



No. 413 August 2016



Diana Francis - Honorary Life Time President

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Forza Slot.it.....	13
Fly On The Wall.....	21
Chairman's Chat.....	23
NSR News.....	25
Racer Sideway.....	26
STS Open Day.....	29
Bits & Pieces.....	33
Ebay Watch.....	41

Ah, The Summer Holidays

Dear Diary.....week two of the summer holidays and already I want to kill my kids, ah sorry wrong Journal! But believe me the sentiment is right! Yes it is that time of year when the little loves are at home for six whole weeks of uninterrupted fun and games, interspersed with the constant arguing, back stabbing, and general bickering, not to mention the cries of I'm bored, what can I play with and what can I do now? Sorry that's the wife! Plus just to add to my pain I have a friend of mine commencing works to my kitchen and all the disruption that is going to cause.

Anyway moving on and no doubt the holidays will pass soon enough and then guess what, we'll be counting down to.... well you know, it is too early to mention yet! Still at least that means the swapmeets will start again and of course we have the annual NSCC/ Hornby weekend in November to look forward to, and you will hopefully find in this month's Journal an application for the same, so please do apply, you will see there is no increase in the cost again this year, although to be honest we may seriously have to review this for next year I'm afraid, but it is still good value when you consider what you get over the weekend, and of course for me it provides a much needed mid term break from the domestic bliss of home!

Other news to report, is that again the election process has been and gone, with no other members expressing an interest in joining the Committee, so this means either that everyone is happy and we are doing a good job or that not many members are interested in getting involved or wish to assist in the Club, which is a shame really, as it is your Club and how much you put in directly effects how much you get out of it, and of course the current Committee do put a fair bit in even if I do say so myself, sitting here on a scorching hot day at a computer typing!

So that is about all I have to say this month, I hope to see some of you again soon either at the next event being the West London Swapmeet in September (a nice little venue by the way) and/ or the Leeds/ Northern Swapmeet in October.

Until next month.

Jeremy

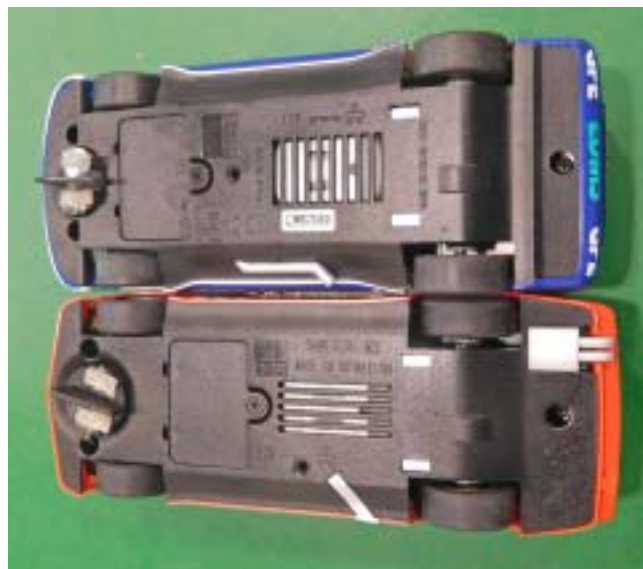


MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

In last month's report I gave a brief glimpse of the range of Sierra and BMW models due for release this year but, due to time constraints, was unable to provide details on each model. Now that I've got photographs of each version, I'll provide some histories of the range. Although they are referred to as the BTCC cars, not all versions are from the British Touring Car Championship. This means that there are a few subtle variations between models depending where each was campaigned: hopefully I can detail them all here, in no particular sequence. I've not had a chance to race the two releases against each other but initial inspection would favour the BMW as it sits noticeably lower. However, this apparent advantage could prove to be compensated by the wider track of the Sierra. Both cars follow current Scalextric trends of having in-line chassis, fitted with Mabuchi motors, and low profile interiors. The good news was that the PCR chassis would be available to upgrade these to angle-winder configuration but at the time of writing the Scalextric website indicates differently, a search for PCR states that there are



no products: further clarification next month once I've been in touch with Scalextric.

The chassis photos, as well as displaying the general layout, show the options for exhaust exits: the Sierra will always exit from the side whereas the BMW moulding has the option of either side or rear mounting. All of this year's BTCC E30s will have rear exhausts but the Australian Touring Car contender in JPS livery will have a side exhaust. All models with the tail-pipes will have a blanking piece to disguise the lack of side pipes: those pictured here are all early prototypes so have mix of parts and are not representative of final production versions. Of course, any BMWs that appear in the future could adopt either format.

Sierra RS500 Range

There are four versions planned, one of which is already with retailers and one which will only be available in a Twin Set.

⇒





C3740 - Red #17



C3781 - White #11



The first is the 1989 Toohey's 1,000 winner of Dick Johnson and John Bowe. The 30th running of this Australian institution on the Mount Panorama circuit witnessed the pairing lead for the majority of the race, briefly threatened by Klaus Niedzwiedz and Frank Biela in their similar Sierra.



The next version dates from 1990 and represents the car that Robb Gravett drove at either Brands Hatch or at Silverstone: the Scalextric website





details state one race in the heading and the other in the body of the description although the claimed 13th, and final round was indeed at Silverstone. As he won both of the Brands races and the Silverstone race as well as clinching that year's BTCC, title, it's not too important.

C3738 - Black Texaco #6

Going back to Brands Hatch a couple of years earlier witnessed Steve Soper finish in second place in his Texaco liveried RS500. Although his overall placing at the end of the year was only 15th, this is one of the most memorable of the BTCC liveries.



C3693A - Touring Car Legends Twinpack

This rather nice set contains representations of the ICS Ford Sierra RS500 of Andy Rouse and the Mobil sponsored BMW E30 of Frank Sytner. As the Scalextric website provides useful background information on the two drivers, I'll include it here, with subtle grammatical⇒⇒



corrections courtesy of Karen: Andy Rouse is regarded by many people as one of the most successful drivers ever to appear in the BTCC. His 60 overall wins in the category was the highest total by any driver for many years, until being overhauled by Jason Plato at Brands Hatch in the opening round of the 2011 season. The BTCC underwent a revised structure for the 1990 season and catered for Group A-specification cars in two classes; up to 2,000cc and over 2,000cc. Rouse finished 3rd overall and 2nd in class in the 1990 BTCC.

Frank Sytner's BTCC career started in 1982 when he started racing a Rover 3500S for Team Sanyo Racing. After a season of mixed results Frank naturally gravitated towards BMW and started to race for Grace International Racing. Solely driving BMW's from then on, Frank achieved his first overall BTCC win in 1988 and became British Touring Car Champion – a title he would earn again in 1990 in the up to 2,000cc division with the BMW M3s enjoying



a 27 race and class-winning sequence. Frank Sytner took the class honours, with five wins in the division in total.

BMW E30 Range

To balance the options for racing against the Sierra, there will be an equal number of BMW racers available including the one described above in the Twin Pack.

C3782 – Mobil #44



The first solo release is the sister car to the one above: it's the car driven by Steve Soper at Donington Park in the 1991 BTCC round. In





the two races on that day, Soper score a second place in the first but was then forced to retire from the later race.

C3739 – Red #44

Probably the nicest livery of the eight models is the Demon Tweeks car from the 1988 BTCC race at Brands Hatch, as driven by Austrian Roland Ratzenberger. His best placing for the year was first in class, 8th overall, at Thruxton. Championship placing at the year-end was 13th, 4th in class. In the race as modelled he finished 4th in class, 11th place overall.

C3757 – JPS

It seems fitting that the list of these saloon racers should finish with another Australian racer. Although this one is two years older than the

Sierra at the start, I'm sure that Bathurst fans can make allowances and stage their own race. Dating from the 1987 Australian Touring Car Championship, this model represents the car of Jim Richards in which he won the series. The first race of the season was particularly noteworthy as it saw the world debut of the racing versions of the BMW M3, Ford Sierra→





RS Cosworth and Alfa Romeo 75 Turbo.

As I said at the start of the report, some of these are already available in the shops so can be enjoyed right now.

Prototypes



Just to finish off the month, I managed to snap a couple of the early trial version of the modern BTCC racers: the BMW 125 Series 1 and the VW Passat. Not the easiest cars to photograph, being in glossy white or black, but I've included them here as they reveal a few minor changes that took place prior to the final approval



versions that were featured a couple of months ago in the Journal.

Culled

This year has witnessed a few models that were destined to be dropped after the approval phase. As these have already been announced in the catalogue, Scalextric kindly agreed to me including a few images in my reports. Last month I revealed the prototype black Audi, this month it's a 1970 Camaro that failed to make the toy shop shelves: C3725. It was due to represent the SCCA Trans Am car entered by Godsall racing for Swede Savage as raced at Watkins Glen in 1971. Although it qualified in 3rd place, it failed to finish due to a fire. So maybe Scalextric considered this to be too risky to place in the hands of children intent on replicating actual races.

Next month I hope to bring details of another Gulf release as well as some cars on which younger racers can spend their pocket money. OK, there'll be a couple for the dads too.■



Ciao everyone and welcome to this month's edition of Forza Slot.it. So, as we move into the summer months (maybe the weather has forgotten?) then news starts to get a bit thin on the ground as Europe starts to contemplate several weeks off and then does so for most of July and August. Therefore, news has been a bit slim on the ground but I have got a bit of information to share with you so I will just get on with it!



I'll start by finishing off my babbling from last month with the superb news that the first official Slot.it release of the brand spanking new Alfa Romeo 155 V6 TI was released on 14th July. I suspect that many of you have pounced on this

new offering already and will have pounded out a few laps on your own home or club circuit by now? At the time of writing I have still not picked mine up yet. It was pre-ordered and is sitting on a shelf at a well know dealer waiting for me to complete my next order! Therefore the latest Slot.it supplied snaps will have to do for now, but the full livery does look good don't you think? I will get back to you on that when I finally get mine delivered but I believe that the rest of my comments from last month's review will still stand for every other area, unless anyone out there wants to add their own comments or observations?

However, in the interests of filling in a few gaps from last month's report, I will add those bits in now: SICA35a, Alfa Romeo 155 V6 TI #7 as driven by Alessandro Nannini around the Nordschleife DTM race of 1993 in which Nannini finished 4th in both races for team Alfa Corse. His team mate Nicola Larini fared slightly better with a double win for the same round. Over the DTM season Larini finished top of the DTM pile winning the championship with several wins and 261 points with ➡





Alessandro coming home in 8th overall with 121 points and a double win in the last round along with a couple of other podiums during the season. Sure looked like a very competitive season that year with over 30 drivers completing many of the full programme of races from an overall entry of 50 drivers along with a wide range of manufactures being involved that were: Mercedes 190E, Opel (Calibra to be modelled later), Alfa (obviously!) BMW M3, Ford Mustang, Opel Omega (really?) Opel Astra, Vauxhall Cavalier and BMW 318i entries over the whole season. Note Alfas and Mercedes were the main entries but what a field of cars we could expect if Slot.it were to model them all from that year!

Anyway, back to the plot and the Alfa comes with the new MX15 motor and in-line CH110 motor mount that I mentioned last month and with the other Slot.it provided vital statistics of: in-line V12/4 21k rpm motor (Note- sidewinder and anglewinder motor configuration are not supported), length 147mm, height 44mm, wheel centres 80mm, width 58mm, weight 69 grams, 9/28 pinion/gear ratio, 15.8x8 front and rear rims/tyres and with a Neodymium magnet situated in the rear mounted location (rip that out eh!) with the option to mount it further forward in front of the motor if required – no way! The body/chassis is held in place by two screws fore and aft and the front axle can be adjusted for ride height with the option to add a digital module (SSD, Oxygen or Carrera

D132) of your choice if desired. Last but not least, this model can be converted to Slot.it's excellent 4WD system if required. If anybody has done that yet then why not do a little article and pop it off to Jeremy so we can all share your thoughts? Is it better in a 4WD configuration? Why, because in 1993 when the real car was racing in the 1993 DTM series it was a 420BHP 4WD beast that won 12 of 20 races for both the driver (Larini) and constructor championship, stuffing the 2 wheel drive Mercedes to be the only none German manufacturer to ever win the DTM series. Hmmm maybe Slot.it should have released the car as 4WD in the first place! Not sure if I will get round to a 4WD conversion any time soon but we shall see.



What else? Also released on the 14th July was the latest/next incarnation of the Nissan R89C, SIC28d #25 as raced at Le Mans in 1989 by Arie Luyendyk (Dutch and featured driver), Gary Brabham (Australian) and Chip Robinson (USA). For that year Nissan



Motorsport ran three cars, #23 (this has already been produced by Slot.it as SICA28a), #24 and #25 but sadly none of them finished the race with the #25 car faring the best as DNF 22 on 250 laps, #23 all Japanese team being Hasemi, Hoshino and Suzuki as DNF 32 on 167 laps and the all Brit entry of Bailey, Blundell and Donnelly as DNF 55 on lap 5! A bad year at Le Mans for Nissan then and a poor season overall for the R89C in general according to the information I read on the web. Now, as I have mentioned previously, this particular series of cars, R89C/R90V, don't really resonate much with me as I believe I have described them in the past as "Mr. Blobby" boring so I may not be investing in this one as I already have #23. Having said that, I do like my teams so if I do take the plunge then I hope that Slot.it churn out the #24 car to make the team complete. I mean it's only a number, a few drivers' names and probably the wing mirrors and/or a coloured strip across the top of the windscreen or some such small detail that Slot.it do so well. Something to think about but I need to be careful as SICA28a and b are shown as sold out by Slot.it already.

The only other Slot.it news I have for this month is about a few new spare parts/ bits an' pieces for the builders, repairers and upgraders out there which are as follows:

Slot.it normally do a white kit so now you can recreate your own Alfa livery - SICA35z Alfa DTM white.

And some new spares for the 155 – you might need 'em if you race 'em.

CS35lx 155 V6 TI Polycarbonate Cockpit.

CS35p 155 V6 TI spare parts.

CS35v 155 V6 TI transparent parts.

CS35t-60 155 V6 TI in-line chassis.

PA71 Wheel inserts 155 V6 TI speedline type for Ø16.5/15.8mm wheels (2+2+2).

PA75 Wheel inserts 155 V6 TI OZ type for Ø16.5/15.8mm wheels (2+2+2).

Note: both of the above parts have been designed for standard and 4WD systems use.

CS03t-60c 962 LH/ KH/ IMSA/ 85 chassis AW compatible EVO6.

Sold out: CS03t-60b.



Just as I was about to hit send to our esteemed Editor, some last minute information from Terry on some forthcoming stuff with some updated pictures. Another one of my must have/ really looking forward to in the near future would be the much anticipated, and covered in these pages before, Audi R8 LMP. It has a race number of 77 and was driven by "Dindo" Capello and Allan McNish with the stunning Croc livery in the "Race of a Thousand" – whatever that was! Slot.it Ref. No SICA33a. The picture looks good, the details look good, I'm sure performance will be good so all we need now is the model! Terry reckons December so Santa might have something for me then? There will be another as yet⇒⇒



previously unmentioned Lancia LC2 in the form of the #54 Le Mans entry of 1990 by Mussato Action Cars. It was driven by Monti, Magnani and Hepworth but not a livery or team that I remember but it looks quite fetching in the team livery. I like the Lancia LC2's and so it will probably join my collection as well. Did not do so well in the actual race as well with a DNF down in 44th place after a mere 86 laps is not that inspiring – hope the slotted one fairs better! SICA21f is the Slot.it Ref. number and it should be with us by November according to Terry's information. And that is all I have on the Slot.it front for this month.

However, Policar have released their new, long awaited/anticipated by me anyway! F40 in the guise of CAR03a, #40 which finished 2nd in the IMSA GTO Road America race of 1990. So any F40 is fine by me and I purchased mine straight away! Just as with the previous Ferrari 312PB, that Policar released a few months back, this is a rehash of an earlier Slot.it model being the SIKF02a/b/c/d from several years ago. It is not the same race car livery etc. as earlier Slot.it versions but I am sure “another” manufacturer has already produced this particular car but who it is slips my mind at the moment! Anyway, what is it like then?

Policar supply these models in a cost reduced cardboard box but it does come in a more rigid outer sleeve that does a good job of protecting the cellophane window and the main box in general. Inside the box there is another bit of contoured plastic to further protect the car



and keep it in place within the box so the overall packaging is substantial enough in my view and has the added advantage of being quite small and easy to stack! The model inside is a little marvel for me as the RRP price is £39.95 but you can pick them up for approx. £32 from at least a couple of well known slot dealers if you look on the web. At first glance for the price, I think the accuracy and detail is well up there with the added bonus of Slot.it input and running gear, so a win win all round I would say.

As for the model itself the first thing I noticed was the colour. Maybe it is my eyes or the light at the time, but it looks a touch dark to me? But then again, comparing it to a few other F40 cars I have from various manufacturers there are several different shades of Ferrari red! No real problem then. The next would be what look like over large silver side indicators just under the wing mirrors. They just look too big to me which contrasts nicely with a wiper blade (normally a piece of 2x4 with many models





from many manufacturers) that is too small! I believe the scale is just about correct but it is so short that in a single sweep arc across the windscreen it would not even give the driver visibility even he really tried to duck his head down. The arc would not clear the instrument binnacle? Ho hum, it doesn't rain on my home track so nothing to worry about. Then we have what can best be described as a bit of "agricultural size netting" on both windows that is just not that pleasant to the eye really, if I am honest. However, assassination over, a couple of things that might upset some people I guess but, as I just mentioned, for the price and overall detail I don't have a major problem and I have seen much worse both now and in the past on other models!

So, with what I would consider the bad bits out of the way, the rest is just very good to splendid. Take a good look at all the sponsor decals over the whole body, the Goodyear Eagle logo on the tyres, the fuel filler caps (one on the left, two on the right), drivers name and nationality (one Jean-Pierre Jabouille/ French), fab wing mirrors (good scale!), the venting grill down the front of the bonnet under the 40 and the rear end view is probably the best of the lot.



On top of that you have fabulous visible engine detail complete with window vents on the rear deck as well as a good bit of cockpit interior detail and a detailed drivers helmet = marvellous. You even get splendid little Ferrari logos on the wings and bonnet, what more do you want or need?

Having had a good look all over the car I do find it very well built, detailed and finished off, bar the minor irritations that I have mentioned. For me the best view on this car is the rear as the nice plastic grill (OK etched would have probably been better but this one is very good) along with the typical signature Ferrari round brake/indicator lenses, the venture detail and central triple barrel exhausts just look the part to me. Hopefully, on track that is all your rivals will see as well – more on that later. Overall, fab model.



On to the inner workings and the removal of the body shell from the chassis is a simple matter of typical fore and aft screws. The sidewinder motor pod is held securely in place by four screws and there is the option to change this if you desire. As before, you can see the Slot.it influence with the chassis with the power cables being neatly routed down the sides, the option for different motor configurations and the range of tuning options available at the front end as well as the range of hot parts that can ➡➡





be used from the comprehensive Slot.it spares bin. Hopefully you can see this in a couple of the pictures I took. One thing I did note when I screwed the car back together was the rear end seemed a bit less firm than anticipated. Some might say flimsy but it stayed in one piece. Compared to standard Slot.it chassis' then the strength or rigidity of the plastic used is definitely not as firm/strong shall we say. Still everything seems OK and the drive train has a nice smooth mesh as I roll it over my fingers as well as a quick 9V battery across the braids for a power continuity test – now for the track test.

So how does it fair on track then? Out of the box very well thank you. This I believe is another very good chassis to follow on from the earlier 312PB that I tested. The power delivery is smooth but not as instant as the earlier car but I guess the weight difference of 312PB = 62.5 and F40 = 76g has something to do with that. The motor and configuration is the same but the 312PB has 11/32 v the F40 of 11/28 gearing which again would have an influence how the power is delivered. It still boils down to a nice



and fluid car/chassis to fling round my circuit but, as I have mentioned many times before, even though my circuit is quite large I was really not troubling the potential top speed that a big open club circuit would release. For me it is about the balance and handling of the car and how it feels to get the tail out whipping round a corner rally style that counts and this car has it full stop. Again perhaps not as fluid as the earlier car but I was soon throwing it around corners with predictable ease until the inevitable pirouette backwards out of the slot or the front end deslotting and off to the wall! Typical of my driving style but a bit of weight in the nose would cure that and a slightly less energetic application of the driving finger would cure the other. Just for a bit of a comparison I took out a box standard, I have never altered it in any way Ninco NC5 in-line speeder powered Subaru that fits me like a glove. As I said it is not all about top end and with this car within the first corner I can have the tail out and continue to do so at will for corner after corner, lap after lap and no offs - well OK the odd one! Can I do this with the F40? No, it takes a bit more work but the potential is most definitely there and a bit of tuning/running in would solve it for me. I reckon this chassis could also take more than the current motor combination can give and so for the serious home/club racers out there this one may well be worth considering? Overall, a fabulous addition at a good price for anyone I would say who likes this type of car.

The Policar provided vital statistics for this model are as follows: in-line V12/3 21.5k rpm motor (offset 0.5mm) with options for in-line



and anglewinder configuration, length 135mm, height 32mm, wheel centres 79.5mm, width 63mm, weight 76 grams, 11/28 pinion/gear ratio, 17.2x9.5 front and 19x10.5 rear rims/tyres, no magnet supplied (good!) but there is the option to fit one with three different locations available on the motor sidewinder mount. The body/chassis is held in place by two screws fore and aft and the front axle can be adjusted for ride height with the option to add lights and/or a digital module (SSD or Oxygen) of your choice if desired.

Last but not least Terry informs me that the details of the first March 701 will be as follows. It will be the STP sponsored car as driven by Chris Amon that should be on our shores about November time. I remember seeing the clear body at the Slot Festival a few weeks back and it looked like a real piece of dainty small slot



clear plastic work of art so this rendering helps bring the perspective model to life. Again it does look very good and comes with the additional information that Policar are going to do a couple of versions of this. In the vendor picture you can see the low slung side pods but Policar have “said” they will also be able to offer versions of the model without them. Terry has also provided a snap of the real car as well for comparison and it looks pretty accurate to me. All sounds good so far even though the March 701 is not one of my well remembered or favourite cars from that era. However, a new model is always a plus to me in these tough economic times for us all. It does look good though eh! Opps - the Ref. No is CAR04a.

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

Rendering. Prototype is not available.





Welcome to Fly on the Wall for August. We have news of trucks this again month. All models mentioned below were available to pre-order at the time of writing.



First we have the latest edition of the Buggyra MK R08, reference number FS205102, at £64.95. Fly are also releasing a white racing version of the MK02 Buggyra, FS204202, with lightweight components fitted. The price for this model is £54.95. Still with trucks we have the latest of the special commissions for the US market which features



some of the popular “Looney Tunes” characters. The truck was inspired by real liveries of the Looney Tune characters that





appeared on at least eight NASCAR race cars at the Chevrolet Monte Carlo 400 race held at Richmond International Raceway in 2002. Many of the team's vehicles and trucks were also suitably adorned with the famous Warner Brothers cartoon characters. Needless to say this will be rare in the UK and the price reflects that rarity at £84.95. The reference number is FS203308.

Finally, we have the MAN TR1400, in Gulf livery as raced by Jean Pierre Blaise at the 2010 Smolensk Truck Grand Prix. The price is £64.95 and the reference number is FS203110.

We also have two Rileys, no not British Rileys which those of us of a certain age will



remember. Riley Technologies is an American auto racing constructor and team which specializes in the design and manufacture of complete race cars, as well as prototype development for racing and manufacturing applications. One model is finished in red and one in black. I don't have any more information to that which can be gleaned from the artwork. You may recall that Fly have released models of the car previously. These new models are likely to be £44.95 each.



Thanks to Terry Smith, Brand Manager, Gaugemaster Controls Ltd. for his help in compiling this column. There will be more news from Fly next month. In the meantime, see www.gaugemaster.com or follow Fly on Facebook.

That's all folks (see what I did there?). ■



One of the things that I love about our hobby is the many different ways in which it can be enjoyed. There are so many different directions to go down as a collector, as a racer or both. Sometimes you come across things that have only the faintest connection to our modern world of slotcar racing but yet somehow they form part of the intrinsic DNA of our hobby.

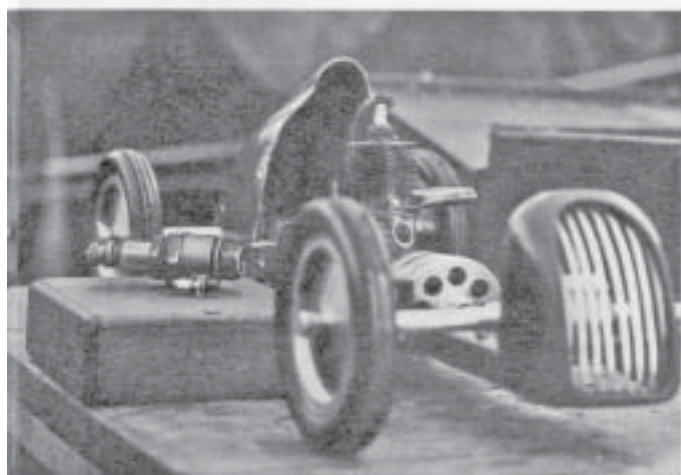
This was brought home to me recently when the Club had a stand at Donnington Toy Fair. Andy had suggested that the Club attend the event with a view to promoting the Club. Vince and I joined him on the day and we had a lot of interest from people looking to join the Club as well as some old members looking to return. Whilst at Donnington I managed to purchase a boy's annual from around 1950, 'The Modern World Book of Motors by Laurence H Cade'.

The book is a fascinating snap shot of motor cars and motor racing from that period. Inside the book is an article entitled 'Britain's Wonder Car' which tells the story of the brand new £100,000 BRM Grand Prix car of 1950, designed to take on the Europeans. The writer goes on to proudly boast, "It will not be long before the Union Jack sails aloft above the grandstands of Europe". Well if my memory serves me right it turned out to be a right Turkey.

However another article in the book also caught my eye. This was a report on the British Model Car Club meeting at Leighton Buzzard which took place around 1950. It tells the story of model racing cars powered by real petrol engines, tethered to poles going around a track at speeds in excess of 125 miles an hour. Tethered racing was a craze that started in America in the 1930s and which then subsequently came to the UK in the 1940s where it took off. At the height of its popularity in this country there were around twenty permanent tracks across the UK. Books and two magazines were published in the UK covering the new hobby. The cars themselves with their miniature petrol engines and miniature spark plugs were marvels of mechanical engineering.

Unfortunately however it was not to last as by the mid 1950s in this country at least it had all gone. Whilst it disappeared in this country (probably in part due to rise of rail and slotcar racing) it seems that some tethered racing continues to this day in other parts of the world with clubs in the USA and certain parts of Europe. The article concludes with a vision of the future by pointing out that an Italian ➡➡





The sparking plug of a miniature car and a 150 c.c. two-stroke motor cycle are contrasted beside the engine of a miniature racing car.



A Black "Wasp" in the pits.

inventor has already produced a tiny little car which operated from a control box can be made to race around a room, dodging the furniture by the manipulation of a steering device inside the control box. I guess one could say that this was the shape of things to come.

Finally on this topic a chance conversation with Rob Davidson the other day revealed that a couple of these old tethered cars passed through his hands recently. It seems that these cars are highly valued by collectors these days with some of them selling for several thousand pounds.

NSCC Committee

Coming back to the present and the NSCC Committee. The term of office for current NSCC Committee members comes to an end in September this year. As you know the term of office for Committee members is set at two years.

Over the last couple of months we have been requesting nominations from Club members who might wish to stand for positions on the Committee. These are the six elected roles on the Committee (Chairman, Secretary, Treasurer, Membership Secretary, Editor and Promotions Officer). The closing date for nominations was set for the 28th July 2016 with a view to an election taking place were there to be more than one person willing to stand for any particular post.

The deadline has now passed and no nominations have been received by our Club

Secretary Vince Albani for any of the current elected positions. All the current elected Committee members apart from our Promotions Officer Helen Richards are willing to stand for a further two years. Therefore the current Club Chairman, Secretary, Treasurer, Membership Secretary and Editor are now elected unopposed and will serve for a further two years. The Committee will review the vacant post of Promotions Officer in due course.

I would like to take this opportunity to thank all the members for your support in helping to move the Club forward. All my fellow Committee members have the best interests of our Club at heart and together we look forward to working on your behalf over the next couple of years.

Leeds Swapmeet

Finally just to let everybody know that tables for the Leeds (Northern Swapmeet) at Rothwell which is taking place on Sunday 9th October 2016 are booking up fast.

This is a Club event and once again tables are free for members so if you want a table please do get in touch with me by phone or email. Last years excellent event was very well attended.

This year there will be another stunning Limited Edition Club car available for purchase by members at the event. In addition to the Ford Cortina for this year there will be a limited number of last years Leeds NSCC Tyrrells available for sale to members. So do put the date in your diary and come along. That's all for now until next time. ■





This month, there are two releases to report on, first up is the latest livery of the iconic Porsche 917 is the number 2 car in Blue and white from the Targa Florio race in 1970. Sadly the car never actually raced because it was a test car. It is very similar to the livery of the number 24 car from Le Mans 1970. Ironically that car didn't start that race either.

The NSR car is a real beauty. All the classic cars have a Sidewinder 20K motor. The rear suspension framework is very fragile and will break when another car hits the rear end I'm sure. If you wish to race the car replace the standard super tyres with ultra tyres glue and true. I true them so far that the rear tread is worn away to give a better grip. I also recommend fitting soft suspension to the motor pod which helps de slotting. The rear end squats down rather than front end lift. If you wish to cure de slotting on a wooden track you need to fit a slot.it wooden track guide.



Next up is reference NSR 0014SW being the Abarth 500 white Trofeo Abarth Italia #54 with a sidewinder Shark 20K and also NSR 0015SW Abarth 500 white Trofeo Abarth Italia #55.

The NSR Abarth 500 is a great little car as long as you race it against the same cars. They lift their inside rear wheel when going round corners slightly too fast, if you go a little faster they roll over and over.

So the same car in the same livery? Not for me personally but perhaps they could be used as a club class? If I'm racing I want a different livery from different cars. ■





Welcome back to Sideways Racer. The Group 5 Lancia Stratos HF Turbo is progressing. The car was entered in the first two rounds of the 1976 World Championship of Makes and qualifies as a very interesting sportscar footnote. I didn't go to Gaydon but the prototype was on display on the Gaugemaster stand as photographed and reported by Graham Pritchard last month. More photos of this dramatic car are here. I don't have an update on any delivery dates

A number of other Group 5 cars have been or are just about to be released. First up is BMW Italie-France number 51 BMW M1 driven at Le



Mans at 1981 by Philip Alliot, Johnny Cecotto and Bernard Darniche (RCSW39). They finished 3rd in the over 2 litre Group 5 class and 16th overall. The car was developed by ORECA and was a rebodied Procar and much less developed than the Sauber M1's. The bodywork was different to the Sauber cars, particularly the rear wing, but this is not reflected in the model. But still the model is very attractive. I don't have any photos of this model but hopefully will for the next edition.

Next up is the 1979 Giro d'Italia Lancia





Beta Montecarlo (RCSW40), the fifth Lancia Montecarlo release. The car was driven by Gilles Villeneuve, Walter Rohrl and Christian Geistdorfer, although Geistdorfer is not listed on the Sideways base. First on the road the car was excluded for driving on the motorway. The model depicts, I think, Gilles Villeneuve at the wheel. There are some wonderful photos, on the net, of Gilles driving the car. The actual car had a much reduced rear overhang (short tail version) compared to the Sideways release. The cost of producing a more accurate model would surely be too great but I can't help thinking that it would be far more effective slotcar.

The current BMW 320 release (RCSW43) is the Schnitzer Turbo 1.4 version driven by Manfred Winklehock in the 1979 DRM. Manfred was third in the championship that year. The model depicts the car driven to victory at Zandvoort.

Another BMW M1 is due for release, the Schnitzer Lubrifilm car driven by Hans Stuck at the Zolder in 1981 (RSCW44). Sadly, Hans posted a DNF. This is the third Stuckie BMW M1 and, with the Jaegermeister 320, that makes four Sideways Stuck BMWs. The model has a distinctive livery, which will be easy to spot on the track.



The RCSW45 release is another Porsche 935K2, the Team Ricoh Kremer Le Mans number 45 entry from 1978. Again, another very colourful car to admire. The car was driven by Gurdjian/Schornstein and Winter but posted a DNF.



The first of the IMSA GTX Mustangs should be the 1981 Team Zakspeed Roush Miller High Life car (RCSW46). The model depicts the car driven by Klaus Ludwig in the Lime Rock 200. Sadly, Klaus posted a DNF in that race. As is well known the Mustang represented Ford's return to circuit racing in the USA after an absence of several years. ➡➡



The second GTX Mustang (RCSW49) was also entered by Team Zakspeed Roush and depicts the number 16 car driven by Ludwig at Sears Point in 1982. Klaus won.

The third round of the Nascott Wood Group 5 championship took place just a few weeks ago. The BMW M1s remain in the ascendency but there were some very well driven Lancia's participating, a couple of Capri's and a Porsche 935/77A Gulf Historical driven by Diddy Druce. The most recent Sideways models do have a revised, and more effective motor mount and the new mount does make the cars steadier and more predictable but is presently not permitted at Nascot.



That's all from me this month, hopefully more Sideways news soon and a new article header! ■



SLOT TRACK SCENICS “SILVERSTONE” OPEN DAY

By **Graham Pritchard**

As Mark W. had the original idea, we all met up for a Big Breakfast at “Big Mac’s” cafe in Lye “en-route” to the sleepy village of Barford, Warwickshire and the home of Slot Track Scenics (but with me being the only one still half asleep unfortunately).



Never mind, having arrived in the village at just after 9.30am on the Saturday, 30th July, Ade immediately got on with helping David and Guy finish the setting up so that we could make use of his brilliant “Scorpius” wireless hand throttles that he brought with him for us to use, yes, they may be a tad expensive, but boy do they make it so much better!



The idea of the day was to allow the “regular” Digital racers from the newly formed “Black Country Digital Racers” club to have an extended drive on the brilliant “Silverstone” Scalextric Digital track that David and Guy of “STS” had built in conjunction with Nigel Marris of “AES” from Stratford upon Avon which uses separately routed MDF boards that all come together to create whatever layout you like once you add the standard Scalextric “Sport Track” to the wood and the holes are also already there for you to then add loads of scenic items from the STS range like crash barriers, tyre walls and loud speakers for example. ➡





This track won the “Best in show” award at the UK Slot Car Festival at Gaydon this year remember, so how lucky were we to get to drive on it again then?

But today wasn’t just limited to us though, as there was also a thread going on Slotforum to invite anyone else who was interested in coming as well, and from that we said “hello” to several other people that were local to David and Guy but were effectively “unknown” to us at the time.

David and Guy also had an excellent display of many of their products as well for us to look at as I particularly had encouraged them to show us “what they do” as you can always find some room somewhere on your layout for a few more figures etc., can’t you?

So, with cars being supplied by David and Guy, Ade, Mark W. and Greg then the day consisted of chat, eating, drinking, practising and racing, and with 6 Digital lane changers on the layout then there were plenty of overtaking places when you wanted to go for it as the



running length is so great and you therefore had plenty of time to read the track ahead and choose when you wanted to overtake, but then again you could also just stay in your lane and make them overtake you instead, that is the beauty of Digital racing on such a large circuit. There was also the opportunity to talk about “all things Digital” with some of the top people in the hobby but I knew my place, so just got on with eating the food and saying “hello” to the visitors.

So, whilst some of us stayed all day others just came and went as they had time for, and that was the beauty of the day, everything was “just right” and all of the previously “unknown” people joined in and enjoyed it tremendously as well, so got to say a VERY big “Well Done and Thank You” to David and Guy for sourcing the venue and for making it all happen for us today and if I may quote “The Mad Professor” Greg Kilkenny who had travelled up from South Oxon for the event:

“Thank you David and Guy for such a great day.





When this was at Gaydon back in May, it was hard to even contemplate racing on this beautiful track because of the hurley burley of the show but now we've had a proper day of racing with six racers in each race, it just seems even better.

There is definitely a rhythm to this track and the run from Woodcote through to negotiating the superb Maggots, Becketts and Chapel complex then hammering down to the Hangar Straight before hitting the brakes for Stowe was pure joy. There was one race where second place was just 350ms off the leader after 20 laps. There were lots of battles going on all over the track with plenty of close-quarter action.

At times the gentle nudging was more akin to BTCC than F1 - but no one really minded, and it just added to the atmosphere.

The whole day was low-key and relaxed and I probably spent the best part of an hour before I could get near the track as there were a few of us providing answers to so many questions from the wonderfully enthusiastic new comers. Young Dominic had such a huge grin on his face all day long, as he is normally used to rug-racing and this just blew him away.



Michael, Ian and Andy, also the new faces had a good time as like so many "digital racers" they never get as much quality time on a quality track with such quality nutters as they did today. Thanks to everyone today for making it such entertaining fun"

So, if we can manage to persuade David and Guy to do it again in the future then you really ought to come along if you can as it was one of the best days out that we've had for ages so would you really want to risk missing out on that? ■



BITS & PIECES

BY GRAHAM PRITCHARD



Well, what a surprising few weeks it's been recently then with England going out of Europe twice, the old Top Gear team now trying to run the Country between them (May and Hammond already have the top jobs and Jeremy C. is vying to get in there as well) and the current producers of said series initially relying on Agatha Christie for inspiration with "Why didn't they ask Evans", and then when they did, then he let them down as well in the end!

Never mind, you can always rely on the NSCC to be there well, as long as all of the current team of Committee members keep on acting and the Journal writers keep on writing that is and we must remember to thank them all as well for being willing to continue for another two years at least in the case of the Committee, so, on we go with another month and with the focus being on "scratch building" which I shall also continue next month as I will have a special article on Chase Cars Italian Job Bus!

More On My Minis

You may recall in last month's Journal that fellow NSCC member John Carmichael showed us some pictures of his WIP on one of my Mini Pick-ups well, after a bit more work here is the finished article and just goes to show you what can be achieved with a bit of effort and skill and the use of some aftermarket goodies oh, and by actually finishing it and I'm talking to myself there by the way, as I have so many that are "so



close" it's a joke in real terms, note the use of the nail art chrome trims, bonnet catches, the rear lights picked out with gem stones etc. and the tonneau cover as well, nice one John (do you want to finish mine for me as well please John?).

John's preferred way of working for many of his projects is to remove all of the "trim" items⇒





such as door handles, lights etc. from the resin casting and once it's been painted he then adds them back again with clear lenses etc. which makes the overall result so much better than when you just end up painting the resin silver or red etc. but having seen some of his other work then I can tell you that he is a dab hand at this and someone that I cannot match with some of my stuff at present if the truth be known.



But anyway, as we both agree, it's the fun you get from doing this sort of stuff that makes it so rewarding so if you've always wondered or



been reluctant to try one for yourself then just dive in and give it a go as you can't really go wrong to be honest as long as you don't get too ambitious straight away that is and you do get better with practice as well. I can assure you as Bearwood racers James Noake said to me recently when he sent me these pictures of his latest "George Turner" car that he has done, which I think looks rather excellent, don't you?



And on that subject, here is the latest news from the man himself.

George Turner News

I was going to show you a few pictures here that showed what George has been getting up to lately, but Jeremy wouldn't let me put the various types of beer pictures in the Journal so we'll just have to go with the slotcars that he's been working on instead, so how about these then?

He has also of course emailed me as follows with news:



Hi Graham,

Lately I have been working on the Cunningham C4R and it is very nearly finished. I will also be going to rework the MGB GT and put it back into the range, after a long rest, as the 1969 Sebring 12 hour race car. A standard MGC GT is also on the cards (without the wide arches).

I will be receiving my new decal sheet in the middle of August hopefully, after which we will have a steady flow of new models and one or two re-releases.

My recent decision to return to more accurate and 'scale' models in the future has received a lot of positive feedback, so it seems that has been the right decision.



Thinking about it, I really must get on with the Lister Jag

Regards George

I always like to see a shot or two of the workbench also from time to time as it gives other things away as well and it's a real pity that I don't live local to George as then I'd be able to do that more often than we can at present.

Never mind, we'll just have to make do with what we have already and that Aston Martin looks really good already with its red wire wheels that look strangely like the ones that that Ninco Corvette came with a few years ago that I never got around to buying.



George has also been in touch with Sean at Pendle Slot Racing and in his own words "*can now offer a couple of new items which he hopes will help a lot of customers who have problems getting running gear for his kits*". Essentially they are putting together two "running gear" packs i.e. these packs will contain all that you need to finish off your model in terms of running gear and parts. ➡➡



“Pack One” will contain Ali wheels and appropriate inserts for the kit purchased and “Pack Two” will contain wire wheels.

These first two packs will be suitable for most of their sports and some of their saloon cars.

Each pack will contain a motor with pinion, crown wheel, two axles, two bearings, cables, guide, braid, two eyelets, four wheels and tyres.

Hopefully they will then be adding to this range if it proves popular.

When they become available they will be updating the kit product listings with their information, so please do keep an eye out if this is of interest to you.

And If You Fancy Something Different

Then how about this, it's the latest chassis from “Mitoos” and it is actually their “Newly upgraded metal chassis for their Avant Slot 4x4 Raid Truck” and has arisen following the very successful launch of their first chassis so Mitoos have now upgraded the original one in order to make a full race version of their basic chassis, and comes with tools and spares so that you can set it up to exactly how you want it.

I've also ventured out with a few more Mitoos purchases as well to be honest like these rather nice period wheels and tyres that would suit James' Ferrari rather well I'd say together with some more “Hot Rod” type wheels to keep me going – and on that tangent also, well, you can never have too many projects on the go, can you?



By the way, the eagle eyed amongst us might just have spotted that in last month's Journal my blue Hot Rod looked like it had been hit by a load of cricket balls but having asked around it turns out that what had actually happened was that when the resin was curing as it warms up then it had expanded the tiny air pockets/bubbles that are hidden just underneath the surface of the mould as when you look into the mould it is rather annoying as it is completely smooth, so you wonder what the hell has





happened basically (or in other words the numerous hidden air bubbles expand and inflate like tiny balloons as the resin warms up but then as it cools down again these “balloons” also shrink back and effectively disappear without a trace apart from the rather dented bodywork on the car, that is). So, Jeremy, can you kindly please insert the symbol for “extremely miffed face” here please. So, what’s the answer then? One way would be to slush cast rather than 2-part mould like I did this one as then there is much less resin lurking around and due to it being open to the air as well then it helps to keep it cool.



Other than that then it’s out with the filler unfortunately unless you’re going for the “rat look” whereby you should be able to disguise the “damage” quite easily I would have thought like on this Morris Minor Traveller that I’m in the middle of doing (OK, it’s still WIP, but should be quite easy to finish now once the long winter nights of 2018 or so are here, yes, 2018 as it⇒ probably will take me that long!) whereby the paint job went a bit wrong, ooopppsss, guess I shouldn’t have really said that having said previously that you can’t really go wrong, should I? But if you buy a propriety kit off Sean at PSR or George Turner and then wash it thoroughly,



and then use fresh Halfords Primer and Topcoat then you shouldn't really go wrong to be honest, the problems only start when you try casting things yourself, as I've proved herein but back to the Traveller, the problem was that I decided to use up several part used tins of paint that I'd had lying around for while now and it's only when you start that you then wish that you hadn't, but I think it looks rather good as a model of one that is in need of some restoration what with the rather grubby appearance and with the paint peeling etc., as if that was the look that you'd set out to create



at "day one" then I'm sure it would be rather difficult to achieve as our very own Peter Simpson has showed us previously in various articles that I've seen here and there (other than that, I'm probably just a very good add-libber I hope!). So, whatever happens, it's all part of the fun of slotcars, isn't it?

I have also in all seriousness been busy spraying a load of my bodies in readiness for the winter of 2018 so at least I won't be bored, So anyone fancy a "Rat Rod then, I'm taking orders now! ■

G is for Galloway, Gatsonides, Georges Irat, Georges Richard, Ghia, Giannini, Giaur, Gilbern, Gilco, Ginetta, Gladiator, Glas, G.N., Gordini, Gordon-Keeble, Graham-Paige, Gregoire, GSM and Guy.

Galloway cars were made in Scotland by women for women, or that was the theory, and around 4,000 Galloway cars were made from 1920 to 1928 with a mainly female workforce, including female apprentices. Innovations designed to appeal to lady drivers apparently included a rear view mirror.

Maurice Gatsonides was a Dutch racing and rally driver born in 1911, who made just eight sports cars, taking his Gatford to events in 1946. His Gatso cars were made from 1946 to 1951, had Ford or Mercury V8 engines and were designed for racing at Zandvoort.

Georges Irat built small 2 Litre French sports cars that raced at Le Mans from 1923 to 1926. He went large, to 3 Litres in 1927, but with less success.

Georges Richard built both petrol and electric prototypes from 1895, and production started in 1899. In 1905 Georges left the Company and later established Unic.

From 1915 Giacinto Ghia started making special bodies for Fiat, Lancia and Alfa Romeo before creating Chrysler concept cars. Ghia cars, such as the Volkswagen Karmann Ghia, tended to be slower than they looked, although

the Ghia L.6.4 had a 340bhp 6.4 Litre V8 and two of the 26 built were owned by Frank Sinatra and Dean Martin. This was followed by the Ghia 1500 GT that although looking like a Ferrari, only had 84bhp under the bonnet. Ghia later became part of Ford. I remember driving an old Ford Fiesta Ghia in 1989 that was pretty perky, despite it's nice wood effect dashboard.

The Giannini brothers converted and tuned engines from 1920, including the Fiat 500 Topolino, and built cars that won their classes in the Mille Miglia in 1927 and 1950.



They also made special bodies for Fiat cars. The Giannini brothers also founded Giaur with Bernardo Taraschi, who had previously built Urania cars, in 1950. In 1956 a Giaur 750 achieved a record breaking 148.125mph at Monthléry. Gilbern were based in Wales of course, and built kit cars as well as ready to drive Gilbern Invaders, which looked a bit like an Austin 1100, and had some British Leyland parts, but packed more of a punch with a 3 Litre 138bhp Ford Capri Engine.

Gilberto Colombo built Gilco cars using Giannini engines in Fiat cars to compete in the 750cc class, before swapping to larger Fiat, Lancia and Alfa Romeo engines. ➡➡



Ginetta started building kit cars in 1957. Back in 1958 you could buy a kit for £156.

When VAT was imposed on cars in 1973 it killed off a lot of kit car companies, but Ginetta soldiered on and still build cars in a factory near Leeds. Not old fashioned cars, but modern GT and LMP racing cars. They organise racing championships and a ladder of success style system where you start off racing go karts and advance to cars, with the prize for the most successful being a sponsored drive. See www.ginetta.com for more details. The cars in the single make Ginetta championships are built to be equal, with sealed engines and gearboxes, to ensure close racing. That might be a good idea at certain slotcar racing clubs I could mention, to stop those with more time and money to hot up their cars from doing so and give the rest of us a fairer chance of winning.

The first Gladiator car was built in 1898 and by 1903 you could choose single, four or six cylinder models, and they were well suited to long distance races. Vinot bought Gladiator in 1909 and continued making them before making Vinots only from 1920, ceasing manufacture in 1926.

Hans Glas turned a German agricultural machinery company into a successful car manufacturer, first selling 200,000 Goggomobils then creating the Glas, whose engines grew like Topsy from 600 to 700 to 992 to 1300cc, in an attempt to keep up with the increasing affluence of his customers. In 1966 Glas was sold to BMW and engines continued to grow, finally having a 2982cc BMW V8 engine.

G.N. were **G**odfrey and **F**razer-**N**ash, makers of Cyclecars until they sold the Company in 1923. Amadeo Gordini was born on 23rd June 1899, by 1910 was working in a garage and by 1926 had started his own workshop repairing and tuning Fiats. After class wins at Le Mans, came the Simca-Gordini. Six started the 1938 Le Mans race despite only having 26bhp each from their 568cc engines. From 1957 came Renault-Gordinis but after also making less successful Grand Prix cars, Gordini had to sell his Company. Perhaps if I'd known some Renault 12s were racing cars, I

wouldn't have been quite so upset when my parents traded in my Grandfather's gorgeous Vauxhall Victor 101 for one...yeah, right!

Gordon-Keeble 144mph sports cars had a Giugiaro designed Bertone body, a 300bhp Chevrolet Corvette engine, and disc brakes all round, but this was not enough to extend production beyond the 99 built from 1964 to 1967. Perhaps using a tortoise as a logo had something to do with it?

The Graham brothers bought the Paige-Detroit Motor Car Company and introduced the Graham-Paige in 1928. After selling 38,000 cars in 1929, they changed the company name to just Graham in 1930. Some powerful streamlined cars were made until the make disappeared in 1941.

Automobiles Grégoire made engines from 1903, cars from 1904 to 1923, then engines only again, until closing in 1924. Glassport Motor Company made Dart cars in South Africa from 1956 to 1965, calling them GSM Deltas in the UK.

Guy Motors were based in Wolverhampton, Sidney Guy having been works manager at Sunbeam before starting his own Company in 1914. Better known perhaps for buses and trucks, Guy also made luxury cars from 1919 to the mid 1920s, with their V8 Tourer looking very similar to a Vauxhall Prince Henry.

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

1. Mulsanne Models White Gordini T16 £158.99 (252427206015).
2. Mulsanne Models Blue Gordini T16 £158.00 (252387170925).
3. Policar White Ghia De Tomaso Mangusta £139.15 (291747866477).
4. French Scalextric Yellow Renault 12 Gordini £125.32 (262482532690).
5. French Scalextric Blue Renault 12 Gordini £125.32 (262515810015).
6. MMK Gordini Coupe Le Mans £112.20 (381602833960).
7. Policar Blue Ghia De Tomaso Mangusta £82.99 (182191608182).
8. Policar Mini 1/66 Blue Renault Gordini Prototype Gitanes £79.36 (351736722057).

9. Argentinian Renault Dauphine Gordini 1966 'Best Offer' over £50.12 (201509666249).
10. SCX Blue Renault 8 Gordini £50.12 (172254626258).

I like the Policar Ghia De Tomaso Mangustas, they look really nice. Somewhat outnumbered in the **G** top ten by all the Gordinis though.

Monthly eBay Watch Top Ten

1. Cox 1/24 La Cucaracha Chassis with four Bodysells and Controller £3,418.99 (311640486146) after 21 bids but also appeared to sell for £1,897.10 on Buy It Now the next day (!) (122029873065). Presumably the first sale fell through, unless the seller had two?
2. Scalextric Jadlam Racing Monaco Digital Set with 4 Cars £749.99 (331470932676).
3. Electricar 1920's/30's side rail Red Car and Track £682.20 (162111379195).
4. Slot Classic Seat FU-1800 Group 4 Rally Car £664.18 (191904968106).
5. Slot Classic Seat FU-1800 Group 4 Rally Car Unbuilt Kit £626.58 (191904987666).
6. Exin Spanish Scalextric Grey Fiat TC 600 £593.17 (272288631664).
7. Electricar 1920's/30's side rail Green Truck £575.96 (162111368387).
8. Rigger HO Five Car Kits £538.78 (131849285377).
9. Exin Spanish Scalextric White BRM £530.51 (301984257062).
10. Cox 1/24 Ford Galaxie Dan Gurney £510.45 (272301529844).

Quite a different Top Ten this month although a few regular attenders with the Cox cars and Fiat 600, and a Jadlam set popping up again, we have the unusual Electricar car and truck making a guest appearance. These have a long arm connected to the right hand front of the vehicles, a bit similar to a tether car, that runs along what looks like a Meccano strip style fence, presumably electrified to supply power to the cars. The motor looks similar to a plate construction Meccano motor too, not too different from a Circuit 24 motor of later years, but Electricars were made by the Toy Division of the Kingston Corporation in Kokomo, Indiana. Another Red Electricar, with it's

original ancient box, sold for £191.60 last month (252414788818), and a similar bodysell sold for £18.30 which looks like a bargain, although would you ever find a chassis for it? If you want one yourself, the nicest of all is a Yellow Electricar still available at time of writing on eBay for £372.77 'Buy it now' (252470903444), while a pair of similar but possibly higher mileage yellow cars sold for an undisclosed 'Best Offer' price below £264.80 in May (301938588058). They were starting to show their age with rust spots on the yellow bodies, but still look very nice. It looks as though this Electricar "Auto Builder" system was a comprehensive extendable range of accessories and vehicles, including a girder bridge, that must have given Meccano Constructor Cars a run for their money at the time, and look just as collectable even without the track to run them on.

Early MRRC



I picked up another vintage item myself on eBay last month. Having searched for Model Motor Racing, I saw what looked like an early MRRC catalogue that was listed as being from 1952. Ho ho I thought, they must mean 1962 surely, but I was wrong because when it arrived it was indeed from 1952, not long after MRRC was established in 1951 and before they started making slot cars in 1954. The rail cars in the cover illustration could almost be slot cars, apart from the zonkers that fit either side of the rail.

These cars had real engines of 1.5cc inside, and were set off by removing stops on the starting line. There is a nice centre spread picture of such a track made by MRRC for Funlandia of Blackpool at the time. Cars may have seemed expensive, at £12 to £15 each⇒



ready to race, as that was a lot of money at the time. The parts were available for £8 and a 150ft MRRC track was available for £100 but clubs usually liked to build their own, according to the catalogue, which is in the form of a Programme of four events, starting with the Formula 2 Race for 1/16 scale cars up to 0.9cc, Formula 1 with 1/12 scale cars up to 1.5cc, the final of the formula 2 race, then the “Blackpool Scurry” a special event for Hot Rods (high speed small cars) up to 1.5cc. The programme must have been a big deal at the time, and looks as though it was printed specially for a major exhibition, (The Model Engineering Show perhaps?), as it includes adverts from Ferodo, Mobil, Esso, Castrol, Redex, Shell, Mintex and Mills Diesel.

There is an introduction by John Heath:

“The great growth of public interest in Motor Racing today both in regard to the exploits of our National drivers and of the individual competing makes of car will be, we hope, fostered and augmented by both young and old who can capture the sheer enthusiasm of seeing and hearing a racing car or viewing a motor race.

Alas, many are seldom able to get at close



enough quarters to satisfy their interest, and consequently may feel that they have missed much of the fun.

I feel ingenuity and credit goes to the makers of these beautiful scale model racing cars, and also to those who take the time and trouble to put on exhibitions featuring these racing cars, which can give all who see them a closer view of each individual make of car, the organisation necessary at the pits, and the race controlling staff who all contribute to a successful race.

I do also hope that all who see this exhibition will begin to realise that Motor Racing, besides the glamour, can be the finest

CHAMPIONS OF 1952



Alberto Ascari
Champion driver of the world



Stirling Moss
B.R.D.C. Gold Star winner for the third year in succession



Ken Wharton
B.A.C. British Hill Climb champion for the second year in succession

used-and recommend you to use

Your garage will advise which grade your car should have



Shell X-100 Motor Oil—the extra oil that the champion uses—will be available in your garage in the following grades:
 Shell X-100 Grade 10/20W
 Shell X-100 Grade 30
 Shell X-100 Grade 40
 Shell X-100 Grade 50

shop window for the sale of **all** British goods abroad. A British win is bound to convince that British manufacture and engineering is still the best in the world, and would repay considerable more government support than it is at the moment afforded.

Spare, also, a thought for the back room boys; each race is the result of months of hard work on their part. I am sure you will join with me in wishing all my British fellow racing car constructors the very best for 1953, and I sincerely hope you will enjoy this exhibition.”

Stock Cars

It has been a good month for Stock Car Racers this month, as Steve Williams spotted a Scalextric Super Stox set on eBay in rare “unused” condition which even included the Aero Motors Cardboard hanger building, designed for your car to hide inside while awaiting your opponent to venture unawares onto the crossroads track in the set, only to be rammed into oblivion. The set sold for just £49.99 after one bid (131861417809), so I guess most of us must have missed it.

Another Stock Car item, for the more serious racers perhaps, was a collection of no less than 25 scratch built metal cars plus an extra body, built by Greg Banham of Nelson (now

Pendle) Slot Car Club and raced in the 1970s and 1980s. They sold for just £89.00 after 29 bids, which equates to less than £3.56 per car presumably stock cars are a bit of a niche market then (351781426486). ■

