



No. 411 JUNE 2016

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Forza Slot.it.....	13
Chairman's Chat.....	21
MRE/ Wolves Event.....	24
NSCC Club Car 2016.....	28
Carrera Corner.....	29
SlotCar Festival.....	31
Ebay Watch.....	45
Members Adverts.....	49



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President At What Price the Extra Point?

So at the last Spanish Grand Prix the two Mercedes of Hamilton and Rosberg crashed out at the very start of the race, an error of judgement or poor decision, which cost them both points for the Drivers' Championship. Both or neither were/ are to blame based on your perception or interpretation of the rules and of course perhaps your support or bias for either driver?

This is an interesting one, I think and worthy of discussion and my own humble opinion this month perhaps? We are all after all competitive, some more so than others, but there must be or perhaps should be a point when you should ask yourself is it really worth the risk of either losing points, damaging friendships or maybe risking your reputation or even the teams as a whole?

Of course we all know these guys are professionals and the rewards are high for a win, but what about our own lives, where the risks are smaller (even negligent) and the rewards even more so? What would you do in a similar situation?

This rambling leads me on the recent Slot Car Festival, where an enjoyable two days was spent with Ciaran as well as other Club members, and most of the competitive action was done in good fun from what I saw, other than of course my own "drivers' title" battle with the little man, which saw him win overall despite my best efforts, on numerous tracks including the drag racing, Wall of Death and Slot Rally tracks to name but a few.

So thanks go to all the organisers for the event, and of course my fellow Committee members and friends who attended, particular thanks to Jordi Ortiz, who regrettably got his ear bent for the entire Friday and part of the Saturday evening by Ciaran, not on the subject of slot cars but on Lego, your patience and interest did you justice, plus of course those of you who also were taken around the event over the two days when Ciaran decided he needed new competitors to beat other than his Dad!

Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nsccl.co.uk

By Pete Simpson

Towards the end of April, too late for inclusion in last month's report, I met with Richard Venner, the new Head of Group Marketing for Hornby. In order to fit in with Richard's schedules, we arranged to meet at Hornby's London office: although there were no new models to photograph, it did provide a chance to discuss the relationship between the NSCC and Hornby as well as their current range and design philosophies.

The first revelation was that the A5 Scalextric catalogue for 2016 is comparable to the catalogues for both Hornby and Airfix. The A4 format documents produced for the other brands are not the equivalents of annual brochures but are more along the lines of modelling companions. As such, they represent aspects of those hobbies that are not quite so appropriate to slot cars: construction and painting techniques for plastic kits and scenery and running details for the trains. Maybe if we could pool our skills and present Hornby with sufficient inspiration we too could have a hobby guide to cover Scalextric for 2017?

I know it would be conceited of me to claim that I can influence the progress at Hornby, but on this occasion I'm tempted to take the glory for the ARC update. Having made Richard aware that, nearly four months into the year, the ARC app still did not include the 2016 range of releases, it was updated the very next day. I did have a few weeks of smug satisfaction until I later discovered, from a reliable source within the Hornby Empire, that it was indeed a lucky coincidence: the release date had already been set several months previously.

As Richard is new to the world of slot cars, my meeting was slightly hijacked by his desire to understand as many aspects of our hobby as possible. It was an opportunity to explain some of the differences in views that have recently been articulated regarding the various motor configurations. An obvious way to understand the benefits of each chassis layout is to give them a try so moves are afoot to entice Richard along to the Croydon club to experience the products that his designers are introducing. The prospects of rebuilding better links between the NSCC and Hornby are certainly looking encouraging now that the Marketing team shows indications of stabilising under Richard's leadership. Although I won't be able to get to Sandwich in May, a return to regular meetings should commence in June. This month I had Gaydon Slot Festival as an opportunity to liaise with the Scalextric team, so sufficient material for a report was anticipated: in June I hope to get back to the offices and discuss how we can grow the relationship between Hornby and the NSCC.

About the only firm fact that I gleaned was that the Visitor Centre is unlikely to be relocating to Ramsgate before the end of 2016, admittedly this was no great revelation, but it did clear an aspect of uncertainty.

Scalextric at Slot Car Festival

As a significant supporter of the event, it hardly came as a surprise that members of the marketing and engineering teams were in evidence, ready to answer questions and demonstrate the latest designs and releases. ➡





Although the spectacular layout displayed last year was not matched in size, there was still a very nice landscaped circuit available for enthusiasts of all ages to experience the current range of cars and technologies: ARC AIR proved to be very popular.

On prominent display was the range of BTCC cars. Both the classic 1980s and current model ranges attracted complimentary remarks. Interestingly the latest generation of saloon racers, questioned by some as slightly obscure choices, were very popular: those doubting Scalextric's choices of subject are probably of the wrong generation (me included).

Fortunately, during a brief respite at the Scalextric stand, Luke kindly offered to allow me to borrow the display models to photograph for inclusion in the Journal.

I need to express special thanks to David and Guy Jessett (<http://www.slottrackscenics.co.uk>) for the generous use of their superb layout as a backdrop for this month's photos as well as an apology. The cars loaned to me were final approval examples so were complete and ready



to run but were not fitted with digital chips. Whilst I was capturing my images the power was still applied to the layout in digital form. Although this provided the power to illuminate the lights, the DC current draw was too great for the circuit supply and caused it to register an overload condition and shut down. Oops, sorry David.

On the second day I was also able to steal away from the crowds and capture a few images of previously unseen prototypes.

I hadn't anticipated that the new MINI, as shown in the April Journal, represented the revised shape of the real car. Of course, I was fully conversant with the changes to the latest generation of baby BMWs, well perhaps not! As I mentioned last month, these new models are now configured with an in-line drive train so may not be equally matched to the earlier side-winder versions until upgraded to PCR specification.



One personal treat was to be able to run my latest creation on Martin De'Ath's demonstration track and be complemented by the master himself on my model: some accolade indeed! The image here is only a teaser as it may be featured in a future release of "Slot" so I shouldn't really reveal too much. Anyway, as it is only the driver that hails from Margate, I could be criticised for drifting from the subject in hand.

BTCC

Further details of the tyre improvements have been provided with an illustration showing the revised surface finish. Any increase in traction is always welcome so this seems an encouraging



move: hopefully the initial recipients, the BTCC cars, will show a significant improvement in road holding. Unfortunately, it has proven to be impossible to fit the deeper guide to these cars but, on the positive side, those with Classic track won't have to reach for the Dremel.

As development has progressed, Scalextric have made more images available of the completed, decoration samples and added details of the events in which they competed.

BMW 125

Three versions of the 125 are to be available: two as a solo releases, the other, Colin Turkington's winning BMW 125 from 2014, will be included in the Champions Twin Pack (C3694A) along with Gordon Shedden's Honda



Civic Type R. The BMW will certainly be the car that sells this set as the eBay livery is by far the brighter of the two, the Honda being a sister car, in similar livery, to the solo releases C3734, race number 25, and C3783, race number 52, dating from the following year.



Running away with the 2014 BTCC season, Colin Turkington racked up 434 points, including eight wins and nineteen total podium finishes. A huge success for Turkington in his tenth season competing in BTCC. ➡➡





The second 125, C3884, will be Andy Priaulx's from 2015. Finishing the 2015 season in eighth was a solid finish after over a decade away from BTCC for Priaulx. However, Andy decided not to return for the 2016 season, instead joining Ford's FIA World Endurance Championship program.



The third BMW, C3735, is Sam Tordoff's

as he raced at Croft Circuit in 2015 for Team JCT600 with GardX. Sam Tordoff finished last year in sixth position and is currently sitting in exactly the same spot, albeit with only two rounds completed.

Honda Civic



Matt Neal's Honda Civic Type R, C3734, from last year, in Honda Yuasa Racing Team livery. Matt Neal took third behind Jason Plato in 2015 and is currently off to a flier in 2016. Bagging three podium finishes in the first two rounds, Neal is finding tremendous success with the Honda Civic Type R. The number 25 in the foreground is the Matt Neal car with the number 52 car of Gordon Shedden, C3783, in the background. As far as I can establish, the solo release of C3783 will be the same as the twin pack version.





VW Passat

The sole VW Passat, C3747, represents that of Jason Plato running as part of Team BMR in 2015.



Plato finished second last year, losing out to Gordon Shedden in his Honda Civic (C3783) on the last day of the season in front of 42,000 spectators at Brands Hatch.



MG6

Only one version of this car has been announced for 2016 release and that is to represent the car of Jack Goff from last year's season in which he finished in 9th place. C3736 represents the car as run at Brands Hatch on the GP circuit in April where he achieved 4th, 9th and 2nd place finishes in the day's races.

News from Scalextric

Once again this month, I can report on the information provided by the Scalextric design team on their Track Test blog, although thankfully I wasn't totally dependent on it as a resource.

As a treat, this year's models with Gulf sponsorship will be presented in special boxes, capturing the scheme of the models. Included⇒⇒





in the promotion will be the McLaren 12C GT3 (C3715), McLaren 12C GT3 Club Exclusive (C3716) and Porsche 911 (C3732).



For now I can only show a couple of teaser shots of the Porsche 911, type 991, in prototype plain white but next month I hope to be able to include images of a fully decorated example: those who attended Gaydon have already has the privilege but my iconography imps were not cooperating. This shows the PCR chassis fitted: Scalextric may have a potential winner in a club class for 911s. Meanwhile, try pondering the Porsche 911 family model designations and how the 991 is the seventh generation following on from the 996 and 997. Maybe we'll get the latest 919 hybrid sometime in the future. ■

Ciao everyone and welcome to this month's edition of Forza Slot.it. So did you all go to Gaydon then? I hope as many NSCC members as possible went along as if you didn't then, in my opinion, you really missed out on a fabulous day as there were several bargains to be had (I bagged a few and my wallet still hurts!) as well as some great circuits to view and drive as well as many other things to look and admire. Many thanks to everyone who arranged, or were involved in helping out over the weekend, Thank you and see you all next year!

As for me it was another rushed visit with not enough time as I did not know if I would have time to go in the first place. Late back from work Friday night but I still managed to get up and make the just over an hours swift drive from my home to the venue and still be there 10 minutes early. No big queues this year and people were going in so a joined the minor wait, paid my way and then off to a short queue at the bottom of the electric stairs. 10:00am and the people train starts to move up the escalator and into slot world Nirvana for many I guess!

My first stop, the Slot.it stand as I made a bee line for it before the crowds moved in and so maybe missed a bargain or two on the vendors stands, who knows? This paid off as I had an almost uninterrupted snap fest around the display cabinet without having to elbow

anybody out of the way. Not so good was no sign of Maurizio (well I didn't see him) and every time I popped back he was still not around or deep in conversation with someone! I did manage to hear him later on as he was a guest on stage for a live NSCC interview which was most enlightening. This was recorded by Martin Johnson from the NSCC so it may well be up on the NSCC website by the time you read this. Most interesting so maybe worth a listen for you when you get the chance and I will be watching it again when it appears on the website.



However, the good news is that Terry from Gaugemaster did manage to talk to the great Slot.it man and here are Terry's thoughts and comments from the day, read on:

"Gaydon didn't throw up any surprises as such regarding Slot.it, as Maurizio keeps us all well informed in advance of future releases. However it was nice to see a finished sample of the Policar Emerson Fittipaldi JPS Lotus 72 on display. In fact it was also nice to talk to the models designer Andrew Rowland about this 1972 Monaco GP car and future Policar releases. Apart from the finished car Andy also had a later version of the Lotus with the wing pushed further back, in fact the changes to the car are very evident in one of the pictures, with the alterations to the tooling shown in white. He also politely put me straight on my published⇒⇒





comment regarding the position of the wing on the Monaco car, with me assuming that it was in a forward location so as not to clip the Principality's close barriers. It turns out that it was the position the wing was in for all the races up to that time, with the wing not being pushed back in its more familiar location to around mid-season. It certainly was changed by the 1972 British Grand Prix in July because I was there! We can expect various liveries and different versions of the Lotus 72 over the next few years and personally I can't wait.



Still on the subject of the F1's we were also treated to a test moulding of the March 701, and we can pretty much confirm that the first



release due at the end of the year, will be the works STP Oil Treatment 701 driven by Jo Siffert during the 1970 season. While visiting the museum on Friday afternoon I was reminded that a certain Scot called Stewart also drove this Type that same season, entered by Ken Tyrrell, and I am sure this version along with others will be on offer over the next year or so.

As for the Slot.it brand itself we are looking forward to the new DTM Alfa 155 due very soon but also surprised to see a Limited Edition version for the festival which we had no prior knowledge of! However Limited Edition cars we do know about, and coming to the UK by the time you read this, are SISC21a and SISC31a. The first, SC21a is a Lancia C2 commissioned for the 24 hour race held in Salsomaggiore Italy in April and although limited numbers should be available from your favourite stockist. However with barely a handful making it to UK shores, the second car, the white Aston Martin SC31a produced for the Campeonato Espana slot event late in 2015, will be much harder to source.

The latest in the line of Chaparral 2E's SICA16c has been announced, as the car Hap Sharp won the Nassau Tourist Trophy in 1966.



New Slot.it Classic SW motor MX16

Ford GT40
#18 - 24h Le Mans 1967

RENDERING



New Classic Slot.it Motor (Code MX16)

McLaren M8D
#5 - 1st Can-Am Watkins Glen 1970

Photo of real car. Prototype not available



You can't help but think that these cars must have looked like spaceships compared to the rest of the grid fifty years ago! Other models recently added for this year are CA18e a Filipinetti GT40 and a Works McLaren M8D CA26e."

So, as you can see/read Terry keeps us well informed about what is going on and, as I mentioned earlier, if/when the festival NSCC interview is available it will give you a good insight into Maurizio's thinking and future direction as our new Promotions Officer (Helen Richards) asked many varied and interesting questions about Slot.it and its future direction which Maurizio answered very openly. This was certainly appreciated by all who were there to listen to the interview.

Now back to the pictures I took at the festival and to tie in with some of Terry's



observations above. The Policar JPS lotus 72 as shown in its completed JPS livery looked fantastic to me. Just take a close look at the picture and see what you think? Check out the Lotus emblem on the nose, Fittipaldi's helmet for the Brazilian flag and the engine detail, all excellent. Perhaps it doesn't show up too well in the pictures but it looked very good in the plastic flesh to me and the handling should be good as well going by the first car. The Graham Hill Oxo 72, even though I think it is the same one I saw last year, looked spot on as well but not so sure about his helmet colour! I thought the London Rowing Club colours are a bit of a darker blue than that but, then again, we will have to wait for the full production car to really pass judgement. But, buy it, you bet! The clear Lotus 72 model with the wing set further back looks good but, obviously, much harder to tell at this stage as there is not much you can see on a clear body but the omens look good and I'm sure the liveries will be spot on. Moving on to the Policar March 701 and I would have to say that I am not such a fan of this particular car but you can see the effort that has gone into this model from the earlier pictures and the real car that



Terry took a picture of. Another sure fire winner that is sure to find a slot on many people's tracks including mine! Now the yet to be released Policar March 721 is a much more memorable car for me as I always wanted the Scalextric version as a lad but birthdays and Christmas did not bring it and my pocket money never stretched that far as sweets normally got in the way! So that is a far more interesting proposition to me. Having said that the scars are not too deep as I managed to pick up a very nice example of the much coveted as a boy C026 March Ford 721 a couple of years ago so I guess I can wait a bit longer for the Policar version.



There were a couple of other F1 cars floating around as well so I took a picture of what I believe is a 1973ish Tecno PA123/6 in red and a Brabham BT42 circa 1973/74 in white. Now, I will admit that I am very keen on F1 but not such an anorak, sorry enthusiast, that I can just reel off what they are. Therefore, I had to ask Terry who came to my rescue as he is far more knowledgeable than me and sure saved me hours of internet surfing to find out! Sadly, neither is currently scheduled for production as they are Andrew Rowland (Policar's consultant engineer) private models that I guess he brought with him to display. The Tecno car is really very angular in a pleasing way but it is behind the cockpit and around the engine area/ detail that things get really interesting. Just look at the



spaghetti detail of the exhausts and the trumpets of the V12 engine block with the rear wing hanging precariously "somewhere" off the back of the gearbox! It looks a real treat and with no floor pan in this area for added strength then it would be most interesting to see how this car handles on a track. Likewise, the Brabham white car looked all but the complete model to me. Again, the lack of a floor pan around the rear has me questioning the handling but the fabulous detail of what I believe would be the Ford DFV V8 of some variant looked an absolute peach. The livery was simple but beautifully executed and the driver detail was excellent, so when might we expect to see Policar build them for us all to buy then? At the moment there appear to be no plans to do so but I would be the first in the queue if ever they did! Mind you, I don't think those rear wings would last long in slot combat even if they are quite substantially fixed as it will break with the first rear ender into my unforgiving hard board barriers! Either way, fantastic models produced by Andrew and I only wish I had a quarter of his skills as building good model cars is a skill to far out of reach for me at the moment. Maybe in the future.



Finally for Policar, I spied the yet to be released Ferrari F40 cocooned in its display box inside the glass cabinet. Sadly, I am a big F40 fan as well so this is another car that is high on my hit list even though it is basically a re-release of the SIKF02x Slot.it Ferrari kits from several years back. As you may recall, I did a review of the earlier Policar Ferrari 312PB against a Slot.it SIKF01x kit and had quite a bit of fun doing it but at the same time the Policar version was an absolute hoot to drive with my preferred magnet out, tail out driving style. This "new" model



looked beautifully caged in its box and ready to go so hopefully it will be in the shops very soon? I do not have a release date but I hope it is not too far away. Similarly, there was also a red Gold Leaf #22 “wingless” Lotus 72 tucked in the cabinet to boot. No release date on this either but, to me, it just doesn’t “look” right without a rear wing of some sort. Yes, beautifully executed but it just looks unfinished even though it is not!

I think that covers all the gorgeous Policar stuff so what about Slot.it? Well there were several of the recently released cars on display as well as future models, with most of these looking in a high state of “could be in the shops soon.” Let’s concentrate on the new stuff in the pics being, in no particular order.

SICA28d which is the next Nissan R89C LM89 that will be released and is the white/

blue/bit of red car with the #25 number. This would be the sister car to the #23 SICA28a already released so all we need now is the all Brit #24 car of Bailey/Blundell/Donnelly for another team set. Bit of a blobby nondescript car for my tastes so will probably stick to a Porsche! Talking of Porsches, but not on display that I saw, the next Porsche 956 KH to be released may be SICA09h #20 Jägermeister as raced at Hockenheim in 1985 a sure winner eh! Next up would be another Porsche, the yellow #4 Camel livery SICA34b which is another iconic livery that will be a must have for many collectors. Then we have SICA06h #62 Sauber C9 from Le Mans 1987. For this the picture just does not do the car justice in a lovely midnight blue colour. Just look at the others in the series if you have one at home to see the richness of the colour and simplicity of the flowing lines even though it is a Merc!

Back to good ‘ol Porsches and SICA02h 956 LH #33 from Le Mans in 1984 in Skoal Bandit colours should be jumping out at you. Cracking model, well finished off and can’t come too soon to a dealer near me.

Last but not least from this selection is SICA03i and another Porsche 962C LH from Le Mans 1990 in the lovely shades of blue and white Mizuno livery. Hmm I guess Slot.it running out of Le Mans Porsche 9xx liveries to do would be like the Pope running out of





prayers? So not in the near future then but I'm not complaining, but my wallet or wife V1.0 may!



Ahhh the Slot.it Alfa's. Still looking fab, still not released. Hang on, yes they have or should I say one has that was commissioned especially by PSR who I'm sure you have all bought many cars from. A bit of a coup for Sean that one but in a nice way. Did you get yours at the festival? If not then according to the PSR website there are still some available. Only 250 made and I forked out my hard earned as I just couldn't wait any more. Now I was going to do a review of this car this month but time and work have caught me out. I have not even taken it out of the box yet, duh! So next month for that one I'm afraid.



Moving on and the next model that caught my lens was the green Lola (no number) SICA22e B12/69 EV as run at Goodwood in 2013. A pleasing little car that will go well with the other members of its range. Following on from that is the next Lola Aston Martin DBR1-2 from Le Mans 2011 #22, ref no SICA31b. Looks more like a bruiser after the dainty looking Lola but a striking model as well and sure to be a winner on the track. However, the next car is probably the most interesting as it is the all new SICA33a Audi R8 in a stunning crocodile livery. Now this car has been done before in the form of SCX61010 and I have one in my collection. At the time I remember thinking how hard must that livery have been to do! So now Slot.it have had a go and I must say, even though it is a poor snap, I think you would all agree that this one looks the mutts nutz! It really looks a cracker and, again, this is another model I'm really looking forward to get my mitts on and have a really good poke at the livery as well as compare it to the older SCX model. I know who will win on the track, but who will win in the detail stakes? We shall have to wait and see on that one.



Just to finish up with a couple of other things that caught my eye this month that are also on the PSR website that some of you may have missed. Reproduced without permission but I don't think (or should I say I hope) the guys at PSR will mind as it is free advertising and I know them well (enough) I hope! I also assume that Nigel from EBay Watch is OK with this as well, me potentially treading on his toes here.

First up is SISC21A Special edition of the Lancia LC2 made by Slot.it to commemorate the WEC 8*8*8 24h Salsomaggiore event £75.00.

Following on is EU2011 Slot.it Porsche 962 European Endurance Championship 2011 - Team Member Car. Collectable model of the Jagermeister livery design in gold. Made by Slot it for the 2011 European Endurance Championship. £175.00.

We then have EU2012 Slot.it Porsche 962 European Endurance Championship 2012 - Team Member Car. Collectable model of the

Jagermeister livery design in blue. Made by Slot.it for the 2012 European Endurance Championship £175.00.

And finally, SISC01 Unique see through version of the Audi R8C race car from Slot.it. Complete car with clear body, interior and chassis, revealing the race compartments inside. Only a small number of these models were made for competition prizes at various events and were never available to buy from shops. £349.99.

All of these models look pretty good to me and maybe something I would be interested in for my collection but after my "blow out" at the festival (did I really spend that much?) I think they will have to wait till another day.

I think that is all I have time for this month but I promise to do the Slot.it Alfa next month! Once again a big "Thank You" to Terry at Gaugemaster for his support, pictures and inside info and Slot.it for the additional news. Ciao and arrivederci till next month. ■





This years UK Slot Car Festival at Gaydon in May was another very well organised and successful event. Congratulations to Sean, Mark, Julie and Roger for putting on another wonderful show. The UK Slot Car Festival has to be one of, if not the biggest slot car events in the world and it is now very well established as a 'must not miss' event. Once again the weather over the weekend was brilliant and I do not think I can remember it ever raining during a festival weekend.

It was also a very busy weekend for our Club which once again had a major role in the festival. In addition to running the NSCC Live stage and the other NSCC competitions we also had a Club table on the main concourse at the top of the escalator. This new location enabled us to meet and greet people as they were coming into the event. If you attended this year, as you



entered you will no doubt have been given an NSCC carrier bag complete with an NSCC membership application form (thanks to our new promotions officer Helen Richards). All this significantly helped to raise the Club's profile this year and as a result the Club did brisk business signing up new members and selling Club cars.

Over the two days we had tremendous help and support from some of you the members. Too many of you to list here but you know who you are. I would like to take this opportunity to thank all of you who volunteered to help the Club (and also my fellow Committee members) for your support and hard work during the weekend. I hope that you are all enjoying your MK1 Escort NSCC/UKSCF helpers car which really is stunning and will I am sure be much sort after in the future.

Once again this year the Club ran several competitions during the festival. Jeremy and I managed to judge all the tracks at the event in order to determine who had the best track this year. As all the tracks are of course very different we scored them over a range of criteria (including the friendliness of the people running them) and their drivability which of course meant that we got to try them out. Jeremy was particularly hot on the drag strip although I didn't do too bad on the wall of death.

The overall winner of the track competition was Dave Jessett's Slot Track Scenics Silverstone circuit which really was a superb layout. Dave also launched their new MDF scenic boards at the event and the Slot Track Scenics website has more information about this new product with plenty of images of the track. Well worth a look. ➡➡



Second in the track competition was an amazing Stars Wars themed track presented by



the guys from the 'Racing Room' in Nottingham complete with a Millennium Falcon and real static pedal cycles for putting power to the track. Third was the remarkable Wall of Death presented by the team from Pendle Slot Racing. Both these tracks were both a little wacky but tremendous fun. Congratulations to all three winners.



The final competitions were two timed Beetle track competitions on both the Saturday and the Sunday in the NSCC Live hall. Congratulations to the two winners of the Beetle track competitions Taylor Smith and Gareth



Brooks. Their prizes were two Carrera Beetles which both had an absolutely stunning metallic red colour scheme.



Finally at this years festival we launched the 2016 Club car which is a wonderful Teamslot Escort RS2000 in a very striking green colour scheme. I have ordered mine already (as we are now taking orders) so do not miss out, put your name down for one. Most people should have their Guy Edwards Brabham from last year by now and I am sure you will all agree it's a terrific slot car. Well worth the wait.

NSCC/UKSCF Jaguar E types and NSCC chrome GT40's

The draws have taken place for the remaining red NSCC/UKSCF Jaguar E-Type helpers cars from last year and the NSCC chrome GT40s. The chrome GT 40s presented in the NSCC display box are certainly very special. Priority for the E-Types went to overseas members.

Both cars were oversubscribed and consequently not everyone who applied for one was lucky enough to be allocated one. You will have been notified by now if you have been allocated one of the cars, so congratulations if you were successful and commiserations if you missed out.

NSCC Committee

At the end of September this year the current term of office for members of the current NSCC Committee comes to an end. As you know the term of office is set at two years. The current Committee members are all currently willing to stand and serve for another two year term.

However if any of you would also like to stand for any of the six elected roles on the Committee (Chairman, Secretary, Treasurer, Membership Secretary, Editor and Promotions Officer) you can put yourself forward. In the event that two or more people wish to stand for any of the six elected positions on the Committee an election will be held and all the Club members will be able to vote for one of the candidates.

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, with ballot papers being issued in the August Journal for return no later than 26th August. Should you wish to stand in the first instance please contact the Club Secretary Vince Albani by phone or email: secretary@nsc.co.uk Remember it's your Club, you will also need to provide an update photograph of yourself and an election address of no more than 500 words at the same time.

That's all for now until next time. ■

MRE / Wolverhampton Slot Car Club Pre '65 Le Mans & SCCA Classic 2016

By Graham Pritchard

Ok, so I'll break with tradition here then and actually mention the racing in one of my race reports, but please don't panic or stop reading it, it's only the basic regulations in reality, I know that's not what I normally do, but we won't spend too long on it honest, but it needs a tiny bit of explanation in order to set the scene as this event, the MRE/Wolverhampton slot car club Pre '65 Le Mans and SCCA Classic 2016, which was for hard-bodied 1/32nd scale cars as run at either Le Mans or in the Sports Car Club of America (Sports Car) races from 1949 to 1964 (inclusive) which was split into 2 classes with the Class 1 cars being from 1959 to 1964 (inclusive) with a maximum tyre width of 11mm measured "side wall to side wall" and then the Class 2 cars being from 1949 to 1958 (inclusive) with their maximum tyre width being 8 mm, and again being measured "side wall to side wall".

Right, that's that out of the way then, so we can now talk about the day itself and I think that we have come to the end of an era to be honest, as these Wolves events now seem to be "less well attended" than they used to be every time now but with the "2016 UK Slot Car Festival" being the following weekend then maybe that had something to do with this one having several "no shows" when compared to the entry listing on Slotforum I wonder?

Never mind, the show must go on, and on it did, with popular Wolverhampton "newcomer" John Roberts only building his car and entering "very last minute" and then going on to come 2nd in the Concours event with his rather nice



AC Cobra (Revell Snap-Tite body and Penelope Pitlane chassis) and to also win the "Special MRE award" for the day for his enthusiasm, performance and entertainment when he managed to catch a car in mid air with one hand in order to save it from hitting the floor! (wish I'd caught that one on camera!).

There was also a special award to Lee Thomas for this being his first ever race event of any kind and for coming 3rd in the Concours event also.





Sorry, I forgot to mention the winner in the Concours event, and that was none other than “Wolves regular” Alexis Gaitanis and when I say “Wolves regular” I mean “regular” as in he does travel from Greece every time to do these Sunday events, honest! And it was great to see him back again having had a couple of years away from these events for one reason or another.

It was also great to see my old mate Rob Wallader back at Wolves as well as we all thought he’d left the hobby for good a couple of



years ago now, but right “out of the blue” I saw his name on the SF listing and thought “nice one” and here he is doing his two favourite things, eating and race control. But which one is he the best at I wonder?

So, with a couple of “new faces” racing together with a couple of “old faces” returning, then combine that with a load of “regular racers” there was a well varied mixture of racers out there on the grid today together with a wide selection of scratch-built cars as well, as you can see in the enclosed photographs and the lower level of attendees also enabled a lot of the visitors to “double up” and run a car in each class, which helps make the lengthy journeys that some of the racers make to this event even more worthwhile and in the end the top three for each class were as follows:

Class 1 (later cars 1959 to 1964)

1 - Mick Kerr.



2 - Richard Welch.

⇒





3 - James Noake.

Class 2 (earlier cars 1949 to 1958)

1 - Ian James.



2 - Dick Smith.



3 - Mick Kerr.

So a big “well done” to the winners, and another very special “thank you” to Gary Cannell of “MRE” for his sponsorship of this



year’s event once again and I’ll leave you with a few more photographs from the day and special thanks also to Erik and Diana for doing all of the cooking today as it just wouldn’t be the same without the bacon sandwiches etc.



Alex Fear shows “No Fear” when up against one of the best!





Whilst Phil Insull takes it a bit too seriously when I said "pose for the camera then"



on the day, hopefully the even will continue next year, but of course that is dependant on us getting enough entrants, time will tell. ■



Whereas Paul Leyshon just gets on with selling the raffle tickets as if I wasn't there



And here are the raffle prizes together with the trophies for the day and believe it or not, I actually won one for a change!

So to finish up, here are my final photographs of some of the various cars raced



NSCC 2016 Club Car- Teamslot Ford Escort RS2000

By Jeremy Naylor

For those of you not at the Slot Car Festival this year, we are pleased to announce that this year's Club car is to be produced by Teamslot, in conjunction with Steve Wright of Staffordshire Slot Cars, the UK distributor and will be the popular Ford Escort RS2000 in an exclusive NSCC livery, of green and gold. There are to be only 200 of these produced for the Club, and if Steve's previous Escort RS2000 releases are anything to go by will prove very popular and may sell out very quickly!

The livery, whilst a fantasy one, contains the Club's adopted colours, and also has the NSCC logo on the roof with a race number reflecting the fact that this is the 20th car the Club has produced as a members car for general release.

the cost of these cars is £50.00 plus postage, details of which are on the enclosed form, which should be completed if you wish to order one of these cars and returned as directed with your payment. For those members who have applied at the Slot Car Festival, we would ask that you complete the form enclosed and send with your payment if you did not pay on the day for the car.

The cars are anticipated to be delivered during September of this year, we appreciate that last years cars were delayed, but we are assured that this will not be the case this time,



however whilst we anticipate them being ready for the Havant swapmeet, we obviously cannot be responsible for any delay outside of our control I'm afraid.

Finally, the photographs shown here are of the pre-production (computer rendered) approved sample, so the final version may differ slightly, in terms of the final colours etc.

So please get your order forms returned as soon as possible, in the event of over subscription a draw will be held with all applicants being entered and chosen at random and those selected notified whilst those unsuccessful members will be put on a list should we have any cancelled orders and their payments returned accordingly. ■





Carrera attended the annual UK Slot Car Festival at Gaydon, which provided a chance to showcase new cars and demonstrate the high performance digital track system to slot fans and general public at the famous Heritage Motor Museum.



Slot fans loved the added realism of Carrera cars

Carrera's special Digital 132 display track was met again with a warm reception and gave



Carrera digital demo track



Digital track set up and ready to go



Younger racers put the Carrera cars through their paces



those attending a chance to try out an exciting array of cars and take part in a series of races on the purpose built demonstration track.

Amongst the cars on display were the latest Carrera Evolution 1/32 scale cars due for release this month. These are;
 CA27507 Porsche GT3 RSR Lechner Racing,
 CA27515 LaFerrari,
 CA27513 Corvette C7 No 50
 CA27514 Lamborghini Huracan LP 610 Blue.



Racing line

Further information on Carrera and the latest range of car can be found on the website at www.hobbyco.net or Facebook/carrera-UK-Slot-racing. ■

The 2016 Slot Car Festival At The British Motor Museum, Gaydon

By Graham Pritchard

If I've got my facts right then this was the 6th year that this event has taken place, and I can immediately tell you that next year's event has already been booked by Roger, Sean, Mark and Julie for the weekend of the 13th and 14th May 2017, so that's some very good news already, and I've only just started doing this!

But anyway, back to the 2016 event and having started to write this report on the Saturday night then my view of the Saturday was that it was an absolutely brilliant day and the time just flew beyond comprehension as by some minor miracle I was wide awake at 5.50am and I actually managed to leave the house at 7.40am and arrive at the venue at 8.30am and for once, this was actually before some of the other exhibitors had arrived. Which has never happened before as George Turner and many of the regular other traders would also be able to tell you!

I had also gone along the day before to help "set up" and parked by this absolutely



Not quite "whistle whilst I work"

immaculate Mini Cooper but I must apologise here to anyone that thought I wasn't really helping much as the week before I had done something to my shoulder/upper back that had left me in agony for a day or two and so with it still feeling a bit "odd" I dared not risk it recurring and so I ended up just chatting and taking some photos of everyone else setting up. ➡



A very nice Mini Cooper outside



J.P and Roger Barker smiling at the start



Pendles setting out their wares

One photo that I never got but now wished that I had was the one of that Rover BRM Turbine / Jet Engine car from the late 1960s that is currently housed in the very smart new building.



The new part of the museum, housing plenty of Jaguars and the overspill of the main collection

But was actually outside on the car park on Friday with the bonnet and doors open and with several extremely lucky mechanics surrounding the car whilst the engine was “revved up” and I can tell you now that the sound was absolutely amazing so what a job to have, eh?

The closest I can get to that now is to show you this picture of the slot car version that was on sale on Phil Smith’s table in the swapmeet.

Along with a few other very obscure/ very rare cars like some “Police cars” and some other



I missed the real thing!



A Police car that I can just about remember!



Porsche Transporter, a working slot car you know!

very weird but wonderful slot cars including this very nice Porsche car transporter together with the prototype of Phil’s recently commissioned “25 years in business” VW Camper van that he



The original camper van - prototype No. 0

had made in order to celebrate his “25th year in business” that Jeremy (the Editor) briefly mentioned in his Editorial in last month’s Journal.



For lovers of 1960's Scalextric (like Bearwood's very own Dave Parish) then there was this exquisite Vintage Bentley set that Adrian Norman had for sale



And these other period items caught my eye and camera also



Along with the most Pink-Kar cars ever seen in one place at the same time, perhaps?



Some of the latest stuff from Pre Wing



And these from MMK

So, what else can I tell you then? Well, this for a start having failed to recognise Jeremy last year as soon as I got there, then the same thing happened to me again this year but with Ric Woods from Slot Car Magazine which was one →



Hub Habets very detailed slot car shop

of my “placements” this year as I only ended up parking next to him, oops! But I put it down to the extremely “cool” shades (well he thought they were until he nearly walked into another car) that he was wearing but in my defence, it has been a whole twelve months since I last saw him but anyway, within a couple of minutes Marc Abbot, his partner in crime at the publication had also arrived and so we all then jumped into Marc’s car to arrive at the trade entrance and pretty soon we were all set up and in prime position on their table was this extremely wonderfully detailed building that SCM regular contributor “Hub Habets” (yep, unlike what I thought, that’s actually his real name) had recently constructed and had brought all the way with him from overseas and just look at the attention to detail even the drainpipes and guttering work.



Ric, Hub and Marc manning the SCM table



And my bit of the table showing my creations off to the visitors. The title is a direct quote from some Mr. G. Turner by the way, but what does he know?

Well it would if we could have got away with testing it with a cup of water when Hub wasn’t looking, but we didn’t Hub, honest!



Finished versions of the Mini van and the Morris Minor Traveller “for sale” in the swapmeet area courtesy of my old mate “Scrapyard Paul” Blows and his wife Karen

This was also the 2nd occurrence of “loss of recognition” this year for me as when Ric introduced me to Hub then I realised that we had already said “hello” to each other for two years running in the swapmeet area as our tables backed onto each other oops we just didn’t know who each other was, sorry Hub!

Anyway, the plan for the day was to have the latest issue of SCM open at the page which featured Hub’s building together with another one open that showed my Mini van/ Mini Traveller conversion and with the masters for my creations placed next to them so that the visitors could see them for real as well as read about how they were made etc. I’d also got a few of my resin castings together with some finished versions of the Mini van.



Paul's table at the swapmeet

Most of the “usual suspects” were there in the swapmeet area but I did know that Colin Spark of “RS Slot Racing” could not make the



Mitoos tyres and wheels



The start of George Turner's creations



George's finished articles

weekend due to being “double booked” which was a real shame as he sells some very nice wheels and tyres made by “Mitoos” in Spain and here are a few samples that I bought recently to use on some of my hot rods when I get a chance. I also took these pictures of George Turner’s cars and “starting blocks” of “wooden resin” that he somehow manages to carve into his wonderful range of slot cars that we all love to buy.





And a few more because they really are special!



Just to prove that point here are the ones that I bought off him today being the Jaguar XK120 hard top and the E-Type Jaguar



it's Ford Tango red by the way, just in case you wondered



The man himself and you wouldn't believe how much I had to twist his arm to get him to pose for this one! (Miserable %^&***&^^) and they've still got that picture of that Mini on the wall in the back ground upside down!

So, having spent much of the day "socialising" and "selling" I then remembered that I ought to take a few pictures of the other things that were there which includes this rather marvellous "Minic Motorways" layout that was designed to mix model cars with model railways.



Triang Minic Motorway



Ready to go! The Drag Strip



More mega fast brilliant 1/24 Drag cars waiting for their turn



And the "infamous" Pendle Slot Racing "Wall of Death" that Jeremy didn't have room for in the last Journal and yes, that yellow "blur" to the left of the picture is me trying to take a photo of a car going around it at high speed

Right through to the "standard" plastic track layouts as provided by Scalextric, Carrera etc. through to the wonderfully varied "Slot Rally" tracks that Gareth Jex pioneered from



SlotTrack Scenics Brands Hatch

the very early days right through to this rather brilliant "state of the art" robot cut wooden track baseboard layout that Dave Jessett of "Slot Track Scenics" has designed in collaboration with Nigel Maris of AES Ltd. of Stratford-upon-Avon as I touched upon in the last Journal except that this one was a rather large version of Silverstone that had been especially designed and built for this event and it was rather good I have to say, but it must have taken ages for Dave to insert all of his scenic products into the pre-drilled holes etc., but the overall effect I have to say was very good indeed as you will no doubt agree?

Dave and Nigel are also hoping to have an "open day" later in the year in the Warwickshire area where this track will be set up once again so that everyone can come along and have a go on it.

I must also apologise to David for not getting to his stand until it was "too late" to help him but I did send in the "cavalry" a lot earlier as in Paul P., Mark W., Phill (with two "L's"), Dave A. and Cory at least from our club in order to bail me out so many thanks from me guys for that one.

Now, on the subject of socialising which to me is partly what Gaydon should also be about I must also say that I bumped into "Terry Smith" of "Gaugemaster Controls Ltd." today.

Yes, you know that name from the Journal that several people thank each month and rather than just saying the usual short, but polite "hello" we actually got talking for a change⇒⇒



Terry Smith of Gaugemaster fame!



Ford Mustang models from "Racer Sideways"

and I must say that it was actually very nice to spend some time with Terry as his experience and enthusiasm for the hobby is very immense indeed as he proceeded to talk me through the various ranges that Gaugemaster supply to the slot car world as we know it and he even let me take some pictures of the latest releases and prototypes that he had on the "Company Stand" like this all black Group 5 Lancia Stratos from "Racer Sideways" which then proceeded to misbehave as I struggled to get a very good photo of it due to it being all black I think but hopefully you can make out the rather distinctive shape of the car from the photos that I did take and I also got the latest Ford Mustang models from "Racer Sideways" too.

Through to FLY and their Brabham's that include the NSCC car that Terry Smith

basically conceived by modifying an original Scalextric car from the 1970s and then presented to FLY and said "please can you make it" through to Slot.it which includes their eagerly awaited DTM series of cars. Of which I bought this Limited Edition "plain red" Alfa that Sean from Pendle Slot Racing had especially commissioned with Maurizio for this year's Slot Car Festival, and which needed to be air-freighted over so that they were here in time!



Brand new release and totally unexpected



Group 5 Lancia Stratos from "Racer Sideways"

That has been featured in the Journal rather comprehensively by Mark Hatton over recent months and culminating in the SRC brand that has also recently given us some classic 1970s and 1980s F1 cars that have been "missing" or "in need of updating" to the standards that we can now come to expect from a slot car in today's



Maurizio of Slot.It fame poses for the camera



Martin De'Ath with some of his creations



through to the closely associated "Policar" brand of Andy "Conti" Rowland, seen here with Terry Smith

world, and it was then that I suddenly realised just how much Gaugemaster have "brought to the table" for us over the years given that in the early '90s they were merely "just" the SCX distributor for the UK, and yet they just silently sit there year after year at the Festival almost unnoticed, until you step back and actually consider how much we would lose out were they to not do what they do, so to me they are very much the "unsung heroes" of our world I think, don't you?

I also saw some of the other "niche manufacturers/ enthusiasts" who were there, and without their input then again, the slot car world would be poorer as we would be missing some extremely entertaining and essential areas

of expertise and how boring would it be if we didn't have Martin De'Ath racing his creations around his track which included Dougal the Dog (from the Magic Roundabout for the young ones amongst us), a Mobile Phone, oh, and some proper cars as well like possibly the smallest slot car ever to be built to what must definitely be the largest slot car ever built and complete with a choice of guide position so that you can run on different lanes with it, and apparently it is actually approximately 1/32 scale believe it or not!

Next to him was Gareth from Chase Cars with his interesting take on a chassis for a Mini which looked just the job to me but I don't think it would be strong enough to fill the car with gold though if I'm being entirely honest.

Right, onto the Sunday now then, and for⇒



Chase Cars new chassis ideal for those tight fits



The NSCC/ UKSCF Helper car

me that was time to spend some time on the NSCC table “otherwise I wasn’t going to be able to buy this rather smart Limited Edition MK1 Escort” said Martin Baines, the NSCC Chairman! And rather nice it is too.

Got to say that it was very enjoyable indeed to spend some time and to put names to faces for the first time for some of them. But isn’t that what it should be all about, having a good time, I know that Paul and Karen Blows especially were laughing many times at the antics of our club members when we all met up at their table for a start so don’t be boring and come and laugh at me like everyone else seems to.



My good friend Steve Wright of Staffs Slot Cars who is the UK distributor for SCX, Teamslot and Avant Slot amongst others and who I couldn’t resist getting to pose with Giovanni from Thunder Slot and Ric from SCM to recreate the classic scene from the “Frost Report” in the 1960’s with John Cleese and the Two Ronnies



Adrian Norman and Peter Simpson with some of Martin De’Ath’s creations just visible in the background



Peter Simpson’s Tanker from the Mad Max films, subject to a future article perhaps?

Steve Wright is also responsible for sourcing the next NSCC exclusive Club Car which will be a Teamslot Ford Escort RS2000 in a very



Fritz Jakober

nice shade of green with gold detailing as you will no doubt read about elsewhere in the Journal.

I also had the privilege to meet Fritz Jakober who had travelled all the way from Switzerland to be at this year's Slot Festival and who won the "1964 Scalextric European Championship" which was held in London and none other than the Legendary Jim Clark was on hand to present Fritz with his winner's trophy!

So to conclude, before I go I'd just like to thank Roger, Sean, Mark and Julie for once again taking the time and trouble to all get

together to organise this event over the last five years so that we can all come together for a couple of days and enjoy our wonderful hobby with our friends from far and wide.

We also have their next event to look forward to being the "2016 Festive Slot Car Market" that is being held at the Coventry Transport Museum on Sunday 4th December 2016 where I will be having a table once again and I tend to think of it as a "mini Gaydon" event to be honest as it's another swapmeet with a car Museum to go around, so hopefully see some of you again soon. ■

E is for Eagle, Edsel, Egg, Elva, EMW, Enfield, Enzmann, ERA, Ermini, Essex, Excalibur and Excelsior.

Eagle were Dan Gurney's racing team, with Indy cars powered by Offenhauser and Grand Prix cars powered by Coventry Climax engines before using the specially designed V12 Weslake. By 1973, 22 of the cars racing at Indianapolis were Eagles. Edsel was a Ford Brand, devised to fill the gap between low priced Fords and the higher priced Mercurys. Edsels failed to sell as forecast however, and production ceased in 1959 after just two years.

Rudolf Egg built his own car in Switzerland in 1893, before building Egg & Egli three and four wheel cars, developing aircraft engines and eventually becoming a Renault dealer after the First World War. Elva was founded by Racing Driver Frank Nicholls in 1955, to make Formula Junior cars before making the MGA engined Courier kit car from 1958, also available ready built, and later to be built by Trojan and Tony Ellis until 1968. EMW resulted from the BMW plants that found themselves in East Germany after the Second World War, and built BMW designed cars from before the War until 1955 when it commenced its own designs. Enfield were a Greek owned Company on the Isle of Wight that built electric cars supported by the Electricity Council from 1969 to 1971, who bought 65 of the 108 cars built themselves. Emil Enzmann built Swiss sports cars with tuned VW Beetle or Porsche engines. 25 years later one of his six sons started production again using the original body moulds. Only the coupe versions had doors.

From 1947-51 the latest supercharged 1.5 Litre ERA racing cars raced against 4.5 Litre prewar cars, and apparently excellent racing resulted.

Despite only having Fiat 1100 engines, those

in Pasquale Ermini's classic 1950s and early 1960s sports racing cars were bespoke built and tuned creations, leading to success in the Targa Florio, Giro Sicilia and Mille Miglia.

Essex cars were built in Detroit from 1918 to 1933, and benefited technically from their Hudson parent company, which they outsold. Excalibur built American cars in the 1960s on a Studebaker chassis with Corvette V8 engines that resembled the 1920's Mercedes SSK. Since then the Company has been reincarnated several times by different owners. Excelsior cars were built in Brussels from 1904, and in 1907 they introduced the Adex with a nine litre engined chassis that was adaptable for racing, and an Excelsior was second in the 1912 French Grand Prix. The Belgian Royal Family must have been sporty, as they had an Excelsior. The Company was sold to Imperia in 1929 and became Imperia-Excelsior until 1932, when only the Imperia name was kept.

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

1. Scalextric Legends Eagle Weslake and Lotus 49 Set £172.85 (282003867213).
2. AMT 1/24 McLaren-Elva "Best Offer" *above* £159.99 (361536776463).
3. GTM McLaren-Elva Pro Built Kit £159.99 (351508079213).
4. Scalextric Eagle Weslake £69.14 (110992585698).
5. Aurora HO TJet McLaren-Elva £62.22 (231838265034).
6. Monogram 1/24 McLaren-Elva £53.93 (381641217253).
7. Airfix MRRC Eagle Weslake (Ballrace Motor) £41.00 (231909589448).
8. Airfix MRRC Eagle Weslake with Wings £34.99 (301852668722).
9. Spanish Scalextric McLaren Elva White Team Car £30.12 (301895016712).

⇒⇒



10. Airfix MRRC Eagle Weslake Clubman Special £29.72 (111935777093).

A good showing by Scalextric and Airfix MRRC then, with no less than five Eagle Weslakes in the **E** Top Ten. I wasn't expecting a McLaren Team Car to be in this list at all, but it does say McLaren Elva on the box!

Monthly eBay Watch Top Ten

1. Scalextric Vintage 1960s James Bond Set £1,650.00 (222104097768).
2. Cox 1/24 Ford Galaxie Dan Gurney £1,244.56 (201574226329).
3. Scalextric Vintage V33 Alfa and Bentley Set £1,241.10 (121974166001).
4. Aurora AFX G-Plus HO Porsche Turbo 934 Yellow £805.87 (231923311521).
5. AMT Replacement Parts Counter Display Card £770.15 (152071509493).
6. Scalextric Digital Jadlam Racing Set with 4 Cars £699.95 (331470820799).
7. French Scalextric Vintage Alfa Romeo 8C Yellow £658.88 (291763098086).
8. Scalextric Vintage GK1 Go Kart Set £625.00 (252387239723).
9. Hawk Lancia Ferrari Kit £615.37 (191862308577).
10. Aurora Thunderjet HO Three Chevrolet Camaros £580.46 (331845743965).

A good showing by Scalextric in the Top Ten this month, with even one of those newfangled digital sets challenging the old guard. There must be loads of vintage Scalextric James Bond sets and Cox Galaxies around though despite their high prices, as they regularly appear in the Top Ten. The yellow car collectors have also shown their hand this month. Nice to see a piece of Cardboard Point of Sale packaging being valued so highly,

although it did include some New Old Stock AMT parts, including two motors. Presumably the original cardboard boxes holding the vintage Scalextric sets add a fair amount to their total value too. The big advantage of folding cardboard boxes being used to package slot cars, is you can flatten them and store them in a much smaller space than that taken up by the more expensive, fragile, and more difficult to open plastic moulded display cases that we often get lumbered with instead. I'm therefore pleased to see Scalextric are going back to folding cartons with acetate windows for some of their cars.

Extra Spots

I have had a few emails from Steve Williams this month, who has spotted:

1. Scalextric Control Centre Building £371.50 (361554238324).
2. Scalextric 1958 Tinplate Ferrari & Maserati set £220.00 (282022269633).
3. Scalextric The Derby Horse Racing 4 Horse set £124.00 (291761501409).
4. Scalextric Grubby Incomplete Vintage Alfa Romeo 8C £63.00 (131798943796).
5. Scalextric World Championship 4 Car F1 C888 set £28.00 (191874007320).
6. Scalextric Front Railing for Control Centre £1.99 (231927163981).

Steve Langford spotted a Scalextric Leyland Low Loader Truck last month that made an unusually high £166.96, as Steve said, someone wanted a nice example badly! (291739401615).

The Lego caravan I mentioned was available on eBay last month sold for £52.00 (371612691759).

Gaydon Watch

It took me two hours to find our tickets from last year's Gaydon Slot Festival, but find them I did



and as they were Gift Aid tickets they were still valid for this year's event too, as it was just about within the 12 months time limit for free return entry to the museum. With Chris Rea's Auberge tape inserted in the cassette player (yes my car is that old), I was soon zooming down the M40.

On Saturday I found a beautiful Strombecker Cobra, a Fleischmann Lotus and Ferrari, and a white Pink-Kar Bugatti, while I was as happy as Larry on Sunday to find a rare Airfix Kansas Kruiser Customised Ford Cortina kit that had already been built and mounted on a Scalextric Vectra chassis.



A Tale of Two Motors

I have a folder full of old Slot Car memorabilia, plans of circuits I have constructed over the years, Scalextric and Airfix MRRC leaflets, etc. Amongst them is a draft copy of a letter I wrote to Scalextric back in 1981, which I think is self-explanatory:

Dear Sirs,

I have been a Scalextric Enthusiast ever since I was bought my first set, eleven years ago. Up to recently I have always purchased and raced Grand Prix Formula One type cars. On Wednesday the 15th July however, I bought my first saloon car, a Rover 3500. When I got home I placed the model upon my track only to



discover the slot guide assembly was too low in relation to the front of the car, which pointed upwards at the front instead of being level. To remedy this I filed down the slot guide housing on the underside of the chassis. This improved the 'sit' of the model. I then tested the models' performance. To my dismay it still tended to roll off the corners instead of drifting round them. This was due to the loose suspension system at the front, whereby the wheel in contact with the track would move upwards and rub against the wheel arch, thereby preventing rotation. To prevent this I clipped into place above the original front axle a short length of spare axle rod. I also changed the front wheels and slicks to smaller ones and altered the spacer fitted to the centre of the axle. This produced a rigid suspension which greatly improved handling on corners. To again stop the car from rolling over I fitted a slightly longer Scalextric axle to the rear, retaining the original crown wheel. This again improved performance.

I then raced the car in this form for a couple of evenings. On the third day however the car suddenly slowed down and stopped. On examining the underside I discovered the motor had become hot, and the plastic end pieces of the armature windings had melted, the centrifugal force pushing them outwards and getting jammed in the motor casing. Upon removing the offending pieces however the motor continued to run freely. On replacing in the car though I noticed the motor became stiffer to rotate by hand. To remedy this I filed some plastic from each of the two clips which hold the rear of the motor. On doing so the motor was refitted. It now ran smoothly but was a little loose. I therefore added a slip of paper between the motor and one of the clips. This held the motor more securely but still allowed free rotation. I then refitted the rear axle, ensuring the gears were in mesh, rotating smoothly. I then continued racing, but a day or two later the motor packed up again. Presuming the motor to be defective I replaced it with a fresh motor. This again ran okay at first but has now also seized up through melting of the plastic armature pieces.

⇒⇒



I therefore conclude that either:

1. Both motors are of poor quality, resulting in the melting of the plastic armature pieces, or
2. The car itself is badly designed, preventing cooling of the motor because it is almost totally enclosed.

All in all then this car has cost me two motors, in addition to its' original purchase price. In addition I have another though minor complaint in that no instructions were included with the car. This is of no consequence to me since I am experienced with your products, but for a younger, less experienced buyer this could cause problems.

I feel I should add that my transformer and hand throttles are up to date Scalextric items, as is the track, and ask for your opinion as to what has caused the failure of my two motors.

I have not included the car or motors with this letter but if required will willingly send them to you.

I have never had to complain to you before (Except on the subject of suppression of interference caused by my Hornby Model Railway) and trust that you will give this letter your attention.

Yours Faithfully,

N. Pedley

I received the following interesting reply from Tom Farmer:

Dear Mr. Pedley,

I am in receipt of your letter dated 24th July concerning your recent purchase by your good self of a Scalextric Rover 3500. I have noted your comments and they are well detailed. I gather from your letter that you have previously been racing Grand Prix type Formula 1 Cars. There is no question of doubt that the whole rally range of saloon cars is totally different in performance from the models that you have previously been racing.

All of the cars have a similar arrangement at the front to the Rover 3500 and they do as you say give completely different handling characteristics. They are not designed to hug the track when racing round bends in a similar fashion to the Grand Prix cars rather the exact opposite. They are designed to allow a certain

amount of tail out sliding. They certainly do have a tendency to roll, but this we consider to be part of the difference of the rally range to the super formula cars.

I am sorry you have experienced problems with the motors on this model and I am supplying herewith two replacements for those that you have had to purchase.

With regard to your comment concerning the instruction leaflet not being present in the car, for the last five years an extremely detailed and complex leaflet has been included with every set purchased and we consider now that the purchaser of Scalextric cars as individual components will be buying them to add to his/her existing layouts and as such either have a leaflet covering the maintenance of cars or sufficient experience so as not to need one.

Assuring you of our best attention at all times.

Yours sincerely,

HORNBY HOBBIES

T. Farmer

Brand Manager/Scalextric



I wonder how Rover 3500's are doing on eBay these days? Let's take a look:

Rover 3500 SD1 eBay Top Ten

1. Lot of 6 Police, 5 Triplex, 4 Patrick Motor Group, and 2 Taurus Rovers £118.00 (222106403885).
2. Pair of 1996 NSCC limited edition Silver and Green Rovers 'Best Offer' above £77.20 (262447169014).
3. Triplex and Red (Flying Leap Set) Rovers, plus 2 BMW's and a TR7 £56.00 (252316023875).
4. PMG Rover plus 8 other cars including SCX Renault 5 £54.00 (131792895196).



5. Police Rover plus 8 other cars £51.57 (391431438488).
6. County Police Rover £42.00 (182116546387).
7. Triplex Rover £35.00 (252338867549).
8. Golden Wonder Rover 'Best Offer' above £29.99 (252397577964).
9. Taurus Rover £29.99 (322041301238).
10. Triplex and PMG Rovers plus 3 other cars 'Best Offer' over £25.00 (262437190937).

Surprisingly not a Marshal's Rover in sight, I was amazed the reasonably priced Marshal Rover I spotted at Gaydon stayed on the dealer's table for most of Saturday, I nearly bought it myself, but thought it would be greedy to own two! ■