



**No. 406 JANUARY 2016**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

**Diana Francis - Honorary Life Time President**

## Hello and Welcome Back , Here is to another Year

So that is it, Christmas celebrations are over and it is the start of another year, I hope you all got something nice for Christmas and enjoyed the seasonal festivities?

This year promises to be an interesting one in terms of our hobby I think, some of the main manufacturers have already provided us with indications of their plans for the year and I think a lot of them are pretty bold and exciting in terms of planned new releases, of course time will tell if they come to fruition?

Of course, there are also a number of events to look forward to throughout the year with a number of swapmeets etc. and of course the main event of Slot Car Festival in May, again being held at Gaydon over two days.

The Club is continuing the theme started at the end of last year to promote itself further and to increase both it's profile and of course the membership of the Club as a whole, through increased presence at events and on the web, promoting itself and of course the new IFSCC, which whilst independent to the Club generally is being managed within, in conjunction with the SLN, all at no extra cost to either clubs or indeed you the member!

You will also see this month, we have finally managed to enroll a Promotions Officer, in the form of Helen Richards, who given her "day job" should provide some very useful and much needed assistance to the Committee and I am sure you will all make her feel welcome, of course if you have any ideas on promoting the Club please do contact her direct at [promotions@nsc.co.uk](mailto:promotions@nsc.co.uk) (after the 1st February 2016) or even come and meet her at one of the forthcoming swapmeets, if you haven't met her already at the Ramsgate weekend last November.

So to conclude, Happy New Year to you all, I hope 2016 is a good year for us all and in particular our hobby generally, I'm looking forward to it!

Until next month.

Jeremy



# MESSAGES FROM MARGATE

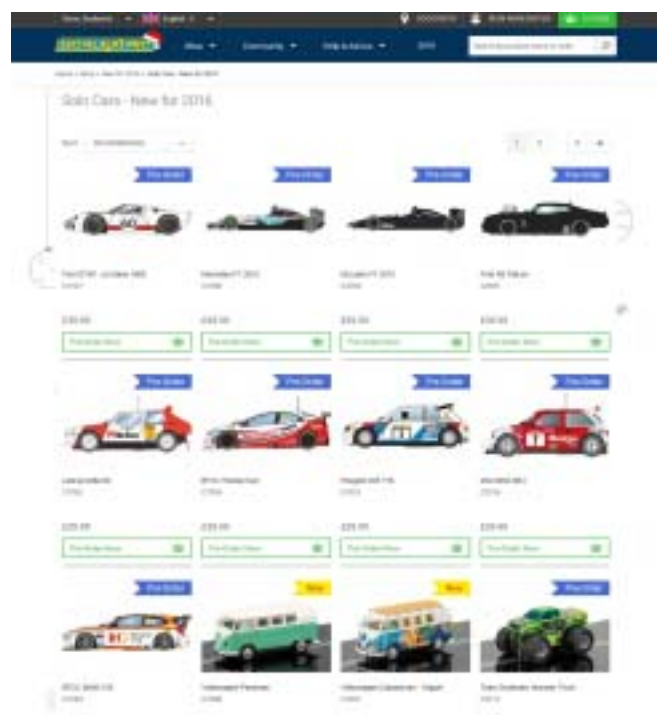
email: [factory@nscc.co.uk](mailto:factory@nscc.co.uk)

By Pete Simpson

Having rushed my last report off to Jeremy at the eleventh hour, I realised that I'd failed to wish everyone a Happy Christmas. Maybe I can be forgiven considering that it was only the second week in November so, just in case I was regarded as heartless, I'll take this opportunity (in mid December) to present my desire that everyone has a superb 2016. Scalextric certainly appear to be contributing towards an enjoyable year with a diverse range that should again include something for most, although it appears that the Triumph range of sports cars have been overlooked yet again!

For the Hornby and Airfix annual catalogues Hornby Hobbies Group have deviated from the previous formats and have introduced them both in revised configurations, with more emphasis on enjoying the hobby rather than being a register of the models to be expected. The structures adopted for the these two brands, titled "Handbook" and "Yearbook" respectively, are certainly an interesting departure from the

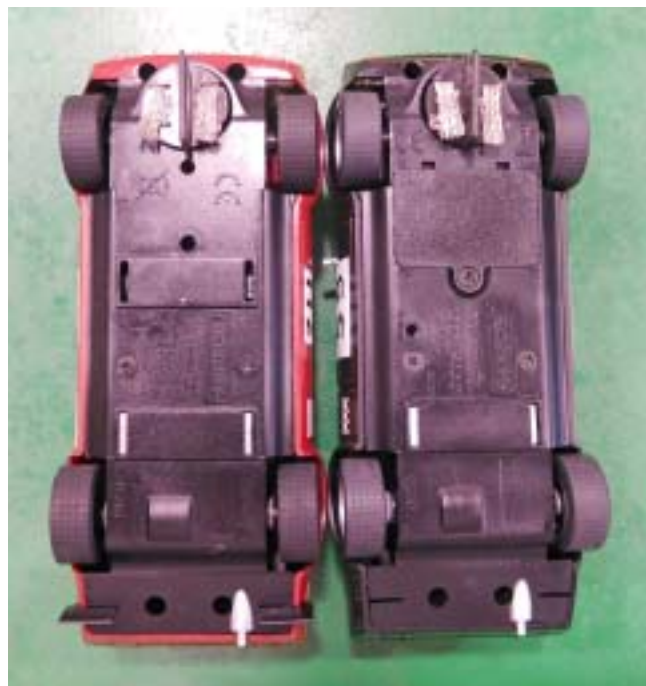
traditional style of publication but may not be appropriate for Scalextric where presenting scenery building and construction techniques are less appropriate. For us the slot car range is currently only available for study on the Scalextric website: no hard copy document is listed, although I understand one will become available next month. Maybe we should be flattered as it's been recognised that our toys bring us greater computer literacy than those building highly detailed replicas of the world that surrounds us all: or maybe not? When browsing the website it is worth noting that illustrations for the newly announced releases are all CAD-generated side views so are easy to differentiate from existing models. At the time of writing, the ARC data base had not yet been updated but when it is, it will serve as a useful ➡





listing of new cars. Oh, Corgi doesn't seem to qualify for a catalogue either but they have been compensated by newly tooled versions of the original Thunderbird models. At £60 for the whole set, that's only 1.5 slot cars. Come on, don't we all want a 1/32<sup>nd</sup> Roller?

When referring to the Airfix range it should be noted that although several of the models look familiar to those encountered in the dim and distant past, they are probably completely re-tooled mouldings. This is due to the ever increasing demand for quality for a range of eternal favourites: some aircraft clearly epitomise the aero modellers' compendium. In contrast, the Hornby range is utterly bewildering with new subjects, never before represented by a major manufacturer, being released each year. And I'll wager that there are still variants that are waiting to be replicated. The last few years haven't been kind to the Hornby Group's finances, but a gradual recovery has been underway resulting in the recently published report demonstrating that the business has been steered back to operating profitability. Of course, one aspect of this is the increased price we pay for our slot cars but compensation has to be our favourite manufacturer remaining in business. Take a look at the full results for 2015 and previous years on the Hornby website at: <http://www.hornby.plc.uk/annual-reports/>. Although the reports are substantial financial documents, succinct analyses are included which illustrate the group's position and differ from the hyped media reports which appear to be a tad selective with the truth.



Although there were a couple of models that failed to materialise during 2015, examples of the 2016 range first began to appear in the Engineering office as early as last October. Indeed, towards the end of 2015 I was faced with the awkward scenario of having little material that I could report before the year end whilst having enough photographs to populate this and the February reports. Ironically three of the delayed examples were not new mouldings but new decorations of existing models. One correction that is required regarding the Ford Escort (the one before the MkII) is that sometime during the year it was upgraded to be DPR. I know the blue version was fitted with the revised chassis, but I'm not sure which the first model to acquire the new layout was: I'll have to inspect them all next time I visit Sandwich. This year's only example is shown on the right: more next month on this particular release.

### 2015 Stragglers

The number of models which failed to reach the approval stage last year was probably the lowest since I've been reporting on Scalextric's activities, limited to just the two Mercedes F1 cars of Hamilton and Rosberg. As I've related in the past, this has been due to a series of annoying, but minor, errors creeping into manufacturing rather than due to squabbles over licencing.





Hopefully these will be along fairly soon although the Scalextric website indicates that delivery will be delayed until March. The other three, unlikely to arrive in the shops until early this year, have now all been presented for approval and are pictured below. Of course, not every car that I saw at the factory made it into the shops before Christmas, but generally the delivery schedule has been pretty reasonable throughout the year.

### **Camaro Z88**

I've been patiently waiting for this release since March having seen it in action at the Goodwood Members' meeting, courtesy of Peter Solari. The Brut 33 sponsored Camaro Z88 of Stuart Graham is represented by Scalextric as it was when driven to a win at the RAC Tourist Trophy Race at Silverstone in October, 1975. The car is captured very well: the Scalextric model of the Camaro replicates this body shape better than it did the SCA Freight sponsored cars driven by Frank Gardner from earlier years.



As I mentioned this car was run at last year's early season meeting at Goodwood when Stuart shared the car with Nigel Garrett in the Gerry Marshall Trophy race: even standing still in the paddock it appeared impressive. On the track it was awesome in stature, performance and sound. The two races resulted in first and fourth places after some very close racing against the traditional seemingly mismatched entries: Rover SD1s, Dolomite Sprints, Capris and of course a Mini 1275 GT that proved raw HP doesn't guarantee crossing the line first.

Although C3612 replicates the 1975 iteration, it can almost represent the Goodwood entry as it also carried race number 1, although, hardly surprisingly, a few minor changes have been made over the years: a slightly revised paint scheme and the addition of the front bumper being the most obvious. Please be aware that the model shown is the decoration approval sample so, although the colours are correct, the application and detailing is still far from perfect. ➡➡





For plenty of historic data on touring cars visit Frank de Jong's superb resource of saloon car racing from 1953 to 1993 at on the web at [www.touringcarracing.net](http://www.touringcarracing.net). There are oodles of images of cars and drivers together with race reports, full results and, car specifications; far more than I can report here. Another site which I stumbled across whilst checking the Goodwood results provides data for all sorts of races: <http://www.tsl-timing.com/results>. There is a search button that also provides results for many more than the main series listed on this page, although it missed the NSCC weekend in which "my" team came a creditable fifth, a respectable position without any of the stress of believing we could win, having set our goal for 8<sup>th</sup>, but content to come 9<sup>th</sup>. Or even last, just not eleventh!



### **Dodge Charger**

I had believed this would emerge in an uninspiring plain orange, as depicted in last year's catalogue, so I got a very pleasant surprise when I saw the Dodge Charger road car, C3652, resplendent in Metallic Candy Apple Red. The other obvious difference from the catalogue image is the band around the tail which is white instead of black. And...it has lights!







### Corvette Stingray

The Chevrolet Corvette L88 Stingray of previous years has been resurrected to represent one as run at Le Mans in 1974, although often identified simply as a Corvette C3, in line with the previous race version nomenclature. C3654 represents the car entered by Henri Greder in which he shared the driving with “Beaumont”: the third nominated driver, Cudini, didn’t get a turn behind the wheel. Having started from 36<sup>th</sup> place on the grid, they worked their way up to a creditable 18<sup>th</sup> overall, 10<sup>th</sup> in the GT class behind a selection of Porsches and Ferraris. This model sports a front mounted Mabuchi so, despite the website claim, it will not accept a Digital Plug.



### 2016 Overview

The New Year once again brings a generous collection of new subjects with Scalextric continuing to invest in tooling to expand the range. This is, as usual, backed up by existing models being released in revised decorations. The investment is spread over a range of subjects, although the modern tin tops give the impression of being in abundance.



Of course, everyone that attended the NSCC weekend actually got to play with a 2016 release: the Super Resistant BMW Z4 from the forthcoming Arc One Super GT Set, C1360. Even after two days’ of being driven as though stolen (it’s Christmas Eve as I write), it only lost the rear wing and even that was easily clipped back into place.

It should be no surprise that the first of the 2016 range cars to appear will probably be ➡➡

relieries of existing mouldings: several have already been witnessed resplendent in their final packaging.



For road movie fans the revised Ford Falcon XB, which could be mistaken as the famous black-on-black, supercharged Pursuit Special of a certain Mr. Rockatansky, should come as a welcome addition. This is more than a mere make over of the previous Falcon as, in addition to the characteristic details of the real car, it also features a new chassis and a low profile interior along the lines of current PCR releases: we can probably expect future Falcons to be PCR. There are two other Falcons listed for this year: an XC, which appears to be the same body as the XB, and a new moulding for the earlier XY GT-HO model, neither of which are declared as being PCR. I suspect this may be an error as elsewhere on the website a PCR chassis, C8540, is listed albeit identified as fitting the Ford XW/XY GTO Falcon just to add further confusion.



Tin top fans will be impressed as the Falcons will be joined with a range of ten new BTCC cars, spread between the late '80s and early 1990s and the current period. From the earlier seasons come the Sierra Cosworth and BMW M3 whilst modern outlines are represented by vehicles from MG, VW, Honda and BMW. I hate to admit it but having been presented with these as 3D printed examples I failed the challenge of identifying any of them. The BTCC cars announced in the "Track Test"



section of the Scalextric website are certainly well advanced but I've yet to see decorated examples.

If a new range of cars isn't sufficient to add interest, the packaging has undergone a subtle revision to refresh the design. Don't worry; they will still stack with recent boxes as it's only the artwork that has changed. I'll bring details on the Aston next month. Allied to the artwork modification is a hardware change: the little spacer which prevents the tyres from being compressed and flattened has been altered. No big shakes but when you find one of these on the carpet, at least you'll know where it belongs.



## 2016 Specifics

As I already have photographs for several of this year's new releases, I'm able to share a few now. At the time I saw them they were not boxed so I was unable to record the "C" numbers, but with the announcement of the range I'm pretty sure I have identified each one correctly.

## GT40

The first car to be reported from the latest catalogue can hardly be a surprise, although it can only be a fortunate turn of events that has justified its release. As Ford GT40s always sell





well it was decided a couple of years ago to update the chassis to the latest specification with the inclusion of the round guide and the ability to upgrade for digital racing; both modifications were achieved with tooling changes being limited to the chassis. If it had not been for this update it seems improbable that this, the final GT40 from the 1966 entry, would have been produced. In appearance it is very similar to its sister car, number 59, as run by Essex Wire: this was released a few years ago as a Limited Edition release, C2578A. Unfortunately, despite qualifying in 14<sup>th</sup> place, it retired from the race during the 11th hour due to engine failure.

For Le Mans, chassis number 1001 was driven by the famous international pairing of Jochen Neerpasch and Jacky Ickx, although it was post Le Mans that it achieved its most successful results in the hands of David Hobbs, Mike Hailwood, Bernard White and Denny Hulme with an impressive seven 1<sup>st</sup> and 2<sup>nd</sup> places out of the following twelve starts.

C3727 has lights front and rear, has the round quick change guide and is DPR. I appreciate that only one photo is a bit mean but

there were a couple of areas which I couldn't include due to minor discrepancies, I'll bring more once I'm able to capture it from more angles.

### VW Polo

I'm elated to be able to report on this model early in the year in much the same way that the MINI of 2015 provoked pleasure in getting it out of the way: not having one for 2015 is a double delight. I'm doubtless being unfair as⇒







it's hardly the fault of Scalextric that the liveries for these cars are lacking in imagination and this one is at least an improvement on the previous three versions. In truth both the MINI and the Polo represent significant automotive achievements at both scales: the two Scalextric models are equally competent on track and are particularly good for digital racing where the blunt ends protect against over enthusiastic opponents. The 2016 version depicts the car of Sébastien Ogier and Julien Ingrassia which finished first in the 2015 Monte Carlo Rallye. It'll be a high detailed release with lights all round, DPR and sporting a sidewinder Mabuchi.

### D-Type Jaguar

The observant Jaguar enthusiast may spot that Scalextric have already released a model of this car before: it was presented three years ago as C3205, the 1957 Le Mans winning car of Ron Flockhart and Ivor Bueb decorated with a single white team strip across the nose. This latest release emulates the same car as it was run at the Nurburgring 1,000km race earlier that year in May when driven to 11<sup>th</sup> place by Ivor Bueb and Jock Lawrence.

To complete the paint scheme options, it



would be rather nice for a future year to witness the release of the second placed sister car of Ninian Sanderson and Jock Lawrence, sporting two nose stripes.

As this is a front engined model, there is no option to upgrade it to DPR specification so, unless the retro fit Digital chip, C7005, can be coerced into the chassis, it'll be analogue all the way for this one.



Just before I sign off for another month, here's another piece of Scalextric kit that I spotted on my last visit that I'd not seen before. The extra width of border is perfect for avoiding those unfortunate times when a car swings round and impacts the powerbase. This track-piece was supplied with the Cops 'n' Robbers set, and maybe others with a crossover which explains both the need and the shape of the border section. Unfortunately, it isn't available as a spare.

Next month I'll bring more details of the whole range as well as photos of another few engineering approval models. ■



Now that Christmas is over I hope that it has brought you all that you had hoped for and I wish you all a happy New Year. I am sure that 2016 is going to be a great year both for the hobby and the Club so as you are reading this now many congratulations on renewing your membership.

At this time of year there is often much talk about the state of the hobby and speculation about its future. I thought about this recently whilst taking a break from getting the house ready for Christmas which had inevitably meant sorting through some of my Scalextric items. I suddenly realised that it was fifty years ago this Christmas that I received my first Scalextric set. It must have cost my parents an awful lot of money as a set 80 in the 1960s was not cheap and we were not wealthy by any means but the hours of pleasure that it has given me over the years have been priceless.

The enduring appeal of Scalextric and our hobby in an age where computer games consoles have come and gone (quickly becoming obsolete) is something relatively rare these days. This years must have toy will become forgotten in a year or two. In spite of all the ups and downs over the years Scalextric in particular has endured all the trials and tribulations that have come its way. Fifty years on it still gives me and I am sure all of you enormous pleasure.

The hobby as a whole has enjoyed a new golden age during the last fifteen to twenty years

with much of this of course having been driven by collectors and people of a certain age. The NSCC has always been at the centre of this and in spite of the Club's ups and downs during our own thirty five year history we have continued to be the premier slotcar Club in this country and long may it continue.

In relation to the needs of the collector some manufacturers have tapped into this market very successfully producing some wonderful cars. Other manufactures have been keen to speak to racing clubs about how to improve their product which is very right and proper but slow to listen to the needs of collectors. As far as the NSCC is concerned we have always enjoyed good links with manufactures particularly Hornby but none of this must be taken for granted. We need to make sure that the views of collectors, our Club and you the members are also heard by manufactures now and in the future. We as your Committee are all committed to making sure that this happens.

### **Promotions Officer**

Whilst on the subject of communication I am delighted to inform you that one of our members Helen Richards has applied for the vacant position of NSCC Promotions Officer which was advertised in the September 2015 Journal.

Helen is introduced elsewhere in the Journal and some of you will have met her at the recent NCSS/Hornby weekend. With a background in professional Marketing and Information I am very much looking forward to welcoming her on board.

### **Northern Swapmeet**

It also gives me great pleasure to announce that after a very successful event in 2015 the Leeds swapmeet will once again take place at the Rothwell Sport Centre Leeds on Sunday 9th October 2016.

Last years event was very well attended so do put the date in your diary. The event also made a slight profit for the Club last year so once again tables will be free to members. A special event car will once again be available that can be purchased by members and again this will be very popular I'm sure. ➡➡





## **International Federation of Slot Car Clubs (IFSCC)**

There has been considerable interest in the IFSCC with two more clubs recently joining but more on that next month. Once again I would like to emphasis that the new International Federation does not in any way change the nature of our Club which is a separate entity. There are no financial or other governance issues for the NSCC so rest assured that whilst the IFSCC will continue to develop it will have no adverse impact on the NSCC.

In fact it is proving to be quite the opposite with media coverage of the launch particularly in Spain having raised the profile of both the NSCC and the SLN. As we move into 2016 the benefits of the IFSCC will become more self evident I am pretty sure.

I will end my Chairman's chat here for now and in the meantime may I wish you all again a very happy New Year and look forward to seeing you at the NSCC Milton Keynes swapmeet on the 21st February. ■

Ciao everyone, Happy New Year and welcome to this month's edition of Forza Slot.it. So, here we are in 2016 and another Christmas has passed so I hope you received all the slot(.it) goodies you were expecting or hoped for? Me, what did Santa bring me? Good of you to ask! Well, being as I got to buy it myself, yes I did get a couple of cars (sorry only one Slot.it!) but the new SRC Ferrari and Renault cars are absolute beauties in finest plastic. I also received a few other slot related type items that will find their way onto my home circuit in due course. Now, all we have to do is take any Christmas cash we may have received and look out for the dealers' January sales that may have started/finished already by the time you read this? Alternatively, save your money and wait for the annual bash at MK on Sunday 21<sup>st</sup> February as there are sure to be a few bargains on offer there as well. It will also give us all an opportunity to meet old friends, make new ones and just indulge in our favourite hobby.

On to the last slot related month for me and I have received further information from both Terry and Slot.it. Terry first. As I am sure you are all aware by now, a couple of new cars have hit the shelves being the SICA17d Porsche 962C KH Jim Beam livery that I touched on last month (and now in my collection, a lovely



model) and a new McLaren M8D being SISC26a Limited Edition which was a bit of a surprise to me as I had not heard of this one before. To quote the Slot.it press release from Terry "To commemorate the 2015 Slot.it European Endurance Championship Slot.it have produced this special car and the UK distributor has been given the opportunity to obtain a limited amount of units. The model is a black version based on the car the late Hollywood superstar Paul Newman co-sponsored during the 1971 Can Am season, a year before the lifelong fan of car racing started his second career as a race driver." So there you have it. I did review one of these models a few months ago and what a fantastic little handling car it is but I am still undecided if I will purchase this one or not? I am sure it will sell out quickly so I guess I had better not dwell on things to →





## Rendering



long? It's just that the M8D is not my kind of car. I'll sleep on it and see if the collector in me wins out?

Next up would be news of a car I have already mentioned in the November column being a Porsche 962LH SICA03i in the striking livery of sponsor Mizuno. Look back to November for a picture of this fabulous looking livery, on the web or dealers' sites if you missed it. Now this next one may well strike a chord with several people with, apart from being *Another* Porsche 962C! It is in the famous Camel livery and I am sure this will be very, very popular. The real car competed in the 1988 Le Mans 24hrs and has a model number of SICA34b. Sadly, both will be on my hit list to get as you can never have enough Porsche 956/962 variants in your collection can you? Both cars should be available early next year but no firm

release dates to report on. Terry also indicated that the long awaited fabulous Lotus 72 from Policar will be available in the shops shortly but still no actual release date just yet. Maybe in the dealers before Christmas? But more likely early in the New Year, probably before you read this.

Finally, for this month on the slot car front and with a release date of the 18<sup>th</sup> December and just in time to order for Christmas is SICA25d, surprisingly it's another Porsche 962! Slot.it are really keen to get their monies worth out of the tooling for these but with all the 9xx.xx variants and liveries available to them then the collector in me is a little bit hooked! However, this is in my least favourite IMSA spec but to counter that it is in the fabulous white/blue/orange and pink livery of Wynn's, the motor oil products company and not the Las Vegas casino! Now just looking at the colour





choices above it sounds a little, hmm how can I put this? Naf I suppose would sum it up! But when you see them altogether it just seems to work and the way the livery has been applied to the real car (as well as the model) then it does work, to my eyes at least. In real life the IMSA 'GTP' regulations required some modifications, in comparison with the Porsches designed for Group C spec racing, and Slot.it have done this by producing the relevant body shell that accurately reflects the changes required. This particular car was driven by John Hotchkis (featured driver helmet), Jim Adams and John Hotchkis Jr. when they finished in 5th place at the 1987 Daytona 24 Hours racing for the Hotchkis Racing Team. This is the fourth IMSA spec car and, according to the Slot.it website, the other three have sold out so I suspect that if I want one (and maybe you too?) then perhaps I/we had better not dawdle around too long in the decision making process as to whether to purchase one or not? Out of the four produced so far I would suggest that the Wynn's is the most striking livery but the Lowenbrau one is perhaps the most cohesive and eye friendly.

So what news directly from Slot.it? Hmm, not that exciting for me maybe but for the racers

and modifiers out there it may well be? The following new items will be available as of 7th December 2015.

Nissan R390:

CS04lx – black polycarbonate cockpit for R390 (replaces CS04il).

Other parts:

S01-XA1 – Transparent polycarbonate cockpit for Carrera Audi A5 DTM.

S02-XA1 - Transparent polycarbonate cockpit for Carrera BMW M3 DTM.

S03-XA1 - Transparent polycarbonate cockpit for Carrera Mercedes C-Klasse DTM.

S08-XA1 - Transparent polycarbonate cockpit for Carrera Ferrari 458 GT3.

CS24lx - R18 Transparent polycarbonate Cockpit (replaces CS24il).

Sold out items:

SICA24a - Audi R18 TDI Test Monza May 2011, Rinaldo Capello.

SICA24b - Audi R18 TDI Le Mans 2011, T Bernhard ~ R Dumas ~ M Rockenfeller.

SI-CA15EC13 - 787B European Championship 2013 white Kit.

SI-TM01 – painted pit lane babes X.

As you can see from above, a couple of models are now sold out from Slot.it so if you⇒⇒



are after one for your collection then it may be a good idea to get one now whilst the dealers still have them in stock. This is also true of many Slot.it cars so perhaps now is the time for you to consider putting in advance orders for the cars you really want to make sure you get your model. I know I have.

Now that leaves me with a slight dilemma as I have reviewed all the above cars released this month in some previous articles and there are no new models to report that I have not previously mentioned either. So there seems little point in going over old ground, therefore, I thought I would give you my thoughts/ramblings on last year's Slot.it models and what I am looking forward to in 2016, which I know about anyway!

So 2015, well another good year for Porsche 956/962 variants and my Slot.it cupboard is now full/overflowing, my wallet emptied and I have to find some more space to store my cars without my ears ringing from wife V1.0 who tells me I have taken all her wardrobe space and plenty more besides! Slot car space, this could be a problem as I'm sure you will all agree with so many new cars and colour schemes to consider. I did think my son possibly going to University in 18 months' time would provide much needed capacity but then my daughter will be back at the end of this "University school" year and I have been informed again (shall we say!) that neither room is available to me! There have been many other reliveries of existing cars and a couple of new models such as SICA31a Lola Aston Martin DBR1-2 #009 that I reviewed last month but for me the outstanding car from Slot.it this last 12 months has been SICA29a, the Audi R18 e-tron quattro 4WD car. Again, I reviewed this car earlier in the year in this column and what a tour de force this model proved to be. Even on a small floor test track or out on my larger home circuit this car proved to be an exceedingly fast and very capable car as the influence of the 4WD system that just pulled the car in, through and round corners just demolished similar 2WD cars, even in my hands. There simply is no comparison to this slot car 4WD system on a model (that I can

think of) that matches it for pace, road holding and main stream mini slot engineering that I can think of. Well done Slot.it for bringing us such a magnificent piece of kit. Now, who can match that (or surpass it?) and what can Slot.it do to bring us further slot car engineering improvements over the next 12 months?

Moving on to 2016 Ah, there is plenty for me (and I hope you!) to look forward to from Slot.it with lots more Porsche 956/962 variants to come! There will also be more reliveries of the Ford GT40 (another popular theme for some), Lancia LC2s, Audi R18s and the completely new Audi R8 LMP that I am really looking forward to. Other announcements, no doubt, will come to pass over the year. However, what I am really looking forward to are the new DTM models that are due for release in Spring, but probably later! These would be the SICA35x Alfa Romeo 155 V6 DTM and the SICA36a Opel Calibra DTM models that I reported on from the Gaydon earlier in the year. The part made models that I saw then looked fantastic and I am just so looking forward to getting my hands on these models in the flesh to thrash them round my home circuit like they did on real race tracks all those years ago! In fact, one of my favourite cars to (still) thrash round a track (treason warning on) is one Ninco 50104 Alfa Romeo 155 V6 Ti. What a revelation this car was when I bought it back in the early '90s. A new manufacturer back then that produced a very nice looking product with track holding, controlled sliding in spades and massive fun all in one little brilliant red package! OK, not fast by today's standards or even back then really but such a fantastic car to drive, magnet out or course! If Slot.it can emulate this then what a great selection of models we have to look forward to from that real racing era.

Others for 2016? The first Policar Lotus 72 and probably all the variants are certainly high on my list as well as the Policar Ferrari F40 re-release of the earlier Slot.it models SIKF02x series that came as complete kits for you to assemble. Mine are still unmade, no surprise there! The new, and just available from dealers as I write, SRC Ferrari 312 T4 as driven by

Jacques Villeneuve in the 1979 Canada GP is really a must have and maybe/probably a team mate called Scheckter to go with it but which one? The Jean Pierre Jabouille Renault RS10 from the F1 GP Espana 1979 is also very tempting too. Lucky me as both cars turned up for my Christmas but now the sister cars are also available to purchase. Likewise the yet to be released but planned SRC F1 cars of the McLaren M23 and Hesketh 308 look fabulous so I hope they do not disappoint when I do get my hands on any one of these but judging from the two I have so far, I don't think anybody will be disappointed with the looks and quality of them. On track performance? Don't know as I have not tried them yet or attempted to fit the side skirts that come as etched parts to be fitted by the end user. I'm not so bothered about track performance, although decent "period" handling and a bit of pace would be welcome but I doubt if mine will ever be raced in anger but they will certainly hit the track (not literally I hope!) at some point. I hope Slot.it look at F1 cars as well at some point as I believe they would

do an excellent job and they have been helping Policar so who knows, maybe? I suspect that one or two LMM cars may hit my radar and I have just taken a fancy to the Pioneer Dukes of Hazzard Charger (Lord knows why! And placed a pre-order to boot) as Americana cars are not really my thing but it was a very popular series when I was in my early teens so I guess that explains it! I'm sure several other models from all the major (Scalextric Touring cars anyone?) and minor companies will no doubt consume more of my salary and the never ending quest to finish painting all my figures and complete my scenic home layout will continue in fits and starts as home/children/work life permits. Guess what? I'm sure I will still be saying this for the start of 2017 as well!

That's all I have to report for this month, or should I say year, but once again a big "Thank You" to Terry at Gaugemaster and Slot.it for this month's information and may I wish you all a very prosperous slot car hobby year to come. Ciao and arrivederci till next month. ■







Welcome to the January Carrera Corner. We have news of two new Limited Edition cars this month.

First is a Ferrari 575 GTC reference number CA23815. This is a digital 124 car, with race number 52. The model is based on the two seat, two door, grand tourer built by Ferrari and launched in 2002.

Secondly we have the Infiniti Red Bull Racing CamoBull Test Car, 2015, reference number CA30729. This is a digital 132 car. Four times Formula One World Champions, ⇒





Infiniti Red Bull Racing revealed their challenger in Jerez on the first day of testing for the 2015 season.

The RB11 rolled out of the garage in a striking new testing livery, similar to the dazzle camouflage often used while testing road cars. Instantly dubbed the CamoBull on Twitter, it was a daring new look for Formula One.

Sadly not much detail at the time of going to press but we do have pictures of each model.

A reminder that Carrera hold exclusive licences for producing Ferrari and Red Bull F1

cars. We also recently featured World Champion Lewis Hamilton's Mercedes. I am sure we look forward to the 2016 motorsport season. Although we will not be able to follow F1 on the BBC, on the plus side Jaguar has announced its return to global Motorsport. In the autumn of 2016, Jaguar will enter the third season of the exciting FIA Formula-E Championship as a manufacturer with its own team. FIA Formula-E is the world's first global single seater championship for electric powered cars. Jaguar have not been involved in top level motorsport since leaving Formula 1 at the end of 2004. Maybe I will be able to add to my Jaguar slot car collection this year?

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. There are many exciting 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.

Finally, I will take this opportunity to wish you all a Happy New Year. ■







A very happy New Year to you all! We enter this year with some trepidation as although in the past Ninco have remained tight lipped at this time of year, 2015 was a particularly challenging period for Ninco's slot related product and mid year they took the decision to freeze all slot development and focus on their radio control range of product. The relocation back to Spain of their track manufacture enabled stock to be built up for sets currently on offer which includes their own Wi-Co technology for the wireless control of cars on an analogue circuit. With the Nuremburg Toy Fair due next month (*27<sup>th</sup> January to 1<sup>st</sup> February*), we shall find out what the future holds for Ninco slot cars, track and accessories but for now, slot is still present on their newly revamped website which launched at the end of December. It is a clearly presented site that is mobile friendly and easy to navigate around. However, it is dominated by their vast range of radio control product and sadly there is no more access or reference to the Club Ninco section. In keeping with modern trends, the site includes links to Ninco's presence on all major social media sites such as Facebook, Twitter and YouTube.

With track manufacture back in Europe, we

can be sure of the high quality product that has helped to build the Ninco brand. I have been using the Ninco track system for many years now and haven't looked backed since my first Ninco set purchase, the DTM layout. All the benefits it offered over other brands still remain today and even now, some twenty years on, the strength of Ninco's design have kept it the most reliable plastic track system available.

Just before the Christmas break, I was able to bring slot racing to the office once again with an opportunity to run a Winter Rally Challenge to raise money for Florie's Fund to fight Rett Syndrome, a local cause our company has supported during 2015 with a number of in-house fund raising events. Rett syndrome is a rare condition that affects the development of the brain which can cause physical and mental disability that begins in early childhood.

Following on from the successful rally event held in the office at the end of 2014, my aim was to assemble a more challenging layout this time. As part of a recent office refit, we had just taken delivery of some height adjustable work stations so a multi level circuit immediately sprang to





mind! Three of these desks in conjunction with a coffee table made the ideal platform. Normally, I'd spend some time designing the circuit to suit the space available but I had been so busy during the weeks leading up to the event, I just didn't get the time to be so organised! So, the previous night, I threw a few boxes of track in the back of the car and made my way to the office. Making use of the Rally Loop gave me more flexibility with the layout as it wouldn't need to join up. I set up the three tables to form steps from front to back and positioned the coffee table as the fourth and final level which was just the right size to fit the return Rally Loop. Using a combination of Asphalt, Raid and Snow track sections and the all important dual power base (10401) allowing safe distribution of power to the track, I soon had a twisty layout running up and down the different levels. The timing was via the Ninco Pole Position Lap Timer, a comprehensive unit that can be used to time up to four lanes by linking two of these units together and provides timing to a thousandth of a second. Fully bordered with crash barriers and a few stone walls, the track was finished off with careful placement of the prizes up for grabs; all in the form of festive chocolate treats.



I'm pleased to report that my colleagues were once again suitably impressed with my effort.



In order to get at least a little bit of work done during the day, the track remained closed until midday but on the stroke of 12 o'clock, the first lap times were laid down. The aim would be to complete three full laps in the shortest possible time. A selection of rally cars (*magnets removed of course*) was made available, Lancia Stratos (50622), Lancia 037 (50637), Ford Sierra (50635) and Porsche 934 (50613) with the firm







favourite being established as the Porsche. This was the car that proved to be the most consistent, easiest to control and was the leader in repeatedly breaking the fastest lap time. My early target time of 53 seconds was soon beaten and mid-afternoon saw the first time under 50 seconds being recorded. The competitive nature of my work colleagues saw the track have almost continuous use throughout the afternoon. The highlight of the afternoon was a visit from Florie herself, along with her two brothers and parents. The boys got the hang of it quickly and clocked very respectable times, in addition, they appeared to get the best out of the Stratos, it's



funny how the different handling characteristics of the cars tend to suit individual's driving styles. The final hour of the day was spent trying to better a 46 second time that was set by last year's champion and as we drew the event to a close, the top three times from the afternoon's racing were 45.838s, 47.465s and 49.737s (*although with a bit more practice, I did manage a 44.046s before taking the whole track down*). A big "Thank You" to everyone who took part not just in this event but across all other events we staged helping to raise a welcomed sum for Flories Fund.

Now I've just less than twelve months to plan the next circuit, so I had better get organised! ■







Very soon, we have the imminent release of Flyslots first totally new truck since Fly brought the trucks back into the range a few years ago. Reference number FS205101, is the first model of the Buggyra MK R08 that races in the ETRC.



Also available is the very Limited Edition Duff Beer version of the Mercedes race truck (FS202307). This is the latest in the line of special commissions by Mr. Blanco of Madrid whose models are mainly sold to the US market. As usual the UK importers have managed to



obtain some units for their British dealers but I gather they may well have all been sold by the time you read this.



I was hoping to have pictures of the two new Brabhams (the NSCC and the Watson cars) we were expecting before the end of the year but with their delay, sadly that is not the case, hopefully pictures should be available for the next issue. We also have the Nuremberg Toy Fair and Flyslots 2016 announcements to look forward to.

Thanks, once again, to Terry Smith, Brand Manager of Gaugemaster Controls Ltd ([www.gaugemaster.com](http://www.gaugemaster.com)) for his help in compiling this column. There will be more news from Fly next month. ■

# The 2015 Festive Slotcar Market At The Coventry Transport Museum

By Graham Pritchard

With December having arrived in what appeared to be “the blink of an eye” before I knew it, it was time to go back up the loft to retrieve my items for sale to add to those that were already occupying the spare room or in reality, those items that had never actually made it back up the loft after the Slot Car Festival event back in May, much to the annoyance of my wife Maxine! (she’s only joking and it was actually a lot more than that at times!).



**“And when is this lot going to be moved Graham?”**

So, having set my alarm clock for much earlier than I would normally get up for work, my fellow Bearwood racer Steve Beach arrived at my house at 8.00am and we loaded up and off we went to the event, having carefully made sure that we’d put the Postcode of the “trade entrance” at the rear of the Museum into the “Sat-Nav” unit rather than the “front door one” so to speak and having gained access to the loading bay we were very pleasantly greeted by



Next, and sorry but we can’t really use the caption that Phil Smith suggested for this one, even though it made us all laugh, it was a bit too rude you see, but here’s Julie Scale and Santa Claus occupying the “Pay At The Door” table and I’ll see if you can guess what Phil said the caption should be?

two Museum staff who provided us with a variety of trolleys from which to choose from in order that we could then get our items to the swapmeet area via the goods lift rather than having to carry everything up the stairs ourselves (superb, never seen that before, and what a nice touch).



**Just opened**





### Having a laugh? Of course I will take your money!

So, “with nothing being too much trouble” our first impressions of the event were very good indeed and we proceeded to unpack our stuff and deal with the normal “late again” etc. comments that I had told the Museum staff helping us would be happening as soon as the usual crowd saw me arrive. And true to form it did but if you can’t have a laugh amongst friends at events like this then what’s the point, eh? There then followed some swift unpacking and before we knew it, it was 10.00am and the doors were open and a couple of minutes later in came the people. All of the visitors had to go through part of the Museum remember, to get to us first, and when you’ve got all of those rather wonderful cars to look at on the way to us you would need very strong willpower indeed to not want to stop and admire them on the way, especially as the full size SCX Talbot Sunbeam



### Plenty to buy



### More purchases made

Rally car and Hornby Peugeot 205 Rally car were both just around the corner from the swapmeet entrance!

But anyway, I digress, the visitors were greeted by a spacious swapmeet area with plenty of room between the individual stalls which came in very handy as the overall attendance was actually around double that of a typical swapmeet and so it actually made a very welcome change to the rather “rammed” perception of some of the other swapmeets I’ve been to. I particularly remember one Slot Festival event where the entire swapmeet area became so gridlocked that people were just not bothering to even try to get into it, such was the level of congestion in that area.

In fact, this one actually reminded us of swapmeets from the old days to be honest with it’s “so relaxed” feel, and when we asked what



### FAB 1 – Hang on, that’s supposed to be on a Pink Rolls Royce, not a Jaguar!





**A very nice XK150**

our club members and other friends who attended thought of it then it seems as though it was a very enjoyable experience what with the mixture of real cars and slot cars combined with a new venue and a “slightly different presentation” if I may put it like that?



**A real MK1 Jaguar (rather than George Turner's version)**

So, when we look back what do we remember, a great modern venue that had just been refurbished with loads of great “real cars” to look at and various other motoring related exhibits to be admired also, together with a great slot car swapmeet where you could find many of your friends and usual traders offering a very diverse range of goods ranging from the very early days of Scalextric in the 1960's (as proved by Bearwood's Dave Parish buying



**Talbot Sunbeam Lotus – real life and slot car versions**



Catalogue No. 3 together with a track cleaning brush amongst several other items) to loads of today's Digital Lane Changers and latest releases from the 2015 Hornby Scalextric Catalogue like the ARC ONE APP Race



**The real Peugeot 205 Rally Car**



**Our very own Andy Smith manning the NSCC table all day together with a selection of Club cars for sale**



**And finally, “Scrapyard Paul” Blows gets fed up of waiting to be “Beamed Up” by Scotty!**

Control system that’s recently came out, together with all of the usual other bits and pieces that you’ve come to expect at a swapmeet, so, I’ll leave you with a few pictures of the day now to hopefully show you what it was like, and also show you what you missed if you were unable to make it, but please remember that

many of the pictures were taken whilst everyone was setting up rather than during the event itself as once it was under way Steve and I were far too busy manning the table and taking the money off our customers, which at the end of the day is what it’s all about from this side of the table, isn’t it? ■



**I forgot to say earlier and you’ve probably already guessed this, but “Yes”, Robert Campling did have the largest stall at this one as well!**

# BITS & PIECES

By Graham Pritchard

So into January 2016, and the farce awakens or should that read, “the farce carries on” as in some may think that it’s a bit of a farce that I never get around to finishing anything!

Apparently, a very long time ago, in a galaxy far, far away a clone of myself started many items that are still Work in Progress many centuries later but hey, never mind, you can never have too much WIP can you? Especially in a set of accounts when you need to show a profit, but that’s not for talking about here is it, so let’s get back to slot cars.

## Ford Escort Mk3 Estate And Triumph Herald Estate Conversions

OK, so you know I like to do things a bit differently to everyone else at times, but the blame for the Escort Estate rests solely with the NSCC’s very own “Scrapyard Paul” Blows as he told me about one that he had done several years ago when we chatting on the phone recently, and you know what I’m like, I just had to have a go at making one for myself and as you can never have too many projects “on the go” then I now have one more (So that’s the first New Year’s Resolution out of the window then).



So, if you have a look at the pictures you will see that it’s most of a Hornby XR3 mated to the rear end of a Hornby Metro well what else can you do with a Hornby Metro, several years ago I actually built up four of them for us to race at Bearwood in the summer season and most unexpectedly everybody hated them and refused to race them! Honest!

So, think of them instead as a donor car the wheels, engine and guide can be used to get some of George Turner’s cars going like the Austin A35, Hillman Imp and Ford Anglia for example or you could use the chassis together with the other running gear when it’s been cut down a bit and shortened to put under the





Minivan and Mini pick up that I recently created and showed you last month in the Journal or you could simply just try to make them run a bit better by lowering the guide mounting and fitting a front axle tube together with lowering the motor itself by dropping the rear mounting point a few millimetres together with widening the hole in the chassis if required.

I tried it a couple of years ago and it all helps to create a better car and is a really cheap way to experiment and learn how to improve the handling of some of these earlier Hornby cars, and as Paul and I both agreed you always end up getting some Metros in with anything that you come across from the late 1980s and early 1990s such was the popularity of those cars then.

Anyway, back to the Escort, and following the instructions that Paul had given me I proceeded to measure up how much of the Metro rear end I needed in order to be able to turn the Escort into an Estate car (or even a van maybe) and then I cut the rear bit off the Escort with my ever trusty X-Acto razor saw and then did the same to the Metro and with a bit of Blu-Tack to hold things together you now have the makings of an Escort Estate and a convertible Metro should you feel the need to make one that is (but for now I'm just going to think of it as an Escort conversion and hide the Metro body so that I don't get tempted to try to finish that one as well)?

In order for the Escort to proceed further then I need to do a bit of work on it and make an interior "plate" out of thin Plasticard so that the roof line has more strength where it joins and then look at reducing the width of the Metro bit at the front in order to make it match that of the Escort, but as you have probably already worked out that is something that I will be doing in the future at present as I need to concentrate on writing this out for Jeremy before the copy date has passed, but I must thoroughly commend Paul on his ingenuity for realising that the parts could be combined so easily as I had not seen that at all to be honest, and I will have to show you how it goes as and when it does!



### **Ok, Now For The One That I Invented!**

Probably four Christmas's ago now I decided that I would try to make a Triumph Herald Estate from an Airfix Triumph Herald Saloon and I actually managed it for once although trying to make the join in the roof appear to be seamless was very challenging I can tell you as every time that I tried to sand the filler down it would flex the roof too much and it would crack it again so the moral was "use a thicker piece of plasticard inside so that this would not happen" or in real terms a few years later with the Minivan that I did a couple of months ago "use David's Isopon P38 real Car body filler" (I happened to be doing the wheel arches of the real car with it and so it was to hand and it did the job perfectly on the Minivan once it had been wet sanded with various grades of Wet 'n' Dry paper you could not see the join at all, honest!)

Having studied the www I found some pictures of the Herald Estate and with a bit of work with the razor saw once again the saloon body had had the rear bit cut off and then it was





reattached further back and the resultant gaps were then filled with Revell's "Plasto" Modelling Body Putty (I think it's probably just "Cellulose Putty" from the old days to be honest but in a tube rather than in a tin) but once it's all been sanded etc. then it all looks "about right" and the job is done (Note to get the rain gutter effect on the roof you can either use an initial layer of wider but very thin Plasticard underneath a narrower thicker section or use a flat needle file to very carefully take off the edge of the roof in order to create the appearance of the rain gutter or even use the razor saw to cut a groove into which you then insert a very small strip of Plasticard).

I know these conversions may not exactly be "100% perfect" but at the end of the day only the "rivet counters" will moan, and while they do then we all get to race some weird and wonderful stuff whilst they're still debating the issue, so who cares really?

Now, and no prizes for guessing this one either, even though I actually painted it, at present the bodyshell is residing in my WIP draw waiting for me to fit the radiator grill and then fit a chassis etc. but at least the kit windows will make the window bit easier and the now longer side ones can simply just be made from a bit of clear packaging, whereas on the Escort the original Metro ones can be used which makes a pleasant change I can tell you.

So, when you really don't want to do what you should be doing why not try something like this yourselves, it may take ages but it's well worth it when you create something that you never thought you'd be able to, trust me!



### **"Gerry Marshall" Vauxhall Victor Estate**

OK, he probably never raced a real one but when I was looking on the www the other day I found a great picture of one that had been painted up to look like the racing saloons that he did drive, and very nice it looked too, so having lacked inspiration with what to do with the cheap yellow one that I bought ages ago at a Swapmeet (it was cheap as the windscreen pillar was missing, but a bit of Plasticard and some Revell "Plasto" filler soon sorted that out) then that picture encouraged me to promote the bodyshell from the bits box to the workbench in order to pretend that it is going to be done in the near future so, here's the body at the beginning and now you need to close your eyes and use your imagination to see it painted silver and then use your imagination to further see it adorned in the red, white and green stripes and Vauxhall badges complete with race numbers like the "Big Bertha" version that I've already done. So, good or what then? OK, now give me a few months to catch up please and then hopefully ➡





I'll be able to show you the Estate version for real as well.

For the record I think Sean at Pendle Slot Racing sells the Estate bodies whereas the saloon bodies were purchased off John at OCAR, who regularly has several of his kits on eBay should you wish to buy one like this Aston Martin DBS resin body that I bought last week and was featured in "For The Love Of Cars" a few months ago with Ant Antstead and Glen Glenister, sorry Philip Glenister.

So, one day I might just have the whole fleet of Vauxhalls up and running then, but by then the latest "Star Wars" film will probably be Film No. 12, and featuring Luke Zimmer-Frame-Walker as he will be rather old then and no doubt still relying on "The Force" to keep his slot cars on the track rather than sticky tyres and magnets like we do (Ok a quick joke, what program does Luke use to open his PDF's with? Easy – Adobe Version 1, Kenobe!).



I've also previously bought these variations on the Vauxhall Viva/ Magnum/ Firenza off John as well and I also see that Vauxhall have recently revived the Viva name too now if only Elvis were still alive, he could have done the song for the advert couldn't he? As in "Viva, by Vauxhall" (rather than "Viva, Las Vegas").

### **Remember That Chequered Flag Duck Tape I Mentioned A Couple Of Months Ago?**

Well, having bought it, it just sat there until I saw a real life Minivan on the road a few days ago





with a chequered flag roof, so out came the roll of tape and a few seconds later there you go, miles easier than trying to mask it off and paint it yourself or trying to make loads of little black squares to put onto a white roof.

### **An Easy Way To Draw Black Lines When Detailing Slot Cars Etc.**

All you need is an overhead projector pen that you can get from most good stationers, I use the permanent ink ones with a fine tip you'll find that they're ideal for doing the lines around bumpers and indicators to show depth or for around window frames etc. and makes an alternative to using an ink wash which I find is much easier to apply to larger areas like radiator grills for instance. You can also get "real paint" pens as I've mentioned previously but if you try those please be careful as I've had them "blob" a couple of times when too much paint has come out exactly when you didn't want it to.



### **Superglue Repairs To Cars**

You know when you need to fix a crack in a flat panel like on a car bonnet for example but only want to put the glue inside rather than trying to get it inside the crack itself, you could try using some kitchen roll or tissue paper as a reinforcing material as well as the Superglue – think of it as like using glass-fibre matting with the resin it may not look very nice but if it does the job without spoiling the decoration on the part you see then it's worth a try.

I've also used this trick to thicken up areas on several resin cars where it was a bit thin when it came out of the mould or you've taken too much off when trying to reduce the weight or open up the wheel arches etc.

### **New Range Of Model Paint At Wilko**

When Mike W. from our club told me that Wilko had replaced their "Plasti-Kote" range of paints with a new one I just had to pop into my local store to see what they were like.

They do small and large tins in quite a few "general" colours and are billed as "Craft Enamel" and it says that they are "a premium quality, fast drying acrylic spray paint for use on most surfaces" together with being certified as "Toy Safe". So, I bought myself a small tin of "Tranquil Blue" or powder blue, baby blue or Gulf blue in my language. Now, I've yet to try it to be honest but as long as it does what it says on the tin then it should be OK. Once I have done then I will let you how it goes but don't hold your breath you know what I'm like! ➡➡



## George Turner And Other Retailers News

As it was Christmas then I decided not to chase up my “usual” sources for anything over the festive period directly but if everything goes to plan then they’ll be back for the next Journal basically.

### Does Anyone Remember This Guy?

At Gaydon I met up with another old friend of mine and a former NSCC member who I hadn’t seen for many years called Shane Price and you need to take a look at his website as he and his mates make some VERY nice models indeed!

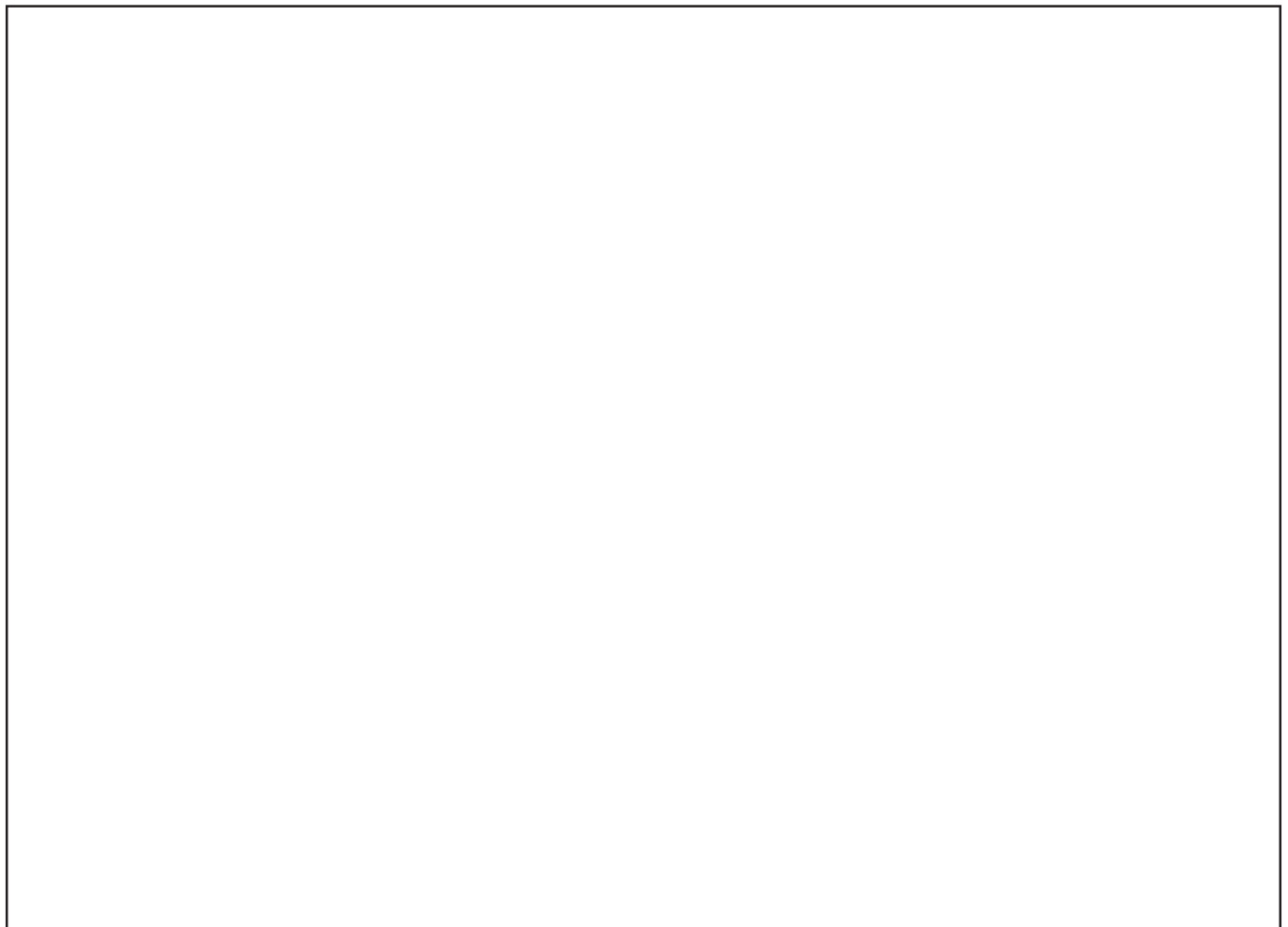
Shane says: *.I’d been out of the hobby for about 10 years when we moved to Devon I sold almost all my gear on eBay, just kept the track, some buildings and my old English F1’s and stuff. I’m still building Motorsport models so the cars available now really interest me as they actually look like what they are supposed to. Our model club website is [www.garagistesland.com](http://www.garagistesland.com) - I built/maintain/designed the site as I was a graphic designer for 6 years when I was in Ludlow.*

Apparently Shane used to build models for the local Ferrari garage if I remember correctly so sounds like he’s a lot better at it than I am then!

### A Real Life Scalextric Car!

Yep, that’s right, just been out in a Renault Zoe, which is basically a real car with an electric motor and nothing else, and it was amazing!

You know how a slot car goes with a magnet

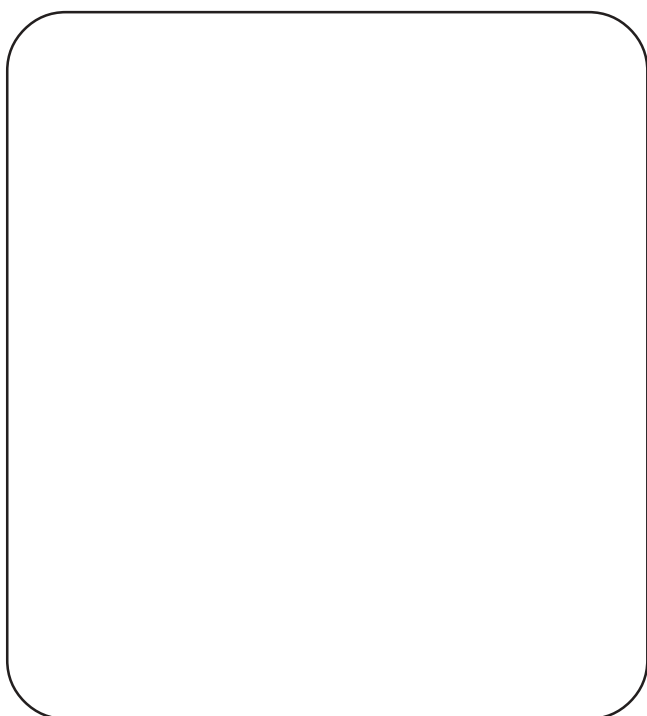




well that was how this car felt you just went, no gear changes, no wheel spin, just oooooommmpppphhh! It's certainly changed my take on electric cars I can tell you.

If you get the chance go and try one, agreed they're not for everyone, but for local driving to do the shopping etc. they'd be ideal especially at Tesco's where you can charge them up for free apparently whilst you do the shopping well, every little helps I guess.

The eagle eyed amongst you will have noticed a radiator in the engine compartment, well that's there for the heating system apparently but apart from that and the brake fluid container it's nothing but an electric motor in there! And on that note, I'll make a swift and noiseless exit, see you next month! ■





# Milton Keynes Swapmeet on the 21st February 2016

**By Jeremy Naylor**

**D**ear all, just a reminder that the next swapmeet will be the NSCC held one at the Woughton Leisure Centre, Milton Keynes on the 21st February 2016.

We have now got some 41 tables reserved, which is pretty much the maximum we can have, although we could, at a push squeeze a couple more in for members desperate to attend, if so please contact me at [editor@nssc.co.uk](mailto:editor@nssc.co.uk).

Those down to attend include the usual traders, being Phil Smith, Mark Scale, Roger Barker, Steve Cannon, Typhoon Slots and Models, George Turner, Rob Camplin, Robert Learmouth, Steve Langford, Colin Spark and Paul Blows to name but a few.

There are also numerous individual sellers, and smaller dealers as well as the NSCC and the SLN in attendance.

We also hope to have a track or two to allow you or your children to test your purchases and of course there is the NSCC event car, in limited numbers and to be sold to members only on a first come first served ticket basis as last year.

The event promises to be one of the biggest Milton Keynes swapmeets held to date, and we have avoided a certain romantic date so you have no reason not to attend and support your Club.

So we hope to see you all there soon. ■



One of the problems with being a member of your local slot car club is sometimes there are irresistible bargains to be had, such as these two beauties that Steve and Paul at Bearwood Scalextric Club sold to me in the run up to Christmas. They are, of course, a Revell Shelby Cobra Daytona Coupe and a Pink-Kar Ferrari 250 GTO.



I took the magnet out of the Cobra and it drifts nicely around my Classic Scalextric test track, helped by the forward position of the motor (similar to the Scalextric Corvettes). I already had a yellow Pink-Kar GTO, but that one came with the weedy miniature Pink-Kar motor which I previously swapped for a 1980s' Scalextric can motor. This red GTO has a larger Pink-Kar can motor though, and goes like a rocket.

Over Christmas you may have seen the fleet of real Cobra Daytonas in the Goodwood Revival TV documentary, together with some fantastic races with Cortinas and Minis racing against Alfa Romeos and old American muscle cars. The Cortinas did remarkably well, before being overhauled down the straights by a big engined Ford Galaxie in the final stages. I guess it may only be a matter of time before Scalextric give us a Galaxie so we can re-enact these races?

As for the Cobras, I hadn't realised they were such a competitor to the E-Types before seeing the programme. Apparently they were

too slow down the Mulsanne Straight at Le Mans before their new streamlined re-design, after which they were even faster than a GT40! One of the Cobras was sent to Italy for it's final build, and when the Italians received it they put what they saw as a design flaw right, and gave their car a similar roofline to a Ferrari!

Scalextric were certainly on the ball back in 1966, with a great selection of cars available. There were just so many desirable cars in that year's Price List:

### 1966 Scalextric Price List Cars

C/85 BRM Formula 1 (18 Shillings 9d) (Now £11.39 on eBay 291638204166).

C/86 Porsche Formula 1 (18s 9d) (Now £19.99 on eBay 151928881081).



C/81 Cooper Formula 1 (£1 2s 10d) (Now £6.63 on eBay 172031743610).

C/82 Lotus Formula 1 (£1 2s 10d) (Now £12.60 on eBay 401044743338). ➡





C/76 Austin Mini-Cooper (£1 2s 10d) (Now £20.00 on eBay 301814334615).

C/54 Lotus Grand Prix (£1 9s 11d) (Now £41.00 on eBay 301814364324).

C/74 Austin Healey Sports (£1 9s 11d) (Now £34.95 on eBay 351565451873).

C/75 Mercedes Sports (£1 9s 11d) (Now £62.00 on eBay 371505776136).



C/68 Aston Martin GT (£1 9s 11d) (Now £40.90 on eBay 161919295091).

C/69 Ferrari GT (£1 9s 11d) (Now £49.00 on eBay 371505777033).



C/64 Bentley 1929 Vintage (£2 5s 8d) (Now £78.67 on eBay 161906563558).

C/65 Alfa Romeo 1933 Vintage (£2 5s 8d) (Now £83.25 on eBay 161906575367).



K/1 Go-Kart (£1 5s 4d) (Now £46.99 on eBay 151902788412).

B/1 Typhoon Motor Cycle (£1 9s 11d) (Now £50.00 on eBay 301817651025).

B/2 Hurricane Motor Cycle (£1 9s 11d) (Now £102.50 on eBay 131645699967).

E/5 Marshal's Car with lights (£2 0s 6d) (Now £102.00 on eBay 252136713206).

If the above were not enough, there was also the "Race Tuned" range:

C/79 Offenhauser Front Engine (£1 9s 11d) (Now £21.00 on eBay 262200517194).

C/80 Offenhauser Rear Engine (£1 9s 11d) (Now £25.99 on eBay 151786059277).



C/78 AC Cobra Sports (£1 9s 11d) (Now £48.00 on eBay 252172315639).

C/77 Ford GT Sports (£1 9s 11d) (Now £24.75 on eBay 371500372979).





C/83 Sunbeam Tiger (£1 13s 0d) (Now £99.99 on eBay 321941257416).

C/84 Triumph TR4A (£1 13s 0d) (Now £94.95 on eBay 301604028800).



C/87 Vanwall (£1 15s 6d) (Now £50.99 on eBay 121796700370).

C/88 Cooper (£1 15s 6d) (Now £35.00 on eBay 121812788956).



C/89 BRM (£1 15s 6d) (Now £23.07 on eBay 371504828406).

C/90 Ferrari Grand Prix (£1 15s 6d) (Now £50.87 on eBay 321918616953).

C/93 Austin Healey (£1 15s 6d) (Now £27.00 on eBay 391324261580).

C/94 Mercedes Sports (£1 15s 6d) (Now £57.00 on eBay 252211835196).



C/91 D Type Jaguar (£1 15s 6d) (Now £37.50 on eBay 301815402053).

C/92 Porsche Competition (£1 15s 6d) (Now £75.00 on eBay 151907353985).

C/95 Bugatti 1934 Vintage (£2 5s 8d) (So rare none on eBay recently!).

C/96 Auto-Union 1936 Vintage (£2 5s 8d) (Now £500.00 on eBay 231785711656).

And if those weren't enough there were also the Kit Cars, which were also designated as having Race-Tuned Motors:

CK/1 AC Cobra Sports (£1 7s 11d) (Now £163.00 on eBay 361410790137)

CK/2 Porsche 904 GTS (£1 7s 11d) (Now £65.00 on eBay 321955282972)

While on the subject of Go Karts, Steve Williams spotted a 1960's Scalextric GK1 set get bid up to £440.00 in December (371505780121). I wonder if the latest Scalextric Go Karts have stimulated more interest in the old ones?

### Monthly eBay Watch Top Ten

1. Cox Six Cheetaracha Body Kits for La Cucuracha Chassis on Display Card £2,399.62 (291634935066).

2. Scalextric 1960's James Bond Set £1,950.00 (301809925477).

3. Scalextric 14x14ft Digital Layout with 7 Cars £1,451.89 (262181923376).

4. Scalextric Vintage V33 Set with Bentley and Alfa £1,064.62 (121826966629).

5. Six Revell, Five Airfix, Four Strombecker, One Riko plus One Nichimo = 17 Kits for best offer *less than* £828.71 (272059355027).

6. Marusan Shoten 1/24 Cooper Kit £780.72 (201488358139).

7. Scalextric 3x6ft + 6x7ft Digital Layout no cars £690.00 (151897429693).

8. 12-16 American Dragster Slot Cars Collection £675.95 (301830188778).

9. Aurora HO Thunderjet Orange Dodge Charger Best Offer *less than* £616.46 (121847409481).

10. Wrenn 152 oval Shop Display Layout with Ferrari £507.75 (291633315791).

The Cox body kits were originally \$2 each according to the display card, so that was some investment now they appear to be worth \$592 each!⇒⇒

Good price achieved for the James Bond set. The Bentley in the V33 Vintage Set was described as a Bugatti in the listing but definitely looks like a Green Bentley to me!

Great to see a Wrenn set making the Top Ten after all these years, which just shows there are some dedicated Wrenn collectors out there. Apparently the Ferrari is screwed to the baseboard and some of the scenery has turned to dust!

A couple of digital layouts managed to sneak their way into the Top Ten this month. Another interesting 3m x 1.5m analogue Scalextric layout on eBay was an ex-museum circuit designed for the Bond in Motion exhibition in London. Spotted by Steve Langford, it had a Buy It Now price of £3,000 but only attracted five bids taking it to £215.00, which appears to have been below the reserve price so presumably it is still unsold (141846042849). The exhibition is still being held at the London Film Museum in Covent Garden, and includes a variety of full size cars from the James Bond movies. You can check them out on the [www.londonfilmmuseum.com](http://www.londonfilmmuseum.com) website and book tickets too. Putting all the others in the shade is Auric Goldfinger's yellow Rolls Royce Phantom III. Now that would make a nice slot car. There is already a 1/64 Corgi version, so presumably the Hornby Hobbies data could just be doubled in scale to 1/32 and off we go with a Scalextric version?



Matchbox did make a 1/32 static kit of the Mk1 Phantom in the 1980s, and there is one on eBay for £14.99 at present, so that may be an alternative option (231798792942). We saw another Rolls Royce that looked as though it was from a similar era parked outside a Worcestershire pub on New Year's Day.

## Scalextric Archives eBay Top Ten

I wonder how Hornby are getting on selling off their Scalextric Archives on eBay? Let's take a look:

1. 007 Spectre Set £129.99 (311482035704).
2. Porsche Power Slide Set £119.99 (311465878683).
3. Tyrrell and Lotus F1 Legends Twinpack £117.00 (311456616638).
4. World Champions F1 Set £79.99 (210449969947).
5. Legends Lotus 49B number 4,000 £67.00 (201448255172).
6. Stig Blomqvist Triple Rally Car Pack number 4 £67.00 (181901946782).
7. Digital Conversion Kit £65.00 (181957500415).
8. McLaren M7C and Lotus 49B Legends Twinpack £63.01 (181916796586).
9. Superslot QA Approval Formula de Campeones Set £62.00 (181896822384).
10. Continental Sports Cars Set £59.99 (201461275544).

Pretty standard stuff there then, and not a prototype in sight. I see that at last the Lotus 72 is being issued now in JPS livery without an accompanying Tyrrell. With Ronnie Peterson at the helm, this looks like a nice car and is pretty high on my wish list. I didn't get the Twinpack as I already have too many Tyrrells.

I made good use of the Christmas break by finally building a new Classic Scalextric circuit in our recently moved into new home. I started off with a truncated version of a Set 31 layout on a 4ft x 3ft baseboard, but the straights were just too short for the cars to reach maximum speed, so I added a 4ft x 2ft extension and ended up with a narrow twisty layout that is ideal for the more narrow sports cars like the Jaguar D-Type.

The early Legends Grand Prix cars work well around the new track too, but due to the





gradient changes coupled to the sharp first radius bends I have had to use to save space, the later and wider Formula One cars like Tony Trimmer's McLaren do struggle a bit and need some precision driving to keep on the track, as do the larger American cars.

Tony puts some interesting racing pictures from the past on his Facebook page and I was honoured that he accepted my "friend request" recently.

As for American cars, I got a bit carried away watching eBay for more Eldon items to go with the Clown that came with the Dodge Pick-up Truck I'd bought a while ago, and ended up buying a whole Eldon "Thrill Riders" 3 in 1 set for £33.09 that includes the stunt ramp for the Clown to stand on as well as another Pick-up Truck, a Dodge Charger and a similar Dodge Coronet (252079597877).

I must find the repro Eldon tyres I know I've got somewhere so I can replace the original cracked rear tyres and try the Charger out, while I need to find a spare Eldon chassis for the Coronet which is only a bodyshell at present. By



coincidence the later Eldon wheel hubs are the same diameter as the alloy Airfix MRRC Clubman Special wheels so the same tyres can be used on both makes of car.

Dodge Chargers certainly seem popular on eBay, with a Scalextric Dukes of Hazzard General Lee crashing through the £100 price barrier to sell in December for £101.01 (181955744485).



Creating my new track also gave me the excuse to get my Airfix Bugatti running again. I hope you all have a Happy New Year and you have a clear road ahead. ■

