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Diana Francis - Honorary Life Time President A Fortnight of Fast Cars

As you read this I should have returned from a long weekend away at the Le Mans Classic with a few other fellow NSCC members and will be about to embark on another weekend visit to the excellent Goodwood Festival Of Speed, both events hopefully being rain free and unseasonably warm?

Of course there is also a flurry of Formula 1 races on at this time as well and I shall (to some annoyance of the wife) be getting my money's worth (as they say) from my Virgin "Special" upgrade package by being able to watch the Sky F1 coverage at a much reduced monthly rate (six month special Mr. Naylor for your customer loyalty to Virgin Media!).

There is of course also the World Cup ongoing, and whilst I don't generally watch much football I do watch this spectacle, after all England may surprise us and of course I have to watch my chosen team in the office sweepstake, ah.....as I write this Spain have just gone out on penalties, there goes my fiver!

Not sure about the rest of you, but I am also missing being able to attend a swapmeet, it is a long time until the next one in September, so I am having to make do with the local car boot sale, where after a number of attendances over the weeks, last weekend I finally got what I perceived to be a bargain in that I secured a Scalextric Accessory Set boxed (grandstand, Dunlop bridge, skid chicane, rumble track etc.) for the bargain sum of £5 (it was up for £8!) with the grandstand only missing a couple of bits, of which I had spares, and no it was not the drain pipe but was one of the seats and a speaker. There was also a couple of extra bits inside the box, being some airboxes for later '70s/ early '80s cars more people and additional crash barriers.

We have already had a number of applicants for the Ramsgate weekend in November, but there are still places, so get those applications in and please do not leave it to the last minute and of course the same goes for the forthcoming IFSCC race in October. Until next time.

Jeremy



MESSAGES

FROM MARGATE



email: factory@nsc.co.uk

By Pete Simpson

Last month I advised that I'd continue to complete the report on the first half year catalogue whilst also sharing a few more of the H2 releases. Well, as we should now expect, life doesn't always pan out as anticipated: just when I was confident my scheme was sound, Scalextric went and released yet more models! The popularity of these two examples in the Autograph Series is likely to be polarised between the keen BTCC fans out there and those who believe that turning a profit is morally indefensible.



The latest two are both BTCC cars, although from different generations and are retailing at a slight premium for £45. The Ford Sierra RS500 of Robb Gravett is Special Edition C3781AE whilst the Honda Civic Type-R of Matt Neal is Special Edition C3861AE. So, back to the original plan with details on more of the cars listed in each of the catalogues.

H1

Having compiled the list of cars that I'd not yet illustrated I realised that I still couldn't complete the task of covering all the H1 cars whilst still allowing space for a few of the second half models so it seems as though future "Messages" will continue in this vein. Next month could be predictable...or maybe not?

Javelin

Scalextric's catalogue entry for this model, C3921, is a bit vague, if not inaccurate: they state the Race as Roy Woods Racing and the driver as Roy Woods. There's no doubt that Mr. Woods had an interest in the car but he certainly didn't host the race. A more likely summary would be that it is the Roy Woods Racing entry in the 1971 TransAm Series as driven by either Tony Adamowicz or Peter Revson: they





shared this and the number 69 car for the season. Either way, Scalextric have done well to find a second livery for the Javelin that isn't red, white and blue, albeit this is probably one of the cars that went on to be repainted in AMC colours for 1972, not dissimilar to C3875.

From images I've found it all looks to be correct, the American Motors Dealers logo on the rear wing places it towards the end of the 1971 season possibly as raced at Donnybrooke International Speedway where Peter Revson finished second.

Chevrolet Camaro



The cars from the Historic TransAm series continue to be good sellers: doubtless they have a special appeal in the USA but they are also

very capable home racers and do come in a varied range of decorations. Although this isn't the most complex of liveries, the plain white with big, bold race numbers and a scattering of contingency stickers seem to suit the car. Larry Drover's Laurel Racing owned and raced this Camaro in the 1971 and 1972 TransAm series, with factory support due to the team's success in 1970. Although Larry himself drove in some races, it was also shared between Larry Dent, Larry Bock, Hiroshi Fushida, and Carmon Solomone. In 1971 the car was badly damaged when crashed by Hiroshi Fushida but was fully restored and continues to race today. The car is now owned and raced by Stephen Sorenson: this model, C3922, depicts it as seen in 2016. Alas, although it is a HD release, as a race car it won't include working headlamps but it does have rear lights.

ANZ Sierra RS500

Oops, another minor catalogue error, sorry but the race had been renamed the year this car competed. James Hardie's sponsorship of the race ended in 1987: for 1988 Tooheys assumed the role. This model is of the car in which Klaus Niedzwiedz, Allan Moffat and Gregg Hansford competed the famous race at the Mount Panorama Circuit near Bathurst. Unfortunately, they failed to finish although the similar car of Tony Longhurst and Tomas Mezera won and became the first turbocharged winner of the "Bathurst 1,000": it was also the first four-





cylinder winner since Bob Holden and Rauno Aaltonen's achievement in a Morris Cooper S in 1966. Despite the erroneous catalogue entry, the car is adorned in the correct race livery: in this instance it has been tampoed rather than water printed and looks crisp with the "ANZ" logo nicely laying into the door shut lines. C3910 should be readily available as it has now been in the shops for a couple of months.



TAG Passat

All of this year's current BTCC racers were announced in January so there's no excuse not to emulate last year's grids once all are in the shops. I've previously shown factory renderings of this model but here's a couple of photos of the actual prototype: I couldn't spot any obvious deviations from either the CAD images or the



race car as seen on TV. There's been a few of these VWs released so far but they sell well and each offers a new, distinctive colour scheme. This model, C3918, represents the TAG Racing's Team HARD car as driven by Jake Hill. His standing at the end of the season was 20th having had a few respectable results in the top ten but unfortunately having lost too many points through non-finishes.



Turkington BMW

The final BTCC car for this year is the BMW Series 1 NGTC of Colin Turkington, C3920, in which he came second in 2017, twenty one points behind the championship winner Ashley Sutton's Subaru Levorg GT. It won't be possible to recreate the whole grid as the Subaru and a few others haven't (yet?) been produced as slot





cars but the overall impression can be achieved due to the range of entries that Scalextric have created.

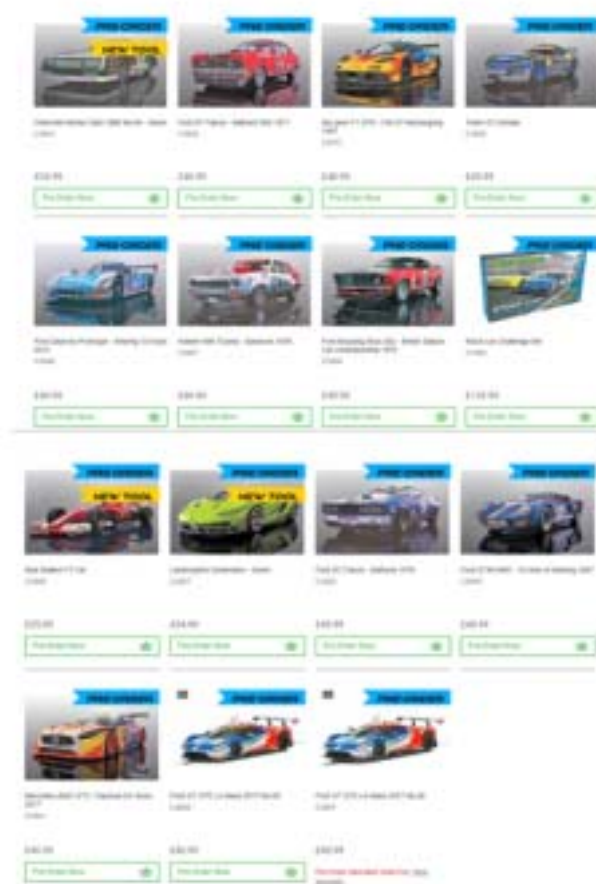
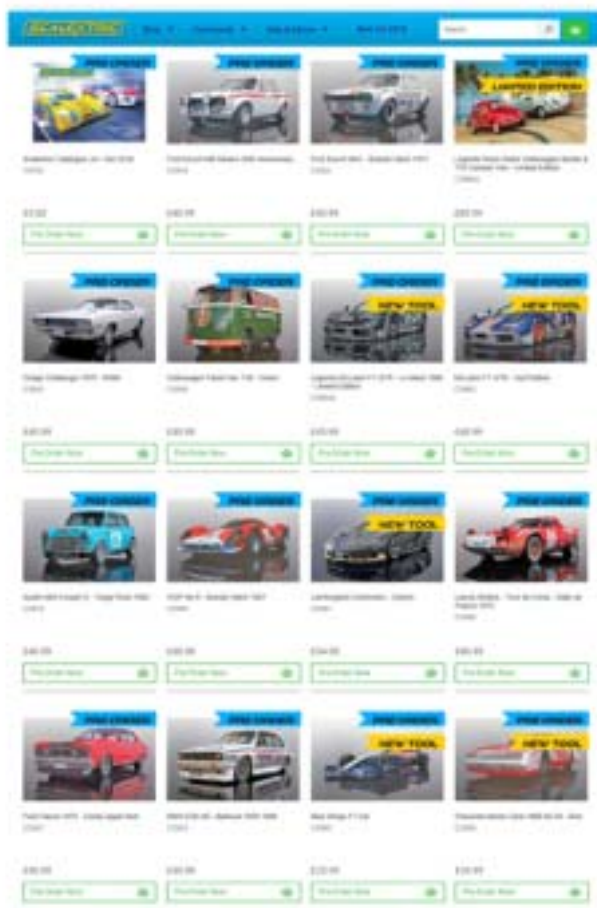
H2 Releases

The following subjects are all now listed on the Scalextric website but a July-December catalogue will be required to review the full extent of the second half year releases. The catalogue won't break the bank but, just in case a copy can't be located, take a look at www.scalextric.com, go to the New for 2018 section and then follow the drop down link for the H2 releases. Here's a snapshot of what will

be found, pretty impressive when added to the initial announcements. I can't be certain, but considering the number of models I saw when I visited Sandwich in April and the additional prototypes on display at Gaydon in May, we should expect most, if not all, of these by the year end.

Ferrari 412P

Scalextric bring us another Ferrari sports prototype, but not the one predicted: originally the word was that we could expect C3946 to be a yellow P330P4 as raced by Ecurie Francorchamps but the model to be released is this 412P instead. It represents the number nine car, chassis number 0854, of Maranello Concessionaries Ltd. as seen at Brands Hatch in the 1967 BOAC International 500 when driven by Richard Attwood and David Piper to seventh place. Although there were minor body changes between the 330P4 and 412P the main difference was the engine: the 330P4 has fuel injection and three valve heads whereas the 412P is a different block fitted with two valve





heads and carburettors and only intended to be sold as customer, rather than works cars. But, as with many racing cars, parts were swapped and cars were rebuilt and re-designated. It appears that this car was originally constructed as a 412P and retained that identity, unlike some which started life as 330P3s. I'll leave it to the readers to research and trace the changes from 330P3, through the 330P3/4 to the 412P: I have at least three different development stories depending on which book I choose.

I've only included a single photo here, plus a Scalextric image, as when I visited a few small details were still to be resolved: trust the official image as the colour of the example I saw was definitely due for revision. However, the logos all appear to be correctly sized and reasonably well

placed: the orange spot could be further up the door, the mirrors are wrong for this car but others look correct and the small BOAC decal brings back fond memories of the various races they sponsored.

Ford GT40 Mk II

Full marks must go to the model selection panel at Scalextric for deciding to produce this GT40, although they could be accused of laying a trap for the casual observer. The obvious comment would be that it's just a reincarnation of C3066, a Sebring 12-hour entry. Well, look again. The earlier release was of the 1966 entry but, with C3916, we have now moved on a year to 1967 for another rendition of the same car, chassis 1031, again at the Sebring 12-hour Race but including plenty of significant changes. Take a look at the details, apart from the headlamp covers. The '67 car had the "P" on a round





background on both sides, had gained a pair of central stripes, had “Ford” was added to the sill stripes, had colour-coded wheel centre nuts as on the Mk4s, and Firestone logos on the rear wings to reflect the change in tyre supplier. Results also improved a year later as, rather than the DNF of 1966 when driven by Dan Gurney and Jerry Grant, A. J. Foyt and Lloyd Ruby brought it home in second place, twelve laps behind the MkIV as modelled as C3859.

The Scalextric version has been upgraded with the latest guide, has easy conversion for digital use with a DPR chassis, slightly grippier tyres and it even gets the high intensity Xenon effect front lights which were missing from C3066 as the headlights were depicted covered. Although C3066 had a couple of subtle errors in the tyres being badged as Firestone and the “P” being erroneously added to the non-drivers’ side door it was always a very good representation: this latest release would appear to be an even better depiction of the car as it was raced in 1967.

Team Broadspeed RS1600

The 1971 Brands Hatch Wiggins Teape-sponsored Group 2 race, won by John Fitzpatrick in his 1,800cc BDA powered Escort RS1600, was typical of the top level saloon car



racing during that period with a grid comprising an interesting mix of cars. Scalextric can still produce a host of new models if this niche of British motorsport is to be captured at home as they have produced very few pertinent Camaros, Mustangs or Minis. For a full race report on this particular event, as well as details on the championship, visit: www.touringcarracing.net.

True to the period, the car carries the minimal amount of advertising or decoration: a distinctive Castrol stripe and logo, the team name and a few smaller sponsors. Comparing the model to web images, these all look to be about right for the race although fitting slick tyres would make it more convincing.

50th Anniversary Escort

I mentioned this car last month but as I only had room for a single photo it's worth a revisit. So, ignoring the wide wings which were definitely not present on the production cars, and the fact that the Mexico didn't appear until 1970, this latest Escort does capture the image that most will have of the model.





A recent trip to the Haynes Motor Museum illustrated the ease with which confusion can be propagated. Their example of the breed has a door emblem that does little to alleviate the confusion: the celebrated date does not refer to the car, rather to the museum itself. But, if Escorts are in the blood, they'll sell you a 50th anniversary celebration tee shirt depicting a post '73 RS2000 so you can proudly look forward to it being current in five years' time!



McLaren F1

The choice of cars to release is always a tough decision between making more of what's gone before and being radical and producing something that no other manufacturer has yet released. This latter route can be bordering on the suicidal as there could well be a reason for anyone else having not grasped the straw: poor sales forecast, too difficult to achieve viably or



even the fact that it won't perform in 1/32nd scale. Scalextric have demonstrated their facility to take risks by giving us models that few would have predicted, some of which have proven to be respectable sellers. But, there's always going to be the temptation to release models that are, hopefully, guaranteed to generate healthy sales, no matter how many have already been produced by other manufacturers, by doing it better. The McLaren F1 GTR probably falls into this category as although there are many Ninco examples to be found at swapmeets, new examples are not so easy to procure. Having had an opportunity to study the Scalextric version, I'll accept that it looks the part, should perform well and is likely to invoke enthusiasm from Scalextric fans that desire a model of this famous vehicle. For the initial releases there are three options: two £40 High Detailed versions and a specially packaged, ➡➡





Limited Edition, collectors' version: the only one I've seen so far.

C3965A represents the Kakusai Kaihatsu Racing entry in the 1995 Le Mans 24-hour race, driven by Yannick Dalmas, Masanori Sekiya and JJ Lehto. They took an unexpected win due to the faster WSC cars, competing in the prototype class, succumbing partly through fragility and partly due to the rain which eroded their power advantage. At 16:00 on the Sunday five McLarens finished in the top six: complete domination was spoilt by the second placed Courage C34 of Bob Wollek, Éric Hélary and Mario Andretti which, after a hectic few laps towards the end, came home just three minutes behind the lead McLaren.

The Scalextric model employs an in-line Mabuchi motor, has working lights front and rear, is DPR and sells at a slight premium of £5 over the other two models. Only 2,000 of this version will be available so it's probably a good idea to order one now as it's certain to be a complete sell out.

AMG Mercedes

I'm sure I made a comment last month on Scalextric's method of decoration that I could cut and paste into a summary of this release so I'll leave it to readers to refer to the previous "Messages" for details. This Mercedes AMG GT3, C3941, as seen at the Daytona 24 Hours in 2017 has to take the honours for one of the





brightest. Drivers for the race were Kenny Habul, Boris Said, Tristan Vautier, Maro Engle and Paul Morris: most of the teams had three drivers but several had either four or, as with the Sun Energy 1 Racing Team, five! Sadly, they didn't finish but still managed to complete more laps than three cars which were recognised in the results.

Hornby News

It is often said that none is good: hopefully the doyens are correct. For the last couple of months there has been very little public comment on the company's fortunes, although the share price continues to bounce along close to its all-time low. This may be simply because the "experts" have no bad news to relay and they can fill reporting space with other headline grabbing information. Hornby just need time for the markets to realise that they have now got a measure on how to bring the company back to



profitability and the share price will surely follow. The next public announcement was due in June, although not until after I'd sent this instalment to Jeremy, so I hope to include an update next month.

However, there is some news from Margate. In part of the old Hornby site, a new railway museum has been established after purchase of the site by Locomotive Storage Ltd. (LSL). On the second of June Bittern, Gresley Class A4 Pacific N° 4464, arrived as the second of many exhibits. It joins the last example of a Mersey Rail Class 503 Electric Multiple Unit which arrived at the end of May. Whilst Hornby haven't produced a model of the EMU, they certainly have of the A4 Pacific. They've even posted a few images of the real loco arriving, with the model in the foreground. No opening date has been announced but I'll see what I can find on my next trip to the Isle of Thanet. ■





Welcome once again to Carrera Corner, there are four new releases for July. We mentioned these models in the March Journal when looking forward to the new releases expected this year. These models were available to order for around £37.00 at the time of writing.

CA27566 PORSCHE 911 GT3 RSR LECHNER RACING

The Porsche 911 GT3 RSR Lechner Racing “Carrera Race Taxi” provides a most exciting taxi ride! Cooperation with “Lechner Racing” has enabled Carrera to give motorsports fans a unique opportunity to take their passion out onto a real racetrack. The “Lechner Racing” Race Taxi gives participants a chance to speed around the famous Salzburgring next to a professional driver. The dream of experiencing



the sensation of motor racing excitement can be a reality for several fans. As a memento for those who do get the chance to enjoy their own taxi ride, and for the fans that can’t make it to the Salzburgring, Carrera has produced the Race Taxi model in red, white and black.

CA27569 PORSCHE 917K SALZBURG #23

We have another version of the Porsche 917 which was one of the most successful racing cars of its time and the first to win many championships in the most powerful cubic capacity class. In the 1970 season Porsche developed the short-tail body with optimised handling. The French 24-hour race that year was of great importance to Porsche’s latest model back then. Porsche Salzburg sent out the number 23 Porsche 917K onto the grid. Driven by Hans Herrmann and Richard Attwood the racing car in its red and white livery won the race and drove into the history books. Staffordshire born Attwood raced for the BRM, Lotus and Cooper Formula⇒⇒



One teams. He competed in 17 World Championship Grands Prix, achieved one podium and scored a total of 11 championship points. Hans Herrmann is a former Formula 1 and sports car racing driver from Stuttgart. In F1, he participated in 19 World Championship Grands Prix, debuting in August 1953. He achieved 1 podium and scored a total of 10 championship points.

CA27571 BMW M4 DTM M MARTIN #36

The new version of the BMW M4 DTM uses innovative technology to boost performance in comparison with the predecessor model. The model finished, in blue and white, replicates the BMW M4 DTM driven by Maxime Martin. He drove this car to a top 10 position overall in the 2017 DTM season. Maxime Martin is a Belgian professional racing driver and son of four-time Spa 24 Hours winner Jean-Michel Martin. He now competes in the FIA World Endurance Championship with Aston Martin Racing.



CA27581 CHEVROLET DEKON MONZA #1

German drivers and manufacturers dominated international motor racing in the 1970s, Chevrolet decided to produce a racing car that would boost the influence of the Americans in the world of motor sport once again. The new racing car was based on the serial production version of the Chevrolet Monza and was produced by DeKon Engineering. 'Stars and Stripes' decals were omnipresent due to the USA's bicentennial celebrations in 1976.

The first Dekon Monza was built in 1974



and those that followed were built to the customer's needs and specifications. The chassis was built with a tubular frame and weighed approximately 2,400 pounds. This gave the 600-horsepower engine an excellent 50-50 weight distribution.

I came across the unusual Carrera set via a local charity with whom I have connections as it was donated to them. Pete tells me that the set



was never imported into this country although the two cars will be familiar as they were released about three years ago and are still available. They are the Audi A5 DTM as driven by the German Mike Rockenfeller in 2014, race number 1 and the Formula E Audi Sport ABT as driven by the Brazilian Lucas Di Grassi, race number 11. It has never been used and the box remains unopened and in a cardboard outer box.

The Hobby Company are the official UK

distributors for Carrera slot racing sets, cars and accessories. "Carrera UK Slot Racing" Facebook pages provides information on all UK releases including Go!!! Evolution, and Digital 143, 132 and 124 as well as news concerning Carrera.

For further information or to find your nearest retailer go to: www.hobbyco.net or you can go to: www.carrera-toys.com.

I hope to have more news from Carrera next month. ■

Ciao everyone and welcome to this month's edition of Forza Slot.it. With the Slot Festival now slipping into the near past and maybe even a decent summer on the horizon then perhaps many of you will not be spending too much time on slotcars? For me, I hope I get some time to do some (more) people painting to add to my circuit as I purchased several packs of different figures at the Slot Festival. Might take me a while but with longer days and decent light I had better get cracking. In the meantime I guess I had better give you all the latest from Slot.it and Policar eh!



Well, Terry got some additional information to me from the Slot Festival but work stopped me adding it in last month's copy so I will do that first. The new Policar Toyota GT86 (POLCT01A) will definitely be available with the #17 Gazoo racing liveried version being the first to appear, maybe around September time. This will be joined by Ref. CT02 Subaru WRX and CT03 Maserati GT4 models later on. However, Terry also informs me that a new F40 model has been announced (POLCAR03C/

Toyota GT86
#17 - GR Gazoo Racing



F40 No.40 Silverstone 1995/ no additional details available yet) and the gorgeous B2 Ferrari F1 will be with us in the fullness of time, as well as the 190E Mercedes! At the moment I have no idea on delivery dates for these other new models, but I will let you know as soon as I find out.



I will also share with you the Official Policar release information that Terry passed on to me, I quote:

New Policar Models For Home Racers

"The new Policar line of entry level models is a great way to start slotcar racing with robust yet properly performing models aimed at racing at



home. We've designed these cars with our younger customers in mind: new, modern cars with worldwide appeal, lights, a simple one piece chassis, 'easy change' braids, and of course Slot.it plastic wheels and tyres for a smooth ride. They're the models that will also be featured inside the Policar boxed sets. The cars can be easily converted to digital racing with our digital in-car ICs. Main features:

- Chassis: rather than the usual Policar/Slot.it chassis, we've opted for a simpler, single piece solution.
- Magnet: the cars are supplied with traction magnet, because it is likely that these models will also be used on tracks with very limited grip, such as those found in many homes. The same cars, when found inside the boxed Policar sets, will not have a traction magnets, since Policar tracks will feature adjustable power supply and good mechanical grip.
- Wheels: assembled from Slot.it plastic wheels and inserts, to guarantee their roundness, a tried and tested combination on all other Policar models.
- Lights: front and rear lights will be standard on all these models.
- Upgrades: most Slot.it high performance racing axles, crowns, tyres and wheels may be used.
- Chassis upgrade: a 'racing' plastic Slot.it chassis will be made available for these models, or alternatively, 3D printed units will be available from our Shapeways web printing service."



I must say it all looks very promising and I am certainly looking forward to this new direction from Policar as the new cars appear to be ripe for upgrading and I certainly expect them to be of very good quality based on the recent track record of all the recently released Policar models. Cheaper cars to get the young ones into our hobby and the ability to upgrade them with the quality Slot.it range of products also looks like great news for rug and club racers alike. I think a new starter club class could be on the cards at a club near you when these model are finally released later in the year? The new Policar track system? Well I still want to have some in my mitts and check it out before I pass my final judgement on that. As far as I am concerned, from my own garage track layout, Ninco track has set a very high standard for good grip, consistent electrical continuity and durability as every time I use mine it just works faultlessly, every time.



To wrap up the Policar section, I am very pleased to say that another glorious March 701 is on its way in the form of CAR04c #23 from the Monaco F1 GP of 1970. This particular car was driven by Ronnie Petersen, otherwise known as the "Super Swede" who was a two-time runner-up in the FIA Formula One World Drivers' Championship. This particular car will also feature a revised new chassis design but as to what that is exactly then I do not know. As soon as I find out I will update everyone. Check out the colour scheme of the real race car and it looks an absolute little stunner to me so certainly (another!) March that I will have to add to my collection being a bit of a Ronnie P. fan as well. Look closely at the picture and it looks like a piece of, probably aluminium, has been wacked on the front of the car just behind the nose number roundel for some extra aero! I ➡➡

sure hope Policar add that onto the model just as it is? Undoubtable, as I remember watching these races in my youth, (and like several drivers before and since) Ronnie would surely have been an F1 World Champion had it not been for his untimely death running down for the first corner of the F1 Monza GP in September of 1978. Ronnie did not die from the crash, but from complications due to the injuries sustained. Another sad loss to the racing world and his team mate that year, one Mario Andretti, went on to win the 1978 FIA Formula One World Championship racing for Team Lotus. I suspect we will not see this model till closer to the end of the year.

Moving onto Slot.it now and we can expect a few more cars as these models have now been confirmed in the form of:

SICA31c Lola Aston Martin DBR1-2 #008 as run at Le Mans 2009 in the ever popular Gulf colours, I reckon this one will fly off the shelves so a pre-order may well be a must?

SICW21 Matra-Simca MS670B #11 and part of the Le Mans Winners Series. This is the 1973 car and being as I have all the others of this iconic car then a no brainer for me. Again, I believe this will really sell out quickly, back in a minute, just going pre-order mine now!

SICA35c the Alfa Romeo 155 V6Ti DTM car as driven by Christian Danner in the Donington DTM 1994 race that I touched on in last month's article. Looks fabulous, but as I mentioned previously, even though these cars are mustard on the track it is very similar to a couple of other cars already.

Release dates? Well watch this space but should definitely be this year.

In the shops now/by the time you read this with an official release date of the 12th June is



the latest in the line of McLaren F1 GTR models. This is SICA10L with an eye watering vibrant zingy main yellow colour with a few blue bits to tone it down as well as sponsor logos. If the sun is out when you read this then keep your sun glasses on! I certainly did as the sun is blazing outside, 28° or more as I type and my eyes are wilting under the glorious glare of this model as I have just opened the box with my car in it! You will certainly have no trouble spotting this one on your home or club circuit no matter what warp speed it may be travelling at! This would be something like the 11th version of this particular model but being as this was the fastest car ever built (at the time) and designed by the legendary Gordon Murray it is always a no brainer for me and straight into my collection.

Born in 1994 and costing approx. £540,000.00 (base price) at the time the original car was not destined to be raced but the order books turned out to be disappointing and so McLaren changed their mind. What happened the following year turned out to be a few records as the car finished outright 1st at Le Mans in 1995, as well as 3rd, 4th, 5th and 13th with DNF's in 30th and 36th place. The records: winning Le Mans at their first attempt (Ferrari were the first to do this in 1949), the first Japanese and Finnish drivers to win at Le Mans and probably the most significant was that McLaren became the first (and only to date) manufacturer to have won Le Mans, the Monaco GP and the Indy 500. The only driver to do this so far is Graham Hill but Fernando Alonso now only has to win the Indy 500 to join him. Mind you the Le Mans win this year was a race of 1 team/2 cars in the LMP1 class so not much competition really! I wonder if Slot.it will model the winning Toyota Gazoo Racing TS050 Hybrids with Alonso as the driver? Liveries will be limited! Anyway, getting back to the F1 GTR and it continued to be successful at Le Mans until 1998 and then had several more competitive years so I think Slot.it probably have several more liveries yet to come. I still find it hard to believe that only 64 road cars and 28 GTR versions were ever built along with a combined total of 104 if you count all the prototypes and special tuned versions. Several



race cars have been converted back to road specification and the last F1 that I can find sold was for \$13.75 (around £9 million at the time) in October last year. With all that in mind then I guess the list price of around £63 (approx. £52 from dealers) for a current Slot.it McLaren F1 GTR is a bargain then!

This variant is #27 as raced at the FIA GT 4hrs of Donington race in 1997 and piloted by one Gary Ayles and Chris Goodwin (featured driver/ both UK) where sadly they finished in 13th spot with the best placed F1-GTR in 3rd behind a couple of Merc CLK GTR's for that day in racing history. Not to worry, this long tailed version would have sounded glorious on the track and will look great on yours so don't forget to add one to your collection as well as me.



Now onto this month's review car as kindly supplied by Terry from Gaugemaster which is SICA05f, Nissan R390 GT1 from Le Mans 1997 as driven by Martin Brundle (Brit), Wayne Taylor (South Africa) and Jorg Muller (Dutch born but Germany/featured driver) which finished a resounding 30th place overall (DNF) in the GT1 class. A slightly odd ball choice as Slot.it have not produced a Nissan R390 for a few years now and then out of the blue, or



should I say black? Up pops this one. Maybe, because we have the 3 Le Mans 1997 race cars (SICA05b/c/d) and now 2, 1997 Le Mans test cars (SICA05a/f) then maybe we can expect the last race test car, that would be #22 along next? So that Slot.it can maximise the use of this moulding? There is also the Brundle SICA05e Estoril test car that I presume was used for some shake down testing prior to the main event at Le Mans that year.

To be honest, Slot.it don't have much choice left for this particular moulding as the Nissan R390 only raced twice, that I can find, in Le Mans 1997 and 1998. Considering that Slot.it have now produced most of the 1997 cars and a test car for 1998 (SICA14a) plus the four race cars (SICA14b/c/d/e) of 1998 then that only leaves any missing test cars from both races and that would be it. Perhaps I should mention SICA4a in red as that is the road going version of the racing R390. Problem is, Nissan only ever built one road car (again from what I can find) to satisfy homologation rules and that is in blue, guess someone at Slot.it should have checked a bit closer? Now Slot.it also produced SICA14R1 which is one of the "Raw" racing series of models which I have not counted as that is just plain orange and not a real racing or road car livery. I would have to say, from my perspective, it is certainly not a pretty car but Slot.it should be congratulated for producing it as with so few real liveries they can produce then the returns on the mouldings etc. will not be that high compared to say the McLaren F1 GTR mentioned earlier.

As far as real race results for the cars go then Le Mans 1997 had 3 entries that saw the highest placed car #23/ SICA05b in 12th place overall and 5th in class but #21/ SICA05f and #22/ SICA05d as DNF in 30th and 34th respectively. Le Mans 1998 was a much better year as all 4 works cars entered finished the race classified as 3rd/ #32/ SICA14b, 5th/ #30/ SICA14c, 6th/ 31/ SICA14e and 10th/ #33 / SICA14d which was the green and silver one as all the others were light blue and white.

So with that little lot out of the way, what do I think of the actual latest model? As I mentioned⇒⇒



earlier, looks wise it is a bit of a mutt but Slot.it have produced an excellent model. However, either they modelled mine with some crash damage or Quality Control (QC) standards have slipped a bit. You should be able to see it quite clearly in several of the pictures I have taken but the rear end shot is definitely the “best” or should I say, the most obvious worst one! The rear wing is at quite an angle and has obvious not been pushed all the way into the locating wing body strut holes before being heat welded to the body. I guess I could carefully scrape out the heat weld from inside the body, push down and then glue in its correct place which I may well do one day. Suffice to say that on the slot black top I don’t think the downforce will be affected too much!

What else to mention? Well, overall the car is a solid matt black finish with just race numbers with a white panel, Japanese flag of white and red, Nissan logos in red on the doors, rear wing and rear end, drivers names and nationalities on



the roof and Nismo in white on the nose and rear, that’s it. However the “glass” panel over the engine bay has some unknown Japanese writing on it (maybe if we have a Japanese speaking member out there they can do a translation and send it to me?) and some very nice engine/suspension detailing inside which is a great little detail. Probably the best bit for me would be Wayne’s helmet as it is very well executed along with some seatbelt detail and a couple of other bits of cockpit interest which will require keen eyesight and a torch to pick out. A couple of other moans on my particular model would be the single windscreen wiper blade which must be generating lift to counteract the rear wing as it



is hovering a couple of mm above the windscreen! Then when you look at the rear lights, the inner l/h side light is not level (like the other 3) but pointing slightly up so I guess QC took the day off for checking my particular model?

Being as I currently have all the other SICA05 cars in my collection I thought it might be a reasonable idea to compare them. The two test cars #21 and #23 look identical apart from the obvious driver names and race numbers but all the red Nissan sponsor logos look to be a very slightly different size between the two models. The rest looks the same. Compare that to the Estoril test car and that is even more bare. Again it is in a plain matt black livery but now there are no race numbers or drivers names. In fact all you have are a very sparse smattering of Nissan and Bridgestone logos in white, that's it, you really could not get much less! Now when you move onto the race cars then at quick first glance they all look the same apart from the obvious race numbers, driver names and coloured squares (#2/pink, #22/white and #23/blue) at the top of the windscreen to help identify each car. But then, because it is so simple, your eyes/ brain just fill in the bits and you think they are the same until you look again and find that all the other main sponsors on each car are different, but the logos are basically in the same places on all the cars being the nose, door sides and roof with:

#21 having Clarion, Addzest, Unisia Jecs and Zexel logos.

#22 having Clarion, Calsonic, Unisia Jecs and Zexel logo.

#23 having Calsonic Xanavi, Clarion Unisia Jecs and Zexel logos.

All the other minor sponsor logos etc. are the same across the 3 cars but perhaps the best bit



is the overall gloss red and black finish of the car which makes such a difference compared to the matt black test cars. Still does not make the car a stunner to me but certainly much less of a mutt!

Opps, nearly forgot, but all the various driver helmets and cockpit detail is again spot on for each car and the rear wing, windscreen and tail light woes of the current car are all perfect on the other cars. The '98 cars also have the addition of Potenza on the tyre sidewalls to go along with Bridgestone that is on both. Like I said earlier, most unusual for Slot.it to have multiple QC slips on one model. Hopefully, yours will be free of these minor imperfections?

Just for completeness I then cracked open the 1998/ SICA14 cars and did a quick comparison against the 1997/ SICA05 cars. Again at first glance, apart from the obvious overall colour scheme, drivers names and so on it all looks the same but when you look from above it is obvious that the later 1998 cars are some 5-6mm longer in the tail. Just like the real cars that were modified to have longer tails to aid in the cooling of the engine and gearbox, which had caused the 1997 car so many problems, the Slot.it model has faithfully reproduced this detail. Note that everything else about the two models is really basically the same until you get to the last few mm's of the rear deck. However, look closer still and you can see other small detail differences as well. At the front, the grill area is slightly changed, the sills closest to the rear wheels have been modified, the '97 cars have some coloured exhaust detail (not the test cars, plain black) but for the '98⇒⇒





cars this has been removed and replaced with just holes and then round at the rear is the biggest change with the '97 car just slopping down over the tail of the car but the '98 car is that bit longer, has an aero raised lip wing and the light clusters and whole of the rear are different to the '97 cars. Funny thing is though, just like the '97 cars, the '98 cars have the same sponsor logo differences between the 3 white and blue cars. The green and silver car is just totally different with regards to the livery. Well there was one other thing, the rear wheel rims on the '98 cars have a deeper indent than the '97 race cars and the test car was flush. The last thing I noticed was that with the latest car, the bright red towing eye protrudes out from the front grill, but for all the others it is much further back inside the grill.

So various body shapes compared and scrutinised, what about the chassis? As far as wheel centre's and guide blades go then they are exactly the same across all the cars. Mind you the latest SICA05f car is an anglewinder configuration as opposed to all the other



SICA05 cars which are an in-line configuration. When you look at the SICA14 cars then a couple of them are anglewinder as well being SICA14c/e. Does this matter? I guess to the racers it does as, along with SICA14R1, the anglewinder configuration is generally recognised as being the best option for racing. For me, as a home (sometimes) racer these days, then it won't make any real difference on my track and so not something I would worry about. Performance wise, I have never really known a Slot.it car to struggle! But if you need more then Slot.it have plenty of performance bits 'n' bobs for you to while away the hours tuning your car to get it into the optimum race configuration for your preferred style of slot track racing.

So conclusions for this particular model? Well, I guess I need Slot.it to churn out the 1997 #22 car in test livery so that I have the complete set of race and test livery cars! As for the 1998 cars then I think I can do without all the test variants if they are all white, but if they are different then maybe there is an opportunity for Slot.it there to maximise that particular body? What do you think?

That's all for this month so I will sign off with my continued thanks to Terry at Gaugemaster for his excellent support of the NSCC and to his speedy recovery, it was good to see him at the Slot Festival and of course thanks to Slot.it/ Policar for the additional news I have reported this month.

Ciao and arrivederci till month. ■



As we know the weather in this country can be very fickle, So, I hope that you are all enjoying the good weather. It has certainly been very hot and now is the time of year to be outside rather than spending time on indoor pursuits. Before too long I guess we will all be complaining about the heat or lack of rain, so enjoy it while it lasts.

Roger Barker A1 Slot Racing

Like many of you I was very shocked and saddened to see the devastating effects of the recent flooding that occurred at Roger Barker's A1Slot Racing premises. It was truly terrible and we all feel for Roger and everyone who uses the club. Last year Roger very kindly hosted the International Federation of Slot Clubs race event using their wonderful track.

There will not be many of us who have not been helped by Roger at some time or another. So, it was nice to see was the support that Roger has received from people from within the slotcar community. The Club has donated some Club cars to Roger and we wish him well in getting everything back up and running.

We are a small fraternity and it is important that we all support Roger and all our regular traders who are mostly all members of the NSCC in any way that we can, particularly at

times like this. We need to remember and acknowledge the friendship and service that they provide for all of us. Imagine where our hobby would be without them.

Scalextric 1/24th Scale Track

The club has recently acquired a Scalextric 1/24th scale track. As you all know 1/24th track which played an important role in the history of Scalextric is quite rare. When an opportunity arose to acquire the track, the Committee felt that it was important to preserve this piece of Scalextric history and wanted to provide opportunities for you the members to see it and try it out.

The track will be taken to NSCC Club events only starting with the Leeds Swapmeet in October and then to the NSCC/Hornby weekend in Ramsgate in November. The track will need looking after. Although it looks as new as it was when it was manufactured 1/24th Scale track can be easily be damaged if mishandled. It was somewhat harder than plexy track and can easily break so we need to take care of it.

Club Car

Many of you have asked if the Club is going to produce a Club car this year. The answer is that we are and it will be a Scalextric car. We are currently sourcing the car and will be providing more information on the Club car soon. So, please look out for that in the coming months.

Trade Mark

An important question these days seems to be this, when is something real and when is it a fake? In relation to slotcars this is a particularly important question when one looks at the values of certain models.

The value of our own Club cars always exceeds their original cost to members shortly after they are released. They are also highly prized by people who are not Club members once they are sold on the internet. The Club brand in that sense is consistently strong.

Consequently, a couple of years ago the Club trademarked our logo. We felt that this was important so that members knew the →

provenance of what they are buying and that Club's brand was not being misused. The Club has intervened when misuse of our logo has been suspected.

So, if you are uncertain as to whether any slotcar offered to you as an NSCC car is in fact a real NSCC car please contact a member of the Committee. All official NSCC cars carrying our logo and have an example in the Club archive so this can be quickly clarified. A simple rule of thumb is that if there is not an example in the Club archive it is not an NSCC car.

NSCC Committee Elections

At the end of September this year the term of office for members of the current NSCC Committee will come to an end. The term of office is set at two years as you probably know already. 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 you should submit your name and membership details along with an address of not more than 500 words and a photograph of yourself for inclusion in the Journal.

Please be aware that the closing date for nominations will be the 28th July 2018 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. Remember it's your Club, that's all for now until next time. ■



The Gadget Show's 'Scalextric' Slot Car Land Speed Record Attempt, 2018

By Graham Pritchard

Believe me or not, but a few weeks ago the phone rang and when I answered it, it was a lady called Nina from “The Gadget Show”, and she said that she had got my name off the internet and our Bearwood Scalextric Club website, and that they were going to be featuring a slotcar speed record attempt, and then she asked me whether I would be able to help her make it all happen?

So, having listened to what she said, and having asked her a few questions it then, unfortunately transpired that we at Bearwood were not going to be able to help her with the various tasks that she needed us for, but I knew somebody that could, and ultimately the task ended up with my good friends at the Wolverhampton Slot Car Club, but due to other commitments, unfortunately Malcolm Scotto and Chris Aston have not yet been able to supply me with a write up of how that day went with Ortis and the film crew etc., but don't despair, as if all goes to plan then we will feature that part of the story in a separate article, but in the meantime, here's how the actual record attempt unfolded at that very well known Drag Strip called “Santa Pod” as most fortunately for us, the NSCC's very own Adrian Norman was also on hand in order to “officially witness” the attempt for the Guinness Book of Records, and therefore prove that the record had in fact, been broken. So, I'll hand you over to Adrian now to tell the story of that part of the event.

As with most TV programmes I've had the privilege to work with over the years, a phone call arrives from the production company to which the usual response is “Thursday! What,

this Thursday?”, and so it was again when “The Gadget Show” contacted me in May asking for help in staging a piece for the show's episode running a theme around speed.

Ten years prior to this, in 2008, I had also helped “The Gadget Show” with the first land speed record for a Scalextric car in the grounds of Chatsworth House, where we set the Guinness Book of Records speed of 983.88 mph for a regular Scalextric car on a bumpy grass lawn.

It wasn't the most ideal of locations by any means, but we persevered and set a good speed worthy of being recorded. A Scalextric formula open-wheeled car was used with standard Scalextric compatible running gear and motor.

The “North One” production team's phone call from their manager, Nina, carried a tone of desperation, they had had little response or help from the slot companies that they had contacted, despite the guarantee of prime time TV coverage to their target customers and the opportunity to show off their latest tech and products you would think better? Well, enough said!

The production team wanted someone who had previously worked with them on the first



land speed record, and who could therefore ensure that the same conditions and rules were applied and could also act as an adviser, troubleshooter, scrutineer and witness. Good job that I like a challenge then!

As it transpired, my job was the easiest. Whilst I checked, recorded and photographed all of the technical aspects for the Guinness authorities, the hardest jobs went to our fellow slot colleagues involved with the record attempt. The Cast:

Driver:- Ortis Deley, The Gadget Show

Co.Driver:- Craig Charles, The Gadget Show.

Timing/ Speed Calculation:- Scott Dumayne, North Wales Slot Car Club.

Chief Mechanic and Car Preparation:- Andy Brown-Searle, ABS Slots.

Track Laying Team:- Ian Weir, Doug Edwards and their event team, ThinkScalextricEvents.co.uk.

Technical Witness:- Adrian Norman, SlotCarPortal.Com.

After a rushed handful of days trying to get the equipment and logistics sorted, all parties duly arrived at “Santa Pod Raceway” to set up and film the event.

Excellent! A venue with a nice smooth flat surface upon which to lay the Scalextric track.

It was a sunny start to the day, yet there was a sharp and cold wind running down the drag strip.

The track was laid down and a long cable of power taps was also laid alongside which connected to the Scalextric Sport Track approximately every 10 feet for the entire length of the required 165 feet (the scale mile) plus a further 30 feet or so at either end for accelerating and slowing down.

The Guinness Book of Records Land Speed Record for a (Scalextric) slotcar allows the car to cross the Start line and then the Finish line at full speed, in both directions. An average is taken of the two recorded times and the scale speed calculated. A power supply set to 4 Amps and 15 Volts, as per the previous attempt, was employed. Timing has to be to 1/1000th of a second and so “DS” Slot timing equipment was utilised.

Standard cars were used to test the track and power continuity. The track laying went well.



After a few simple teething problems with continuity were sorted out, a spell of sunshine saw the track suddenly take on a ‘saw-tooth’ profile!

For those of you who may have been at the Guinness Book of Records Longest Scalextric Track at Brooklands a decade ago, it was observed that the power of the sun’s heat would easily cause previously flat Straight track sections to expand and cause some track sections to stand almost vertical giving a Himalayan profile!

With the track sorted, some scenic effects and buildings added, it was time for Andy to put the car to the test.

As required, the car was a Scalextric model, a BMW Z4 GT3 and was prepared by Andy with Slot.it running gear and a compatible motor to fit the standard Scalextric chassis.

Testing proved that even with an almost glass-like unwrinkled drag strip like Santa Pod the surface was not ideal. Simply, it was evident that the Scalextric track was not flat enough!

The ‘plexy-track’, as it was originally called in the 1960s, is still, well, umm, plastic and very flexible! With the occasional outbursts of sunshine and constant cooling from the sharp breeze a flat surface was just not going to happen.

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During the course of a long day, we fine-tuned the drag strip track, the timing equipment and the Scalextric car in between the film ‘takes’ required for the TV show.

Remembering that “The Gadget Show” is as much about their presenters as the products on the show, the show’s current presenters are Craig Charles and Ortis Deley and, with guidance from the show’s producer, the story would be unfolded before the viewer to enjoy ‘their’, i.e. Ortis and Craig’s, record attempt challenge.

Eventually, in the late afternoon, it was time to film the record attempt. Everybody took their positions, and the cameras rolled.

Ortis, as it was with Dallas Campbell ten years previously, took the hand controller and accelerated up to the first timing line. We all watched as the car hurtled along the scale mile. Now was not the time for the car to de-slot or an electrical continuity issue to occur!

The BMW powered onward, and with great relief, across the final timing beacon. It looked like a fast time!

Then, the second run, but this time in the opposite direction, was also successfully completed.

Excitedly, Ortis, spurred on by Craig, ran

over to Scott at the timing station where we declared the measured time, ably recorded by the “DS” Slot timing equipment.

Carefully, we calculated the speed from the average of the two recorded times. An average of something close to 3 seconds across the 165 feet was required. Ortis demanded the time!

The witnessed average time for a run in both directions was recorded as 3.071 seconds, giving a scale speed of 1,172.2566 mph (actual speed of 36mph). Record broken, so mission accomplished!

Psst! What Ortis doesn’t know though, is that prior to setting the official record, in many test runs we recorded unofficial times at sub-three seconds, so WE know that 40mph and this record can be broken! So, who’s up for the challenge then?

Uuummmm, I wonder what we can do about that then, Adrian? But what a great result from all of the hard work that everybody put in then !

And it also made a nice change for slot racing to be shown “more seriously” on the TV shall we say than it has often been in the past, so all in all, a great piece of TV for the hobby then, I’d say.

Roll on the next article when we get to see the story of how the car was built at Wolves also. ■

BITS & PIECES

BY GRAHAM PRITCHARD



Now that Gaydon is out of the way once again, then “it’s back to normal” here for most of us I guess, but I must say “well done” to Jeremy for once again very successfully managing to condense the rather large “1st draft” of my Slot Festival report into something that would actually fit into the Journal in the end and also leave room for somebody else as well!

Trouble is I take so many photos that we’re never ever going to be able to fit everybody in, so apologies once again if you didn’t make it into the report this time unfortunately, but you never know, you could get lucky next time perhaps?

SRC News

OK, there are always going to be some “carry-overs” from the Gaydon event, and this is one of them, as you may have seen that SRC were effectively sponsoring Hub’s superb “Flat Over Crest” rally track at the event by supplying the cars that were used throughout the weekend on



this track as part of the “Let’s Go Racing” event, as well as supplying the prizes for the overall winners as well and by all accounts they performed rather well from what people are⇒⇒



saying, so a very big “thank you” to Dovile and the rest of the SRC team, who are comprised of Marco Antonio Camino the Production and Design Manager, Jesús Cobo the Sales and Competition Manager and Dovile Stonaityte the Community Manager.

Now, whilst I never quite got to say “hello” to them in person, I did get Marc Abbott of Slot Car Magazine to persuade them to write us a few lines about their experience of being at the Slot Festival for the first time, so I’ll hand you over to Dovile Stonaityte (who is their Community Manager) now to tell us how they saw the event:-

Nice experience. After doing several international fairs like Nuremberg, SRC decided this year to visit the UK Festival thanks to Marc Abbott and Ric Woods presenting us with this opportunity.

The experience was very enjoyable and we got involved because we thought it would be productive and interesting for us. We have agreed to make ourselves known as a new team eager to work and with a lot of interest in the British market. Likewise, the contacts we have made



have been exceptional, because it is very important for us to have a good relationship with everyone for the good and growth of the sector.

The fair was very welcoming, we had a great time trying the different activities that had been planned and thanks to Slot Car Magazine we were able to feel at home.

Speaking of the activities, we had representation on the “Flat Over Crest” rally stage of the master Hub Habets with our Ford Capri RS 2600 for rally and our Peugeot 205 T16 EVO 1 and EVO2. The modelling was excellent, a fantastic track and with many details that made it amazing.

We were very satisfied and are eager to repeat the experience!

The fair was not only for professionals, which made it more interesting because all the public that attended there had the opportunity to try the different tracks and variations of this hobby.

Congratulations are due to the organisers, because it gave the opportunity to children, mothers, fathers and grandparents to enjoy these slot activities.

We are proud to have sponsored all the tracks in the “Let’s Go Racing” events with our cars as prizes for the races that were organised.

To finish, we missed the presence of clubs as we are keen to gain a presence there in order to offer our products, create competitions, tests, annual championships and major races at international level. We would have liked to have established a rapport with the clubs, because for us it is one of the most important projects in SRC and we believe that fostering a relationship with them will encourage the growth of competition, which is the life of the hobby.

Personally, and on behalf of the SRC members who attended, we want to write that we have taken something very important from this adventure to the 2018 UK Slot Car Festival and that is the friendship we have created with the representatives of Slot Car Magazine, two great people who have offered us hospitality at the fair as if we were three more people in their team.

Thanks from the heart and hopefully until next year!

Uuummm, sounds like they enjoyed that then, doesn’t it, and I’ve just seen that the dates for next year’s event have also been announced now as the 18th and 19th May 2019, so we’d all better get our diaries out now and “save the date” as they say so that we don’t double book it and then not be able to attend (and in my book

that's still plenty of time to get ready then, or will I live to regret saying that I wonder when the time is passing rather rapidly as the date approaches, so if you've got any more F1 cars that you want making from scratch Marc then please tell me ASAP – OK!).

George Turner News

I wonder if the batteries have run out yet in that little “sounds effects” thing that George had at Gaydon?

Whatever, it did also amuse me to see that George recently titled one of his “News” posting on his website as *“Slightly Late Gaydon News”* on the 15th June, now only he could do that, I guess and if you will excuse the “French” as we in England often say at times like this, then only George could say this as well!

“For the past couple of days we have been sorting out and organising our wheel inserts, so I am now bored shitless” (but Jeremy might have swapped a couple of the proper letters for *and^ etc. by the time you get to read it though just in case there are any children reading this?).

Uuummmm, but actually having thought about it, of course there won't be any children reading this, as it's produced on paper and they can only read things on iPads and tablets etc. nowadays, so maybe we are OK with the full version then Jeremy?

Anyway and once again, it's another great “Georgism” as I've decided to call them now, as his most up to date “News” posting is entitled “I



do not stick to plans”, and that's because he still hasn't done the Aston Martin DBR1 yet, but instead has diversified slightly as you can read now:-

Hi Graham,

I have just been finishing the Bedford CA pick-up truck. I think it looks very good, and a bit later in the year I will be modifying it with a crane in the back so that it will become a recovery vehicle.

As another side project I have also modified my Falcon into a Falcon Ranchero, but I think that that will be enough pick-ups and Utes for now though.

My main projects are still the Willy's Jeep and the Aston DBR1, which I am hoping to have the prototypes finished for in the next few weeks.

We are just going into our quiet time of the year now where the whole of the rest of Europe goes on holiday and stops buying toy cars.

Regards George

Now, believe me or not, but I'd never seen the CA pick-up, but having Googled it then it sure does look really good as George says, and very “from its time” I think as well.

At Gaydon I did collect my CA Van and also a Chevy cab over engine car transporter as well after George had said that he had saved me one as well, so you never know I might actually get around to building them over the summer, but just like George, I never stick to the plan either, so who knows what might actually happen then!

Amato Chassis Design News

With Angelo now preprogrammed to send me regular updates about his creations, then this⇒





is what I found in my Inbox a few days ago, so looks like the “few days off after Gaydon” didn’t last very long at all then for Angelo.



He’s also done one for the Scalextric Maserati MC-12, which is a bit of a bonus as I tried to repair one of those for a friend a while ago and I ended up gluing the chassis bits altogether in the end so that it would all go together a bit easier and be more like all of the other cars.



And if you’re into 1/24 then he’s also done this Sunbeam Alpine/ Tiger one as well, so all in all, another very busy month for Angelo once again.

Falcon Slot News

I’ve also had some more news off UK Importer Steve Wright about the latest Falcon Slot Cars





that are on the way soon, and for collectors of orange Jagermeister cars then you'd better start saving/ place your pre-orders pretty shortly as that one is very nice for certain! But if orange cars are not your thing then there are also some others to choose from instead.



Professor Motor News

The good news for us over on this side of the pond then is that I've also now managed to persuade Brad to write me a few lines for the NSCC from time to time, but before I tell you what he has to say, I must put the record straight about the company "Professor Motor" itself as I have actually got the facts very slightly incorrect as the "real" Professor Motor is not actually Brad, it's actually a guy called "Andy Smith" but he's not "our one" either I must also hasten to add, but you can see a bit more about him here if you want to: <https://www.professormotor.com/Articles.asp?ID=133>.

So, apologies for getting that one slightly wrong then Andy, but given that Brad has ended up drawing the short straw for two years on the trot now then and had to travel to the UK and "endure" the absolutely brilliant Slot Car Festival, then I do wonder how long it will be before Andy ends up making the journey himself as well, unless Brad is telling him that it's rubbish and totally not worth it of course as a means to ensure that he can keep coming as well (but I'm sure that he isn't, honest!)

So, as you may remember, at Gaydon Brad was selling plain white body kits of the '63 and '65 Galaxies as well as a '67 Fairlane that have recently been remade by "Professor Motor" from the original moulds that Revell were selling⇒



in the UK a few years ago now, and should you fancy any for yourselves then you can now get them off Gary Cannell at MRE here in the UK.

Now, as well as these bodies, "The Professor" has also been hard at work talking to Ninco and these talks have now resulted in the remanufacture of the formerly obsolete digital dual-lane changers, pit-lane entry and exits, and single lane straights.

These products will be shipped shortly according to Brad, and they will be complete and ready for you to install oXigen, Scorpius, or even N-Digital electronics, and the intended timetable is that they should all be available for purchase by the end of July, but at present there is no information on who will be stocking them, but I'm sure that Brad will tell me pretty soon though. So, as Brad said to me at Gaydon then, "Professor Motor are up for the challenge of getting things done if at all possible, whoever the manufacturer may be" so good one Andy!

Slot Track Scenics News

Due to having had only a very quick chat with David and Guy at Gaydon, then I thought that I'd better get the latest news directly from David this month then, so here goes:-

"Hi Graham,

Here at STS we have only just about recovered from all of our exertions building our version of Barcelona and



getting it all ready for Gaydon generally, but we have also had to cope with Guy going off to start training as an RAF Officer as well, and so as you can probably imagine, we are missing his ideas and energy somewhat, to say the least.

However, once he gets through the first few weeks of polishing boots, learning how to iron shirts and march in time etc. then I am sure that he will be coming up with ideas of things for me to do once again. But just before he left, we did manage to get two new items together.

The first is a Podium to go with the Scalextric Control Tower (C8319) which was sadly recently discontinued but I guess that plenty of you will still have them, so this is our new Acc. 15 Podium set which contains an unpainted 4 piece wooden podium that you can Superglue and paint, a table, a tray, and three champagne bottles plus decals for the Podium and the bottles, and all for £9.95 and available now (NB - The Podium background shown in the picture may also be made available separately).

The second new item that we are developing is an addition to our range of modular panels. This will be MTP-16 and it will function either as freestanding hill simply going up and down, or by separating the two halves it can make a bridge, or with appropriate support it can also act as the "up and down" pieces for a whole elevated section of modular track.

However, we do still need to produce some supports for this, and do some more testing, but the basic principle seems to work.

Whilst our modular panel range is quite expensive due to the cutting costs, the great beauty of them however



is that whilst you can have the level of detail of a permanent circuit, you also have the flexibility to change the track from time to time, and you can also start small and add panels over time in order to grow your circuit as you so desire. I'll hopefully be able to tell you more next month.

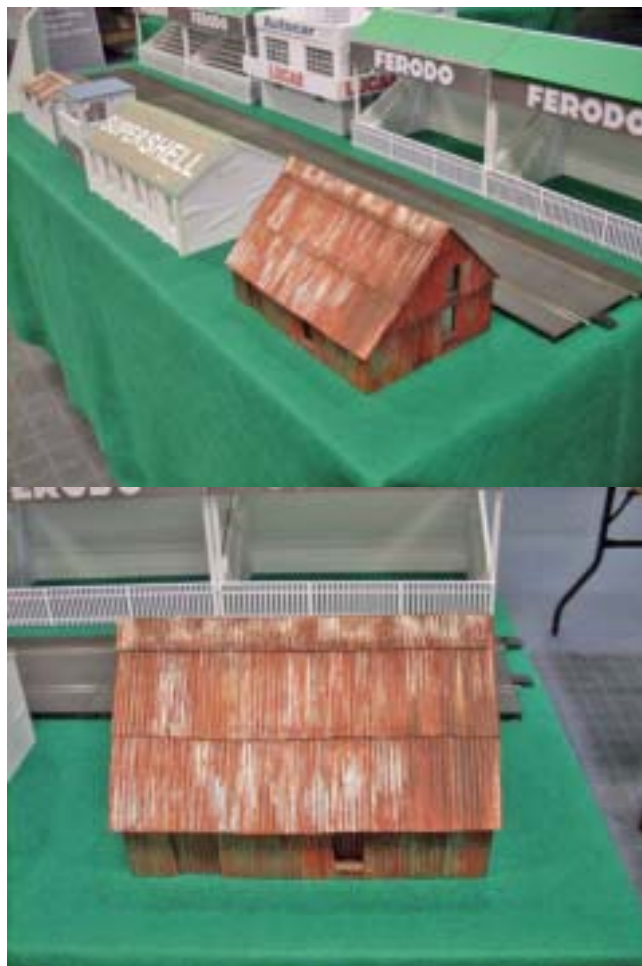
Best Regards, David Jessett"

As somebody who doesn't really follow the real world then I must say that that podium does actually look really good and just like what I see on the news when Lewis has won his latest race, so good one David.

GP Miniatures News



Another bit that we didn't have room for last month is the latest stuff from Mr. Poulton, which were on display at Gaydon, and as he's now



started to weather them a bit, then I think that they now look even better than before as you can see here.

AA Bodies / Dave Yerbury News

Dave Yerbury sent me the following pictures of his latest creation which is a HRG 1.5 Aerodynamic from 1947 which would have almost qualified for the MRE Wolves Race in respect of the year it is from, but never mind, it's still a great looking car especially when you consider that Dave makes all of his bodies himself from scratch using plastacine, honest!

➡➡





Slot Cars On TV - The Gadget Show's 'Scalextric' Slot Car Land Speed Record Attempt, 2018

So following on from my other article about the record attempt, I've got Chris Aston from the Wolverhampton Club to tell us all about how the building of the car came to happen together.

Cheers Graham, it all started when Gadget Show Assistant Producer Nina Kitajewski picked-up the phone and rang the Wolves Club Chairman Malcolm Scotto and asked "Could your club help us to prepare a Scalextric car for a Guinness World Speed Record attempt"? Nina explained that, as she lived in Wolverhampton, she could visit the club to discuss things in more detail. As the call came on a Thursday, it tied in nicely with the club's regular practice evening, so Malcolm invited her along for a chat, and "the rest is history" as they say, however, as it always seems to be the way with anything like this, time was not exactly on our side, but we said that we would help her out, and so we did.

We were given three complete Scalextric BMW Z4 GT3's to prepare, and Nina's brief was "we want to try and replicate the gadget show logo along with the paintwork" and so the body colours would need to fade from bluish-green to bronze, and after a quick stroll

around the local branch, we thought that Halfords Ford Neptune Green and Aztec Bronze metallic paints would probably do the trick nicely !

So, with time passing more quickly than we would have liked, I then stripped all of the body shells i.e. removing the interior, windows, lights, spoiler and started to flat the existing paintwork using the "maroon" Scotchbrite pads, and then I applied the usual grey undercoat, and then the two-colour "fade" effect top coats, and then I left everything to harden before we did the next step (Tools / Materials used, Maroon 'Scotchbrite' pad, Halfords Acrylic Paint Spray Cans, Tamiya Painting Stand, Homemade Spray Booth (a cardboard box with the wife's domestic vacuum as the extractor i.e. proper shed-based tech').

To make things easier for us, Nina supplied me with the artwork for the Gadget Show logo and also the fonts for the record cars graphics. The transfers were produced by Wolves SCC member Simon James albeit at very short notice - but it all came together very well in the end, and we prepared three cars in all, just in case there were any unexpected disasters etc! (NB I know that on the TV it shows that we had the cars painted at a proper spray shop, but we could hardly show such a "low-tech" way of doing them ourselves with the wife's vacuum cleaner on a cutting edge program such as the Gadget Show, could we?).

I also called Andy Brown-Searle (of AB Slotsport) to check if I needed to take anything into account chassis-wise, but fortunately the Scalextric BMW Z4 GT3 model comes "Pro Chassis Ready" (ie PCR - and what a pity Scalextric abandoned that project!) so there was plenty of room for the up-graded motor in the car as it came, which was exactly what I needed to hear for once.

Andy also asked me to secure the interior with epoxy to make sure that the rear axle bearing supports would take the extra torque of the "hot" motor that he was going to fit to the car in the "build phase", and so I did, and with the bodyshells all done, then it was over to Andy for the



next part of the build and that bit would be in front of the TV cameras at the club room, and with a rather enthusiastic Ortis present as well!

So, as the chassis had to remain standard, then Andy focussed on installing a hot new motor, which was a ProSlot 'Euro' motor with an American wound armature being 55 turns of 30-gauge wire together with a 25-degree timing setting in order to maximise its performance on the day. This new motor is totally unlike the standard Scalextric Mabuchi "S" motor, as this motor draws about 3.5 amps, but it still fits perfectly into the Scalextric chassis motor mountings, and compared to the standard Scalextric motor which revved at 27k rpm on Andy's tachometer, this new motor ran at 76k rpm which was nearly 3-times faster!

To further enhance the car, the standard gears were replaced by a Slot.it contrate and pinion and the rear wheels and tyres were replaced with American made 'JK' polymer hubs and bonded sponge tyres as these "pro-grade" wheels and tyres were needed to provide the traction needed to handle the torque of the new motor and accelerate the car to record breaking speeds in the shortest possible distance. Other upgrades included heavy gauge lead wires to maximize the power being fed to the motor.

As you know, totally box-standard Scalextric cars usually rely on a traction magnet to keep the car on the track while racing around a circuit, but the magnet also causes drag, which in turn reduces the top speed, so Andy proposed to leave the magnet out for the speed record attempt and instead rely on a front mounted ballast weight to keep the car on track, but, in the end, even on the ultra-smooth tarmac surface at Santa Pod Raceway, due to the weather on the day, the sectional Scalextric track was still way too bumpy causing the Z4 to fly off the track in testing, and so the Gadget Show team had to resort to fitting a traction magnet for the timed runs, which in the end probably slowed it down a bit, but at least it stayed on the track!



And Finally

OK, and before I go any further, then this one really should come with the warning "DO NOT TRY THIS AT HOME!"

You might remember that I've mentioned Bearwood member Paul G. before, well his latest exploits must certainly come with a SERIOUS health warning as they provide possibly the most unusual alternative use for a slotcar magnet that I've seen to date, but those of you of a squeamish nature had better stopping reading this now but for those of you who want to, then please do carry on reading.

So, what am I on about? Well, in his day job, Paul is a car mechanic, and whilst working on the cars he says that he "quite often" gets bits of stuff in his eyes even though he's wearing protective glasses as the wind etc. can sometimes blow the bits where they shouldn't go and on this occasion he was grinding a metal nut off when the wind blew a bit of the debris into his eye, so "as normal" he used a magnet to get it out! However, on this occasion it wouldn't budge, so it was off to the local Hospital who said that it most certainly NOT was a good idea as it could have actually rendered him blind if the fragment had come out of his eye in the wrong area!

So, they ended up having to scrape his eye lens and most fortunately he is OK now, and even the rusty ring (!) has now gone also he says, but several lessons have been learnt there for certain then I can tell you!

OK, see you next month hopefully, but at least this story has saved me mentioning the weather, and / or the World Cup like everybody else probably has recently, I guess? ■



COLLECTOR'S CORNER

BY MARTIN HEAPS



Hi all and sorry for not being around this last couple of months, I've had quite a lot on family wise. Anyway back to it this month!

Touching on a great collecting side of the hobby are trackside items such as A222 Bridge Embankment below, super thing to try and find and also becoming very hard to find in good condition due to the rubber becoming brittle.



Anyway nice example below, they come in pairs and if your lucky you can find them boxed!



Also there are these smaller trackside hedge borders, to be honest I can't find a great deal of information about these and any information would be greatly received! These are very brittle and often bent, but a great addition to any display.



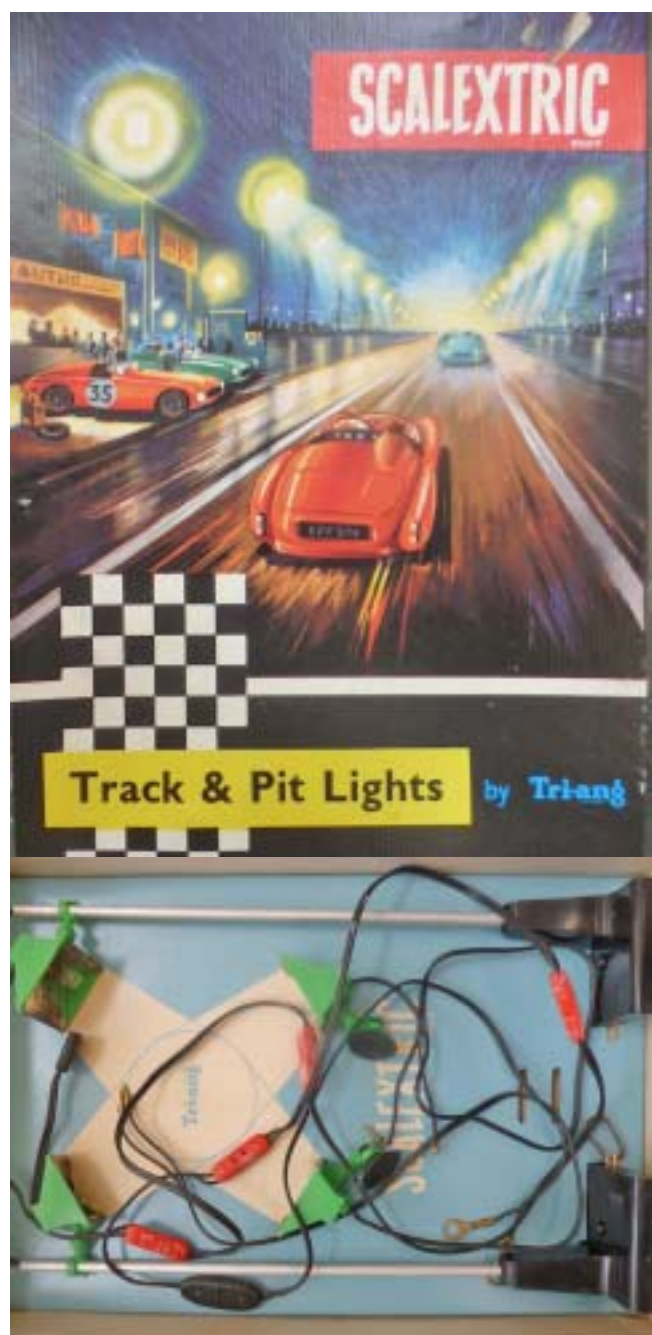
Also I came across these trees, again I'm sure they would have been for Hornby railways but they are interesting and made from the same material.

Condition

I've mentioned a few times over the past couple of years since doing these articles that condition is the number one thing to look out for when buying for your collection.

Sure if you haven't got an example and it's the only one you've seen in years then snap it up as some of the early '60s stuff is now getting very hard to find in any condition!

Anyway the reason for mentioning this is I picked up a couple of items this month that are



totally as if I've just gone back in time to a shop in the 1960s, bit like the TV series Goodnight Sweetheart, not that I ever watched it!

I got a A239 Track and Pit Lights boxed, the condition is just amazing!

Also take a look at these Hay Bales and Oil Drums, again in super condition, even down to the paper labels and cellophane.



Lots of people do collect these smaller items as they are rare in good condition and quite easy to store. Keep an eye out for foreign versions such as Australian ones, they are quite rare!

Again condition is key when it comes down to collecting, take a look at these two car boxes both in "as new" condition its as if they have just come from the shop!

⇒⇒



When I was at the Slot Car Festival this year Roger Barker had some of what I would call Shop Fresh or Ex Shop Stock '80s cars, all with the cellophane intact and in totally superb condition.



As much as people think cars from this period aren't really that collectable, think again! As they are becoming hard to find in mint condition, well worth collecting as they are still at very low prices.

Slightly harder ones to find are now moving in price so consider quickly and start looking out. Talking about track side items the A224 Paddock is a typical example of things becoming rarer and certainly in hard to find colours!



I saw this nice one earlier this month, this grey/ off white colour is hard to find and even harder boxed.

Make sure the track it comes with has all the small protrusions for the metal rods to sit in nicely, sometimes one or two are missing. It will still go up but it should have all of them if you want a perfect example. Notice the first image above of how they should look like and the second image shows the pole holder missing.

This is very common and just one of those things when buying '60s pieces for your collection, but they are brilliant items to have for display.

Next month I'll have lots of new things to show you, I've been busy finding some amazing pre-production cars that are just legendary! ■

F is for Falcon, Faller, Fleischmann and Fly. Falcon Slot appear to be a brand of SRC, from Spain. Faller are perhaps better known for their plastic kits and model railways. Their HO Slot Car system rivalled Minic Motorways in the extent of it's range, while some of Faller's O Gauge railways are a reasonable match to 1/32 slot cars, even though officially they are only 1/43 scale.



These days Faller offer a slotless HO moving vehicle system for Railway Modellers, where each vehicle is battery operated and slowly follows a buried wire around its scenic route. An extensive example of the vintage Faller racing system can usually be seen at the Gaydon Slot Festival.

Fleischmann were also model railway manufacturers, before temporarily diverting



some of their well-engineered resources into catering for the slotcar market with their Auto Rallye system.

Fly brought extra detailed slotcars to enthusiasts, and are credited with causing other manufacturers to raise their game in that respect.



Majoring on cars that have raced at Le Mans, Fly included a range of models based on those in the Steve McQueen film Le Mans, including the special camera cars used to film the action.





Other Fly cars have included Lister Storms, Chevrolet Corvettes, Marcos and Ferraris.

Let's see how the above makes are faring on eBay these days:

Falcon Slot eBay Top Ten

1. Falcon Slot JPS Porsche 924 Fantasy Livery £75.61 (391941397150).
2. Falcon Slot Le Mans Porsche 924 GTR Winner 1982 £57.24 (302701761689).
3. Falcon Slot Porsche 908/3T 1982 £57.24 (232412343041).
4. Falcon Slot Porsche 924 Le Mans 1980 £55.72 (302557163921).

5. Falcon Slot Porsche 924 GTP Hugo Boss 1981 £53.43 (302613174590).

6. Falcon Slot Martini Porsche 908/3 Turbo Spa Classic 2013 £44.21 (152961524417).

Only six Falcon Slot cars sold on eBay recently. They were easily outnumbered by the Scalextric Ford Falcons on offer, including a surprising number of the Mad Max cars selling at less than the RRP.



Faller eBay Top Ten

1. Faller HO Opel Diplomat Purple undisclosed "Best Offer" above £338.33 (132668246788).
2. Faller HO 4002 Set with Mercedes 220 and Opel Kapitän £134.88 (123118268696).
3. Faller HO Go-Kart Set £122.77 (332615481887).
4. Faller HO 4003 Set with VW Beetle and Truck £110.72 (202284384561).
5. Faller HO 4008 Set with E-Type Jaguar and Mercedes £106.61 (222910838817).
6. Faller HO 4004 Set with Porsche 356 and Mercedes 190 £87.69 (323202916120).
7. Faller HO AMS Grand Prix 3904 Set with BMW M1 and Datsun 240Z £86.84 (263516595917).
8. Faller 1/32 Porsche 904 GTS Kit £72.37 (163092784080).
9. Faller HO Citroen DS 19 £67.99 (202298507802).
10. Faller HO Car System Fire Engine Ladder Truck £65.47 (173306828193).

Fleischmann eBay Top Ten

1. Fleischmann Niki Lauda Ferrari F1 £68.55 (192518397326).
2. Fleischmann Alfa Romeo Sports Blue £61.90 (401533322895).
3. Fleischmann Can-Am Porsche 917-10 £52.17 (282964207375).

4. Fleischmann Ferrari V12 F1 £47.00 (173272424654).
5. Fleischmann Lotus 40 Green £41.05 (173298753858).
6. Fleischmann Porsche Carrera 6 Red £30.51 (152972546976).
7. Fleischmann Mercedes Orange £27.00 (123146827974).
8. Fleischmann Alfa Romeo Sports Red £26.97 (323298811328).
9. Fleischmann Ferrari 312 F1 Blue Undisclosed Offer above £25.11 (253041742381).
10. Fleischmann Lotus 40 Orange Undisclosed Offer above £19.10 (292509959707).

Well, it certainly looks as though the Lotus 40 is a popular Fleischmann car, while some of their other sports cars are interesting too.



Fly eBay Top Ten

1. Fly GB Track Five Super Trucks £365.46 (163091426922).
2. Fly Six Porsche 911 GT1 Cars £239.11 (312096376102).
3. Fly Steve McQueen Collection Gulf Porsche 917, Blue and White Porsche 908s £229.00 (401516526657).
4. Fly Team Gulf Porsche 917 Triple Pack £228.01 (112830450142).
5. Fly Team Martini Psychedelic Porsche 917 Twin Set £226.02 (232605989211).
6. Fly Porsche GT-1 Yellow Pages Car undisclosed "Best Offer" over £210.47 (253675203359).
7. Fly Blue Dodge Viper 1996 Indy Pace Car £210.47 (253563756603).
8. Fly Andy Warhol BMW M1 £188.00 (372279150195).
9. Fly Audi Quattro Nuremberg Toy Fair 2007



undisclosed "Best Offer" over £161.00 (253566902599).

10. Fly Ferrari 365 GTB eight car collection undisclosed "Best Offer" over £153.47 (153009354865).

Monthly Worldwide eBay Top Ten

1. 42 Scalextric Ford and Holden V8 cars only released in Australia since 2003 £1,999.00 (382494833072).
2. Aurora HO Vibrator Motor Ford Thunderbird Metallic Grey with Tan Roof £1,620.62 (372315190218).
3. International Piranha Mk II Vintage Thingie £1,526.40 (163090090232).
4. Six Scalextric Mercedes SLR McLaren 722 GT cars, each one of ten made for the first UK Slot Festival £1,200.00 (253689113944).
5. Atlas HO Turbo-Express Racer Set £930.92 (123180667829).
6. Scalextric Jadlam SL11 Digital Set with Four Cars and Silverstone Circuit £859.95 (391047337028).
7. French Scalextric Vintage Yellow Aston Martin DB4GT £821.85 (323295812193).
8. MPC 1/24 Chrome Lola T-70 £753.78 (292610598178).
9. Fly Gold Hugh Hefner Playboy Porsche 935 £707.43 (263778496658).
10. Spanish Scalextric GP21 Vintage Set with Red and White C37 BRMs £670.22 (292603586298).

Quite a few modern Scalextric cars in this month's Top Ten, with French and Spanish vintage versions bringing up the rear.

I have included the Atlas HO Turbo-Express Racer Set as it was listed in the Scalextric and Slot Car category, despite really →



being futuristic propeller powered railway locomotives. The set included two railway track circuits and two of the Atlas Turbo Cars, which are so similar to the Turbo Car that Triang Hornby used to manufacture, it's uncanny. So much so that it's very likely one of the Companies copied the other's product. I suspect the Atlas set pre-dates the Triang one, but I could be wrong. Pictured is my Triang Turbo Car which I regret selling on eBay a few years ago, but needed the money at the time.

The Turbo Car is the closest thing to a Scalextric car on railway tracks, being powered by the large Raymond 222 Can Motor, similar to those found in the early Ford Mirage and similar cars at the time. This powers the



propeller only, which is surprisingly sufficient for the car to gather up a significant speed as it whizzes around one's OO Gauge railway track. ■