



**No. 434 MAY 2018**

## Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Carrera Corner.....	14
Chairman's Chat.....	16
Forza Slot.it.....	19
Fly On The Wall.....	27
Taking It Sideways.....	30
NSR News.....	31
SRC Latest Releases.....	33
Bits & Pieces.....	35
SLN Cuprace.....	45
Ebay Watch.....	47



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Slot Car Clubs



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

**Diana Francis - Honorary Life Time President**

## Happy Times But Busy Times!

So for the last few weeks and continuing into May we are spoilt with slotcar based activities. We had the recent Orpington Swapmeet last week as I write this and the week before myself and Shaun Bennett attended the SLN event in Holland, which consisted of a day of racing followed the next day by a swapmeet, and of course some significant amounts of beer!

Soon we shall be at the Slot Car Festival at the Heritage Motor Museum for a full two days of "slottie" based fun and of course we have the car boot season recommencing with a particularly good and regular one near me, where I go every Sunday morning (early!) in the hope of snagging a Scalextric based bargain.

Obviously after the Slot Car Festival we have a lull until the late summer with Leeds and Margate in October, but this is perhaps a blessing for me as in between I have to finance a family holiday to Florida, not to mention a trip to Le Mans Classic in July.

On top of all the above, my eldest daughter has asked for her bedroom to be redecorated so I am having to squeeze this in among the slotcar activities and that rather annoying thing called work, fortunately I do actually enjoy decorating so this is not too much of a hardship, but finding time is!

I am of course still threatening to go down the man cave to work on my own track, which needs some attention having been neglected over winter and the scenery needs continuing plus, as I also keep saying I need to commence cataloguing my collection although this fills me with dread, because a) it will be a pain in the proverbial having to pull out and look through boxes and b) I will find out exactly how many cars I have and thus how much I have spent over the years, much to the possible consternation of the "other half" who may well then hide an effective trip wire at the top of the stairs so she may cash in on my new found wealth!

On top of the above, I am also expecting the weather to improve so again allowing me to recommence the George Turner kit building programme, there is a backlog and George has some great new releases on the way which need to find a new home here!

Until next month.

Jeremy



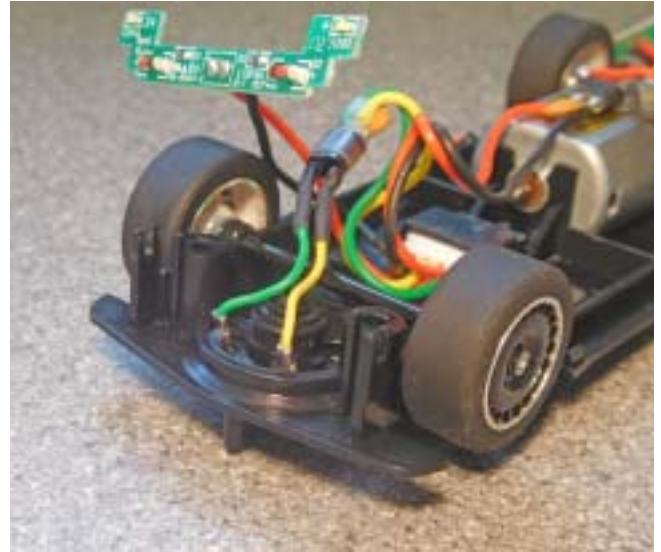
# MESSAGES

## FROM MARGATE

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

By Pete Simpson

Two months ago, I commented on the apparent (slightly) nose-high attitude of the Jägermeister BMW E30, C3899. When my actual model arrived, it was far better than the pre-release images from Scalextric. It appears as though the Scalextric photograph was taken with the guide sitting in a slot of insufficient depth, thereby holding the front wheels off the track: maybe the photographer didn't realise that the "Classic" track slot is not deep enough for the current deep guide. Even though the model is fine, the nose can be lowered slightly by rearranging the braids or replacing the stiff types supplied with softer versions. The more significant issue with my model was that the guide was extremely sloppy and the wires fouled the front light board. Having dismantled the model to resolve the issues it was encouraging to find that the guide



is now connected by flex, rather than the earlier single-core wire, to the suppressor network. At Croydon we had failures at this point on every one of our Bentleys, Audis and Jaguars we used for club control classes. The reason for guide







slop was easily traced to the screw being about three turns short of correct engagement: take care when correcting as, due to the lack of a suitable depth-stop, the screw can be overtightened, bringing the guide to a less than ideal, static condition. It may be uncharitable but I get the impression that the expectation for



the model to be retrofitted with the short-lived PCR chassis for serious racing may have resulted in a delinquent box-standard release.

After the move from sidewinder to in-line configuration, the interior lost much of the details of the earlier generation of models. The windscreen wiper is moulded into the screen rather than being a separate part as on SR models. A shame but do many notice these retrograde developments?



However, the livery looks superb and a great addition to any Jägermeister collection. The observant may spot the date on the base as well as the box-art still being last year's design.



The first example of the new packaging has been spotted, it was used for the 2018 Range Presentation model, C3781A, Ford Sierra RS500. Gone is the fashionable, but questionably dull, grey of recent boxes replaced by a more colourful blue liner card in a white box. They should certainly stand out on retailers' shelves better than the previous scheme. Thankfully it is only the colours that have changed; the boxes, and their inherent stackability remain the same.

### **Hornby Visit**

Yup, no trick heading, after a gap of seven months I managed to arrange a "factory" visit. It should be understood that during the past period Scalextric have been very busy putting the final touches to this year's range, attending the subsequent round of exhibitions to promote their range and working hard towards financial recovery.

In preparation for my visit Sarah Frame, Scalextric Brand Manager, and Simon Owen, Lead Researcher, gathered together a vast collection of this year's new releases. Any doubts regarding the progress of the 2018 releases were immediately dispelled: I saw nearly the whole year's range. Up until now, my descriptions of second-half cars have been based on information available on various websites but, between now and their formal announcement, as I've been privileged to see the cars at Hornby, I'll have to be more circumspect in what I can report for fear of breaking any confidences. Suffice to say, any rumours and fears relating to the lack of a whole year's listing being released are unfounded.

I've previously underlined my own confidence in the latest Hornby leaders and I now firmly believe my trust was correct. I would urge anyone that will be attending the Gaydon UK Slot Car Festival (19<sup>th</sup> to 20<sup>th</sup> May) to go and chat to the Scalextric team to discover some of the gems that I'm not yet at liberty to reveal.

A few of the examples I saw have already appeared in the shops but as I appreciate that not all members purchase every model, it's still appropriate to include a few images here this month. Next month I'll share photos of the

remaining January to June catalogue and the following month we'll have a good run at the second half prototypes I saw in April.

### **Le Mans 1967**



Martin Baines has already expressed his delight at this set: it came out at the end of 2017. Although it is not in the 2018 catalogue, it wasn't in the 2017 one either: the only information on its existence, apart from being reported in "Messages" was on the Scalextric website. Legends Le Mans Triple Pack, C3892A, comprises the red number one race winning Ford MkIV and the pair of Ferrari 330 P4s which occupied the following two places: number 21 of Scarfiotti and Parkes was four laps behind with the Equipe Nationale Belge number 24 car of Mairesse and "Beurlys" a further seven laps down. For the recommended retail price of £120 it seems good value, especially for those relatively new to the hobby that missed the earlier Ferrari releases. Forget the mint value of the set and get them out and thrash them round the track: for home circuits these are amongst Scalextric's best performers. The Ferraris are of an earlier generation with sidewinder motors whereas the MkIV is configured as in-line. Each will suit different circuits and driving styles so the set offers plenty of entertainment. Or they can remain in their box, in the loft until discovered and placed on eBay by the grandchildren.

### **Le Mans 1968**

Following on appropriately from the previous Triple Pack is this year's Ford GT40 boxed set, ➡➡







C3896A. Although I've covered this set before, this time I have photographs of the first prototypes submitted to Scalextric for approval. The three cars in the set represent the J.W. Automotive Engineering Limited entered, and Gulf sponsored, team: race winner, number 9, of Pedro Rodriguez and Lucien Bianchi, and two non-finishers. The less fortunate cars were the number 10 of Paul Hawkins and David Hobbs, which expired having completed 107 laps, and the number 11 car, of Brian Muir and Jackie Oliver, which lasted only 15 laps before an accident-induced clutch failure prompted its retirement.



The observant, GT40 enthusiasts have probably spotted that there are a couple of errors evident on these early prototypes. Without revealing the final details, one has a minor decoration error, one has the rear spoiler missing and the third discrepancy is open to suggestions as I dropped coffee on my notes and can't read what Simon carefully explained. It wasn't too critical and all will be corrected long before the set is available. As I mentioned when these were first announced, the set may not be considered an essential purchase by all enthusiasts but it does capture a couple of

examples that are unlikely to be available elsewhere. This is where I get bombarded with emails quoting part numbers for models of which I wasn't aware: proof that someone reads Messages.

### Le Mans '67 And '17



Whilst on the subject of Ford's long-distance achievements, here's a shot of the, slightly delayed and snappily re-titled "Legends Le Mans 1967 – 50 Years of Ford Twin Pack - Limited Edition". The website currently has an anticipated delivery date for C3893A of October but, as I've now seen what I think was the final version, it may be along closer to the date declared in the catalogue.

Due to the delay in release, the MkIV is now exactly the same model as included in last year's





that the finish is stunning: the chrome effect, whilst impossible to accurately capture here, is superb. Even if modern GT racers aren't everyone's choice of car, C3942 certainly represents the latest decoration technology.

### Holden USA And Australia



Legends Le Mans Triple Pack, C3892A: the number 1 winning car of Dan Gurney and AJ Foyt. However, the Ford GT, Number 67, of Harry Tincknell, Andy Priaulx, and Pipo Derani is unique to this set: the sister cars, 68 and 69, are due as solo releases. I did get a few more detailed photographs but, as these were of the number 69 car, I've just included a couple of views of the fabulous detailing around the rear of the car.

### Mercedes

This is one model that I simply had to include for a second time. Having now seen the model, rather than the website images, I can confirm

One model to escape last month was this 1979 Ford Falcon Phase II XW GT-HO Super Roo road car with a very careful driver: I don't think the roads are sufficiently dangerous in Australia to require a crash helmet. Only 44 of these were produced in Diamond white so quite an exclusive choice for release as a slot car. It's not listed on the Scalextric site but can be found easily on eBay, relatively cheaply too as long as the postage is ignored: £28 from the USA. I started compiling this report prior to visiting Hornby so I intended to include the only the shots grabbed from the USA site. However, the Sandwich office had a pre-production example⇒⇒







that I was able to photograph to augment the official images. It wasn't the final version but the couple of points that were corrected are pretty difficult to spot.

Later in the year this should be complemented with another road car: Falcon XY Cherry Red.

Whilst on the subject of Australian releases, September should witness a new Australian Supercar set, C1400. It'll contain the Holden V8s of Shane Van Gisbergen, the Red Bull number 97 and Craig Lowndes' number 888 in Castrol livery but not a lot of track. Still, at A\$199 it's still a viable way to acquire these two

cars, but only if you just happen to be in Australia in October with an empty suitcase. Many thanks to Jim and Kathy at Armchair Racer for permitting use of their images



### Micro

This year, Scalextric's HO range is being resurrected: despite never having died. It certainly has not been promoted too enthusiastically for a while. In addition to the new moulding and set shown in the catalogue, three other models have now been revealed in the Track Test blog, each illustrated in two different liveries. These are identified as "Armageddon", "Military" and "Emergency" and are clearly aimed at bringing younger enthusiasts into the hobby. Although the blog gave no details of the chassis, I can (just within my remit of data release) confirm that all will employ the existing Micro chassis. This isn't



one to set the HO racing world alight but it does provide the intended newcomers to slotcars an ideal basis for a lifetime's enjoyment. The SciFi Speedway set, covered in February included the Ghost and Spark cars whilst the other six will be available as solo releases. These, together with the three NASCAR-type models shown in the catalogue, provide abundant variation for



younger members to vary their garage, not to mention plenty of birthday present options.

### Motor Colours

When Scalextric stuck to the single, white end bell Mabuchi motors we all knew what to expect: an 18k RPM motor with an uncertainty in speed of anywhere between 15.5k and 20k. For a club control motor, it worked fine simply a matter of going through a big box load to find the fastest. Now it seems that models can be found with a couple of other motors: I've found both green and black end bell motors in recent releases. I was originally told that the higher performance green motors were introduced for the SR trucks in order to offset the increased mass: the monster trucks also had this green motor. Now it seems that all motors fitted to this year's range, regardless of end bell colour, are the same performance: I have it on good authority, direct from Scalextric. If you don't believe me, then please send me evidence of measured speeds and torque and I'll raise it yet again on my next visit. Just to clarify matters, I'm not convinced! It rather looks that selecting a Scalextric Mabuchi motor for a club control class is fraught with danger unless each motor can be tested prior to being authorised for use. So far, no one at Croydon has suggested my motors might be hooky, but this is probably more related to my regular lack of accumulating points in the only class we use the good-old Scaly motors. Now, if I can convince them that a 25k Slot.it jobbie is really only 18k, I could be on a winning streak!

So, until next month, I'll just say a big thank you to Simon and Sarah and start browsing through the hundreds of photographs taken in April for inclusion in my next meanderings. ■





No news on new cars this month, so instead, we take a look at Carrera World in Oberasbach, Germany which is now two years old. Several great events have already been held there. Big name businesses such as Samsung and Siemens have helped Carrera World establish its reputation as a great venue for corporate events.

As well as corporate clients, the venue also offers a stage for plenty of junior racing talent. Carrera World is regularly booked for boisterous children's birthday parties.

Carrera World can accommodate 300 guests including 96 drivers in racing action at any one time.

There is motorsport excitement in Oberasbach all year round, be it for wedding receptions, charity events or the Carrera World Hobby Cup Evening held on the first Saturday of every month.

The annual vote to select the model car of the year has been staged here by the specialist publication "Modelll Fahrzeug" since the very beginning. An expert jury scrutinises all the most popular models of the year before agreeing the winner.



This spring Carrera World will also host the grand final of the Carrera Pro League for the first time. This top class club sport gathering sees



the very best German and Austrian drivers to battle for space on the top of the podium. Fans and guests can also check out the well-stocked Carrera shop, purchase their favourite car and take the racing action home to their own circuit. All the upcoming dates and events can be seen at: [www.carrera-world.com](http://www.carrera-world.com).

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](http://www.hobbyco.net) or go to: [www.carrera-toys.com](http://www.carrera-toys.com). I hope to have more news from Carrera next month. ■







When this edition of Chairman's Chat appears the Orpington Swapmeet will have taken place and the UK Slot Car Festival at Gaydon will either have taken place or be about to take place. As always, I am really looking forward to the Slot Car Festival weekend which is always a very busy time for the Club, in particular for my fellow Committee members and for those Club members who help the Club during the weekend. With lots to see, buy and do the support of members who give up a few hours of their time at the event each year is very much appreciated by all of us on the Committee. So, thank you to all of you who helped out and in next month's chat I will be able report on some of the highlights of the weekend.

Hornby are now starting to engage more with the Club which is good news. Let's hope that Hornby's poor sales reported in this year's first financial quarter is soon turned around. Some of the 2018 range cars are starting to come through and I have just received my pre-ordered Legends Jaguar 1963 E-Type International Trophy twin pack. The cars are stunning, and will no doubt prove very popular. These are a limited edition of 2,000 and Hornby is currently showing the twin packs out of stock, so it may be a good idea to catch one while you can.

Like many of us I suppose I have always

mixed my love of slotcars and Scalextric with a passion for real motor sport and in particular Formula 1. People often ask me what came first the love of Scalextric or the passion for motor sport? Well to be honest after all these years I am not quite sure. What I can tell you though is the exact moment when Jim Clark became one of my racing heroes. This was long before I became to truly understand and appreciate his talent and stature in the sport and it had to be when he first became associated with Scalextric and started appearing all over the then current catalogues and advertising.

As a child mere association with Scalextric might have been enough but in the 1960s as the countries then most successful Formula1 racing driver, he was in fact (as Ayrton Senna later described him) 'the best of the best'. Clark could simply not understand why his fellow racing drivers were not as fast as he was. He was an unstoppable natural talent who made winning look easy and it is hard to believe that the 7<sup>th</sup> April this year saw the 50<sup>th</sup> anniversary of his tragic death at the Hockenheim circuit in 1968. Many of his peers had considered him indestructible but sadly when death was common on the race track this was not to be the case.

Fifty years on the full extent of Clarke's talent is largely unknown amongst the young followers of new racing heroes such as Senna, Prost, Schumacher, Villeneuve, Mansell and Hamilton. Something that the writer of a new





book about Jim Clarke brought out to coincide with the anniversary of his death has sought to rectify.

Jim Clark 'The best of the best' written by David Tremayne has just been published and it is a comprehensive telling of Clarkes life and racing career. The large coffee table sized book has a whopping 500 pages and is illustrated throughout with lots of wonderful seldom seen images that help to tell Clarkes story. It also has a whopping price tag of £80. I managed to get my copy on Amazon for a more reasonable £52. Needless to say, despite its high price tag in my opinion it is worth every penny. In reality of course, the cost was less than some of the slot cars that I have bought recently.

I have seldom seen a more comprehensive book about any racing driver and for anyone who is a fan of Jim Clark or the history of Formula 1 the book is a superb read. The book raises the obvious question of what more could Clark have achieved had he lived. We will never know of course but it is hard to believe that he would not have won a few more world championships and with luck could have still been around with us today. Wouldn't that have been something. For me standing with his Mechanic Bob Dance next to his Lotus 25 during the Clubs visit to Team Classic Lotus a couple of years ago was a very special and quite unforgettable moment.

### **NSCC Leeds Swapmeet**

Moving on a reminder that the NSCC Leeds Swapmeet will once again be taking place on Sunday the 7<sup>th</sup> October 2018 at the Rothwell

Sports Centre Leeds. This event is growing year on year and tables are being booked up for the event. Once again there will be a very special limited edition car for purchase by members only. If you want to book a table do get in touch. Last year I had to order extra tables due to demand. That's all for now until next time. ■



Ciao everyone and welcome to this month's edition of Forza Slot.it which is now lying in wait for the soon to be upon us Slot Car Festival at Gaydon. As I expect for many of you, as well as me, this is the highlight of the slot calendar scene in the UK so I now have itchy feet and fingers waiting to attempt to extract some information from Maurizio about what is heading our way over the next 12 months from Slot.it and Policar land. Hopefully, more on that in the next Journal then, so what about the last few weeks?



First up the cars that have been released lately are SICA23e Porsche 911 GT1 Evo 98 #7 as driven by Allan McNish and Yannick Dalmas for the FIA GT 1998 season. Porsche took a bit of a hammering on the track that year in the GT class as even though this was a new carbon

composite monocoque chassis design for Porsche, the season was dominated by the Mercedes-Benz CLK GTR/LM. Surprisingly, Slot.it have yet to model the Merc (maybe I should ask Maurizio why?) but Ninco have done several (which I used to club race quite successfully many years ago) and so have Scalextric and SCX. I expect Slot.it may have this car on the “to do” list at some point (maybe?) as it is quite a striking car and would fit in well with the other models already produced. Anyway, getting back to the Porsche in question, and this is the 5<sup>th</sup> version of the car released as well as the Le Mans Winners series SICW13 Porsche 911 GT1 Evo 98 as driven in 1998 by Allan McNish (British), Laurent Aiello (French) and Stephane Ortelli (French) with race number 26. I would have to say that I think the livery of this car is a masterpiece of complex simplicity with the random looking swirly blue lines and red bits slapped around a gorgeously low slung curvaceous body. It really is a little stunner to my eyes and even though Slot.it (and others) have done several of these already I still went and purchased this one as well! I guess that is the problem with collecting!

Other points to note on this car are the reversed “Warsteiner” sponsor logo on the →



massive rear wing, the jaunty angled sponsor's names down the flanks/sill area, the gold wheel inserts and Allan McNish as the featured driver sitting resolutely at the wheel as he whips round your home or club track. This is certainly the month for triple pictures as I thought it would be nice to have some comparison snaps in here for all the different cars mentioned this month so first up would be (from left to right) the latest SICA23e, SICA23d and SICW13. As you can see a splendid line up of "Porkers" (unlike the Audi's covered later!) and even though they all share the same basic swirly livery over the purposeful body there are quite a few differences in race numbers/drivers names/sponsor logos and so on. I know my wife V1.0 would say they are all the same but to me it is enough justification to purchase them!

Now if only Slot.it would do their version of the Mercedes-Benz CLK GTR/LM (and the Panoz Esperante GTR-1) of circa 1997/1998 seasons to go with this Porsche, McLaren F1 GTR (SICA10x) and the Nissan R390 GT1 (SICA14x) then we could have another great match up of cars ripping round the black slot top. Just to finish this segment off, I remember going to the 1998 FIA GT Donington 500km race with my then young son and there was quite a contrast of the cars with regards to noise! Standing on the main start/finish straight and you were assaulted by the following noises: the McLaren had a piercing, wailing scream, the Porsche was kind of grumbly, the Panoz just made your whole body tremble with the low down base beat and the Merc went by in near silence in comparison to all the others, quite surreal!

On to the next newbie and again this is another one of my favourite models in the form of SICA08f and the latest Lancia LC2 of the



mid 1980s. These particular cars were up against the mighty Porsche 956C/K/KH variants of the time and in 51 races between 1983 and 1986 they only won 3 due to continued various engine/gearbox woes and general reliability that dogged the car for the few years it raced. It was certainly a fast car, from time to time over a single lap, but reliability is a paramount attribute to winning! However, they did manage to churn out 3 wins, mostly coming when there was no Porsche in the race! Mind you, I suspect what gives this car such legendary status is the absolutely stunning Martini livery







and the Lancia LC2's flowing lines. To me the cars look like they are doing a couple of hundred miles an hour standing still, which is probably the best way to remember them!

This is the 6<sup>th</sup> version of the LC2 that Slot.it has done for the SICA08x line and along with the later SICA21x Lancia LC2/85 variants that brings the total to 11, of which no fewer than 6 have been in the legendary Martini colours! You could almost call it 9 if you counted the SICA8d Totip and SICA08e Fuji versions which also have the Martini esque multicolour strips running over the model! Less obvious is the all yellow with green striped SICA08a but the



Martini connection is still evident to me. Sticking with the current car and probably the most prominent feature is the upright aero strips that run from the bottom front lip of the car, over the headlights and stopping short of the rather tall looking, but to scale, wing mirrors. These are very well executed on my specimen and once again I believe that Slot.it should be congratulated for this excellent little detail. Other minor detailing is less obvious apart from differences in the Martini body strips and various sponsorship logos and race numbers.



So, just for interest, I ferreted around again in my Slot.it cupboard and weeded out a few cars for another comparison shot of a couple of the Martini cars. As I mentioned above it really is a game of spot the difference! In the one triple picture (from left to right) you have SICA08f, SICA08b and SICA08c all lined up which does make things a little easier I guess. Main different points not mentioned already would be the silver metal grills above the front wheel arches of the latest car and all the headlights are modified too. After that then you just need the cars in hand, just like the Porkers from before, to muse around to find the differences which I doubt if you will see from my snaps.

I then turned my attention to the later LC2/85 variants and lined them up from left to right as well, being SICA08f, SICA21b and SICA21d. Now the game becomes much easier as the later 1986 variants have a much more

aero looking front but more of a slabby stepped side profile. The overall rounded haunches are still there and you can see the evolution of the design in both body and sponsor decals. Which variant you prefer is your choice but once again we all have another worthy model to me and well recommended for your Slot.it stable of Italian exotica.



Last month I was a bit rushed for time so did not have time to cover Slot.it's latest totally (almost!) new model being the Le Mans Audi R18 Ultra Ref. SICA38a that raced round Le Mans in 2012 to a respectable 3<sup>rd</sup> place. I will do that now. The pilots on that day were one Marco Bonanomi (featured driver and Italian), Oliver Jarvis (UK) and Mike "Rocky" Rockenfeller (German) and I hope the inside of the cockpit was more interesting than the outside for Marco! As you all know, the current crop of Le Mans Audi's do not really excite me but in the interest of being a keen Slot.it collector I have purchased this car so I can make a considered comparison to the other similar Audi's that Slot.it have already produced. So far we have been blessed with 3 different versions, SICA24a/b/c/SICW12 Audi R18 TDI circa 2011 vintage. This was followed by SICA29a/CW17 Audi



R18 e-tron Quattro (4WD – absolutely cracking on slot track performance) circa 2013 and finally SICA33a/b/SICW19 Audi R8 LMP circa 2000/1. So what does the new SICA38a bring to the table? As I mentioned last month, now it is probably time for a bit of "spot the difference" yet again but I will not be including the SICA33a model as it is the open topped version.

Once again I will start with the latest version and where to start. Hmmm, well it's very Le Mans/WEC Audi-ish in profile and very purposeful looking in a rounded chunky sort of way, but no beauty to my eyes, unlike the Porsche and Lancia mentioned earlier. The 2012 colour scheme is quite simple and well executed on the model but there really is no flair to the real design. It is just very straight forward and functional in a very Germanic way. Stereotyping of Germans I guess (sorry if any are reading!) but I have met and worked with







many Germans over the years and it is a reasonable comparison, straight forward and to the point!

All the little details are there such as the winglets protruding from just under the front headlights over a very prominent chin spoiler with the turrets of each front wheel arch bulging upwards that emphasize the lower front middle



body construction that leads up to the cockpit area. The lowest parts of the body then flow between the central section and the front wings around the cockpit and round to the rear deck/engine area where we again have two more turret like structures that form the rear wheel arches. This finally leads to the ultra slim rear deck end and the quite slim wing perched on single struts that emanate from the wheel arches and the central deck "fin" that helps to support the rear wing via an upside down slender attachment to the top of the wing, all very elegant in an Audi way.

Moving back to the side profile and Slot.it have done an excellent job of the slim air vents on the rear of the front wheel arches, the intricate detail of the aero wing in the side sill exits between the wheels and other scoops, holes and aero cut outs that you can see around the cockpit area and on top of each wheel arch. Inside the cockpit Marco's lid is another little masterpiece as is the dashboard detail that you have to shine a torch in to see! As you all know I suspect! This is a little bugbear of mine as you get this superb detail in a closed cockpit car that you can hardly see yet the open top version has just about nothing, most frustrating! This is yet again another superbly executed model by Slot.it even though it is a less than stunning real car to look at in the first place! Obviously that is my opinion and I'm sure many of you will disagree!

Just as for the others this month, I dug out a couple of previous Audi R18's and lined them up for a family portrait. Left to right we have SICA38a, SICA24c and SICA29a. As you can see, black seems to predominate across all⇒





three cars with varying flashes of silver, red, yellow and white bits around them. Now I did spend quite a bit of time looking round all three cars and there are some noticeable differences such as round the cockpit area where the 38 car has high visible door hinges, the 24 car has a more elongated side window profile and the 29 car has the door hinges in a different lower location to the 38 car. Likewise the 38 and 29 cars have cut outs over all the wheels but the 24 car does not. For all of them there are detail differences when you look at the rear of each car but really the most striking difference to me is in the headlight detail. All three are basically the same but they all look different and the headlight detail is really very good and, again, Slot.it should be congratulated on this and all the other little detail differences between all three cars. The models are superb, the subject matter is just dull old Audi to me!

SICA38a vital statistics from Slot.it's email

they sent me are as follows: anglewinder Flat-6 20.5k rpm motor (offset 1mm) with the option for conversion to 4WD (No in-line, sidewinder or in-line boxer option), length 149mm, height 34mm, wheel centres 93mm, width 64mm, weight 80.5 grams, 11/28 pinion/gear ratio, 17.3 x 9.75 front and 17.3 x 10 rear rims/tyres. All of these dimensions are very similar to the previously produced Audi's but I guess they would be wouldn't they! A magnet is supplied and fitted in the rear location but there is the option to fit it in front of the motor if you wish. The body/chassis is held in place by two screws fore and aft, which have little washers. The motor pod is securely held in place by a further six screws directly through the chassis and into the motor pod. The front axle can be adjusted for ride height and if you wanted to add in some sort of front lighting then it would be a very tight squeeze. There is the option to install a digital module (SSD, Carrera D132 or Oxigen) of your







choice if desired. I did notice that at the rear corners only there is a hole in the chassis, similar in diameter to the two holes provided to raise the height of the front axle. When you look in the body you can see corresponding areas for the body to be pushed up at the corners to raise the body from the chassis for a bit of body rock for the racing fraternity out there. I would suggest that if that is what they are for then you would need to remove the side body screws and get longer fore and aft screws as they are not that long and may not have enough thread to reach. Something else of interest, perhaps more for the racers is that the guide is held in by a screw instead of the more familiar push fit. I quickly checked the SICA24c car and it was the same so probably something I have missed in the past? Duh!

Conclusions for this particular model? Well, as Slot.it always seem to do (and for what they are very well known for) they have produced another very scale accurate model that covers all the main subtle differences of the real world car as it has evolved. This is a class leading quick out of the box model for both rug racers, keen home racers and the committed club racer. Obviously, the keen home and club racer can take things that bit further by tuning to their own specific requirements including 4WD so there is plenty of scope for improvement on the superb basic setup. So, ignore my bias towards this particular real manufacturers Le Mans efforts and enjoy another fabulous Slot.it model. Now, when will Slot.it do a current Le Mans Porsche 919 hybrid to match the Audi.

Well, that's all for this edition so I will sign off with my continued thanks to Terry at Gaugemaster for his superb support of the NSCC and to Slot.it/Policar for any additional news. Ciao and arrivederci till next month. ■



Welcome to Fly on the Wall. This month we have news of new cars and lorries, hopefully something for everyone.

Due out soon will be Slotwings second exclusive twin car pack featuring the Rothmans Porsche 934 as raced at the Tour de Corse. These limited run sets (only 78 worldwide) have totally re-tooled bodies made from resin and differ from any previous 911/934's available from Slotwings/Fly. Maybe not quite as desirable as the twin car 917K resin release, but with only such a small number being produced you can expect these to also sell out quickly. A second Gulf 917K set will follow which includes the two cars that almost took each other out on the opening lap of the Spa round of the 1970 world sports car championship. These 917ks have differences to the bodywork, not found on the previous plastic cars and again limited to just 78 units. Also planned is a variation of the



successful BMW M3 E30, this time based on a car from the Andros Trophy which comes equipped with different spoilers and wheel arches. Perhaps the most eagerly anticipated of the resin releases are the Formula One cars announced at last year's UK Slot Festival and we finally have details of the first liveries of the Surtees TS19s that are due in the summer. They will be the two versions entered in the 1976 Monaco Grand Prix. Although both carry white paintwork each car comes with its own sponsorship and will be available as a very limited twin car set, and separately as equally⇒⇒







limited, single crystal boxed versions. This will make them extremely desirable to F1 collectors around the world. While in the final throws of production of the Surtees, Slotwings confirmed that work has already started on the Ford DFV powered Shadow DN5 F1 cars that raced during the 1975 and 1976 seasons.

So, what about the plastic releases? Well having almost, the whole Flyslot tooling to draw

from, there will be plenty in store from Madrid. In the shops by the time you read this should be the Bastos BMW M3 from the 1989 Tour de Corse, race number 14 along with an attractive metallic green and gold M3, race number 3, that the German, Christian Danner raced during the 1991 DTM championship. Also due in the near future is a Valliant sponsored plastic Porsche 934 as campaigned by the late Bob Wolleck.





As for FlySlot, two more Brabham BT44's should now be released which are the Team Canada entry to the 1974 Canadian Grand Prix and the Hitachi Car Stereo sponsored car from the German GP of the same year.



Regarding Trucks, Fly are to produce Ellen Lohr's Buggyra MK R08 from the 2013 Le Mans Truck Grand Prix, race number 25 and



another Buggyra, this time the truck driven at the Nurburgring by Lurii Egorov in 2012, also race number 25. Finally, we are expecting their first new truck tooling for a while, which will be the Renault driven by Adam Lacko at Le Mans in 2011, race number 7.



There is also talk of a specially commissioned Lancia 037 for Foroslot but at this time we are unclear if any will be available outside of Spain.

Thanks to Terry Smith, Brand Manager, Gaugemaster Controls Ltd. for his help in compiling this column. We hope Terry is making a good recovery after his recent accident and that he will still be able to attend the forthcoming Slot Car Festival at Gaydon.



In the meantime for more news or information on Flyslot slotcars see: [www.gaugemaster.com](http://www.gaugemaster.com) or you can follow Flyslotcars on Facebook or visit: [www.flyslotcars.com](http://www.flyslotcars.com).

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





Welcome back to Sideways. Regular readers of this column will appreciate that Sideways do not regularly issue information about their plans and so it was with surprise that I received an email from their UK distributor Terry Smith with some updates and news about expansion of their GT model range.

Terry comments, “ Sideways have proved that they can produce nice looking and performing cars and the recently released Huracan is a joy to drive merely needing a higher revving motor for tracks with long straights. While the BMW M4 GT3 announced last year has been put on the back burner.

Sideways want the world to know that their next offering in their fledgling GT category will be the Ford GT.”



In the meantime another Huracan fantasy car has been released with a gift; a Lamborghini key ring. This model SWCAR01B is finished in carbon. And Terry is right the Huracan’s do handle very well. Terry reports that there will be more fantasy Huracan’s before models depicting real race liveries are released.

Sideways have also released the Porsche



935/78-81 Kreepy Krauly car reference SW57. I mentioned this car a few months ago. It features the car that raced at the GI Joe Portland Grand Prix in 1983. Driven by Moretti and Van der Merwe the car retired. There is a short clip of the race available on You Tube. This is an attractive looking model particularly if you like blue wheels.



Gary Cannell , of MRE, has kindly provided a decent photo of the SW56 DW Zakspeed Ford Capri Turbo 1.7/81. This is a model of the car driven to victory in the DRM race at the Nurburgring on 25th April 1982, just over 36 years ago now, by Klaus Niedzwiedz. Another really nice looking Capri from Sideways. I don’t know if it is just me, but the Capri looks lower and wider in photographs of the actual race car compared to the Sideways models stance. The Lancia Stratos Giro d’Italia from 1977 is due for release soon also.

That’s all for now folks!



This month we have news of a New Classic Porsche 908/3. Since their inception, the formula for producing their much-loved classic sports cars has not changed much since their first release back in 2008 when NSR launched their Ford MkIV. These cars and all subsequent classic releases from the Italian company share a similar sidewinder motor mount, 20,000rpm Shark motor and gears, with only the chassis moulding itself being different from model to model. This has meant that the range of cars are pretty evenly matched on the track, although many club racers have their own favourite type.

The Porsche 908/3 was an open top sports car that raced competitively between 1970 and 1972 and was famously linked with the classic Italian race the Targa Florio where the cars short wheelbase suited the twisty 45 mile road course. The pairing of Jo Siffert and Brian Redman won this event in 1970. The white car picked as NSR first release is the car that Vic Elford drove at the 1970 1,000kms at the Nurburgring.



### NSR Follows Up Porsche 908/3 Straight Away



Just shortly after the first release of their new Porsche 908, NSR has released a second car from the 1970 Nurburgring race. This is the team car to the white Vic Elford offering and ➡➡







driven at the 1,000km by Hans Hermann and Dickie Attwood. This pairing brought the Yellow car home to second giving the Salzburg team a 1-2 at the notorious Ring.

Other Releases due anytime now from NSR are the Corvette Indianapolis pace cars. Offered in both White and bright Green, the decoration is the one carried on the Chevrolet C7R Grand



Sport at last year's Indy 500. Over the years Chevy's Corvette has been used as the pace car at the 500 more than any other model of automobile. NSR's version in RTR form is available in both the popular anglewinder as well as the sidewinder configurations.

Another recent eye catching release from NSR is the Demon Tweaks liveried Z4 BMW GT3 car. This paint scheme has really lifted the look of this model which raced in the 2015 British GT Championship and should be a popular choice with GT3 racers in the UK. ■

# SRC Latest Releases

By Jeremy Naylor

The first release is the car Denny Hulme raced to victory at the 1973 Swedish Grand Prix and is resplendent in its Yardley for Men livery. Although this livery was seen on the Scalextric BRM in period I believe it is the first time we have seen it applied with modern production methods and it has turned out even better than expected. The model is also fitted with some nice details finished in metal, such as the rear coil over springs, side mounted radiators and the rear jacking point brackets.

The Ford DFV engine is faithfully reproduced along with a nice looking gearbox



which disguises very well the crown wheel moulding hump and this is where this car differs from SRC's previous F1 offerings as they have ditched the troublesome idler gear set up and gone for a conventional crown wheel and pinion to turn the rear axle. This has transformed the operational performance of their F1 slotcars. There are no complications here, the drive train consists of a 22,500K motor a brass pinion and an alloy centred plastic toothed crown wheel, the rear tyres are very sticky and offer very good grip on most surfaces. ➡







At the front end you have a working steering arrangement with hub mounted front wheels that seem to be free running yet firmly attached and this all bodes well for a good performing car. Which it is and has a similar performance to the excellent Policar F1 cars.

Other liveries are to follow of this car during 2018 including the Lucky Strike Dave Charlton car and the Emmerson Fittipaldi Texaco Marlboro versions.

the McLaren from SRC is already with us however hot on its heels are two versions with the racer in mind, one a factory tuned Chrono version and the other a complete kit.



The Chrono car SRC52301 comes in a plain white body shell, but is fully assembled. It features a lightweight body, uprated alloy rear rims and a front end ballast weight amongst its OSC upgrades and is aimed with the club racer in mind who wishes to paint and decorate the model with their own colour scheme. Surprisingly the cost of the upgrades actually reduces the



price of the McLaren M23 by £22, so well worth the saving if you were planning to race the car.



The second car SRC52302 is supplied with a painted shell in the Yardley colours plus a sheet of high quality transfers to finish this off if one so choses. Being a full kit this also saves on assembly costs at the factory and therefore SRC can offer this fabulous model at £12 cheaper than the RRP of the finished car. ■

# BITS & PIECES

BY GRAHAM PRITCHARD



Hello again, and if all goes to plan then I'll hopefully see some of you in a few days time at the 2018 UK Slot Car Festival, unless you'd rather stay in and watch the FA Cup Final or the Royal Wedding that is, but in the meantime here's some more "Bits & Pieces" from the world of slotcars as I get to see it.

## Nascot Wood "Calibra Festival" Race Day

Now here's a first for you, instead of Marc Abbott of Slot Car Magazine asking me to write stuff for them, I've actually turned the tables on him and got him to write something for me for a change, so nice one Marc, and do you want to do it more often, as well please! So, over to you then Marc, to tell us all about your Slot.it Calibra race.

*It seems like an age ago now, when I first mooted the idea of a friendly "open race" at Nascot Wood Slot Car Club; in fact, I can't remember the time frame, but it was well over a year ago for certain. However, I didn't just*



*want the usual endurance race that would last for 6 hours as this would limit the amount of people that could attend, so what was needed was a formula whereby even a novice could simply turn up, plug in and race.*

*The obvious choice was to choose a model produced by Slot.it; as they are readily available and easy to setup and also easy to drive, so cue the Opel Calibra and with a one make/one model event, with easy rules and lots of racing, what could possibly go wrong?*

*However, whilst the event might prove easy to handle, securing a date wasn't! I had the idea that I wanted the entire day to be virtually self-funding, so some thought was required, but if I could secure some kind of sponsorship, get access to the premises for free and lay on some prizes, then it might just prove to be a success.*

*Therefore, as we are based at a school, and they charge us rent, why not do an event for the kids, for which in return they would then let us use the hall for nothing? Also, tie-in an "awareness evening" between the*







*“Local Police Safer Neighbourhood Team” and a charity, and we would have a full (if rather busy) weekend. So, easy in principal, but pinning a school committee/ Men-Cap/ the Police and the Club to an agreeable date actually proved rather taxing, but we eventually got there in the end.*

*Therefore, the behind the scenes negotiations began in earnest, to try and make everyone’s visit to the Festival more than worth it, resulting in: Promises of prizes from Slot Racing Company, MRE and Slot Car Magazine, plus from the Nascot Wood Slot Car Club itself, and the chairman’s daughter, Loraine, had also very kindly offered to help with the catering, so that was good too.*

*And so the stage was set for the weekend of 21<sup>st</sup> and 22<sup>nd</sup> April 2018 and sure enough, the Saturday dawned and I collated all the local officers from Watford Police Station in order to manage a series of races for the local kids from Nascot Wood School. However, even at that late stage, things didn’t quite go according to plan. TWO major incidents kept the Police busy in the town centre for most of the day, which was made worse by the football*



*crowds attending the home game between Watford and Crystal Palace also, and so I had to start the event on my own with about 40-odd screaming kids and their parents. Fortunately though I was joined later by two local officers for the last hour.*

*Thankfully, there were also enough club members on call who gladly stepped in to marshal the little blighters when their cars came off, which were Scalextric Lambo’s complete with magnets and the power turned down I hasten to add! More strife later though, as the Men-Cap team postponed for numerous reasons, including the events close by in the town centre.*

*However, for the main event on Sunday, I arrived early at 8am to open up, and the first drivers arrived shortly after. Practice and scrutineering was very busy (thanks to Dave Hill for the help with this) and the event itself started at about 10:45, with the competition for Concours D’Elegance.*

*This was won by Nick Johns who received a book worth £35 from Slot Car Magazine. Second place went to Alan Wilkinson who bagged a Slot.it body shell from MRE.*

*The main event got under way right after, with the format being the same as on club nights: 20 lap races with each driver doing one heat on each lane and the best 5 from 6 to count (but oh, how I wish it had been 4 from 6!).*

*Halfway through, we had a lunch-break, in conjunction with a random lottery as Slot Racing Company (SRC) had sent me a large quantity of Ferrari 312’s to give away to participants on the day.*

*I decided the best and fairest way to do this was to use a random number generator and whichever number corresponded to the entrant on the list, would get a car. I must say that the kindness of SRC, and especially Dovile Stonaityte, was much appreciated. I think that the value of all of these cars must have been about 1,000 Euros!*





*Approximately three quarters of the people present went home with either a Jacky Ickx or Ronnie Petersen car, and straight after that, all of the entrants also received a gift package from MRE, consisting of decals and other interesting things (So thank you immensely Gary!).*

*After our lunch had been digested, we set about racing the second half of the heats, and we actually finished at about 3.00pm, with victory going to home-driver, Mark Long, who beat off VERY close opposition from Paul Hearne (also from Nascot Wood) and Josh Bryant from the Mosley Club. Mark's achievement was further reinforced by claiming fastest lap of the day and also fastest heat.*

*The top three drivers received a car each, courtesy of Nascot Wood Slot Car Club and MRE. Thanks also to the other committee members that helped on the day, being Russell Turner and Dave Druce.*

*My personal racing was looking promising with some fairly fast times in the first four heats until disaster. A broken car in red lane (not my fault, honest) and stupidly, not paying attention in my final heat and watching the wrong car for an entire lap – DOH! So, what would probably have been a fourth or fifth turned into a ninth. Whoops!*

*It was an immense effort, but worth it in the end. If you missed it, well what can I say apart from: "You missed out, big time," great racing and fantastic Prizes!*

*Hopefully, I've mentioned/ thanked all the correct people, so here's to the next time then!*

### **Final Results**

- 1 - Mark Long
- 2 - Paul Hearne
- 3 - Josh Bryant
- 4 - Ian Foreman
- 5 - Neil Thompson



- 6 - Ian Graham
- 7 - Martin Dixon
- 8 - Jonathan White
- 9 - Marc Abbott
- 10 - Steve Mitchell
- 11 - Jack Foreman
- 12 - Russell Turner
- 13 - Ray Brownson
- 14 - John Underwood
- 15 - Nick Johns
- 16 - Alan Wilkinson
- 17 - Dave Druce
- 18 - Dave Hill
- 19 - Paul Bizzell
- 20 - Gary Cannell
- 21 - Michael Keown
- 22 - Lewis Curtis
- 23 - Martin Brownson

That actually sounded like a great day out then, didn't it? Especially if that good old '80's band "The Police" were there as well! I also recognised a few other names in there as well, ➡➡



which always helps though, doesn't it? But never mind, I have made a career out of watching the wrong car at Bearwood MANY times also, so you're not the only one who can do that then Marc, trust me!

### GP Miniatures News

With time on my hands a few weeks ago then I decided to finally get around to popping along to see how Mr. Poulton was doing in his new workshop which he calls the "Foam Lab" whereas I would probably call it "The Tardis" as it was definitely bigger on the inside than it looked from the outside!



When I got there, Graham was hard at work with the scalpels etc. and he worked at a very rapid pace cutting out the various panels of foamboard in order to make up the necessary parts for each kit, which were then bagged up and stacked ready for dispatch to the various suppliers that stock them.



I've made up the Andre Lambert building in the past as you'll probably remember and it's pretty easy to do, but you do need a very sharp scalpel blade in order to do it properly, as I found out to my cost slightly when I used a not very sharp one at first!

At present Graham is adding one new product to the range more or less every month so there's always something new to look out for if you fancy trying your hand at another one.

Now, as you may also know, Graham also



used to do those superb Aston Martin kits together with a Ferrari 250 SWB, but then that all got taken over by Pendle Slot Racing, but as Sean has recently added some 5mm wide wheels to his very nice range of spoke wire wheels then Graham couldn't resist fitting a set to one of his Ferrari's as you can see here, and to me it looks like it really could be a real 1:1 car as it's that good a build, and I don't know quite how he does it, but he really has perfected getting a "real car look" to his models as I'm sure that you would agree when you see them like this.



*already. So the second half of the year may well see me working on a Mk1 Transit and a Fiat van (615) which are following on from the success of the other vans, and then the Fiat Balilla MM 1936 and an Austin 1800 and maybe something a little bit different, like a Willy's Jeep maybe? That said my next car will definitely be the Aston DBR1.*

*Regards George*

I've put my "Gaydon order" in already for a Bedford CA Van and am currently ➡

So when you're at Gaydon then please keep an eye out and you'll probably see some of Graham's buildings featured on at least one track that will be there, and I'm sure that some of the dealers will also be selling them as well should you wish to purchase any on the day.

### **George Turner News**

Having sent the usual email out just before the copy date, then here's what George had to say for us this month:

*Hi Graham,*

*Not much new to report at the moment as we are still in the process of getting our new decals made. However we are getting prepared for Gaydon at the moment and hopefully I should have quite a few new models ready to go for the show, most of which I detailed last time. After the show however I have a few new projects lined up*







wondering what else to add to it as well, but the trouble is that every time that George tells us what's coming next then I just think "yes please", but you can't really afford to buy them all, can you!

### Slot Track Scenics News

With David and Guy hard at work on their latest track build then I did manage to get a few words out of them on "how it was going" in the end, as you can read here:-

*"It's all very exciting here at Slot Track Scenics as we are working on a new track to take to Gaydon for the UK Slot Car Festival.*

*We are trying to build on our previous experience of making a large version of Silverstone but this time with the Catalunya circuit at Barcelona.*

*Also, this time instead of it just being flat we are adding in elevation changes to reflect the ones on the real circuit. It will still be large though at 5 metres x 2 metres, and we also want to add in all of our usual scenic elements as well.*

*As you can see from the photo the main work is done but there is always more detail that can be added, and so we will do as much as we can in time for Gaydon.*



*The Slot Car Festival is without doubt the biggest and best event of the year for slotcar fans so do get along on the 19<sup>th</sup> or 20<sup>th</sup> May to the British Motor Museum at Gaydon in Warwickshire (just off the M40) and see just how far we manage to get with the finishing, and maybe also get some inspiration for your own track as well, and you can also try your driving skills around our Barcelona Circuit if you wish too."*

*Regards,*

*David and Guy Jessett*

That's certainly starting to look the business then, isn't it? Can't wait to see it all done and have a go also!

### Amato Chassis Design News



With the return of that good old favourite "The Generation Game" on the TV recently, then it really seems quite appropriate to say "on the conveyor belt tonight" as Angelo Amato does keep churning out his marvellous chassis like they're on a conveyor belt, and the latest additions to the list are for the 1970's Scalextric F1 Wolf and Yardley BRM P160, although he has also had another play with some of George's resin bodies as well, and has now also created chassis for his "Thunder-sports" Hillman Imp, Ford Anglia and the Austin A40





so that you don't just need to stick to a Mabuchi "S" sized motor any more!



Uuummm, that reminds me, I bought the Austin A40 Wide Version a while ago now also, and it's still not finished, but at least I have got as far as painting it, and choosing the wheels and tyres for it, but as the focus is now on Gaydon as much as possible then it looks like it will have to be a "summer build", but just don't ask me in which year, OK?

Now, if you like what you see here and are going to Gaydon this year then make sure that you visit the Amato Chassis Design table and take a closer look at just what can be made with the latest technology and a ~~Microwave~~, sorry, a 3D printer, but we just wanted to mention here also that Angelo generally "makes to order" so



although he will be taking a large amount of stock to Gaydon, if he happens to have run out of anything that you need then he will be more than happy to send them to you a few days later in the post, OK?

### The Resin Factory News

Hello, it's still me really, and I'm not really a factory to be honest, but it just sounded "funny" when my mate called it me, so it's stuck now basically!

To explain what it's all about though goes a bit like this, as the basic problem is that the resin that we all use has a rather short shelf life and so you end up having to use it up pretty quickly once you've opened it otherwise the air space: contents ratio gets higher and higher and this starts to ruin the resin basically as it absorbs the moisture from this ever increasing air volume as you keep opening and closing the bottles etc. hence you can't do it on rainy days etc. as that just makes it even worse!

⇒







So, when the time is right then you have to go a bit mad with it and cast a few more than you actually need at the time etc., but with Gaydon fast approaching then I've effectively had to go into full scale production on a scale that hasn't been seen since roughly this time last year to be honest, and as we actually had some decent weather a few days ago (but that was as I'm writing this though obviously) then it was absolutely perfect for doing a load of resin casting and so I did.

So, bottom line is that there will be a few leftover that I need to get rid of, and Gaydon is the best place to do this, but there won't be many as this is not something that I do for a living basically, it's just for a bit of fun, but as they take so long to make and then your mates say "can you do me one" then as Martin De'Ath quite correctly said around 3 to 4 years ago now, the answer is to mould it and then do a few castings and then everyone is happy, and he was right!

But, as I've still got my "creative" head on

at the moment, then I've also got this SCX MK1 Fiesta "Boy Racer" on the go at the moment as well, so that should be the next one to go into "production" as soon as we get some decent weather as the resin casting process especially does not like the cold and damp weather at all as I said above.

Nor do I to be honest, but time is running out very quickly now for getting ready for Gaydon, so it had better warm up soon otherwise I'll be stuffed!



But at least I've now managed to finally finish my Alfa 182 F1 car though, well the body, anyway, but the running gear is still yet to be sorted to be honest and I know that it looks a bit "grubby" shall we say, but this one was actually a bit of a trial one to be honest, where we were experimenting a bit with a different type of resin and paint and clear varnishes etc., but as the basic principle has worked then I can now go ahead and build up another one to a hopefully





better standard at some point in the future and then it will look somewhat better than this one does hopefully also, but you never know with me, do you?

OK, so what's on the list "to do next" then after the Fiesta? Well, the VW Beetle pick-up for a start, and also a 1940 Ford Tudor Sedan, which is also known as a "Beetle Back" apparently as it looks rather like a certain other car at the back, and with which I've also made everybody cringe a bit as I decided to widen it by 3mm as it looked too narrow to me, but as I'm convinced that Mr. Turner would have done exactly the same, the trouble is, nobody else agrees with me though as they all say that it's supposed to be that narrow. Oh well, I like it, even if nobody else does, but will it be done for Gaydon I hear you ask? "Not sure" is the honest answer, but if it is then you'll instantly recognise it as it's that wide that it will be hanging over the edge of the table, but when it's sat on its Amato chassis then it should be extremely low and wide and look like the perfect "slammed to the floor" USA Hot Rod that I hope it will (can you tell that I'm dreaming/ have a good imagination then!).

And, whilst on the subject of "dreaming", I'd also love to do a "Hooligan (you know what I mean really) Mustang" as per Ken Block/ Top Gear one day as having seen one on Slot Forum a while ago that looked superb, then I decided that I too must try to make one, but it takes a lot of guts to cut up a very nice Pioneer Mustang and then start messing about with it like I do, so that one could be delayed somewhat more if the

truth be known, but you never know, maybe it might just surface in time for the 2018 Coventry festive event, assuming that there is one, of course.

## And Finally

As 1970's "Super-group" ABBA have apparently returned to the recording studio this week after a gap of 35 years or so, then how about something else from the 1970s to end this month with then?

So, remember the good old Scalextric TR7? Yes, it was slightly too big at maybe 1/28 (?) scale roughly, but that was probably done simply in order to fit the larger Superslix wheels and tyres to it as the smaller Mini ones just wouldn't have looked right at all, would they, and they only had two sizes available remember, unlike today where the wheels are made more like they should be fortunately, rather than like it used to be, BUT and perhaps with your Anorak on, how many people have actually ever noticed that the model itself has only got 1/2 a door shut line on each door?

⇒



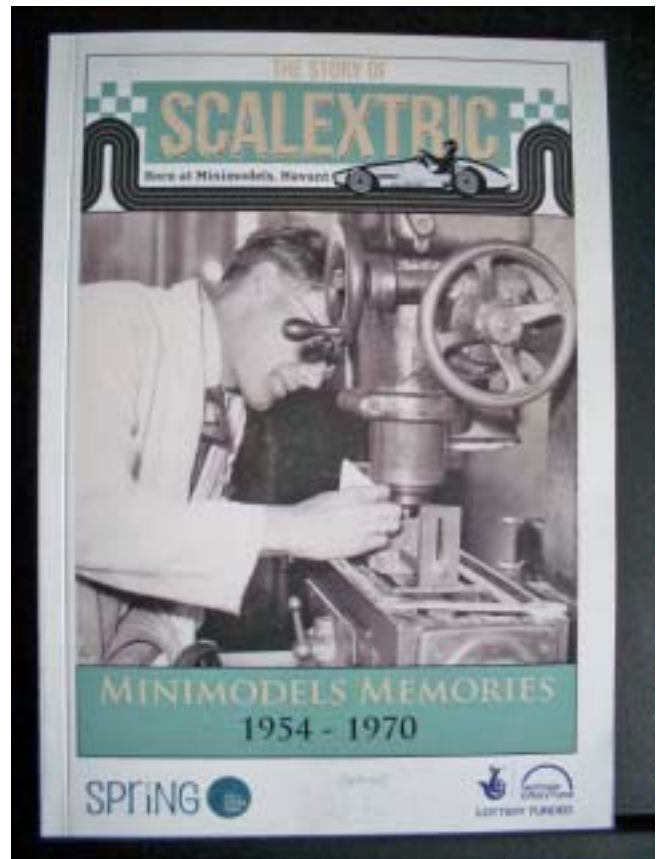


Seriously, go and have a look and you will see that as soon as you get to the infamous wedge shaped “dent” in the door then the door shut line just disappears!

that the “Minimodels Memories” book stops at 1970 otherwise we might have been able to read all about it and discover why perhaps? Never mind, I finally managed to track down a few copies of this rather excellent book for some of our Bearwood members a couple of weeks ago and the general consensus is that it’s well worth the £5 that it costs for certain!

So, if you fancy getting a copy for yourself then please get in touch with “The Spring” which is the Centre where the Exhibition etc. took place and hopefully they will still have some left.

Other than that, I hope to see you at Gaydon and if not I will be back here next month with more of my ramblings and observations! ■



# SLN Cuprace 2018

By Shaun Bennett

The weekend of the 13<sup>th</sup>, 14<sup>th</sup> and 15<sup>th</sup> April saw an intrepid band of SLN members travel to Holland for the annual Cuprace.

I had an early start on Friday 13<sup>th</sup> (2.30 am to be exact) to travel down to Epsom to meet up with our Editor Jeremy and we were on our way to Dover for the deserted 7.30am ferry and breakfast, to Calais before the long drive across France and Belgium, then a fair part of Holland, to the superb Fletcher hotel in Nieuwegein, Utrecht, where we met up with Donna and Steve Axford, Torben Groth, and the SLN organisers Thera and Michel Brok.

After the long evening in the bar, breakfast came round too quickly before we made our way to the race venue at the Eindhoven slotcar club with its two large scenic tracks, one analogue, one digital, pit area and bar/café. We were joined by our old friends from the Slipstream Club, who it was great to see again, and some racers from the host Eindhoven club, before some practice on the analogue six lane track with the BMW Minis which we were racing for the day. It soon became clear that there were certain corners to watch out for and that amongst the Dutch racers were some very good and very quick racers.

Racing was soon underway, fast and furious, with each driver rotating so that they raced on each lane. Everything was computer controlled



with race positions and statistics displayed on screens above the race control podium (although there was no chance of checking them during racing!), with those not racing doing the marshalling. After the first round of racing, we all took a break for a drink and sandwich before recommencing for a second round of rotations. As already mentioned, there were some tricky corners which Jeremy took great delight in reminding me of as I left the track in the same spot in front of him for four laps in a row. All too soon the racing was over and we were choosing our pizza delivery.

After the pizza, we were organised into teams for a further round of fun racing before the prize giving. The event car, a superb Scalextric Union Jack Jaguar E-Type tamped up with the SLN Cuprace and SLN Club logo ➡➡







with the certificate number denoting the driver position in the racing. I was very pleased to receive car No. 8 of 30 for my efforts.

All too quickly the day came to an end and we said our goodbyes to return to the Hotel and its bar.

The next morning we travelled a short distance to the SLN swapmeet where there were all manner of goodies to help us spend some Euros. Jeremy and I were both weak and ironically relieved Phil Smith and Paul Blows of some items from their tables. The swapmeet was quite busy with a fair amount of Fleischmann items on sale, which it made a change to see, After an enjoyable morning we retired to the bar area for some lunch, before saying our farewells and heading back down the motorway to Calais and the extremely busy ferry home.

A very tiring weekend, but really enjoyable and well organised by our friends in the SLN Club.

Thanks to my fellow racers, especially Jeremy for driving and to Thera, Michel and the SLN for their superb hospitality, hard work and organisation. Looking forward to next year. ■



**A**pologies for missing out Circuit 24 from our survey of slotcar manufacturers beginning with a C last month. Where Scalextric has become the generic term for slotcar racing in the UK, it appears your average Frenchman won't know what you are talking about unless you mention their equivalent, Circuit 24. As Phil Smith says on Slot Forum, only cockroaches and Circuit 24 can survive a nuclear war, and the cars are certainly bomb-proof, with the majority having a massive and heavy vibrator type AC motor fitted. These were designed to run on 20 Volts AC with a 24 Volt "Boost" option. As they had twice the voltage of Scalextric cars, little wonder they were advertised as the fastest slot racing sets on the market at the time. Due to the motors, they may have been the noisiest too!

After having connected mine to an old Triang 15V AC transformer in the name of research for your good selves, I can testify that the motors run strongly, and surprisingly not as loudly as I expected. The first one did make me jump when it started up though!



Created in 1963, the early sets featured Panhard cars, with Ferrari Testa Rossas being sold separately. Attractive cars, although some of the drivers appear to be only half the men they used to be. Circuit 24 sets were made in the Meccano factory in France, and imported into the UK by Meccano, sharing promotional leaflets with other products of the Group.

**D** is for Dinky, Dreamslot, DS, Dynamic Models and Dyno-Rewind.

Dinky were die-cast model car manufacturers of course, not slotcar makers, but in the Circuit 24 launch article in their parent company's Meccano Magazine, a Dinky garage was used as scenery, as were a number of the die-cast vehicles including TV camera vans.

Dinky had it's imitators, with a few Hong Kong companies in particular making plastic copies of Dinky models, including buses and coaches, sometimes in larger scales than the original Dinky version.

I must admit I haven't motorised my ➡➡







Hong Kong copy of the Vauxhall Vega Coach yet, but it's on my list of projects, as is learning to drive it and avoid cliff hangers.

Dreamslot are a range of thingies in the spirit of the old Cox Cucurachas, made by Ostorero with Slot.it parts.

DS make electronic lap counting systems, using light bridges or dead sections of track.

Dynamic Models were launched by Robert "Hi" Johnson in the late 1950's, making model aircraft parts before making die-cast aluminium slotcar chassis. The Company were acquired by AMT in 1964, enabling range expansion to encompass complete cars, although most of these were thingies, not based on real cars. The chassis were hinged in the centre, creating a long drop-arm pick-up at the front. Models included the Bandit, Renegade, Super Bandit, Ferrari P3, Mirage and Swinger. In 1970 AMT sold off the Company, which then joined with Buzco to make Radio Controlled Cars, whatever they are. The final Dynamic slotcar parts were made in 1973, with some surviving to this day.

Dyna-Rewind were based in Birmingham, Michigan, and supplied rewind slot car motors on an exchange basis. If you find a motor with white epoxy over the armature windings, it may be a Dyna-Rewind. Dyna-Rewind ran their own pro racing team up until 1971, and their "pro" motors with silver and blue aluminium foil labels are sought after by collectors.

Let's see how examples of the above manufacturer's products are doing individually on eBay:

### **Circuit 24 eBay Top Ten**

1. Tierce 24 Horse & Sulky Racing Set £130.69 (302674979822).

2. Circuit 24 Go Kart Set £82.44 (202274596287).
3. Circuit 24 Ferrari Testa Rossa Green £75.43 (173180082300).
4. Circuit 24 Porsche 917 Red £69.02 (282904581703).
5. Circuit 24 Ford GT White £53.51 (173180078062).
6. Tierce 24 Four Horses & Sulkies for restoration £52.63 (152975903288).
7. Circuit 24 Go Kart £39.47 (232597239238).
8. Circuit 24 Oscar de Jouet 1969 Set £39.47 (292507454273).
9. Circuit 24 30 Crash Barriers £38.51 (273173612528).
10. Circuit 24 Le Mans Set with two Panhards and E-Type Jag £35.96 (123088527060).

A surprise to see a horse racing set at number one, while the go karts look popular too. Generally low prices for such historic sets though, so it looks like there are certainly some Circuit 24 bargains to be had out there.

### **Dream Slot eBay Top Ten**

1. Dream Slot Nation Deutschland Silver Car £48.24 (232637881239).
2. Dream Slot Europe Yellow Car £35.09 (401476740729).

Oh, just a Top Two there then.

### **DS eBay Top Ten**

1. DS 300 4-Lane Pro Digital Lap Counter £144.24 (323164005383).
2. DS Racing Transformer Power-5 £106.13 (362272280004).
3. DS 200 Pro Series Digital Lap Counter £71.76 (323025104177).
4. DS Racing Dragster Start £67.44 (253275012175).
5. DS Pro Speed 4 Hand Throttle £61.40 (183136597026).
6. DS 300 Pro Lap Counter & Overhead Gantry £47.15 (142757852605).
7. DS 0026 Racing Infra Red Bridge Sensor - undisclosed offer over £40.35 (122925954683).
8. DS 3503e 25 Ohm Hand Throttle £36.20 (372279181089).
9. DS 3503c 45 Ohm Hand Throttle £36.20 (401523246445).
10. DS International Box Cockpit for two drivers £30.70 (263498604299).

Some interesting control units and hand throttles there. I recognise some of the control units from my visits to the East Durham Slot Car Club, who make good use of them for their track.

### **Dynamic Models eBay Top Ten**

1. Dynamic Models 48 vintage packs of slot car chassis, wheels & tyres £152.21 (273173636701).
  2. Dynamic Models & Russkit collection of vintage slot car parts £108.72 (222897171112).
  3. Dynamic Models 1960's rolling slot car chassis £39.87 (302611928435).
  4. Dynamic Models 22 vintage packs of slot car gears, axles and reducers £36.23 (282905868834).
  5. Dynamic Models Tuned Hornet slot car motor £26.82 (332531481649).
  6. Dynamic Models 1/24 Lexan Super Pro Shadow Body Kit £26.09 (202242075606).
  7. Dynamic Models seven Bearing Presses £24.61 (332519786567).
  8. Dynamic Models vintage Test Block £22.47 (382381518195).
  9. Dynamic Models #521 Sidewinder Chassis £18.85 (332543924326).
  10. Dynamic Models two #506 chassis for Pitman 65 Motor £14.46 (132560212274).
- Some interesting vintage parts there. No Dyna-Rewind items have sold recently on eBay, probably because they are so rare.

### **Monthly Worldwide eBay Top Ten**

1. Scalextric Arc Pro Jadlam 6 Car Digital Set £1,499.95 (401460382310).
2. Slot Classic Alfa Romeo Giulietta "Senorita" with lady driver £1,314.84 (222878149400).
3. Playcraft Aurora HO Red & White Vibrator Motor Chevy with Blue Lorry £1,159.71 (323206147501).
4. Aurora HO Six White & Black Ford Police Cars £1,083.61 (152918711709).
5. Scalextric Large (3.6x2.5m) Digital Track with 25 Cars £1,200 (362266129358).
6. Airfix MotorAce International 300 Banked Circuit Set including Honda and Eagle Weslake cars £1,000 (123083548149).
7. Aurora HO International Wrecker White & Yellow £908.93 (123023471078).

8. Mexican Scalextric Exinmex Mercedes 250 Yellow £868.37 (273150705014).

9. Scalextric 1978 onwards collection five boxed sets and several boxed cars plus extras £700.00 (292524013940).

10. Scalextric 124 1/24 scale sets 200 and 210 including 6 mostly incomplete cars, track and borders £701.71 (323186567031).

Another Spaghetti Junction style layout from Jadlam in the number one spot this month. The Aurora and Yellow car collectors were out in force again, with a couple of instant collections in spots five and nine. The most interesting lot, perhaps, was lot ten with green and red 1/24 scale Scalextric E-type Jags, two Alfa Romeos, and Ferrari GP and Lotus Indy cars. Hopefully the new owner will be able to repair some of the damage to the cars, which look as though they have had a few rough races in the past.



Outstanding price achieved for the Airfix MotorAce set, only two bidders managed to place 30 bids with the price rising from £79.99 to £1,000. Just shows you never know what will happen at an auction.

If anyone wants to pay a similar price for my Airfix Honda and Eagle Weslake, you can contact me on ebaywatch@nsc.co.uk, no sensible offers refused as they say. ■

