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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President

Time To Leave Ladies & Gentleman?

So the events of the last couple of weeks has shown just how ridiculous things are these days, or at least that is my view, so we have had a referendum and behold, leave won, and it is suggested they weren't expecting that result and now have no idea what to do? Following this and both the Labour and Conservative party have in effect self imploded, the Scottish and Northern Irish parties are screaming for independence and the only other creditable political party, the Liberals seem to have disappeared off the face of the planet, or at least I have seen no mention of them in the news and finally the value of our own currency has plummeted and the financial markets are in turmoil.

So will all this make a difference to you and I? Time will tell and we will just have to wait and see, in the meantime let's just carry on with our daily life and of course our own interests and pastimes of which last week I indulged in my annual visit to Goodwood Festival Of Speed, with my good friend Andy but minus the eldest daughter this year as she was away with her mother and the other two kids on some pilgrimage to Cornwall for a week.

Again another cracking day out, mildly spoiled by our typical British weather and thus the mud present despite the organisers preparations for the worst including most of the countries available supply of road plates and some not inconsiderable supply of bark and chippings etc., but still these things are sent to try us (a bit like the wife these days) and you must just get on with it.

This year the theme was "Full Throttle - The Endless Pursuit Of Power" and with some of the cars present you can see where they were coming from with that title!

As an aside they were also celebrating a few other milestones, such as 100 years of BMW and of course 40 years since James Hunt won the F1 drivers crown, which whilst I was quiet young back then, I do remember seeing in that red and white tobacco sponsored car of the time.....considered shocking no doubt by the EU today! Until next month.

Jeremy



MESSAGES FROM MARGATE



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By Pete Simpson

At last I have managed to make a visit to the Hornby offices at Sandwich, the first since December last year. The new team has now settled into their roles and they have made time to support the Club through supporting my visits and by contributions to the Journal. My visit in June was my first opportunity to continue the discussions with Richard Venner that began in April: I can report that the relationship between Hornby and the slotcar community is definitely developing to the mutual benefit of all involved. After spending time catching up photographing models that have appeared since December, we managed to make time to deliberate over several aspects of our hobby: swapmeets, NSCC weekend, race clubs and Hornby's position in the market. This was all very positive and reinforced

my earlier impression that Hornby, once again recognise the potential for our specialised community to add value to their business. The marketing and engineering teams demonstrated their support by attending Gaydon: having survived the test, their enthusiasm has grown along with a desire for Hornby's continuing success.

Formula 1

The timing of my visit was fortuitous for fans of F1. For many months I have reported tentatively on the 2014 Mercedes cars of Lewis Hamilton and Nico Rosberg, C3593A and C3621A, which were due out as Limited Edition solo releases in 2015. As anticipated, they look to be spot on hardly surprising after all the attempts to produce the models to the satisfaction of all parties. However, as Limited Edition models, ➡➡





it's a shame that the drivers' helmets are not represented a bit more accurately. Hopefully they'll be available before this year's Formula 1 offerings hit the shops.



BTCC

As I reported on the current generation of BTCC entries last month it seems appropriate that, before launching into the prototype and approval models recently seen at the Scalextric offices, I commence the account with brief news of the examples of the 1990's period.

Scalextric have introduced models of two of the principal contenders: Ford's Sierra RS500 and BMW's E30 summing to a total of six solo versions with a further pairing in a Legends Twin Pack, C3693. For those that attended Gaydon, the prototypes were placed on display: no secrets here so anyone brave enough to approach the designers were able to handle, study and discuss the details of these new releases. All versions are true to the latest design philosophy being released with low profile interiors, in-line motor configuration, Slot.it compatible tyre sizes and ripe for conversion to bespoke PCR angle-winder chassis.

When I visited Sandwich, the day before the Journal deadline, I was able to photograph all eight releases but with insufficient time to be able to research, and thence relate details of each of the cars on which they are modelled, this month's report is limited to just a view of the





whole group: in next month's instalment I will aim to provide more details on these significant new releases.

Other Approval Models



In addition to the BTCC cars, I also had a fair bit of catching up to do on other prototypes, a few of which are already in the shops. Although most of these will have to wait until future episodes I can reveal the approval samples for two of the models that have subsequently been cancelled. Both have previously been available in other liveries so their loss may not be too upsetting unless the subjects have particular appeal: hands up all who attended the 1973 America Road Race of Champions! The Audi Quattro E2, C3780, represented the car of Carlos Sainz as run in the Race of Champions in 1990. I've not done too much research for this



one but YouTube clips seem to imply the car was white for that event. Hey ho, I'm sure with a bit more effort I'd prove that Scalextric have got it correct.



The other car I saw which will not see the light of day is the Corvette Stingray L88 of Rick Thompkins, C3726. We are still waiting for the 2015 L88 release, C3654, so missing out on this one is really no surprise: it is not DPR as the front mounted engine precludes the fitment of the module so it really harks back to a previous generation of Scalextric releases.

PCR Chassis

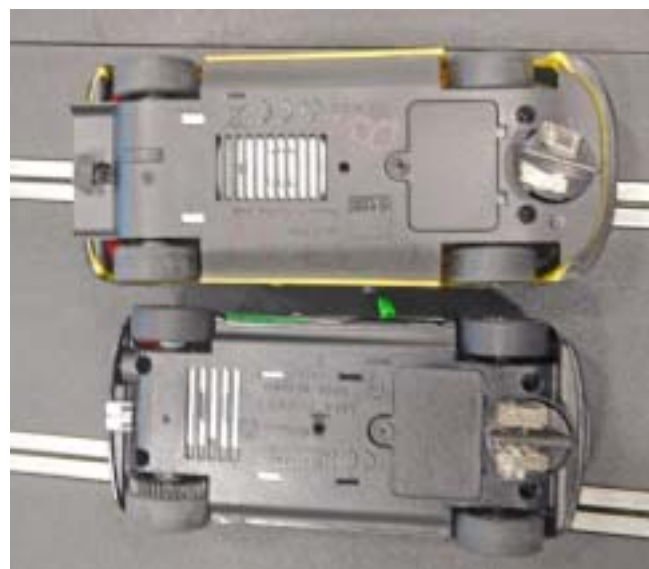
Having referred to these as being available for the Sierra and BMW E30, I should point out that the other versions anticipated this year have been somewhat restricted, the only other one to be available will be the new Porsche 911: all other versions have been deferred. It does mean that the latest MINI release will only be available with an in-line configuration so may struggle to be able to keep up with the older releases. Similarly, the modern BTCC cars may not be able to mix it on the track with other side-winder cars but, if raced as a series they

should be equally matched. It might be worth retaining the magnets though as the in-line chassis are unlikely to be as pleasant to race as the previous generation of cars. Doubtless, this was not an easy decision to be made by Scalextric but if it aids the recovery then it's for the greater good.



MINI

When I was at Hornby I was able to compare the new MINI with the previous model. I've tried to spot the new shape on the road without success, even though one was identified for me in the car park at Gaydon (thanks Phil but I suspect your efforts were wasted!). However, with Scalextric's interpretation it is much easier to discern the changes. Apart from the potentially retrograde step of an in-line motor, the footprint is larger in both track and wheelbase and the guide is further forward. In addition, the weight has been reduced by thinning the body and by fitting a half height interior. With the lack of the



planned PCR chassis it will now have to be enjoyed as released without the benefit of easily changing the motor configuration: only trials will reveal if the limited scope of improvements is sufficient for it to complete with the earlier model, either with or without magnetic downforce.



Local Scalextric Dealer

A new utility that has either recently been added to the Hornby website or which I've not previously found, is a directory of retailers together with their portfolios of the Hornby Group ranges. It can be found by clicking on the View Stockist button by any item that shows as being out of stock or the Stockists link at the top



on the page. The search engine works very well: enter your postcode, the company whose range in which you're interested and a list is produced covering a generous area. A further link provides a map of the locations. It really sets an example which other businesses would be wise to adopt – definitely useful as a tool for locating retailers when off on holiday either in the UK or throughout the world.



Web Site News

At the end of May the Pit Lane section focussed on Australian releases and detailed this year's V8 supercar releases. This came as a bit of a surprise as I'd assumed that no further reliveries would be produced. However, Scalextric will be releasing two new cars but as these will only be

included in a set, Supercar Challenge, C1371, it is likely that these will not be imported into the UK. Both will be Holdens: the number 97 car as driven by Shane van Gisbergen and the number 888 of Craig Lowndes. Later in the year there'll also be a Twin Set, C3815A, to celebrate Craig Lowndes' 100th win: more details if I'm lucky enough to be shown a sample set at Sandwich. These two sets are clearly focussed on the achievements of Holden and their drivers which is a slight shame as the Ford V8 Supercar is a later addition to the range and subsequently a far superior model.

There's also a new set aimed at bringing younger people into the hobby. The forthcoming American GT set, C1361, will include two generic GT-style cars together with 4.8m of track. Priced at £75 this is an ideal⇒





introduction to the hobby: a basic set which should whet the appetite of beginners. This includes the cars initially launched in Start sets but, with the demise of that short lived track system, are now included as part of the main range, with Sport track.

I can vouch for the fun factor of these generic cars as, whilst watching this year's Le Mans on Sky, my nephew and I did our best to demolish a pair of the similar, Le Mans racers and failed. These will also be available later in the year as the Le Mans set, C1368. With the magnets in place these are the ideal introduction to 1/32nd scale racing: the magnets are reasonably strong enough to ensure the racing can be enjoyed whilst not so strong to allow entire laps to be taken at full throttle. If



youngsters can't be enticed into the hobby after receiving one of these sets for a memorable occasion then there's something deeply wrong with society.



Next month I really feel that Messages will be back on course with lots of news on pre-production approval samples. Remember, the future is bright – the future's Hornby! ■







Email: carreracorner@nsccl.co.uk

Welcome to the July Carrera Corner. I did not go to Gaydon but if you did I hope you enjoyed what was by all accounts, a wonderful event. If you have any money left you might like to consider the following Limited Edition cars from Carrera. Firstly we have a 1/24 scale model of the

Chevrolet Corvette C7.R Ltd. Just 999 of the models will be available worldwide. The reference number is CA23831. Of course Carrera have produced other versions of this car.

There is also a 1/32 scale model of the Audi RS5 Retro DTM, race number 5, as driven by



CA23831 1/24 CHEVROLET CORVETTE C7.R LTD



CA30761 DIG132 AUDI RS5 RETRO DTM - EKSTRUM

***Limited
To 1999
worldwide***

the Swede Mattias Ekström who has been competing in the Deutsche Tourenwagen Masters for Audi since 2001. He is a two-time DTM champion and a three-time winner of the Race of Champions. Only 1999 of these models will be made worldwide. The reference number for this model is CA30761 DIG.

Both models can be ordered now and should be available in September.



Canadian GP: Shrunk Down To Size

It has been said that Red Bull Racing's Daniel Ricciardo is a model Formula One driver, so Red Bull have taken that literally in a miniature guide to the Canadian Grand Prix. Using Carrera slot cars and tracks, plus detailed diorama and models, RedBull.com has put together this guide to the Circuit Gilles Villeneuve, home of the Canadian Grand Prix. Use this link to access the website www.redbullracing.com/video/canadian-gp-shrunk-down-size.

Thanks to Pete Binger of The Hobby Company Limited 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 you can also access the Canadian GP video mentioned above. ■

Ciao everyone and welcome to this month's edition of Forza Slot.it. After last month's Gaydon festival report I will now turn my attention to the matter of giving you a full review of the newest of Slot.it product. This is in the form of the Alfa 155 V6 Ti that appeared as a Limited Edition car of 250 especially for the UK Slotcar Festival by Pendle Slot Racing (PSR). Now, notification of the car appeared on the PSR website shortly before the event and there must still be some cars left as they are still available to purchase online for £55 at the time of me writing this. Over the weekend you could get one for £50 so a nice little saving there but I expect when the full blown Slot.it hits the shelves it will retail around the £48-£50 mark and you should be able to pick one up for around the £38-£41 price bracket if current Slot.it prices as advertised by many dealers are anything to go by.

However, before the Alfa review I will give you the latest information I have from Terry at Gaugemaster and Slot.it that I have received this month. So, just as I was about to send in my copy for this month's deadline I was notified of two new cars that are on some of the dealers shelves now with an official release date of the 24th June. Good news for me as they are Porsche's and (warning over used word by me!)



iconic liveries in the form of: SICA02h Porsche 956LH #33 that finished 3rd at Le Mans in 1984. Drivers for this car were David Hobbs, Philippe Streiff (featured driver) and Sarel van der Merwe but it is really the livery that you will buy this car for as the Skoal Bandit Fitzpatrick Racing colours look superbly executed and probably well remembered by many. Likewise the next new model being SICA34b Porsche 962C 85 #4 as driven at Le Mans in 1988. If the Bandit was well known then this Camel livery is even more widely remembered in my book. Again it is just a simple livery that is not overburdened with decoration but the combination of a totally vibrant yellow car with mostly blue and black sponsor logos just looks stunning. The real car was driven by Manual Reuter (featured driver), Franz Hunkeler and Walter Lechner for the Camel Brun Motorsport team but was



ultimately classified as DNF down in 41st place. Obviously, these models have been around for some time now in the Slot.it range but the Camel car is now equipped with the new MX16 motor which has the following characteristics as supplied by Slot.it:

“MX16 V12/4-23K RPM motor no pinion, no cables The CURRENT orange motor MX06 (v12/3 as we know it) is a 23K rpm. A few years ago the factory changed the metal case of the orange end bell motor, from the old one with rounded off edges, to the one with squared edges. This, for whatever reason, increased the RPM from 21.5K to 23K. We never rectified the ratings. The new 23K motor (v12/4 from now on) is exactly the same as the V12/3 you’re used to, except for two things:

- 1) A different end bell, which is now a single piece in order to keep the brushes more firmly and hopefully have a more stable production.
- 2) A electrical noise suppressor (varistor ring) inside the motor.

Performance wise, they are the same.”

So there you have it, the same motor but different that is hopefully more consistent and reliable. I don’t have either one at the moment but I suspect I will see about ordering these in the near future if wife V1.0 will let me have any pocket money to spend as I’m still in the dog house from Gaydon!



The other information I have is on a few cars yet to be released which I believe I have mentioned before in these pages but a bit of updated information wouldn’t hurt I suppose. Just like buses, it’s another Porsche! The information I have from Terry is that this will be the Jagermeister Porsche SICA09h which is due



in October. Another well know real car and a cracking livery that many people collect so yet another one that will probably be in my collection later this year? The other two cars to note would be the latest vendor snaps and information on SICA26e which is the next McLaren M8D to be released as raced by one Denny Hulme. This will be car number 5 that finished first in the Can-Am race held at Watkins Glen in 1970. The details look simple but superb on this model and it will also be powered by the new MX16 motor when it arrives later in the year. I have no firm release date for you at this time on any of these cars. Likewise the last bit of car information for this month is on another very well know and collected car being the Ford GT40. What could I say about this that has not already been said many times? Not much really so if GT40s are your thing then this one as driven by Mario Casoni and Umberto Maglioli with race #18 at Le Mans in 1967 could be just up your street? Now, whilst the race was also won by a GT40 that year by some unknown pairing of Dan Gurney and AJ Foyt, this car prepared by Scuderia Filipinetti was less fortunate being classified as DNF down in a lowly 33rd place. Not to worry it should fare much better in⇒⇒



your throttle hands with the new MX16 motor as well being presented in a gorgeous red and Slot.it ref. No SICA18e if you want to get your pre order in now. Perhaps one other thing to mention, this car and Denny's will see the MX16 motor mounted in the sidewinder position whereas the Camel Porsche will be inline. No doubt all of these cars will display more than adequate performance out of the box as all Slot.it cars do!

A couple of items are now available again for people who like to fettle their own cars or need a few spares being:

CH70 - Inline reverse motor mount 0.5mm offset (with tab).

PT17 - S2 compound, slick, dwg 1042 (4x).

PT13 - P3 compound, slick F1, dwg 1068 (4x).



That's the news out of the way so now to concentrate on that new long awaited Alfa. First impressions then? The model comes in the standard Slot.it crystal case and sleeve with a Ref. No of CA-SC35a and the full title of "UK Slot Car Festival 2016" printed on the plinth and box. Inside you get an Allen key and a little



bag of plastic bits for helping to convert the car to 4WD, should you choose to do so. You will need some other parts, like the toothed belt, special hubs and bearings etc. and full details can be found on Slot.it's website. My first disappointment, there is NO Limited Edition credit card or any indication at all on the packaging that this is a Limited Edition of XXX! Hmmm, sure I saw it somewhere and a quick rifle through the bin by my desk reveals that the Limited Edition information is a fluorescent yellow sticker on the outer plastic shrink wrap covering that everyone throws away! Well, unless you are a really serious collector that never opens a car I guess. So what to do then? I just cut it out and cellotaped it to the bottom of the plinth, but not ideal is it! Have you thrown yours away? Maybe yours was actually stuck on the box "somewhere"? I might have a chat with Sean or Tony next time I see them to see about improving that one for next time!

Next slight issue? Well the car looks like it has driven round the circuit backwards at some considerable speed for quite a while as the soft aerial on the roof seems to prove that! Reminds me an old school "test" that you did on your friends at school of drawing a steam train on a piece of paper with the smoke going out of the chimney over the front of the train and asking them which way the train is moving? Anybody remember that one? OK, so not ideal but slightly annoying I guess and I find myself stroking the aerial for several minutes to get it facing in the "correct" direction! A couple of minus points before I even really start looking! So, do I like anything about the model then?

Well yes. OK maybe something else to gripe about! The colour. Is it the correct shade of red? It looks a little dark to me but that could be just me? If you have one yourself then you can decide and it will be interesting to put it up against the first fully liveried one. I must say I was disappointed that there is no sponsor livery or decals of any sort really apart from across the front of the windscreen and the rear number plate but I did know that before I bought it so I can't really complain about that can I! So what

do I like then? If your eyes are up to it, check out the Alfa crest on the front, marvellous and another on the rear boot lid. Oh no, look again and the rear boot lid logo is someway off being central and is pretty obvious in the picture but no to worry, it is probably unique to mine!

OK, back to the front elevation and the car has a very forward jutting angular chin (just like one David Coulthard) which looks very aggressive and ideal for a bit of front end action on the real or digital track to rub your rival off the track Jason Plato style (he has been doing it for years but always blames the other driver), not that I would of course as I don't have digital or drive like Plato! There is also a nice detail of a central towing eye and the headlights look pretty good to me with plenty of room to fit suitable lighting if required. The Alfa triangular grill and previously mentioned logo set the front of the car off well and the triangular Alfa detail is echoed on the bonnet to good effect, just like the real car. Ducts just in front of the wheels with a black highlight are a nice touch but that's about it.

The windscreen has a single wiper with a "Philips Car Systems" sponsor logo splashed across the top. On to the roof and the aerial has resumed its forward stance and there is a mini gun less type identification light/turret towards the rear of the roof. I looked at several pictures on the web and found this on a few. Most, however, do not have the ID light. The doors and sills are sculpted, just like the rear car, and the wheels look superb as they are shod with Michelin rubber bands. Another nice touch is the wing mirrors that are covered in a reflective



covering of paint to mimic glass. Mind you, most real touring car drivers seem to think this as just there to knock off and shed some weight but these look like they will take many a whack before they come off!

Now to have a good peer inside the cockpit



and here there is a good bit of detail which bodes well for the future releases of the car I would say. We have a full roll cage in silver, gear stick and some red "cabling" picked out as well as a yellow Magneti Marelli engine control type box sitting in the passenger seat area, some nice detail. Not finished yet. There is a car info data panel slapped on the passenger side of the dash that looks like the car/driver information for real in car footage when the races were televised. I guess it could be Larini or Nannini or ➡➡





Tarquini or some other “ini” doing the honours but judging by the plate info with a No. 7 on it I’m going to guess for it being Alessandro Nannini who was the Hockenheim DTM winner from 1993. It is also the first Slot.it car (SICA35a) that is due for release as well, so probably a reasonable guess? There is a driver figure who is missing his feet so heel and toeing could be a problem! However, the rest of the figure is very nicely detailed including the helmet. It looks very like (one of many) that Nannini had but the lettering of one of the sponsors does not appear to be correct. From the pictures I looked at on the web it should be “BIEFFE” but on our driver it is “BSSTFO” so maybe a typo or copy write issues? Either way nice detail and again a sign of things to come when the first full car is released. Overall some very nice detail in there, but you do need to look closely and you may need your glasses on like me to view it!



Moving to the rear of our model and what really stands out for me are the fab exhausts. They look superb in there upturned glory with the heat shielding and more tow eyes sticking out. Opps then we have the off centre Alfa logo and then, to me, the rear wing does not look quite right. Nothing wrong with the detail, just the angle as it seems to be pointing up just a tad too far? Then we have the only other bit of sponsorship on the car with “Baumler men’s fashion” where the rear number plate would be that is flanked by some nicely detailed rear light clusters. Plenty of room inside the shell to add rear lights if you wish. For me, barring the above items, the rear of the car is the best angle of the model. In one of the picture you will see the body top displayed so plenty of room, as far as I can tell, for anglewinder or sidewinder configured motors except the chassis supplied does not offer these options. I can only assume that the first full production model will be the same? Maybe an alternative chassis will be available in the future? My all-time favourite





cars for driving in my collection. As you can see it is a Ninco Alfa Romeo 155 V6 Ti Ref.: 50104 supplied in the early cardboard boxes as driven by Larini but I also have Nannini floating around somewhere! What I do remember very clearly is the detail, compared to Scalextric at the time, and the handling which was way ahead of anything else I can remember that was available back then. It may only be an NCI motor and no magnet but what a superb handling car. In fact, this is one of the cars I used to race, back when I did race at club level, so it has a bit of extra weight in it to improve the handling for my preferred driving style and the rules at the time. I'm sure the Slot.it will beat it for pace, but the handling will be key for me. Getting back to the comparison on the body's then I still think the Ninco looks spot on in many areas with both cars having an identical wheel base and width dimensions but the Slot.it has a slightly longer/jutting chin as well as a more upright stance and being a couple of mm taller in the roof line. In this comparison the old Ninco just shaves it for me with its racing livery but the Slot.it looks more to the correct scale/



dimensions. Again, bring on the fully decorated Slot.it car later in the year for a better comparison.

So before I ventured out on a test track review I had a look at the innards of my new steed. No big surprises in here but without any official information I will have to give you my best guess on the motor being a V12/3, 21.5k (?) rpm with a 9/28 pinion/gear ratio which is typical standard Slot.it type fair. The other key dimensions will have to wait until Slot.it produce them for us but as you can see from the accompanying pictures the chassis is nice and flat with the little indent for the guide blade which Slot.it insists improves performance. The motor is held securely in place by four screws with a further two for the body which can be a bit slack if you like a bit of body roll. The front axle has room for vertical movement tuning and on my model the rear end has a nice positive and smooth mesh when I roll it through my fingers and sounds sweet when a 9V battery is used to check all runs OK.

On to the track then. I thought I would start with my old favourite Ninco first as it has been a while since we last had finger on throttle together. What's changed? Well, I'm sure it⇒





used to be faster but there is quite a bit of weight in it, probably a bit too much, but the handling is still sublime. No problem with grip or sliding as I can swing and wag the tail at will around any corner but over my current home track with quite a few elevation changes, some tight corners and not too many fast sweeping corners or straights then the weight does blunt the acceleration but it sure stays true in the slot and only stupid entry speeds cause problems. Get in the groove and you are rewarded in spades. This is how all slot cars should be for me anyway!

So what of the Slot.it then? Lots to live up to taking into account the age, lack of power and about 15 to 20 years of slot development into the equation. How does it stack up then? Magnet in and boy does this chassis configured out of the box have some go in it! Not unusual really as it is a Slot.it after all but if you floor your finger then this car really ramps up speed quickly and is just too powerful/fast even for what I would consider quite a large home circuit. It is however, in one word, impressive and is very well balanced/holds in there like a limpet with the magnet in. Obviously, exceed these limits and the crash will probably not be a small one! Magnet out then and in trying to remove it without removing the motor mount etc. then it is A: awkward and B: quite a flexible chassis! Back to the track and *wow* this car delivers. Now power beats grip (obviously) but what this enables you to do is to really give it some beans out of tighter corners for some marvellous tail out action! I was getting at least 45° tail out swing with no problem on standard radius 2 Ninco track curves but when the car snapped back in line as you powered through

the end of the corner, then the wag was dealt with. No drama, no fuss, a quick wiggle and off down the next bit of track. Too much then yep backwards out of the slot or two fast in and the nose would de slot but that's what most cars do! I think weight would be the answer as there is plenty of pace to spare that can be sacrificed for my circuit and even for racers out there then a little nose and tail of mild weight would probably help as well. To sum magnet out in one word, nah it will have to be ~~three~~ no four: very, deeply impressive especially as it is an inline configured and sidewinder is supposedly the best. I wonder if Slot.it will provide a sidewinder or anglewinder configuration? I believe the answer to that is no for this particular model so maybe you will be able to get a printed one in the fullness of time? This should be a winner straight out of the box from what I can tell and another spot on Slot.it chassis/model has been delivered.

Conclusions then. That Ninco is still a fab car but staying with Slot.it then this is really a top car in my opinion certainly for handling and pace. The jury is still out on the colour/livery/decoration as this one has none really and what is there is not up to what I would call typical Slot.it standards especially the rear Alfa logo that is so far off centre it could almost be on a different model, exaggeration sure but it is a long way off! Of course though all consideration could be given to the fact that I understand the car was rushed through production for the Slot Car Festival in the first place, so maybe this explains the perceived drop in the usual high quality control standards at Slot.it?

The future for this model certainly looks bright especially when the full livery and detail has been added and if/when Slot.it add a few more DTM (or BTCC?) cars to give us a full grid and a new class of home and club racing for us all to enjoy. It should be epic and something I am looking forward too.

I think that is all I have time for this month so once again a big "Thank You" to Terry at Gaugemaster for his pictures and inside information and Slot.it for the additional news. Ciao and arrivederci till next month. ■



Welcome to Fly on the Wall for July. If you did not spend all of your money at Gaydon you may be interested in these special editions available now or coming very soon?

MAN CESPA Edition - Antonio Albacete FS203309



A new truck is being produced for Spanish ace Antonio Albacete which should be available in a few weeks' time. Antonio Albacete is a Spanish racing driver who competed in Formula 3000 in 1987 and spent three years in Spanish Touring Cars, from 1994 until 1996. During his stay in the latter he drove for three different



manufacturers; Opel, BMW, and finally Alfa Romeo. In 1998 he drove for the first time in the European Truck Championship. In 2005, 2006 and 2010 he won the European Truck Championship for the CEPSA-MAN team managed by Ivan Cruz. The retail price of the model will be £59.95.

Lister Storm - Penthouse Edition FS01301

Also just announced and due shortly, will be a Penthouse/Rizla Lister Storm finished in satin black. The car features a full interior and is going to be offered at a very special price of £34.95. The Lister Storm was a homologated racing car built by Lister Cars beginning in 1993. The Storm used the largest V12 engine fitted to a production road car since World War II, a 6,996cc Jaguar unit based on the one used in the Jaguar XJR that competed at Le Mans. Due to the high price of the vehicle, only four examples were produced before production of the road going Storm ceased. Apparently only ➡➡



three Storms survive today. The Lister company continues to maintain racing models.

Buggyra Trucks - JPS livery, Gold FS205302 and Black FS205302



Finally, there is news of two special trucks being commissioned by a client in New Zealand. They are a pair of JPS liveried Buggyra Trucks, one is Gold the other Black. Only a handful of these trucks are making their way to the UK so collectors will need to be quick if you want to snap them up. The retail price is expected to be £79.95 each.



Thanks to Terry Smith, Brand Manager, Gaugemaster Controls Ltd. for his help in compiling this column.

There will be more news from Fly next month. But in the meantime, see www.gaugemaster.com or follow Flyslot on Facebook for more information. ■



Well we are now into Summer and for me at least it is time to spend a bit more time getting out and about in the old TR, roof down, wind in the hair (well what's left of it). Which reminds me that it really is about time one of the major manufacturers brought out one of the racing versions of the Triumph TR2 or TR3 from the 1950s'. They would make extremely attractive slot cars and compliment other historical sports cars of the period. They are I believe one of the most 'Missing In Action' Slot cars out there.

I was speaking with Gareth Jex at Gaydon during the UK Slot Car Festival and he has plans to produce a TR3 which I am really look forward to seeing. As the real versions of these cars are still raced the paint options are endless.

All of us have our own favourites of course and these days we are truly spoilt for choice by the range of cars being produced by the manufacturers. The Ford Escort is a particular favourite of many of us and if you haven't yet ordered this year's Club car which is a stunning RS2000 Escort do not delay as they are going fast.

My first car was a Ford Escort and they were terrific fun to drive making great rally cars but unfortunately they were also extremely easy to steal. However back in the 1960s and 1970s

virtually all cars were pretty easy to steal and the Ford Escort was then as now a very popular car. I remember selling mine and buying an Austin 1300 GT, another extremely rare car today. They were arguably the first 'hot hatch' but that's another story.

Talking of manufacturers I have no doubt that many of you will have seen in the news recently that Hornby are currently going through a financial re-structure and intend to focus more on the domestic UK market together with their core brands such as Scalextric, Hornby Trains and Airfix. This is good news as I am sure we can all remember the American Wrestlers, the Olympics and other such fads that came and went.

Historically the presence of Scalextric on the high street, in toy shops and model shops has kept it very much in the public consciousness over the last sixty years. It would be a shame for that presence to disappear completely with Hornby increasingly focusing on their own online sales. Lets hope that doesn't happen for sake of the brand and the future of our hobby.

On the subject of history there was some really great news recently from Robert Larmouth who announced that the Heritage Lottery Fund has awarded £61,000 towards the creation of an exhibition, film and oral history on the development of Scalextric at the Sports Arts and Heritage Centre in Havant. I understand that this may lead to a permanent exhibition on Scalextric in Havant.

Well done to Robert and everybody involved with this project which will make sure that the story of the development of Scalextric in Havant is preserved for future generations. I am really looking forward to hearing the stories of the people that worked in the Havant Factory and who were associated with the company during the 1950s and 1960s Maybe the project could be featured in the Journal once its up and running.

NSSC Committee

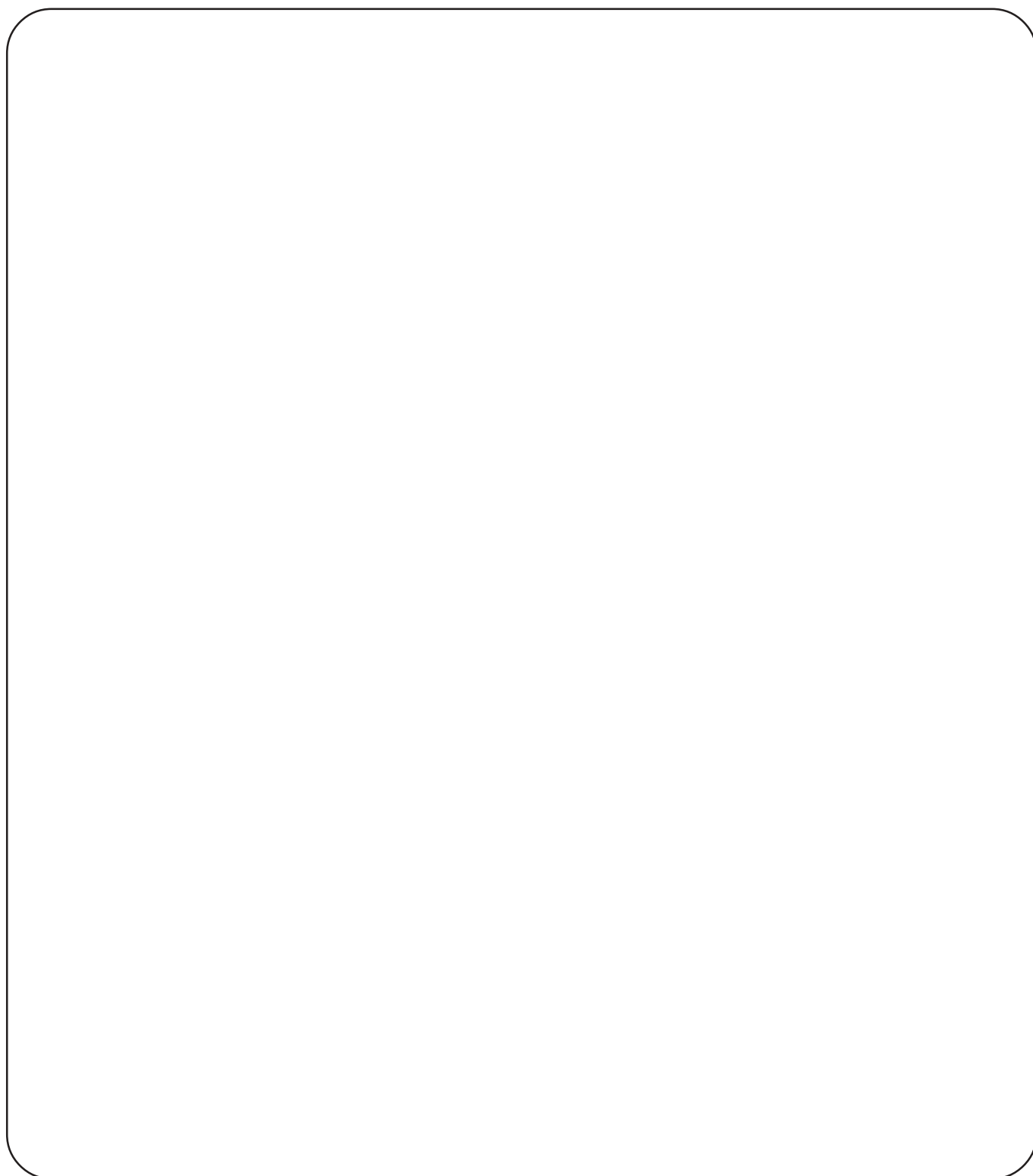
Just to remind you all as I mentioned in last months Chairman's Chat the current Committee members terms of office are now

coming to an end. All of the current Committee are willing to stand and serve for another two year term.

However should you wish to put your name forward for any of the six Committee positions please be aware that the closing date for nominations will be the 28th July 2016 so that

afterwards an election can then be held. Should you wish to stand in the first instance please contact the Club Secretary Vince Albani by phone or email: secretary@nsccl.co.uk.

Well I am off to find a flat cap. That's all for now until next time. ■





Hello everybody, sorry if you were disappointed that there was no “Bits & Pieces” last month but given that I had “extremely major coverage” already in the Journal I had to leave some room for everyone else, didn’t I? And Jeremy actually had to shorten the Gaydon report as well to be honest so we could have done more in reality if the envelopes were a little bit bigger.

Anyway, here we go with another month and for this month then it’s back to my “usual sort of thing” on the whole and which everybody that I meet seems to like apparently unless those who don’t like it don’t bother to talk to me?

Friends

Bet you weren’t expecting anything to do with that very well known USA TV series from a few years ago now, were you? OK to be honest I never watched it and I was going to say “The One with Jennifer Aniston in it” but having just “Googled” it to get my facts right then I’ve just noticed that it also starred some chap called “Matt LeBlanc” who to me is just that new bloke on Top Gear but before you stop reading this now, I’m NOT going to go on about Top Gear here this is just another of my very laborious links/ feeds to where I’m really going, so please bear with me for a bit longer as the real reason for the title is that Chris Gregory actually inspired me a couple of Journals ago when he wrote about the sad death of Brian George from the Moseley Scalextric Club but it was his sentence that said “it’s not the winning but the

friends you make which evolve into lifelong and strong friendships” that I want to relate to as I think he hit the nail on the head totally with that statement as without slot cars I would have very few friends indeed (May as well be honest).

So, with that in mind, I now have to unfortunately report on the very sad death of another of our “slot car heroes” at this point by the name of Chas Keeling who you may recall I mentioned in my column just a couple of months ago and who also advertised in the back of the Journal as “SCD” for many years (Picture courtesy of David Lawson).



Unfortunately, time and illness eventually caught up with Chas and whilst I never actually met him I did deal with him via email for a good number of years in respect of Parma controllers for our Club and as my good friend Eddie Grice said:

“On the subject of controllers, being the longtime Parma importer, then most of you out there using Parma resistor type trigger controllers will have had them via Chas at source.”

⇒

As you all know, slot racing has been going for many years now and as Dick Smith said:

“It is fair to say that Chas played an integral role in keeping our hobby going between the disappearance of bits from model shops and the arrival of the internet and his support and knowledge will be missed.”

Yes, it wasn't always “Scalextric” as we know it, but “Scalextric” was and still is a major part of the whole “slot racing scene” as we know it today, and Chas was a vital part of the hobby for many years and in many aspects of the hobby and this is why it is only fair to pay tribute to him at this time, and in this way, and in this magazine, and as Chris Aston said:

Chas was one of the best, always friendly, always helpful. Without characters like him our sport couldn't exist.

So, in what better way could I finish this section off with then, other than to say that we've put a larger, more fuller, tribute to Chas in the next issue of Slot Car Magazine should you wish to read more about him from those that knew him best.

New Friends

Errrr, no they're not remaking that USA series well, as far as I know anyway but you know that I had a few castings to sell at Gaydon etc. well one unexpected result of offering those items for sale has been the making of some “new friends” as once you get chatting to people then you realise that sometimes they are NSCC members or you end up exchanging phone numbers so that you can keep in touch etc., and once such person was NSCC member Vic King who asked me if I could cast him an orange Minivan



together with another NSCC guy called John Carmichael, who has also been beaver away quietly in the background experimenting with moulding, casting and scratch building so the breaking news is that we're going to team up and try to become the next “George Turner Models” Aahhh only joking but bet that's just scared the %^&* out of you then John?).

Right, serious head on again John has actually had a few of my creations and then improved them by adding the detailing and other subtle little things in order to improve them so that they look much more like the real thing, e.g. detailing the Mini Pick-up with roof gutters, lip on the top of the pick-up sides, adding the rear window etc. and I think they look superb, and just goes to show you what can be done with a little bit of skill and effort over and above the basic starting point of my Mini Pick-up.

He's also “improved” / “remade” some ancient model of a “Cab over Engine” creation that he happened to find out there somewhere



a while ago but the best part of this to me is that he has then gone on to mate it to the current Hornby Scalextric lorries that Sean at PSR amongst others have been selling off cheaply recently and so you have the ready made solution of how to motorise it then and I want one as you no doubt might have expected me to say then.

You'll also find that Sean was selling that Hornby "generic" F1 thing as well and another of my friends, Mark W. from the Bearwood Club recently asked me if I would do one up in a Red Bull livery for him for his grand kids but when we saw the finished result then I especially thought "he's mad if he gives that to his grand kids as it looks stunning!" And I think Mark thought that as well to be honest as it is still sitting on his home track as I write this.

I knew Martin De'Ath wouldn't let me down, only joking I did do this one all by myself honest so anyone would be able to do it as well as it's basically just the Hornby car stripped down to the separate bodyshell and rear wing and then I gave them a good clean in a bit of washing up liquid and a bit of a key with some green saucepan scourer and as it's virtually all plain white then it's very easy to spray over with a primer and then the top coat which as you might have guessed as it's me, was a bit of an adventure as Gary Skipp of DiSCA fame said to use Nissan Electric Blue which was around £15 a tin as it has to be specially mixed up but as it was for Mark's grand kids then his specification was "near enough will be OK" as he just wanted something close rather than an exact replica of the current car so I was trying to colour match



a Red Bull VW Touareg from memory in Halfords and The Range as I forgot to take it with me so the first couple of attempts didn't work, but then I eventually settled on VW Jazz Blue (Pearl) by Hycote as it was as close to the Touareg Blue as we could get for the money when I put them side by side in the shop.



So, having applied all the decals (which were from Pendle Slot Racing by the way) then guess what I stumbled across two cars that I'd forgotten that I could have also referred to and further guess what they were actually Red Bull livery cars (DOH!) and even madder than that, they were a different shade of blue to the Touareg! And then, to cap it all when I put them all side by side it turned out that the final colour I had used was actually exactly the same as these other two cars! So, pure genius.....1%, luck.....99%! But overall the car now looks superb and is the right colour per the SCX cars! Note don't forget to clear coat it to protect the decals also I used⇒⇒



Johnsons Klear and there was no reaction to the decals at all unlike some people have said if you use the aerosol propellant ones.



wheels that they do and just needs some windows and an interior putting in to finish it all off nicely now.



And after purchasing the initial erroneous colour of Hycote Nissan Blue 715 Metallic, it has actually come in very handy on one of my Hot Rods as seen here which also showcases some of the rather stunning Mitoos alloy



I do all of my spraying outside and down the side of the house especially after having tried the way that one of my friends told me a few years ago when he said that he sprayed his cars in the porch, so, I gave that a try and promptly got paint all over the skirting board and the wall as well as the car. So what went wrong then I hear you ask? Easy he neglected to tell me that he put the car inside a box first!

By the way, those of you who peruse "Slotforum" regularly will have come across the name "Chappy" or Bob Chapman to give him his full name and he is yet another person who has become a good friend because of our wonderful hobby and he recently came over to the UK again from Canada where he now lives for the recent Le Mans race as well as catching up with his family and friends etc. so that





included meeting up with us and his cousin Keith at Adrian Judge's house for a bit of racing on his "Eastlands Park Digital" track that I've mentioned previously.



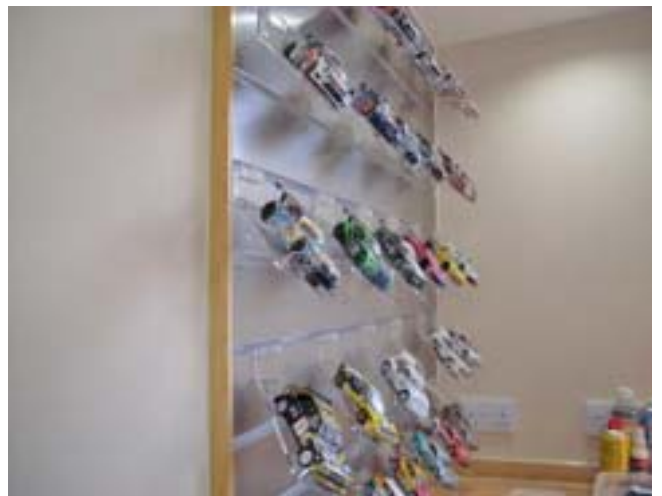
It also happened the day after Gaydon as well when the NSCC's very own Peter Simpson together with Karen came along to see NSCC member Paul Pearson's "Wollescote



International Raceway" track on his way "up North" to a camper van convention of some sort.

So, as I said at the beginning, Chris Gregory was right about what he said about our wonderful hobby with:

"It's not the winning but the friends you make which evolve into lifelong and strong friendships" And long may it continue!



Slot Track Scenics News

Following on from winning the NSCC award for the "best track there" at the 2016 UK Slot Festival at Gaydon, Dave has now managed to acquire the use of a local school hall on Saturday 30th July and will again be setting up his superb "Silverstone" track (apologies for the wrong caption by the way in the last Journal) for everyone to have a play on and I guess if you wanted to buy any of the tremendous range of "Slot Track Scenics" products then I don't think Dave will refuse you on the day either to be honest. ➡➡

So, if you've never tried Digital before, or have and fancy another go then please do feel free to come along, please note I'm not 100% sure of the exact details at the moment but if you contact Dave directly via email or his website etc. then I'm sure that he will enlighten you as required. We'll all be going so hope to see you there also.

By the way, Bearwood member Paul Pearson is also having an "open day" again at his "Wollescote Raceway" over the August Bank holiday weekend, which is just outside Stourbridge basically, so again if you fancy coming along to that one then please contact him directly on 07774 800970 to find out more (And here's a few pictures from the last one in June).



It seems to me that "Digital Racing" is starting to catch on more and more nowadays and if I'm honest I now rate it equally with good old fashioned one car per lane "analogue" racing and I never thought that I'd say that, but



once you go all the way with the SSDC computer program and Scorpius wireless controllers then it really is hard to not like it, trust me!

George Turner News



Having asked the man himself to send me a few bits of information for this month's Journal, this is what he had to say:

"Hi Graham, the main news this month is that I am selling the track so if anyone wants a 6-lane 130ft wooden track, feel free to get in touch.

I have been thinking that I want to get back to making cars more for normal home tracks with "out and out performance" not being the most important thing. (Perhaps finding a bit more character in my models with detailed resin interiors and maybe a bit more photo etching etc.).

But the cars will still work well, and whilst having the track I have learned a lot from it especially how to improve their performance but now I think it is not the only direction to go.

Regards, George"

Got to be honest and I agree entirely with George's comments of he needs to "look after" the home racer as well as the club racer, for



example that Carrera Capri chassis that he did, it transforms the standard car superbly but it may not be the first choice for an out and out racer so nice one George I think it is the right



direction to go 100% especially for the overseas racers and/ or the UK home racers who buy his cars and don't always have the type of large club layouts that we have here in the UK and can only race at home.

I remember George's first cars had separate lights (e.g. MGB GT) and interiors (e.g. the XJS) that you built up bit by bit but maybe the answer is to just go for what Hornby etc. do, i.e. a complete interior with detail then, rather than a separate dashboard etc. like on the XJS? ➡➡



If you follow George's "News" page on his website then you'll also know that he went to Le Mans once again this year to sample the beer as much as watch the racing I think but in between all of that he has also been busy at work too and has now sorted some new water-slide decals that "fit" a lot better than the previous ones apparently, so if you've had problems with any of them in the past then please let him know he said to tell you. He's also got a bit further with some of the new models.



And when they are finished then you should be able to read about them here in a month or two I guess unless he gets distracted again and starts some new ones that is.

Team Slot News

Having sorted out the RS2000 for the NSCC, which is now in production slightly altered to the sample pictures here, this is what's coming next from Steve Wright and Teamslot, this being the Lancia Stratos reference 11515 "Tour De



France 1980” and is due out the end of June all being well. This car will have a run of 300 in finished RTR form and is also in kit form with decal sheet Reference KIT010. ■



F is for Facel Vega, Fairthorpe, Falcon, Favier, Felber, Ferrari, Fiat, F.N., Ford, Franklin, Frazer-Nash and Fuldautomobil.

Facel built bodies for Panhard, Simca and Ford near Paris before building their own Facel Vega cars from 1954 which were Grand Tourers with American parts and increasingly powerful Chrysler engines that by 1958 had increased from 180bhp to 360bhp. By 1959 though the Company decided to swap to French parts and engines, which weren't as powerful or reliable, leading to overwhelming warranty claims and the demise of the Company in 1964 despite belatedly swapping to Volvo and Austin Healey engines.

Fairthorpe was Air Vice Marshal Donald Bennett's Company that made GRP bodied kit cars with tubular chassis and Triumph running gear from 1957 until 1976 after sales suffered from the imposition of VAT. Falcon sports cars could be bought as a kit or ready built, and benefitted from the design work of Len Terry, who also worked for BRM, Lotus and Surtees. Favier cars are so rare that it is debatable how many were built, but at least one is known to still exist from 1924 and has a chassis number 14, so there may have been others.

Willy Felber started adapting and converting existing cars in 1974 after selling machine tools and becoming a dealer in Ferrari, Lotus and Rolls-Royce cars. His conversions included

chopping up a Ferrari 330GTC to make a Lotus style roadster, don't get any ideas Graham Pritchard!

Enzo Ferrari wanted to work for Fiat, but when he failed to get a job there, his friend Ugo Sivocci helped find him employment at CMN (Costruzioni Meccaniche Nazionali) instead, where Ugo was the Chief Tester. After just a year, in 1920 Enzo joined Alfa Romeo and got Ugo a job there too, as the days of CMN were numbered.



Scuderia Ferrari became Alfa Romeo's racing team, and was run independently by Enzo, with Alfa Romeo's support, until they parted company in 1938 and Enzo set up his own Company, the first Ferrari cars made only having numbers because Enzo was not allowed to use his surname on the cars for an initial period after leaving Alfa Romeo.

The model numbers of Ferraris are based⇒⇒





on the capacity of each cylinder, so a 250GTO, for example has a single cylinder capacity of 250cc, but as there are twelve of them in a V12 engine the total displacement is 3-Litres. The 330GT follows the same formula, with a total capacity of 4-Litres. No wonder it was Superfast!

Alberto Ascari, Juan Manuel Fangio, Mike Hawthorn, Phil Hill, John Surtees, Niki Lauda, Jody Scheckter, Michael Schumacher and Kimi Raikkonen have all won Formula One World Championships for Ferrari.



Ferraris have raced at Le Mans of course, as well as in Grand Prix.



Società Italiana per la Costruzione e il Commercio delle Automobili Torino was soon shortened to Fabbrica Italiana Automobili



Torino, or FIAT for short. Building cars began in 1899. By 1901 Fiats featured steering wheels(!), having been steered by tillers previously. Their first racing car, the S76 in 1911 had an engine with over 28-Litres capacity. It's four cylinders pumped out a total of 290bhp as a result. Fiat have built quite a few smaller cars since, with somewhat smaller engines.

Both Ferrari and Maserati are part of the Fiat empire.

The Fabrique National d'Armes de Guerre, or F.N. for short, produced cars in Belgium from



1895 to 1935 before concentrating on buses and trucks. This was apparently due to the European Market being flooded with cheap American cars at the time. Maybe we'll be flooded with cheap American cars again, now we're leaving the EU? On the other hand, as they say in Fiddler on the Roof, perhaps not.

We'll have to wait and see if our departure from the EU will cause the imposition of custom charges upon slot cars purchased from Europe on eBay, in a similar fashion to the import taxes currently levied, if you are unlucky, on purchases over £15 bought from the USA. On the other hand, perhaps we will face lower custom charges from the USA because the items will no longer have to enter the EU Custom Tariff area? I don't suppose so, but if it does I suspect my collection of Eldon and Strombecker slot cars may increase!



Henry Ford is credited with one of the first mass production lines, where chassis were hauled through his factory on a rope 'conveyor belt'. He designed his first car in 1892, but it wasn't until 1903 that he and his friends founded the Ford Motor Company. The first Model-T arrived in 1908, and was produced for nineteen years almost unchanged, to the tune of 15 Million cars Sold. The Model-A replaced the Model-T in 1927, but a six month availability gap between the two models due to retooling the factory left some customers to defect to Chevrolet and other maker's cars inbetween.

Ford gave the USA the Mustang, the first of the 'Ponycars', in 1966. 1966 was also the first of four consecutive Ford victories at Le Mans



with the GT40. Other special Fords included the Mirage and 3-Litre GT. Ford also gave the USA the Gran Torino, while Australia got the Falcon XB.



In Britain Ford gave us Harry Potter's Ford Anglia. Apparently the Dutch Ford organisation disliked the Anglia's slanting rear window, so insisted on not showing the window in publicity photographs. The Cortina was the Giant Killer we had to defend ourselves on the racetracks⇒⇒



against Falcons and Galaxies from the other side of the Pond. But at least we got the Ford Escort after that. And the Ford Capri too. The Sierra was the successor to the Cortina though, according to my reference book. Special Ford Rally cars have included the RS200.



Franklin cars were made from 1902 and all had air cooled engines, until the Company succumbed to the Depression in 1934.

Captain Archie Frazer-Nash started making cycle cars with H.R.Godfrey in 1910 under the



name G.N. As the cycle car market declined, Frazer-Nash sold the G.N. Company and started making larger sports cars under his own name in 1924. Drivers of his cars became known as the 'Chain Gang' due to their chain driven transmission to the rear wheels. In 1927 the Company was sold to the Aldington Brothers, who re-named it Aldington-Frazer-Nash or A.F.N. for short. This Company also imported and assembled BMWs, being known as Frazer-Nash BMWs.



Fuldambobil were three wheelers with the single wheel at the rear, made in Fulda in Germany from 1950 until the population became more affluent.

Let's see how Slot Car versions of the above manufacturer's cars are doing on eBay:

1. Tamiya 1/25 Ford Galaxie Kit £1,902.29 (222140563861).
2. Cox 1/25 Ford Galaxie Kit £1,751.01 (201564959588).
3. Racer Ferrari P4 Daytona 1967 Triple Car Set £712.34 (331871551687).
4. Scalextric Ford Mk1 & 2 Escort and Cortina 21 Cars Collection 'Best Offer' over £699.95 (152026709326).
5. Scalextric/ SCX/ Revell/ Carrera/ Fly 33 Cars Collection including Ferrari 308, Ford GT40's, Mustang, Focus and other cars (291701961016).
6. Hawk Lancia Ferrari Kit £629.66 (191862308577).
7. Exin Spanish Scalextric Yellow Ford GT40 £623.45 (162003374020).
8. Aurora HO TJet Green Ferrari 250 GTO £623.13 (152047338087).
9. P.R.S. nine built resin Fiat 595 Abarths with Slot.it Components £615.00 (281964578276).
10. Scalextric 51 Cars & 2 Sets Collection including Fords and Ferraris £560.00 (111971911726).

A good mix of Slot Car manufacturers in the **F** Top Ten then, with Fords and Ferraris being the most sought after cars, while nine of those cheeky little Fiats managed to sneak into ninth position.

Monthly eBay Watch Top Ten

1. Auto World HO Richard Petty Enterprises Truck and Dodge Charger Set £3,186.83 (371649423016).
2. Tamiya 1/25 Ford Galaxie Kit £1,902.29 (222140563861).
3. Scalextric Super 124 Lotus Indy £1,285.38 (141842802733).
4. Aurora AFX HO Collection including 41 Cars £910.49 (361538562632).
5. Racer Ferrari P4 Daytona 1967 Triple Car Set £712.34 (331871551687).

6. Scalextric Yellow Vintage Aston Martin DB4 from Spain £522.38 (322112141521).

7. Wrenn 1/52 Red Porsche F1 £464.00 (122004332341).

8. Aurora HO Thunderjet Flame Throwers (Cars with Lights) Set £455.26 (381561106621).

9. Scalextric 1960's Collection including early Porsches, buildings and original packaging 'Best Offer' above £443.00 (252410700289).

10. Scalextric Super 124 Ferrari F1 £435.56 (301975169648).

A strong American influence on this month's Top Ten then, illustrated not only by the amazing price achieved by Richard Petty's set, but also the difference in prices achieved by the 1/24 Scale Scalextric Lotus Indy compared to the 1/24 Scale Scalextric Ferrari. A respectable price achieved by the single Wrenn car too which was untested, according to the seller. The 1960's Scalextric collection appeared to have previously sold at £499.99 but was then re-listed, selling for a bit less the second time around. Apparently the black Marshal's car shown in some of the seller's pictures was not included, so that may have had something to do with it. It is confusing and can certainly be misleading when sellers include extra items in pictures that the buyer will not receive, and just shows how important it is to read the item description before placing a bid. It can work the other way occasionally too, of course, and sometimes sellers mention extra items in the description or following pictures that are not included in their main listing picture. In that case the buyer may get a bargain that other prospective bidders have overlooked.

The Racer Daytona Ferrari P4's look gorgeous, but the Limited Edition triple set (200 made) is too pricey for me. I keep watching the Scalextric Monza P4 double sets on eBay and may splash out on one of those instead to add to my Scalextric P4 collection one day?

I have received a kind email from Henk de Ruiter, suggesting where we can find some more info on old slot cars:

"Always reading your article in the NSCC magazine with much interest, because it gives a lot of information about vintage slot cars. Do⇒⇒





you know the website of the Los Angeles Slot Car Museum, www.lascm.com, these people are doing a great job collecting all brands of vintage slot cars worldwide, especially preserving the American slot car scene of the '60s."

Thanks Henk, I especially like the 1964 Cobra Daytona slot car featured on their website.

A strange black variant of Pioneer's General Lee Dodge Charger was up for grabs on eBay this month. Apparently these were issued to

dealers with large trade packs of the orange version. After 36 bids the black car with Daisy Figure sold for £310.00 (252424117207). Perhaps Pioneer should consider making a model of Daisy's Jeep too? Complete with it's driver, of course. I'd buy one of those! Apart from making them in all colours of the rainbow, alternative versions could include John Wayne's Jeep, etc.

To contrast the new with the old, a 1960s Scalextric display card holding 12 original Scalextric chequered flag logo enamel pin badges made by Minimodels in Havant also sold on eBay this month for £156.51 (222139792725). Is it me, or do the 1960s' Scalextric logos look a lot nicer and more iconic than the latest ones? ■