing, driver figure, numbering, engine and exhaust detail.

So, SRC didn’t just churn out the same car with a different number but put the effort in to be as detailed as possible for each car within the realms of what can reasonable be done, well done from me on that one, just like Slot.it!

Therefore, you might think that after heaping so much praise on the SRC contenders that the Policar Lotus 72 would be a let down? Far from it! This is yet another mini marvel of our 1/32<sup>nd</sup> slot car world and absolutely well worth the wait, which was tooo long! This is a fabulous car with exquisite detail but perhaps a bit of history first for such an important car that turned into an icon. Designed by the famous or some might say infamous Colin Chapman and Maurice Philippe in 1969 and then under continuous refinement and race development until 1976 when it was replaced by the not so good Lotus 77. Chapman was a well known innovator and his technical engineering achievements are still marvelled at and continue in many forms today in modern F1 cars. An example of this would be the first use of the engine as a stressed component of the chassis, first seen in the Lotus 49 with the Cosworth DFV engine in 1967. This particular GP package, as were many others, was years ahead of the competition and the Lotus 72’s success can be measured in 74 World Championship races, 20 Grand Prix wins, two drivers F1 World





Championship crowns (Emerson Fittipaldi and Jochen Rindt still the first and only posthumous F1 World Champion) as well as three F1 World Constructors titles all from essentially one car. How many seasons does a modern F1 car last hardly a full one for the major teams! This was equally important for the 90° V-8 Ford Cosworth DFV engine that was first seen in the earlier Lotus 49. This engine propelled many other cars, manufacturers and champions over an even longer period between 1967 and 1983 with 155 victories and 12 world titles over the various incarnations of basically the same engine. A brief history but all in all a very important car in the continuing F1 GP engine and constructor saga.



Back to the car then and it really is something special don't you think? This particular model represents the last F1 GP win at Hockenheim in 1970 before Rindt was killed in a qualifying crash at Monza. The Gold Leaf livery, as far as I can tell, is very accurate and executed splendidly on my example but this car is probably best known in the John Player Special (JPS) cigarette livery that it raced in from 1972. I know, I remember it well as the Scalextric version, C050, was one of the first cars I bought after getting my first Scalextric set, the Scaletti Arrow banked oval set C543 Super Speed set. This set is still in the loft today in its original box and outer packaging that I received for



Christmas all those years ago. Alas, it is not quite in pristine condition anymore, but neither am I! Fear not, the JPS version will be along from Policar as the #8 Fittipaldi car (Ref. No. PC-CAR02c) and my pre-order is in already! But don't forget Ref. No. PC-CAR02b in the splendid Oxo blue livery from Oulton Park 1970 piloted by a certain Graham Hill will probably be along next, another fine example of this model.



Sorry, went back to history again! Now, on with this first Policar Lotus 72 (Ref. No. PC-CAR02a) and have I said how marvellous it is yet? I think so, so let's focus on the detail and there is lots to look at. To start with it now comes in a Slot.it style crystal case and inner plastic cover, with outer cardboard sleeve and an Allen key taped underneath. Once you have extracted this little gem you can then be able to get a better look at the lustrous red main body colour with white sills separated by a gold band and gold nose all superbly executed without any signs of bleed or overrun on my example. The red/gold curve round the nose is just spot on. It does not stop there. Whilst from a simpler time, when sponsor logos were not so numerous that you could still see the lines of the car. What are there are accurately placed and crisp. The writing on the side of the rear wing end plates is all there but you need good eyesight, glasses or help with a magnifying glass to read them. I would say⇒⇒



that the name of the driver on the side of the open cockpit looks overly large but in line with the few pictures I could find.

Unlike the SRC pilots, Jochen has a firm grip of the wheel in both hands and the detailing of the driver overalls, helmet, instrument panel and what I think is the Lotus emblem on the steering wheel centre is fantastic! You can even see Rindt focused and steely eyed looking for the next apex of the slot blacktop. Mind you, he could just as well be checking out the wing mirrors that are set at slightly different locations and heights just like the original race car. On top of that we have lovely little Union jacks on the side pods between the Gold Leaf and Team Lotus sponsor decals and tucked away just behind the drivers head under the black tipped air ducts, more superb attention to detail that is most welcome.



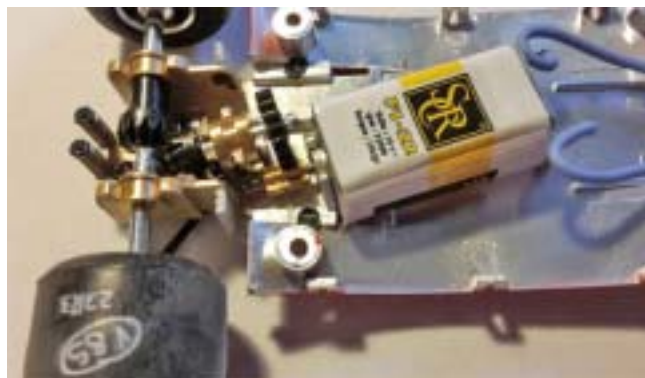
Then we get to the engine, rear end and suspension detail. I marvelled at the SRC cars but this, I believe, is even better. Just look at the detail. Chrome inlet trumpets under the flat air box, Ford logos, more intricate exhaust spaghetti, radiator, gear box and so on. Just simply great detail and you have to consider with a list price of some £45 (£36/37 if you shop around) it is some £15 cheaper than the

SRC models but still of equal if not a slightly higher standard of detail especially around the rear suspension area, again just fabulous!

You will not see this in any of my pictures but look at your own (what do you mean you don't have one yet! Order one now!) and you will even see rivet detail down either side of the nose in line with the vents above the front suspension. Sadly, unlike the SRC models, the front wheels do not turn and the tyres, whilst having a nice tread pattern and with the correct hubs, do not have any writing on the tyres. Having said that they didn't back then did they! Underneath you are restricted to just some rear suspension detail and the rest is standard black slot car chassis whereas the SRC's had additional detailing mentioned earlier. All three cars just have exquisite detail but when you take everything into account I think the Policar might just shave it but it really is very close and down to personal preference. Yours may well be different but trust me on this, you will not be disappointed if you only pick one!

### Track Test Time:

OK, I really am going to keep this brief as with the magnets in the SRC cars were just welded to the track and totally uninspiring to drive. Yes there is plenty of grip, but the tiny SRC motor and the interesting gearing is just not very fast and totally devoid of any fun factor for me. They will get up to a reasonable pace, but as I have mentioned earlier, if you decide to get up to a good lick of speed and then have an off then both of these cars are going to be shedding excess weight (especially the Ferrari!) at a rate of knots and it will not end well. I elected to stay at a sensible, read slow, pace with just the odd blast







to test top end speed/pick up. Not stunning but adequate would be my opinion. Plenty for home racing but club slot racers will probably be disappointed unless a one make class is run.

OK magnets out in the SRC cars and what a difference. Both cars have what I would describe as a good sense of balance and can be drifted with considerable ease round corners with the tail going wide and then being dragged back in line as power is applied in a very consistent and controlled manor. There is plenty of grip from the soft tyres and as the drive train beds in and loosens up, both variants just get better to drive. Down side? Well I now have virtually none to no nice detail writing on the rear wheels and the fronts will probably not last too much longer either. Race winners? Nah they would be blown away by Ninco F1's with ease but would probably be a good match for none magnet SCX F1 cars if memory serves me right.



However, to remove the magnets from both SRC cars is not much fun. First the Renault. Four screws (note rear one is longest) and then the body top comes off but you have to pull and wriggle the top suspension arms found the rear wheel cooling ducts and then get exasperated and just pull with hopefully no tears. Now you



have the chassis, motor and pinions exposed but getting the magnet out, hmmm? Not gonna happen as it is tucked under the rear axle crown gear. I pulled the motor then tried to ease out the gearing but decided it would just break off the plastic lugs, looked some more, scratched my head and then attacked the Ferrari!

Same deal, but this time four screws and the body came off with no problems. I could then pop the rear axle out and heave the magnet over my shoulder where it belongs! Please take note, it sounds easy, it was really but you do need to have a certain amount of care as there is some fine suspension detailing etc. that will probably part company with the rest of the chassis if you are not careful. Back to the Renault for another go and this time when I stuck my screwdriver in to just get a bit of leverage on the gears out (to my surprise!) popped the rear axle. Now I don't know if you will be able to see from any of the pictures, but instead of the normal brass or plastic axle bushings the bushes for the Renault are cunningly part of the outboard suspension. By that I mean if you pull up on the rear break ducts then you can get the whole rear axle out. Care should be taken as it would be quite easy to damage this area if you are a bit ham fisted. ➡➡





Now you have plenty of room to dispose of the not really required magnet. Problem? Now try putting both the bushings back in and get the crown in place cue several minutes of fiddling and unpleasant language!

Now at the same time as removing the magnets it sort of dawned on me what the extra bits of etched metal “things” were in the box. They are the side skirts that many F1 GP cars had in the early ‘70s to improve ground effect and real speed, until they were banned. There is also a little piece of paper to give you a diagram on how to fit them but frankly I found it useless apart from looking at the picture to make sure I put them on in the correct orientation. At this point I did think twice about fitting them as I suspected that the loss of ground clearance might be a problem on undulating tracks, such as my home circuit, but being as it has only rained for several weeks round these parts (and most of the UK) I settled for a flat small indoor Ninco circuit and decided there would be no problem with that.

At this point, once I had started I almost stopped. It was a pain to try and snip the parts from the spruce and as I attempted the Ferrari first the white coating on the outside just flaked off all over the place in a mini snowstorm on my desk! Most of it was off the spruce but a big lump came off the skirt to expose nice shiny metal that ended up on the exposed outside of the car, so not so good. The next bit was trying to fit them. Again, the single diagram (to me) was useless and after a further snow storm, pricking finger on sharp edge/point, cursing and bending I managed to get the first one on! After that it was easy! Let me explain. Bend the little pin in, if you have one of these, or when you get one, you will know what I mean. Use a

small screwdriver and bend through 90°. Bend nothing else at this point. Now start at one end and get the three pins into the elongated side slots sitting up on the chassis and then bend the top “n” shape over the bit of chassis that is sticking up, use a small screw driver again to do this. Now just squeeze and bend stuff with your fingers to get it to be as flat as possible and then put the body top back on. Snug fit, but it fits OK. Does it make a visual difference? Yes, I think so and I like the effect although you don’t really see much of it sticking out. I think that it is supposed to move up and down a bit in the elongated slot/pin arrangement but mine don’t! I suspect racers would not fit them either as it is added weight! Bottom line, have a close look at all the various pictures and make your own mind up. The car with the fitted skirt is the top one in both pictures.

So with all that time and effort spent on the SRC’s how did the Lotus fare then? To start with the mesh and just general feel of running the rear wheels back and forth through my fingers before even touching the track and the Policar was noticeably better, silky even. It had the positive notchy smoothness straight out of the box whereas (all four) SRC models were a bit rough and some were not so keen to roll in reverse even sticking/stuck in one case and only rolling forward. Later on they improved with several laps running but were all noticeably noisier as they circulated the test track.



Test track runs and Policar 72 magnet in then. Magnet? What magnet! What a joy it is to find an off the shelf RTR model with no magnet in and for a manufacturer to have the





courage to say you don't need one by not giving you the option to install one either. I'm sure you could if you wanted to but the point is Policar don't and there is no spare magnet to buy either. To the best of my knowledge nearly all RTR cars come with the things installed and it is often a pain to remove them. I'm sure many of you will have discovered that manufacturers also use the magnet trick to hide a poor chassis as well in days gone by, less so now I would suggest. Oh OK, how does the Lotus 72 drive then. In a word, or perhaps several then, for my preferred driving style it is excellent straight out of the box. Smooth, responsive, easy to coax the back end out at will and much further than the SRC cars due to greater guide movement but it does wriggle and swing a bit more when you push it hard round and out of a corner. There is more power from the Policar motor to boot so if you do think you are swinging too far you can momentarily cut the power and then slam your finger back down to get the car to power back down the next straight snaking merrily on its way unless you have overcooked it by then of course! Yes, I can do this in the SRC cars as well but there is less power and not such a quick pick-up of the motor as well as more of a strained motor/gearing noise so slightly less fun but how I like to "drive" my slot cars.



Now I didn't have to take the 72 apart to remove the magnet but I did to check out the gearing. Easy you think? Hmm yes remove the four FLAT head screws (NOT the round ones, they hold the motor cradle and the rest of the chassis together) complete with mini washers pull and off it comes – nah! Lift wriggle, pull, not coming off. Look for a hidden screw, nothing. Time to look at the information sheets (more on that later) on the Policar site and then you find there is a hidden long hexagon screw, the same sort you find in Slot.it hubs to hold them on the axle. Break out the supplied Allen key and stick it in the little hole in the gear box and unscrew for a while and then the body comes loose and can be removed from the chassis. Now a "bit" drops off the back and you then have to pull the body forward and watch some brake bits and the exhaust ends twang there way round the back axle and other things in the way! Once that is done then you can see the motor/gearing inside and I must say I think it is a better/neater installation than the SRC solution. Just my opinion of course and others may differ but if you look at the associated pictures you will see that the chassis looks more substantial in that area as well so making things easier for you to swap⇒





motors, pinions, in-line crown and final rear axle gear that Policar have as spares. Will I be doing it? Unlikely as the car was just fine for me on my test run and putting the body top back on and flicking the exhaust and stuff around is sure to break them off if I keep doing it. Not to worry, you can get the spares for that as well! Terry sent me a handy like Policar 2/4 page brochure that details all the spares and Ref numbers for all the current (two!) cars Policar produce marvellous and useful information!

Now normally I would throw in the gear ratios and other dimensions for the racers out there but that is a bit tricky for all of these cars mainly due to the gearing and lack of information that I can find on the relevant website so best to stick to the basics on this as follows (as supplied by each vendor):

#### Policar Lotus 72

Length	Width	Height	Weight
126mm	60mm	33mm	48 grams

#### SRC Ferrari 312 T4

Length	Width	Height	Weight
125mm	55mm	36mm	61 grams

#### SRC Renault RS10

Length	Width	Height	Weight
125mm	55mm	36mm	61 grams

If you would like more information on the SRC models then I would urge you to visit their website which is fine, if a little short on detail, and currently there are no spare parts available for either the Ferrari or Renault but I'm sure they will be along at some point as a new/spare Ferrari nose will be a must have! However, the Policar website is along similar/the same lines to Slot.it which you can find here: [www.policar.it](http://www.policar.it).



You will find some excellent information along with complete and comprehensive body kit (30 pages) and mechanical instructions (24 pages) PDF leaflets for the mini Hewland FG400 gear box replica, chassis and body build. You will also find that there is a complete list of spares including different gear options so that you can tune your Lotus 72 car to your particular driving preference and circuit. I would suggest that SRC should just copy this approach and put more information on spares etc. online and available to all.



Bad bits? The aluminium wings on the SRC Ferrari's look tarnished, one on the front wing the other on the rear wing, before I even opened the box. Front wheels off/bouncing around the case on the second batch of SRC cars when they arrived. They are just a push fit and pull off quite easily, in fact the later Renault also lost a







wheel during testing (more than once) as it rolled off into the distance but that is just like real racing as I have seen it many times over the years on real F1! Perhaps SRC could do better quality control at the assemble stage to make sure they are a better fit? You could glue it but then it wouldn't rotate so not an option really is it? Ferrari etched metal side skirt white coating, making it stick would be good. If SRC do have the option to have different sets of gears/pinions then good luck with changing them as I believe in trying to get it out to change you will just break the plastic chassis lugs off and then need a new chassis, good for sales I guess! Sell with magnets OUT would be nice! But I could say that for all the other manufacturers as well. Really I am just nit picking as you should have guessed by now that I just love these new models and really can't wait for the next ones to appear. I think they are winners out of the blocks and I hope both SRC and Policar do a lot more different cars of the same era over the ones that have been promised for production so far.

Policar bad bits? The driver figure looks small compared to the SRC ones and the "bit" of detail at the rear flaps about a little before I even attempted to take the model apart. Ahhh, but then I looked again and this end bit of the exhaust fits into the previous piece (if you see what I mean?) and then it is more secure. If not buy one and look for yourself, it is obvious then! Everything else is just spot on.

Conclusions? I will stick with the SRC cars first again. Absolutely stupendous detail for the price. Yes, a bit more than most but I do believe you get your monies worth and mine has been well spent. Throw the magnets away, race them, (if you dare!) and just enjoy these beautifully balanced and visually stunning models, just

don't expect to win any races, if you go up against more competitive cars, or have any Ferrari wings left at the end of the race against a Rene Arnoux driven Renault! Policar Lotus 72, again, I don't believe you will disappointed in any aspect of this model. The detail is all there, it is well balanced and fast enough out of the box but bits will still get knocked off if you give it some beans and/or race in any sort of competition. To top it all it is the equal of the SRC cars in detail, ultimately faster and more fun to drive plus at a cheaper price point. Really why are you still reading this? Go and buy all three now and race them yourself!

That's all I have to report for this month but once again a big "Thank You" to Terry at Gaugemaster (especially for the fabulous review car) and Slot.it for this month's news and information. Ciao and arrivederci till next month. ■



# Swindon Swapmeet Report

**By Graham Pritchard**

**N**ow in its 12<sup>th</sup> year, this year's event was a "little later" than usual and to say it was a "success" is perhaps a bit understating it to be honest and I'm basing that on the fact that our table did "rather well" and also the fact that there was a rather large queue of around 100+ people I would say waiting to get into the event at 10.30am that stretched from the swapmeet room doors themselves, along the corridor and then up the stairs to the actual Leisure Centre entrance!



**At least some people could get up early!**

I really like this event and the slightly later opening time of 10.30am gives those of us with "back trouble" (i.e. those who have "can't get out of bed early syndrome" to give it its full name) longer to get there and set up, which was very much appreciated by Maxine (the wife) and I as we arrived there at 9.50am and were ready and waiting for the general public by 10.20am, unlike last year when we only arrived at 10.30am you may remember due to a severe instance of "back trouble."

But anyway, with a queue like that you just got a feeling that it was going to be very busy and it was, which was really great to see, and which must have made organiser Robert Learthmouth very happy I would think.

Robert and his brother Jon have organised

these events ever since day one now, and we've been to every one as we have friends who live in Swindon but there's also a great shopping centre there as well, just around the corner from the swapmeet venue which my regular swapmeet chauffeur Steve B.'s Mum Joan and his wife Dawn chose to explore whilst Steve did the swapmeet. So no excuse to not bring the wife and family next year then and have a competition to see who can spend the most money in the day (Apparently there is also a waiting list for tables for this event as it seems that most, if not all of the regulars seem to come back year after year and given that Robert also generally locates the tables to where you were last year which I also like, means that we spotted several customers from last year for example returning to buy from us again, which is a very nice thing to have happen as I'm sure you would agree).

So, as well as meeting and dealing with "Jo Public" I also had a few friends from the old days greet me on the day as well, like long time NSCC member Richard Snell whom I know from many years ago together with Shane Price whom I mentioned last month regarding his



**Richard Snell happily says "Hello."**







**Whereas Shane Price does it A bit more nervously.**

“Garagistesland” scale modelling website and along with Richard had both made the journey up to Swindon from the Devon area I believe.

By the way, Richard also enlightened me a bit more on that “Spares Box” that I showed you in the August 2015 Journal when he said that he also had one of them as well and that they were originally intended for the retailer to be able to hold various spares ready for when they needed to service and repair their customers cars.



**And Marc Abbott from Slot Car Mag thinks “Oh no, not again Graham.”**

I also said “hello” to the NSCC’s very own Andy Smith eventually, having not initially recognised him as he was not “in uniform” by not wearing an NSCC T-Shirt!

On the day I also received some very nice comments regarding what I write for the NSCC from various people and so I must also say a very



**Whilst Stephen from “Slot Car Wales” seems quite happy to have his picture taken by me. whilst also allowing me to put faces to some of the well known names in our hobby, which I think is always a good idea.**

big “thank you” here for those also, it’s very nice to know that you like what I write, and I just hope that I can keep up the good work as time progresses as I don’t want to let you all down.

Unfortunately as the event was so busy then I didn’t get to see much of it but here’s a few photographs of the event together with a few familiar faces that you may just recognise, but please don’t ask me what Jeremy and Richard were trying to do when I took that one (Maybe they had been appearing in Pantomime together as the ugly sisters perhaps?).



**“If the wife sees this box I’m holding I’m in big trouble mate!”**

However, I did get to have a chat with the guys from “Slots in Weymouth” who were one⇒



**I wonder why Guy Jessett of Slot Track Scenics is looking a bit guilty? If it hadn't have been for Hhm wanting some more items for his own Scalextric layout then STS wouldn't exist.**

side of me and asked where I got that green and silver Ford Pop body from (for which the answer equals a guy called "Britfix" on Slotforum). Together with David and Guy from "Slot Track Scenics" who were the other side of me, and told me about some of their latest products when we got a bit of a quiet moment, including how they have put a new guide to painting their figures in the "How to . . ." section of their website which shows some of the hints and tips gained from painting their own and other figures for their customers' including an interesting idea for handling (or more accurately not handling) figures when painting them, but I'll warn you now that the pictures give a potentially painful taster of how it's done as shown below!



**My own stall on the day.**



**That has got to hurt?**

They have also been developing decals for some of the team logos for the figures and they currently have six different ones in their range so please see the attached pictures for some examples. Dave says if you are interested in any of them then please go to their website and send an enquiry from the 'Contact Us' tab and he'll get back to you, as by the time you read this Guy



**Just a few of the range now produced by STS.**





**The hospitality tent has made a welcome return.**

will have gone back off to University so let's hope that Dave is as good as Guy then when it comes to the painting?

They are also able to produce some waterslide team decals for their Timing Stands together with some decals and paper flags for spectators as in the pictures. Again, if you are interested in these please use the 'Contact Us' tab on their website to request further information.

The Marshals by the way are one of their two new sets of marshals, available unpainted or painted, and the Hospitality Tent is now back in production after a period of being unavailable so that's great news as well if you have a bit of scenery to fill on your home or club layout.

So, whilst I can't really show or tell you any more about the event itself the general feeling is that this one could have been the "best one so far" with attendance figures exceeding the 500 mark, and to be honest that's exactly what I was



**The STS stand next to me did a roaring trade all day.**

going to say as I thoroughly enjoyed the day, despite having to get up "rather early" to do the 80 mile trip from Halesowen to Swindon and without having to negotiate Dougall, Florence and all of the rest of the crew on the "Magic Roundabout" that Swindon has apparently also become famous for, fortunately.

So, if you want to know any more then you'll just have to ask someone who went, or go and see it for yourself next year and the date to remember for next year's event is Sunday 8<sup>th</sup> January 2017.

Given the success of this year's event, Robert is considering expanding further to allow additional stall holders to attend. If all goes to plan then I'll be there again, together with many of your favourite traders too I expect, so can you really afford to miss it? ■



**The event was very busy throughout the day.**



**Many a happy slot enthusiast was present.**

# BITS & PIECES

By Graham Pritchard

Hello again, having seen what's coming out from Hornby this year then I'm most excited by the "Mad Max" (which sounds like the wife when I've got too many slot cars everywhere!) inspired Ford Falcon that they show with the massive engine/supercharger bit sticking out of the bonnet, now that's going to have to become a Hot Rod/Custom Car in my book for certain as that's what I've been interested in of late as you might have noticed?

Anyway, I'm guessing that Jeremy will have published my 2016 Swindon Swapmeet report elsewhere in the Journal so in this bit I'll try to give you a few nuggets of useful information.

## How To Make The Classic "Dunlop Bridge" More Usable On Your Layout

As Bearwood member Paul Pearson was applying the finishing touches to his layout that I showed you in the December Journal I suddenly realised how clever he had been with how he had fitted the "good old Dunlop bridge" onto the layout as normally anything over two lanes creates a bit of a problem with this bridge



in that the cars will tend to hit the sides of the bridge as it isn't really high enough in order to balance the sloping sides with the track width when a car wants to pass by.

Many years ago I had a similar problem with one on the club layout at that time and I got around that by cutting it up into three pieces and inserting two sets of "traffic lights" into the affair, which were controlled by our electronic lap counter that a friend of mine at the time had made for us from a converted bar code reader (shows how old that was then, doesn't it).

So, how has Paul done his then? Well, he⇒





has made a platform basically that looks like concrete and is actually made from off cuts of wall and floor insulation which has then been painted grey and so together with the natural “fibrous” surface of the material it then comes across rather well as concrete. I think it’s rather brilliant to be honest and looks perfectly at home on the circuit. So, has anybody else done anything like this with the otherwise standard Hornby accessories then as if you have it would be great to share them with everyone else please.

### Slot Track Scenics Visit Bearwood

Having helped Dave and Guy pack up their stuff after the Swindon swapmeet we had a couple of surprise visitors at our club the following week in the form of Dave and Guy.



So, having perused the track for any of their figures and other scenic items we then let Guy loose with one of our Transit vans, but as it didn’t have a magnet fitted it just kept crashing



into the scenery apparently, but never mind, the parcels in the back did not get damaged, honest! And they’ve even posted a bit of a write up on their website in their “News” section if you want to have a look, so nice one chaps thank you.

### Confession Time!



It wasn’t me honest! OK so what am I denying this time then you may wonder? Easy it wasn’t me that George Turner refers to in his first “website news” for January 2016 when he said that “Graham P. had built a good smooth and reliable slot car” how can you tell well come on, when have I ever done that? So, with that out of the way, here’s some more news from the Maestro himself:

*Hi Graham,*

*Two models have been re-released so far this year – i.e. the Ferrari 246 and the Ferrari 375+ are back in the range along with a reworked Lancia D24 and Jaguar D-Type.*



*The 1952 Gordini T16 is going to be our first new model for 2016 which hopefully will be followed by a Cooper Bristol in a couple of week's time.*

*Most of our new model GT cars, and which use an inline configuration, will have adjustable motor pods and we are hoping that this will allow our slot cars to give better performance around the track.*

*George*

So, sounds like the ideal combination with good looks and good performance, a bit like these pair of George's cars then which



Bearwood member James Noake has recently built for the forthcoming Wolverhampton Club's "Early Birds" race meeting in March and wow, don't they look superb! ➡➡







### **"Professionals" Team Slot Escort RS2000**

Having finally arrived just before Christmas this is what it looks like courtesy of my mate Phil McCarthy and rather nice it is too with the sunroof and the CI5 headed note paper (and if it wasn't for the "cottage industry" players in our hobby then some special edition cars like this would never get made), there is soon to be released a further Limited Edition Escort





RS2000 so watch this space, and I hope to bring you some pictures next month.



## New Modelzone Shop Spotted In Birmingham

When Bearwood member Dave Parish went to Birmingham the other day he spotted a few Scalextric cars in WH Smith that he wasn't expecting and the reason is that Modelzone have chosen a corner in that store to place one of their small franchises (as I guess you'd call it) rather than having a whole shop together with all of those horrible, nasty overheads etc. Will it be a success I wonder? Who knows but as currently the only thing you can be sure of selling these days is anything to do with David Bowie it seems, but you can only try can't you and hope that it works.

## How To Keep Your Wheels On Longer

If you find that the wheel hubs are a bit loose on

your older Hornby cars then try this to make them fit better. Get a short piece of multi strand wire and strip off the insulation and then put a few strands down the wheel hub before you put the hub back onto the axle, note that you should leave them sticking out a bit as you can always cut the excess off later.

Basically the wires then act as tiny shims and take up the slack between the axle and the hub, if the hub is split they can also help here too but if you do the above and apply Superglue as well then you should be OK and the hub should stay on the axle.

You can also use this trick on motor shafts when trying to fit a plastic pinion onto a Johnson motor or the older "open window" Mabuchi type motor as it doesn't have the splines on the motor shaft upon which the pinion usually grips.

We've also found that if you put the plastic pinions in boiling water first when fitting to the current splined motor shaft then they go on somewhat easier and will then hopefully never split like the first versions used to, as they have hopefully not been strained when fitted. (Note you could also try filing the splines down very slightly with a metal file whilst the motor is spinning so that the overall diameter is reduced very slightly so that it will not "stretch" the pinion as much when it is fitted but once it's on it will still retain the anti-slip properties of a "splined" shaft as was originally intended).

## SCX News

Having asked my friend Steve Wright of Staffs Slot Cars for any information on the SCX range of cars then he sent me the following pictures of the Ken Block car (which unusually for him is at a standstill here) together with the Sebastien







### Avant Slot News

Loeb car and we've found that on our track these new SCX cars with the RK-41 motor will keep up with the Ninco NC-5 cars rather well.

So please don't be put off thinking that SCX cars are a bit slow any more, as they are not! Ref Nos are, Ken Block car reference: A10209 and Leob's Car is reference: A10208, available soon I believe.

Mr Wright also sent me some pictures of the 4-wheeled and 6-wheeled versions of their rather amazing Red Bull MAN trucks so if you fancy something a bit different then why not go for one of these? Again reference numbers are: 50408 Red Bull 6x6, 50409 Red Bull 4x4, 50407 Red Bull 4x4, unfortunately only space this month for one picture, but I'm sure you get the idea!■



# Obituary For Nic Ayre

By Shaun Bennett

It is with a heavy heart that I have to pass on to the membership the sad news that my friend, fellow Bury St. Edmunds slotcar club racer and Committee member, NSCC member and Journal contributor Nic Ayre passed away on Saturday 23<sup>rd</sup> January 2016, aged 53, after a brave battle against cancer.

Nic could truly be described as a 'petrol head', having at various times, competed in Rallying, Autotesting and Autocrossing, been involved with the Easter Counties Motor Club, ASWMC Year Book editor and webmaster and MSA British Autotest Championship Co-Ordinator to name just a few and at a more leisurely pace, Christchurch Bowls Club in Ipswich.

His infectious enthusiasm for anything to do with motorsport led to him joining the NSCC, and he could be found at several swapmeets and the Slot Car Festival, usually with wife Alison,

not only buying cars for his collection, but also to race at the Bury St. Edmunds' club where he was also Race co-ordinator and webmaster. Nic's cars were always well prepared and very competitive. Nic was a very good racer, always had a smile on his face, and was always the first to step forward with a car if one was needed for another racer, a true nice guy who will be sorely missed by everyone at the club and by all those who knew him. In recent times he also took little persuasion to become an NSCC Journal contributor, writing the monthly NSR and Racer articles, and was looking forward to resuming this role in the near future.

Nic leaves behind wife Alison, daughter Charlotte and son Stephen, and everyone at the NSCC sends their condolences to them and the rest of the family at this very sad time.

RIP Nic.

Shaun.





**D**id you spot the upside down nose cone on my Formula Junior BRM last month? I only spotted it myself after sending the pictures to Jeremy, but am pleased to report I have put it the right way up now. I wonder how many years it had been like that, and if perhaps it even left the factory upside down?

Having covered the 1966 Scalextric models last month, Graham Pritchard and I were wondering whether to continue through the rest of the years one by one in our Journal articles, but I've realised now that we would end up with a lot of duplication as the same cars would feature over several catalogues, so instead let's create an eBay encyclopaedia, covering each full size car manufacturer by examining a letter each month:

**A** is for Abarth, AC, Adler, Aero, Alfa Romeo, Allard, Alldays, Alpine, Alta, Alvis, American LaFrance, AMC, Amilcar, Ansaldo, Arkley, Armstrong Siddeley, Aston Martin, Auburn, Audi, Austin, Auto Bianchi, Auto Union and Avanti.

Abarth is linked with Fiat and Simca, having made performance parts and complete cars. Carlo Abarth's Company was bought by Fiat in 1971 and there are still Abarth versions of Fiats made today. AC got together with Carroll Shelby to turn the AC Ace into the AC Cobra by shoehorning an American Ford V8 engine



into an English Sports Car. As well as being a giant killer on the race track, the Cobra has been blamed for our 70mph Speed Limit, after a race tuned version was driven on the then unlimited M1 Motorway at 170mph!

Adler is perhaps better known for typewriters, bicycles and motorcycles, but made some nice streamliners, winning their class at Le Mans in 1938. Aero made some nice sports cars and also made aeroplanes.

Alfa Romeo made the 8C and other cars, and their race department was headed at one stage by a certain Enzo Ferrari.



Allard made some interesting trials cars, one of which even won the Monte-Carlo Rally. Alldays were an early (1898) Birmingham manufacturer whose cars were also successful in Hill Climbs and Trials. One Alldays Owner apparently has a version with a speedy theoretical top speed of 40mph, but has yet to reach it!

Alpine are to Renault what Abarth are to



Fiat. Nice sports cars, which have been modelled by Avant Slot, Scalextric and Jouef over the years.



Alta made tuning sets for Austin Sevens before making their own racing cars from 1928 with exquisite alloy 180bhp engines. That's 40bhp more than I had in my old Vauxhall Royale Coupe.



Alvis cars were built in Coventry and had some success at Le Mans, as well as offering some alternative saloons to Bentley and Jaguar. American LaFrance are best known for building Fire Engines, although they also made a racing car on a shortened Fire Engine chassis in 1911



and it is thought all but one of the existing LaFrances are indeed converted from Fire Engines. That probably explains why the gorgeous LaFrance I spotted last summer is so huge and stood out over and above all the other cars at the Steam Rally.



Not all that different, perhaps, from the Dennis Fire Engine in the Steam Museum at Swindon, and modelled by Airfix of course.

I wonder if the Airfix kit could be converted into a slot racing car ? Now there's a thought, although according to the September 2001 NSCC Journal, there were 1/32 Slot Fire Engines at Beech End Model Village in Leyburn, North Yorkshire, in the noughties, so it's not a new idea. In fact, I have a Minic Motorways Fire engine and Fire Chief Car now to go with my Minic Fire Station, it's pity they're not 1/32 Scale!

Anyone got a ladder? AMC (American Motors Corporation) launched their Javelin Muscle Car to compete with Mustangs and Camaros. Amilcar made saloon cars to keep their racing car factory going, and managed to win the Monte Carlo Rally in 1927.

Ansaldo made some nice Gangster style cars in the 1920s and '30s in Turin.

Arkley made replacement Morgan style ➡➡





bodies for the MG Midget and Sprite from 1971 to 1985. Could be useful if yours goes rusty Graham !

Armstrong Siddeley are in danger of being forgotten by history, as they fail to feature in many car books. Not if their owner's club has anything to do with it though – see their website at [www.siddeley.org](http://www.siddeley.org) for more information and plenty of pictures.

Aston Martin probably need no introduction, thanks to a certain James Bond, but can trace



their history back to 1913 and were already famous by the 1930s, thanks to racing at Le Mans.

Auburn made some fine Gangster style cars, before their famous swansong, the 1936 boat tailed Speedster.



Audi began in 1909 and joined with Horch, Wanderer and DKW to form Auto Union in 1932. Auto Union began making Audi cars again in 1965. Time to fire up the Quattro (sorry, couldn't resist!).





The Mini was called the Austin Seven initially, after it's vintage ancestor, until it became known as the Mini and a certain Mr Cooper got his hands on it.

The British Motor Corporation also made the Austin Healey for big people, and the Austin Healey Sprite for smaller people with smaller wallets.



The Avanti was a continuation of production of Studebaker cars when that Company closed down. Let's see how slot car versions of the above manufacturer's cars are doing on eBay:

1. Scalextric C76 Black and Green Austin Mini Coopers "Best Offer" above £749.77 (321928816445).
2. Scalextric CK1 AC Cobra Kit in sealed box £698.10 (311528701600).
3. Scalextric Green Aston Martin Marshal Car £530.06 (252236513545).
4. Scalextric White Auto Union £500.00 (231785711656).
5. Scalextric Vintage James Bond Aston Martin and Mercedes £461.45 (151869634583).
6. Scalextric Yellow Auto Union £392.56 (141833365042).
7. Scalextric Set 65 (Austin Healey and Mercedes) £375.00 (321954087238).
8. Scalextric Goldfinger/Casino Royale Set with

- Digital extras including Goldeneye Aston Martin and other cars £371.00 (201467011224).
9. Hasegawa 1/24 Alfa Romeo Giulia 1600 Canguro 1965 Kit £366.49 (111819029366).
  10. Scalextric Exin Abarth Seat 850 Coupe £363.52 (401030493464).
- Gosh, almost a full house there for Scalextric then. This is getting interesting so let's carry on:
11. Scalextric Exin Mexico Blue Austin Mini Cooper £363.01 (191785207051).
  12. Scalextric NSCC Red Alfa Romeo 8C £359.74 (321913599418).
  13. Scalextric Tinplate Austin Healey £350.00 (361425145293).
  14. Scalextric Set 45 (Red and Green FWD Austin Mini Coopers) £310.00 (151937563399).
  15. Scalextric Exin Mexico Yellow Austin Mini Cooper £307.17 (191785209849).
  16. Scalextric Passion Alpine Renault on Trailer with towing Van £302.18 (181898117072).
  17. Slot Classic Alfa Romeo Spyder £288.55 (281874205818).
  18. Scalextric Digital Quantum of Solace Set with Aston Martin £285.00 (252241547283).
  19. Scalextric Collector's Club Nuvolari-Sommer Le Mans 1933 Alfa Romeo 8C £261.80 (331724061169).
  20. Slot Classic Alfa Romeo 8C 2900B £257.50 (281870198089).

### Monthly eBay Watch Top Ten

1. Scalextric Vintage V33 Set with Bentley and Alfa "Best Offer" above £1,451.89 (121870336335).
2. Scalextric 1960's James Bond Set £875.00 (172037763484).
3. Scalextric CK1 AC Cobra Kit in sealed box £698.10 (311528701600).
4. Mila Miglia 1/24 Cougar II "Best Offer" above £690.00 (141884813604).
5. Carrera Digital 1/32 Set with eight cars £600.37 (151955298860).
6. Scalextric Green Aston Martin Marshal Car £530.06 (252236513545).
7. Carrera Jet Apollo Spacecraft plus Moon Set £525.93 (262216130821).
8. Unicar 1/24 Berlina Aerodynamica⇒⇒





Thingie “Best Offer” above £514.99 (161942810690).  
9. Scalextric Digital Wembley Stadium Circuit with four cars “Best Offer” above £507.75 (301834696285).

10. Aurora HO Super G-Plus Porsche 934 RSR £496.39 (231804949822).

If the Vintage V33 set sounds familiar, that’s because it’s the same set that was reported last month as selling for £1,064.62. It was apparently relisted due to non payment. As it appears to have sold for an even higher price the second time around, I wonder if the seller is waiting for payment again now?

The James Bond Set looks pretty good, although there is some damage, a missing sunroof and the not over generous seller said he was keeping some of the pictured extra hay bales and oil drums back to sell separately (!).

Amazing price achieved by the un-built Cobra Kit. If anyone wants to offer that sort of money for my working but battered and incomplete version of the same car, please let me know!

The Cougar II looks rather like a Corvette Stingray to me, while the most unusual item in this month’s Top Ten is the Apollo Spacecraft which was part of the Carrera range that also included Jet Fighter Planes. I remember one of my school classmates receiving wondrous praise

from the teacher for taking his built but unpainted Airfix Apollo XI Rocket to show off at school. I was a bit miffed because the properly painted version I had at home looked a lot better! Time for an NSCC Top Ten methinks:

### NSCC eBay Top Ten

1. Scalextric Red Vintage Alfa Romeo £359.74 (321913599418).
2. Scalextric Blue 2014 Slot Car Festival Mini “Best Offer” *below* £296.17 (262145067309).
3. Scalextric Audi R8 LMS Hornby Weekend Car £169.00 (181900072317).
4. Ninco 50<sup>th</sup> Anniversary Cobra £100.00 (201479314907).
5. Scalextric 30<sup>th</sup> Anniversary Jaguar XKR GT3 “Best Offer” *below* £79.95 (191750492744).
6. Scalextric 1996 Green Rover SD1 3500 £57.00 (371487618043).
7. Scalextric 1996 Silver Rover SD1 3500 £55.28 (361425935195).
8. Scalextric Green Jaguar XJ220 £55.28 (361425934586).
9. Ninco Renault Megane £51.59 (331728575937).
10. Slot.it 2010 Lola LMP £40.00 (252146474304).

### Extra Spots

Steve Williams has helped me out by spotting





extra items this month. Steve spotted a nice Batman Chase set that sold for £68.66 after 18 bids (391368553567). He also spotted a Ford RS Cosworth Sierra set that sold for £34.00 (291659806508). Steve is an expert Set Collector, and also spotted a rare Daytona 24hr set that was only available in Childrens World, although the cars are not the original ones. The set sold for £30.63 (161943073812). The first two sets were for sale by charity shops, so no wonder I never see any 1/32 Scalextric sets in the hundreds of charity shops I have searched in over the years, they must be selling them on eBay instead, unless they've reserved them for their helpers, or perhaps I just haven't been quick enough?

Steve also spotted a Control Centre that sold for £107.95 (181980164892).

Dave Parish has also shown me the brace of Coopers he bought on eBay before Christmas.



### **Your Own Sky Circuit**

Finally, if you are pining for the Sky/ Brundle Circuit that was at Gaydon Slot Car Festival last year, and was later auctioned off at Car Fest South, you can now build your own version if you have the room, as Jadlam Racing are selling a digital bundle with all the track parts you need and six cars on eBay for £1,479.95 (401040824368). ■