



No. 410 May 2016

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	8
Carrera Corner.....	13
Fly On The Wall.....	15
NSR News.....	18
A Grand Day Out.....	22
Racer News.....	26
Chairman's Chat.....	29
Ninco News.....	32
Forza Slot.it.....	34
SRC.....	38
Bits & Pieces.....	40
Ebay Watch.....	48



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President

Hello, Welcome And Good Luck!

Firstly this month, I would like to welcome two new contributors to the Journal, being Ray Browson and Alan Clark, who both offered their services after my request for help to take over the Racer and NSR columns respectively after the sad news of Nic Ayres passing due to illness, so thank you both and I hope that you are settling in well. Of course I must also thank Terry Smith at Gaugemaster for, of course providing them both with the information for their articles and the pictures etc.

Moving on and very soon, in fact probably a matter of days from the time you read this will be the 2016 Slot Car Festival at the British Motor Museum, Gaydon and again this promises to be a great weekend event. Of course the NSCC are taking part with a stand, NSCC Live, track judging and also the Beetle Drive, this year I have been extremely fortunate, in that our Chairman Martin Baines has taken over the running and organising of the event, leaving me to merely sort out the accomodation and participate in the track judging, so who knows I may get to see some of the action this year and attend the auction? If you have offered your help at the event, and thus secured the chance of getting one of the limited cars being produced for helpers, I am sure Martin will have arranged your time on the helpers rota to assist the Club accordingly and should have been in touch to advise you of the same and also your access arrangements? If not you may drop him a email at chairman@nsccl.co.uk.

Finally, last month was a milestone in the slot car world, in that Phil Smith was celebrating 25 years in the business and also the running of the Orpington swapmeet, so in celebration of this he had produced a limited run of 25 Scalextric camper vans celebrating the fact, and which were sold via a raffle at the swapmeet, one of which I was lucky enough to secure, so thank you Phil and congratulations on 25 years, long may you continue in the slot car business, I am sure many out there also wish you the best for the future.

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

Despite not being able to get to the Scalextric offices, there are still a few snippets to relate, mainly extracted from the Scalextric website. However, next month I hope to be able to report on a meeting with Hornby's new Head of Group Marketing, Richard Venner, which took place on the last day of April so too late to include in this episode but something positive to anticipate next month.

Scalextric appear to have received comments regarding the modifications to this year's range, some of which have prompted a defensive response. Whilst the positive changes such as the reduction in weight, the adoption of wheels to suit Slot.it tyres, tyres with improved grip, the separation of body and underpan and even the deeper guide can all be accepted as improvements, the adoption of the in-line format, allied to the claim that it produces a better balanced car, is more contentious. It is this point that has been reiterated as beneficial on the Track Test section: "With pretty much everybody recommending the switch, it became an easy decision to make". However, this statement was posted on 1st April! Could this be a spoof and really only a deception to encourage buyers to upgrade to a long-can angle winder configuration using the PCR chassis?

Club Car

The Scalextric Club (formerly known as "Racer") are offering a special members' only car again this year. C3716 will be a McLaren MP4-12C GT3 decorated in Gulf colours with race number 25 as driven by Richard Meins. It is the sister car of Danny Watts, C3715, number



23, as run by United Autosport in the Macau GT Cup in November 2014. Details on how to join and order this Limited Edition car are in the "Communities" section of the Scalextric website.

Web News



Once again, in the absence of a factory visit, I can be thankful to the Track Test section for images of this year's new releases. The first is an





Audi Sport Quattro E2, C3750, of Herbert Breiteneder from the Swedish Rallycross in 1990. This is an early prototype so it has a few minor errors which will doubtless be corrected prior to release: the wing mirrors should be red and a silver edge is missing from the wheels.



Escort, C3749. This is in the Rothmans Rally Team livery of Ari Vatanen from the Acropolis Rally 1980.



Working back through the years we then have the BMW E30 M3, C3739, of Austrian driver Roland Ratzenberger as raced in the final rounds of the 1988 British Touring Car Championship. As it too is a pre-production example, the headlights are not of the final design.

Back nearly another decade sees a new Ford



The fourth new car to be revealed is the MINI Cooper S, C3743, of Neil Newstead in which he claimed first place overall in the JCW class in the 2015 MINI Challenge. From the website details it seems that this will be the same chassis as earlier releases so will be a sidewinder installation and will not be upgradable by fitting a PCR chassis: it is only the F56 class versions, such as the Power Maxed C3742 shown last month, that will accept the upgrade chassis and come as in-line when purchased.





For the more imaginative slot car fans, there's a second solo release of the Monster Truck. This one, C3779, "Tiger" with its "Growler" provides an ideal companion to the "Rattler" version. These are deceptively stable, as long as the magnet is retained, and are a colourful introduction to the less serious side of the hobby.



Range Reduction

As already mentioned, despite having not visited the factory for a while to collate information, additional information on this year's range has been posted by Hornby themselves –

unfortunately, it is not good news. Due to recent trading results, the range for this year has been reduced resulting in the following planned releases having been cancelled. I've included an illustration of most so everyone knows exactly which won't be appearing, although at the time of writing, most are still shown on the Scalextric web pages.

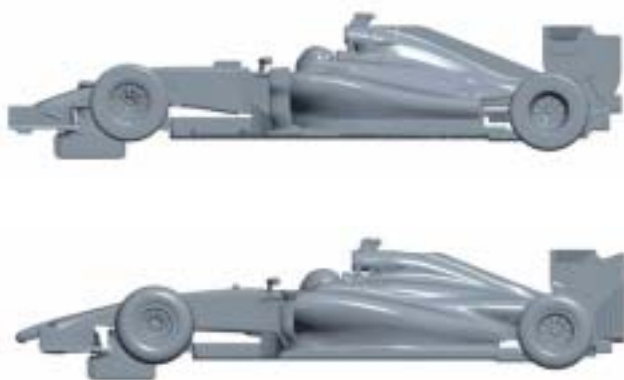
First we are to lose three sets:



C1363, Grand Prix (ARC ONE), C1359, Le Mans (ARC AIR) and C1357, Touring Cars (ARC PRO). The Le Mans set is the only one which had already been removed from the web listings.



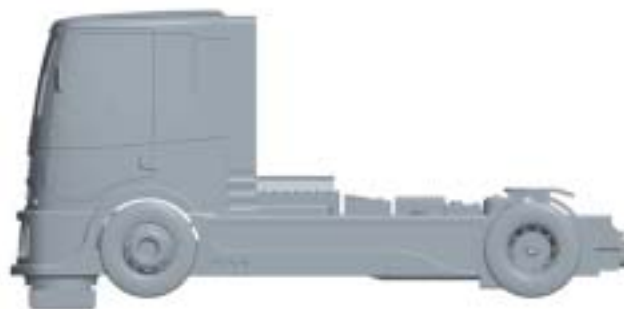
The two 2016 liveried formula 1 cars from McLaren and Mercedes have both been dropped but, with continuing delays with product licensing over the past few years this is hardly a surprise. C3699A was due to be the Mercedes, whilst C3700A should have been the McLaren Honda.



One of the more obscure, but worthy, versions of the Lotus 49, C3707, is also gone.



Another Team Truck release, C3778, will not appear along with one of the Quick Build cars, C3710, Street Car: the other two remain.



Perhaps one of the most adventurous subjects to be lost is the Ford Daytona Prototype, C3769.



The remainder are a bit of a mystery as they are all simply reliveries of existing releases. However, it could just be that we've just had too many of these recently. Who knows, after a short break, some may appear in the future.

Trans Am racers: C3725 Chevrolet Camaro, C3726 Chevrolet Corvette Stingray, C3728 Ford Mustang Boss 302 and C3729 Mercury Cougar XR7. ⇨⇨





The rally fans will miss out on Audi Sport Quattro E2, C3780, Ford RS200, C3753, Lancia Delta S4, C3752 and MG Metro 6R4 C3754.



seem a bit gloomy when first discovered, once studied it's not too difficult to realise why most of these won't appear. Probably the most disappointing is the Dayton Prototype but how many people outside those that follow this successful American series actually know what it is and would be attracted to buying one?



Please be patient until next month when I'll provide a full report on my meeting with Richard Venner and the very positive attitudes expressed: the future is looking brighter once again. ■



The last to be shelved is the Flower Power Camper, C3761. As this has already appeared, I guess this simply means that there won't be a further production run.

Although the reduction in the range may

NSCC Members

There are still some of the Flyslot Brabham BT44 Guy Edwards left for sale, but they are going quickly, so if you want one, please contact Shaun Bennett direct on treasurer@nscc.co.uk without delay!

The price is £45 for the car, plus postage to the UK for £7, Europe £10 and ROW £16. Alternatively you can collect at one of the forthcoming events, but please say which one!



Welcome to the May Carrera Corner. We have exciting news; in April, “Carrera World” opened its doors to the general public. This is a brand new attraction for motor racing fans of all ages. Located in Nuremberg, Carrera World has five spectacular racing circuits, the largest of which is over 70 metres in length, in an immense show hall. There are regularly changing exhibitions giving information on cars of yesteryear and collectors’ items and the history of the Carrera brand. Refreshments are available and of course there is a shop selling cars and accessories. For more information on Carrera World go to: carrera-world.com.



Reference 20027507 - Porsche GT3 RSR
Lechner Racing, number 14.



Reference 20027513 - Chevrolet Corvette
C7.R finished in blue with race number 50,
Spirit of Sebring 1965. ➡



There was no Carrera Corner last month. In March we featured the following four new models which whilst it was originally thought would be released in March/April, these cars will now be released by Carrera in May.



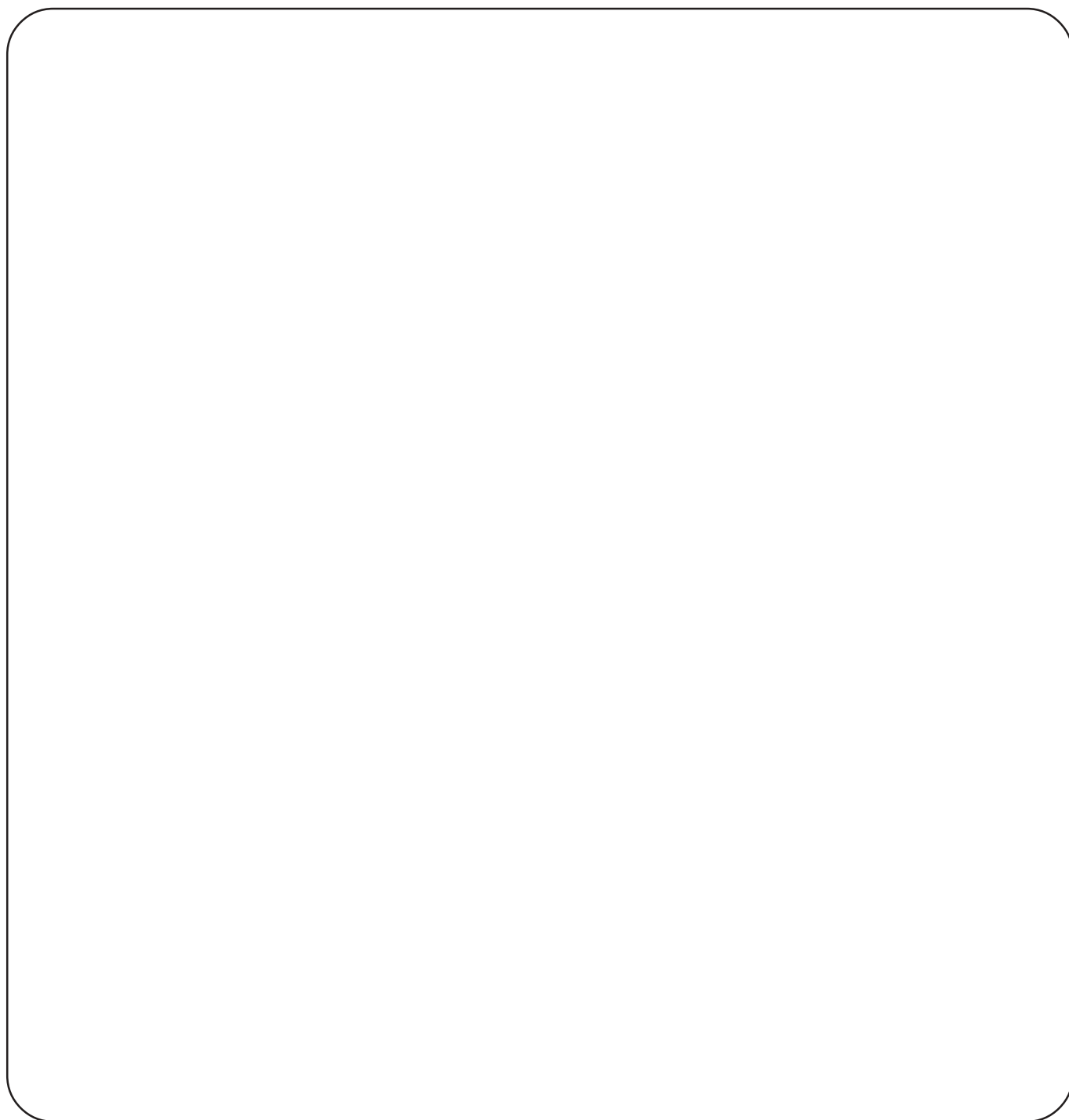
Reference 20027514 - Lamborghini Huracán LP 610-4 finished in blue.

And finally reference 20027515 - LaFerrari finished in matt silver (aluminio opaco).



So if you want to add any of these models to your collection they should be available from your favourite supplier by the time you read this.

Thanks as always to Pete Binger of The Hobby Company Limited www.hobbyco.net the UK distributors for Carrera, for his help in compiling this column. In the meantime, you can follow Carrera on Facebook or indeed visit Carrera World. More news from Carrera next month all being well, so until then enjoy your bank holidays this month. ■





Welcome to Fly on the Wall for May, this month there are several new releases from Fly, some of which will I have no doubt become hard to get very soon!

The second 'Works' Martini Brabham, FS062102, has sold as well as the first one. Terry has ordered more from Flyslot but I understand that when they have sold, that will be it.

Also available from your favourite supplier, is the AEG Liveried Mercedes truck, FS202309. Although it is a fantasy livery, you couldn't tell and the AEG colour scheme looks right on the Mercedes racing truck.

Staying with trucks, the latest in a line of special commission liveried trucks is now available, which is FS202311, another Mercedes



in St Pauli Girl livery. The beer is produced at the Becks Brewery in Bremen, for export only, with most being shipped to the United States, so it's not surprising that most people will not have not heard of the beer before. Original artwork⇒⇒





shows the model to be painted blue but unexpectedly it turned up red. Apparently the US client for these models wanted an even more exclusive version for prizes in a North American race series and specified that these would be the blue version. Sadly, Gaugemaster were unable to obtain any of these rare blue 'prize' trucks for the UK.

Finally, and keeping with the alcoholic theme is the just announced F1 Series based on the FW08 Williams. The limited run of models was commissioned by an international client, but a limited number will find their way to the UK. Although they are fictitious, the subject



matter makes them look very smart, and I am sure will find favour, or should I say flavor, with collectors.

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. ■





Welcome to the new NSR column, let me introduce myself, I am Alan Clark, a NSCC member for a number of years, and with the sad news regarding Nic Ayres, I decided to offer my services to the Club and volunteered to take over as the writer for the NSR column. I am a racer of these cars on a wooden track and own at least one of every model, so I hope that I am qualified enough for this!



Firstly, New releases are NSR0010AW Chevrolet Corvette C6R. The model is possibly the best livery yet of the 'vette and is the car raced at Le Mans in 2011 as the Larbre

Competition entry. The real car, with the driver line up of Bornhauser/Canel/Gardel came first in the GT-AM category and finished 20th overall. Terry of Gaugemaster was at the event and took this picture of the car while in second place as dawn broke. Available from your favourite retailer now.

Hopefully this is the last livery of the C6R as we are all waiting for the long overdue C7R.

The next new car is NSR0011AW BMW Z4GT in the striking Shubert Motorsport entry to the 2010 European GT3 Championship. Although the team sponsored by the Need for Speed franchise did not enter the full season that year, they did manage an couple of wins in the





series with this car number 76 winning the Belgian round of the competition held at Zolder (Owners comment rear wing snaps off easily).

Finally we have details of the next release NSR0012AW/IL/SW. NSR's perennial best seller, the Mosler MT900R. The model will be the DHL sponsored car that was a winner in the 2007 Belcar series. The popular car amongst the racing fraternity will be as usual offered in a wide range of chassis and motor configurations. However most retailers will be stocking the EVO3 anglewinder version NSR0012AW, with inline and sidewinders available to order. This model was a real game changer when first released and is one of the quickest slot cars out of the box one can buy. So much so that it is banned from racing at certain clubs.

Here I can provide a bit of history of previous models of these cars as follows, and of course this may assist those collectors out there!

- 1071 Corvette C6R White Kit.
- 1076 Corvette C6R Test Car Red.
- 1077 Corvette C6R Test Car Blue.
- 1083 Corvette C6R #3 Yellow.
- 1084 Corvette C6R Take no prisoners Black.
- 1110 Corvette C6R #19 Orange.
- 1117 Corvette C6R #27 White.
- 1127 Corvette C6R Take no prisoners Silver.
- 1146 Corvette C6R #33 White.
- 1147 Corvette C6R #47 Yellow.
- 1150 Corvette C6R #360 Blue.
- 1174 Corvette C6R #133 Black.
- 1181 Corvette C6R #72 White.
- 0006 Corvette C6R Take no prisoners red.

⇒



0010 Corvette C6R #50 Yellow.
 1193 BMW Z4GT Test Car Silver.
 1194 BMW Z4GT Test Car Red.
 1195 BMW Z4GT Test Car Blue.
 1196 BMW Z4GT White Kit.
 1197 BMW Z4GT White #1.
 0001 BMW Z4GT #17 White.
 0011 BMW Z4GT #76 White/Black.
 1001S Mosler MT900R Evo Silver.
 1002S Mosler MT900R Evo Silver.
 1006W Mosler MT900R Evo White.
 1007B Mosler MT900R Evo Blue.
 1008B MOSLER MT900R Evo2 Lowered Blue.
 1008O MOSLER MT900R Evo2 Lowered Orange.
 1008R MOSLER MT900R Evo2 Lowered Red.
 1008Y MOSLER MT900R Evo2 Lowered Yellow.
 1008W MOSLER MT900R Evo2 Lowered White.
 1009G MOSLER MT900R Evo2 Lowered Green.
 1010B MOSLER MT900R Evo2 Lowered Blue.
 1010O MOSLER MT900R Evo2 Lowered Orange.
 1010R MOSLER MT900R Evo2 Lowered Red.
 1010Y MOSLER MT900R Evo2 Lowered Yellow.
 1010W MOSLER MT900R Evo2 Lowered White.
 1018 MOSLER MT900R Evo2 Lowered Xavex White.
 1034B MOSLER MT900R Evo 2 Lowered IL Ultralight body kit Blue.
 1034O MOSLER MT900R Evo2 Lowered IL Ultralight body kit Orange.
 1034R MOSLER MT900R Evo2 Lowered IL Ultralight body kit Red.
 1034Y MOSLER MT900R Evo2 Lowered IL Ultralight body kit Yellow.
 1034W MOSLER MT900R Evo2 Lowered IL Ultralight body kit White.
 1037AW MOSLER MT900R Evo2 Lowered AW Daytona 2003 #18 yellow.
 1037IL MOSLER MT900R Evo2 Lowered IL Daytona 2003 #18 yellow.
 1037SW MOSLER MT900R Evo2 Lowered SW Daytona 2003 #18 yellow.
 1047AW MOSLER MT900R Evo2 Lowered MOMO British GT black AW.
 1047IL MOSLER MT900R Evo2 Lowered

MOMO British GT black IL.
 1047SW MOSLER MT900R Evo2 Lowered MOMO British GT black SW.
 1058AW MOSLER MT900R Evo3 Lowered KRM White AW.
 1058IL MOSLER MT900R Evo3 Lowered KRM White IL.
 1058SW MOSLER MT900R Evo3 Lowered KRM White SW.
 1082AW MOSLER MT900R Evo3 Lowered KRM White AW.
 1082IL MOSLER MT900R Evo3 Lowered KRM White IL.
 1082SW MOSLER MT900R Evo3 Lowered KRM White SW.
 1093AW MOSLER MT900R Evo3 Lowered Gulf Blue AW.
 1093IL MOSLER MT900R Evo3 Lowered Gulf Blue IL.
 1093SW MOSLER MT900R Evo3 Lowered Gulf Blue SW.
 1123AW Mosler Evo3 Lowered Orange AW.
 1123SW Mosler Evo3 Lowered Orange SW.
 1130 Mosler Evo4 Lowered Orange AW.
 1133B Mosler Evo4 Lowered Blue AW.
 1133O Mosler Evo4 Lowered Orange AW.
 1133R Mosler Evo4 Lowered Red AW.
 1133Y Mosler Evo4 Lowered Yellow AW.
 1133W Mosler Evo4 Lowered White AW.
 1134 Mosler Evo4 Lowered Black AW.
 1138 Mosler Evo4 #6 Blue AW.
 1165 Mosler #31 Silver Evo3 AW/IL/SW.
 1168 Mosler #31 Silver Evo4 AW/IL.
 1170 Mosler #64 Red/Yellow Evo3 AW/IL/SW.
 1171 Mosler #64 Red/Yellow Evo4 AW/IL.
 1183 Mosler #14 White Evo3 AW/IL/SW.
 1184 Mosler #14 White Evo5 AW/IL/SW.
 1189 Mosler #64 Red/Green Evo3 AW/IL/SW.
 1190 Mosler #64 Red/Green Evo5 AW/IL/SW.
 SET05 Mosler MT900R Evo Black Limited Edition 999pcs.
 0012 Mosler #12 Yellow/White AW/IL/SW.

So that's all for this month and my first article, hopefully more to come soon, in the meantime I have enjoyed compiling this first article, so I will return with more all being well in the next month or two. ■

A Grand Day Out (Well, A Weekend Actually)!

By Shaun Bennett

Shortly after the NSCC/Hornby weekend in November, Thera and Michel Brok, from our friends at the SLN, suggested a similar event in Holland, which would involve both a day of racing and a visit to an SLN Swapmeet for their 'overseas' members. The weekend of 2nd and 3rd of April was later organised and some fifteen of us set off by air and people carrier to the superb Fletcher Hotel Nieuwegein on Friday 1st April.

The NSCC Committee, Jeremy, Andy, Martin B., Martin J., Vince and myself had elected to travel by road, and after an eventful journey in our people carrier with traffic jams on the M25, a customs search at Dover, missing our ferry, and what seemed a never ending motorway drive across France and Belgium we arrived tired and hungry at around 9.30 pm, thankful to find that the Hotel had kept the kitchen open for us and we sat down for a superb meal followed by a few drinks in the bar.

Early next morning, after a hearty breakfast, we all set off in convoy to the Slipstream club at Cruquius for the days racing. What an incredible place! We were confronted by a huge routed six lane circuit with some very tricky corners, several changes of elevation, fully landscaped complete with packed grandstands



and track lighting. All this was run from a raised 'pulpit' where track power, computer race management system with screens all around the room and above the drivers, lighting, disco sound system, P.A. and laser lighting were expertly controlled by one of our very friendly hosts, who also commentated on each race and the drivers! In addition, the Slipstream club are in the process of building a routed Digital track at the other end of their clubroom, having water cut the lane change flippers, and one of their members is in the process of writing the software required to run the system. Combine all of this with a bar and some food and you have a club room to die for.





After a period of practice to get used to the track and the Parma hand controllers, we were ready to start racing, each driver racing on each lane for three minutes per heat, then marshalling the next round of heats. Around thirty five people were racing, including members of the Slipstream club, who set some incredible lap times. For our first round of racing we used Scalextric MK1 Escorts and Toranos which were expertly prepared by the Slipstream clubs resident mechanic, but none the less were a handful to drive without the aid of their magnets. The smiles on the faces of everyone told their own story though, great fun was being had by all.

Racing continued throughout the day, only interrupted by a buffet lunch and some cold beers, and later on a Chinese style evening meal and more cold beers. We were placed in teams of four, most teams having two overseas members joined by two Slipstream members,



and given a car to build (Slot.it I think), before taking these to the circuit to again compete in three minute team races on each lane. These cars were a completely different proposition to the Scalextric cars, although one of the teams did suffer from a loss of a body screw as a result of too much allowance for body rock (I will not mention which Committee member had advised his team to loosen the screw a bit more). Next up for the teams were Fly trucks in various colours, although surprisingly they had one of the double rear wheels removed from each side as this apparently helped track holding and performance. These were great fun and very difficult to lap quickly but could not prepare us for what we raced next.

VW Camper vans with trailers! These were not the bulk standard Scalextric camper vans. They had been hand built from plastic static toys by the same Slipstream member who is writing the Digital track software (a very talented guy who was also an incredibly quick racer), with





some having been elongated to allow for six or even eight wheels, you could not see the join and then having trailers attached. They also all had lights fitted, which was handy as the room lights were turned down low and the races run using the fabulous hand built circuit lights which lined the track. To help, the spinning glitter ball in the ceiling was turned on, shooting shafts of light everywhere, laser type lighting projected on to the track throwing moving spots of red and green everywhere, and the thumping disco music from the speakers around the room turned up, all in all an incredible race atmosphere and, as with the rest of the day, great fun.

All too soon the racing came to an end, and a few more cold beers were consumed while the results were calculated. The SLN then presented each of the racers and the Slipstream club with a special Cup Race car, a Scalextric MK1 Escort in green with a yellow stripe specially printed with the SLN logo and complete with a



numbered certificate. The certificate number related to the overall position that each racer had finished the day in and I was extremely surprised and pleased to have finished in 11th place in the individual racing, and also very happy to find that I had also been a part of the winning team which included Peter Simpson, our Messages from Margate writer.

After the presentations, which included all the racers receiving a medal to commemorate the event, we had to leave our fabulous hosts and return to the hotel and its bar.



The next morning, after another hearty breakfast, we checked out and made a fifteen minute trip to the Restaurant “de Engel” for the SLN Swapmeet. Two rooms full with tables of cars, buildings, sets, body shells etc. greeted us, along with two familiar faces in Roger Barker and Phil Smith. Bargains were to be had if you



were quick enough, for example, one of our party being lucky enough to pick up a unbuilt mint boxed Scalextric Control centre kit with parts still sealed in their plastic bags for around half the normal price that built versions normally go for, while another NSCC member managed to pick up previous years SLN Cup Race cars (and is now looking for others that he has not got!) I was able to pick up a mint boxed USA issue Camaro for 26 Euros, on a table heaving with various cars at this price. It was also interesting to see the amount of Fleischman cars and equipment, not something we see that much of at UK Swapmeets.

Before leaving we headed to the bar area for a typical Dutch lunch before saying our goodbyes to our wonderful SLN and Slipstream hosts (who had a table at the swapmeet) and heading back down the never ending motorway to Calais and our ferry home.

A very tiring weekend, but what a weekend. Special thanks for not only the superb



organisation and hard work, but also the invite and special car, to our friends Thera and Michel of the SLN and their fellow members who were involved throughout the weekend, the guys at Slipstream for being such great hosts for the racing, making us so welcome, apologies for not getting everyone's names but you know who you are and fellow travelling racers Keith, Chris, Steven, Donna, Thomas, Vince, Jeremy, Martin B., Martin J., Andy, Karen, Peter, Lee and Nicky.

In addition, a very big thankyou from all of the Committee members to our Secretary Vince Albani who did all the driving of our people carrier, as we covered just over 1,000 miles over the weekend, and also an apology to Jeremy for having to put up with me sat behind him in the people carrier, the moral of the story is do not sit in the seat in front of me when there are electrically operated curtains on the windows and a long and boring motorway trip!

I'm Looking forward to next year's event but I think we may fly to that one! ■





The Sideways Racer current release, and it's in the shops now at the £45 mark, is the GS Tuning BMW 320 Fruit of the Loom driven by Markus Hottinger at Norisring in 1978, reference SW42. The GS Tuning team were semi-works and the car had a 2 litre engine rather than a 1.4 turbo. This is a very attractive model, particularly the wheels. It has been suggested to me that the BMWs have an uprated motor mount but I do not think this is the case.

Markus had three Division 2 wins in the Deutsche Rennsport Meisterschaft that year but

the Norisring was not one of them. He posted a retirement and an 8th place in the 200 meilen race. Markus was part of the BMW junior driver programme and drove again in the DRM in 1979 together with some drives in World Championship of Makes races. This promising driver was killed at Hockenheim on 13th April 1980 driving a Formula 2 Maurer. During the Jim Clark Trophy race Derek Warwick's Toleman crashed into the Armco. His right rear wheel detached flying onto the track into Markus's path. The wheel struck his helmet. His injuries were severe and he was pronounced





dead on arrival at hospital. Of course, it brings to mind the deaths of Justin Wilson and Henry Surtees.



There is interesting news from Sideways who are branching out from Group 5 to produce some GT cars. I have no details about the internals of the cars and whether they will be fitted with Slot.it Flat 22 motors. The models will be the Lamborghini Huracan and BMW M6. The BMW debuted in the USA Imsa championship this year and the Huracan made its GT3 debut last year.



So how do the Group 5 cars perform in real race conditions? This season Nascott Wood slot car club have introduced a Sideways Group 5 class and round 2 took place on 22nd April. The



cars are standard although tyres can be changed. It's a Ninco track so most people used either P5s or E1s. No lightweight interiors are allowed and the kits have to be painted.



After the first round it looked as if it might become a BMW M1 dominated class but Capris and Lancias are also being raced to victory and Mark Long even gave his Porsche 935 Pink Pig an airing. It's early days and so there is a great deal of fettling before and during the meeting. The cars aren't as smooth as slot.it or NSR but are still fun to race. ■





In my Chairman's Chat last month I had mentioned the forthcoming SLN weekend which was due to take place in Holland at the beginning of April.

The NSCC Committee travelled to Holland for the event and we were joined at the weekend by NSCC members Peter Simpson and Karen Emerson, Thomas Affentranger, Lee and Nicky Cook, Keith Boon, Chris Boon, Steven Axford and Donna Axford.

The weekend involved a days racing on the Saturday at the Slipstream racing club followed by an SLN Swapmeet on the Sunday.

Slipstream racing club is a member of the International Federation of Slot Car Clubs and many of their members are also members of the SLN. The club were terrific hosts and their club facilities were first class. In their club room was a very large and superbly built wooden track together with a race management system and a bar which served refreshments throughout the day. The racing was extremely enjoyable giving everyone the opportunity to show their prowess (or in my case lack of it) on the race track. The racing continued well into the evening. The evening session brought a slight change of mood with races with specially prepared VW camper vans pulling caravans and FLY trucks. All to the sounds of disco music and the light from the glitter ball situated in the ceiling of the club room. This was followed by prize giving and the handing out of the SLN event car.

Early on the Sunday we made our way to the swapmeet and met up with Roger Barker and Phil Smith who both had tables at the event. The event itself was very well attended both by a large number of sellers and also by large numbers of people coming through the door which resulted in a great atmosphere.

There were some very interesting items on sale at the swapmeet including a large number of Fleischmann cars, sets and accessories. Also on sale was a boxed unbuilt Scalextric Control Centre in first class condition. When was the last time any of us saw one of those? Needless to say money changed hands and it duly made its way back to the UK.

Whilst the drive home was a long one it was well worth it as the whole weekend had been extremely enjoyable and a great success. I would like to take this opportunity to thank Michel and Thera Brok SLN for the invitations and for organising the weekend. Also a big thank you to members of the Slipstream racing club in Holland who were great hosts.

Finally on behalf of my fellow Committee members I would like to give a special thank you to Vince Albani our Club Secretary who did all the driving in our mini bus over the weekend and who also put me up for the night on the way there and back.

UK Slot Car Festival Gaydon

This years UK Slot Car Festival is now upon us and as I mentioned last month our main Club stand will be on the main concourse near to the entrance to the festival and the swapmeet. So there is no excuse for not coming to see us.

The Club will be hosting NSCC Live at the festival in addition to running a timed Beetle Drive track. The Club will also be judging all of the tracks at the event over the weekend in order to determine which is the best track at the show. If last year is anything to go by that will be extremely difficult as there were so many good tracks on display.

The response to my request last month for members to help out at the event has been excellent. Those people who have volunteered to help the Club at the festival will have the ➡➡





opportunity to purchase a Limited Edition exclusive NSCC/UKSCF slot car which this year will be a very special MK1 Ford Escort.

So if you are coming to to the festival this year and you would like to help out and be eligible to purchase one of the cars do let us know and we will put you down to on the list assist the Club at the event.

Leeds Swapmeet

Finally a reminder that the Leeds (Northern Swapmeet) will be taking place at Rothwell Sport Centre Leeds again this year on Sunday 9th October 2016.



This is a Club event and once again tables are free for members. Bookings are already being taken. A very attractive Ford Cortina will be available to be purchased by all members attending the event. It looks a stunner and will no doubt be highly collectable.

I look forward to seeing you all at this years UK Slot Car Festival, it going to be another great event. That's all for now until next time. ■



Just a little news from Spain this month via their social media broadcasts on Facebook and Twitter.

Their 2016 catalogue has been updated and is now available to download from the internet; just go to <https://issuu.com/> and search “Ninco 2016”. It remains dominated with their range of radio control planes, boats and vehicles but there are still ten pages devoted to slot.



FORD FIESTA FERM

If the catalogue is to be believed, then we should still expect two new models this year, the



FORD FIESTA YACCO



RENAULT RS 01 BLUE

Ford Fiesta in two different rally liveries; “*Ferm*” and “*Yacco*” followed by the long awaited Renault RS01, also in two liveries; “*Campagne*” and “*Blue*”. No part numbers are offered against each of these new vehicles which leads me to believe they are still a little way off from materialising.



RENAULT RS 01 CAPGEMINI

Both models are to have the relatively new clamshell chassis (*first seen under the bodywork of the SEAT Leon*), coupled with a lightweight one-piece body manufactured from ABS. The combination of light bodywork and a low centre

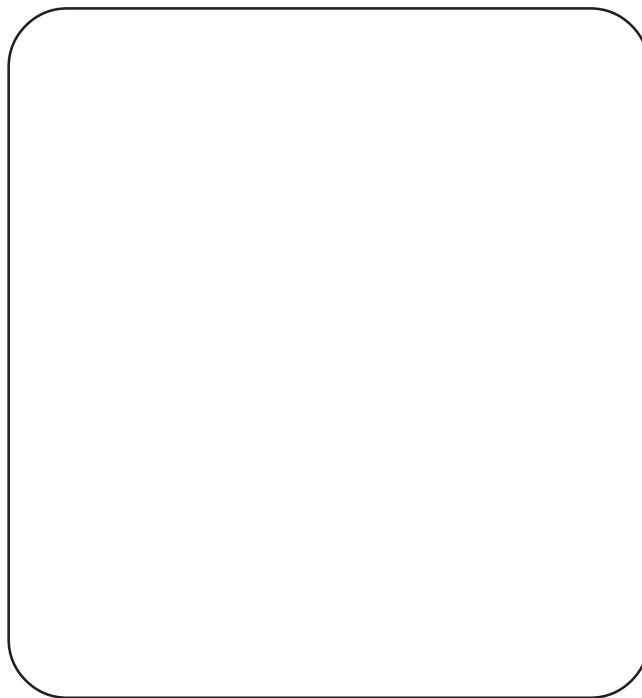


of gravity chassis is expected to make these cars a formidable series. The one reservation that remains is: Will Ninco go back to their roots and rediscover slot cars? Let's not forget that this is the product the company *and* the brand were built on! Currently, slot only contributes to just one-fifth of the 2016 catalogue which includes track, sets and a couple of pages showcasing a potential 1/43rd series.

Ninco's revamped website now only offers four cars for direct sale, two Sierras and two SEATs. With the UK Slot Festival taking place this month, I suggest you hunt down whatever

remaining Ninco cars are out there. I'm unable to attend Gaydon this year but if any readers would care to report on the Ninco presence at this event for inclusion in a future edition of Ninco News, I'd be very happy to hear from you.

Until next time, "happy slotting"... ■



Ciao everyone and welcome to this month's edition of Forza Slot.it. Just like last month the time has just whizzed by for me and here I am writing the May copy for Jeremy's before I (nearly) forget again(!) as I will be off on my business travels for the next deadline. I have had several emails from Terry (Gaugemaster) and directly from Slot.it so let me bring you up to speed as to what has been released this last month.

First up is new spare parts and bits 'n pieces that Slot.it have released which are as follows:

CA31z2 complete unpainted kit of the Lola Aston Martin DBR1-2 White kit with some pre-painted and preassembled parts – In-line version

CA31z1 (Anglewinder version) will be available again in the near future.

Aston Martin parts:

CS31p DBR1-2 tear proof parts – looks like a complete set of bits that might break off in action!

CS31v DBR1-2 transparent spare parts – the clear bits that might break.

Other parts:

CH93 Lola replacement cockpit – complete with half a driver (compatible for SICA22 and SICA31 models).

SP42 Spare LEDs and cables for lighting kits (shouldn't they be fitted as standard – I keep suggesting...).

WH1288-Mg Mg ø16.9x8.2x1.5mm hollow wheels, M2 grub, 0.78g (2x) – quote “Magnesium hollow wheels to achieve the maximum lightness” makes your car faster then!



Additional on the spares front, Terry sent me information that the CH70 motor mount is now out of production and is to be replaced by part number CH110. To quote the Slot.it press info here: “The new CH110 motor mount is going to be the standard motor mount for DTM cars. It is in principle exactly like the previous CH70, which it now replaces. The only difference between CH110 and CH70 is the removal of the small tab, on the right side of the motor mount, which is used to fill the gap in the chassis where normally a sidewinder motor mount would fit. Over time this will also apply to all inline motor mounts.”

At the same time a new HRS2 chassis is to be released, part ref. CH109b, that will have the CH110 motor mount as standard. Check out the snaps as a picture speaks a thousand words

Product code: CH110
Description: inline Reverse Motor Mount 0.5mm offset
New product / replacement: new



- New offset 0.5mm inline support; will be used as stock part starting from the new Classic DTM models
- Offset: 0.5mm
- Color: dark gray
- Magnet not included
- Without lateral tab



as the saying goes. CH109b should be in the shops early May, so maybe you can pick one up at the Gaydon Slot Festival?

Next up from Terry and Slot.it is news of two new cars that will be in the physical and internet virtual dealers' shelves by the time you read this. Both models have a release date of 26th April. We have SICA10i which is the latest incarnation of the fabulous BMW McLaren F1 GTR as driven by Akihiko Nakaya, Keiichi Tsuiya and Gary Ayles at Le Mans in 1997. For 1997 McLaren developed the F1 GTR into a long tail version and this car's livery looks very striking but simple with a red front and back and a black bit in the middle. The featured car is numbered #44 and the McLaren F1 GTR has quite a good record at Le Mans with the #41 Gulf Team Davidoff GTC racing (Slot.it ref. SICA10d) finishing 2nd that year, #43 Team BMW Motorsport BMW Team Schnitzer finishing 3rd (Slot.it ref. SICA10b) but sadly our car Japanese Team Lark Parabolica Motorsports #44 had a DNF down in a lowly 38th position



after only 88 of the 361 laps completed that year. As I am sure you will all know, Slot.it have already modelled a couple of other F1 McLaren cars from 1997 being SICA10f and SICA10h as well so you could have your own little mini race series for that year! Winner back then was a Porsche WSC-95 as run by Joest Racing but sadly Slot.it have not modelled that car yet so not available in the winners series at the moment but who knows?

However the next car on the agenda is the latest of the Le Mans Winners collection being the Audi R18 e-tron Quattro #2 as driven by the immortal or otherwise known as "Mr Le Mans" Tom Kristensen. With a total of nine Le Mans victories to his name, the first on his race debut in 1997 and with six on the trot from 2000-2005, 5 with Audi and one with the Bentley team in 2003. Hmm, I seem to think that the Bentley was almost an Audi underneath if I remember correctly! The featured car is the last Le Mans win for Kristensen before he retired in 2014 and looks a bit dull (don't all the Le Mans Audi's?) to me but then, just like the McLaren above, I'm sure both cars will be finding their way into my Slot.it collection in due course. Having said that, the less dull stuff would be that the real car ran with 4WD and, as I'm sure you all know, Slot.it have developed a fantastic 4WD system (reviewed in an earlier article) that this model is fitted with so it will be a winner on plastic blacktop straight out of the box I'm sure! Oh yes, the Slot.it ref. number for this one is SICW17 and Tom's (featured model driver) co-drivers were Alan McNish (3 times Le Mans winner) and Loic Duval (1 win in this car!) so not a bad team then.

Looking further forward, and I think I will quote the Slot.it press release info from Terry again: "POLCAR02c The third version of Policar's fabulous Lotus 72s has just been announced, and what a cracker! It is the JPS car that Emerson Fittipaldi raced at the 1972 Monaco Grand Prix. Of note is that, just like Ferrari did some years later, Lotus mounted the rear wing in a more forward position than normal, so that the reduced overhang would be less likely to hit the barriers. I do not believe⇒⇒



that this configuration of the 72D has been modelled as a slot car before. Also remember that sidepods, wing shape and radiators etc. changed during the competitive life of this successful race car. The recent favourable reviews in Slot Magazine and the NSCC Journal proves that Policar, with more than a little help from Maurizo at Slot.it, are on to a winner with their entrance into the classic F1 market. With a March 701 planned to join the fray later in the year from Policar, things are looking up for lovers of '70's Grand Prix cars who want to race."



So to break down the press speak, fabulous car in real life, I thought the first Policar Lotus 72 was fabulous on a slot track but the less than fabulous news is that this version of the Lotus 72D, as driven at the Monaco Grand Prix of 1972 by Emerson Fittipaldi, is not due till October of this year. I guess the wait will be worth it and I may just get my pre-order in now as this one is sure to sell out quickly with such a well know driver and iconic livery. Sadly no new pictures of the production car so you will have



to be satisfied with a real picture from the race (looks like Loews hairpin to me?) and a rendered picture as supplied by Slot.it.

Looking even further ahead, and no news on a possible release date, is another rendering but this time of the Policar March 701 that will turn up at some point! Maybe this year? Hopefully, I will be able to get some more details of this and many other things at the UK Slot Car Festival that will soon be upon us over the weekend of 14th and 15th May. As in the past, I will do my best to hunt down Maurizio or any Slot.it staff that I can find and see about getting the low down on any new cars or accessories coming or any new innovative features that Slot.it may have for us on future models. Obviously, I will also try to get as many pictures of pre-production cars, etc. that I can get my hands on as well! Especially the Alfa DTM and maybe I will try and blag a test drive if possible as well?

Hold on, cancel the email article send button. I guess many of you will have heard the saying about a butterfly flapping its wings in the Amazon forest causes a hurricane in some other part of the world. Well it must have been some flap of the wings as Houston had some serious flooding recently so my business trips to Vilnius and Stockholm were cancelled as I needed access to "stuff" in Houston and there was no power = cancel trips! So what I hear you all say, and I would agree, except it gave me the





opportunity to waste some of my heard earned on the two new releases mentioned above so here is an update on my findings.

SICA10i – so what can I add? Well, yes it is a McLaren F1 GTR and I like them a lot! Now the thing is, and I have tried with several pictures, but no matter how I try and get the light it still looks redish in all the pictures I have taken. But, here's the thing, its colour seems to depend on the light and who is looking at it! To me it looks a bit dayglow/ shocking pink, my son reckons just bright pink but wife V1.0 leans towards an orange? Apart from that it is the now standard anglewinder configuration and note earlier models (SICA10C I physically just checked) were inline as well as other minor improvements so win win all round and a faster car out of the box. Back to that colour again, hhhmmmmmm, just go and buy your own and make your own mind up! I like it and it should make it easy to spot if you race.

SICW17 – dull Audi I believe I said? Well I still stand by that but I have to admit that the model in the plastic flesh looks way better than the press photo supplied earlier. Check out my snaps for yourself and make your own mind up. The presentation box is the usual strong affair with an original winners finishing line picture



and a few words about the race under the box lid. I was a bit miffed when I first opened the lid to see the rear wing end plates bent over/ forward but once I removed the top plastic protection cover I was able to just push them gently back into place where they should be! It all looks good now and it was probably the way the plastic cover was put on in the first place that caused the “damage”. Best check yours when you get one, but be quick as they are sure to sell fast. As for the rest of the model, the livery is executed to Slot.it's normal high standard and Tom is sitting pretty down in the cockpit with another first class helmet plonked on his little plastic body. This model looks so much better than the first of its class (SICA29a) in drab, but accurate, Le Mans test livery. However, I don't know what it is, but I still don't think it is a stunner even though I really like the headlights! You really need a Porsche for that so when will Slot.it do the race winning Porsche 919 hybrid 2015 car then? Maybe I will ask Maurizio in a couple of weeks' time? What else? Well you get a few 4WD spare parts in the base of the box and a little card that tells you what number of the Limited Edition you have. What I found strange is that in the past it has been 3,000 or 3,500 or 6,000 cars etc. a nice round number but this time my card says it is a total of 2,208. Anybody know the significance of that number? Not me, so answers on a postcard please. Bottom line, if you are a collector of this series you will want one so don't hang about and go order yours now J.

I think that is all I have to report for this month as I now have to go off on my next business trip so once again a big “Thank You” to Terry at Gaugemaster for his support, pictures and inside info and Slot.it for the additional new release and spares news. Ciao and arrivederci till next month. ■



It's been a bit of a transition time for SRC over the last six months as the company acquired the OSC slot car company. OSC have been in the last year or so a very respected Spanish company making high end racing/rallying models and spares. The marriage is actually good for both companies, but especially for SRC who now have OSC's engineering expertise to draw on. SRC like some other brands are well liked by collectors but not normally raced in anger because of mediocre chassis design or components. Something highlighted by their recent F1 Renault and Ferrari releases. The guys from OSC were put on the F1 projects straight away and we are pleased to say that future releases will incorporate major chassis and component improvements to the cars. Their CEO Pedro Cieza told UK distributors Gaugemaster that the forthcoming McLaren F1 M23 has had a complete chassis re-design and the team are also re-working the Ferrari and Renault models as well. A lot of us

will also be looking forward to the Hesketh due later in the year. However the improvements don't stop with F1's, with all future models benefitting from chassis modifications and upgraded parts.

While there is a long list of new announcements for 2016, which I will leave for next month, I will concentrate on what has just been released or that is coming shortly. Already in the shops is SRC01103, the 1973 Le Mans winning Matra 670B driven by Henri Pescarolo and Gerard Larrousse. This is a different version to the Matra Pescarolo drove to victory in 1972 partnering Graham Hill and comes fitted with an OSC motor and other tweeks. Another car already in the stores in the ex-OSC Peugeot 205T16 from the 1985 Tour de Corse. The blue Gauloises sponsored car which piloted by Damiche and Mahe, features OSC parts throughout and carries the reference SRC03601. And finally we have the limited, and I mean Limited Edition US only Lola T600 in the





Miller High Life livery. The UK distributors had given up hope of ever seeing this car when just a handful or so turned up with a regular delivery. The reference SRC01712, is based on the car John Paul raced to victory at the Laguna Seca round of the 1982 IMSA Championship, and I guess due to its rarity if you haven't already got one, you aint gunna get it!



Due by the time you read this the second of the Peugeots, the works entry from the 1986 Monte Carlo Rally should be with us. The model SRC03701 is the Salonen and Harjanne car which finished 2nd four minutes behind the winning Lancia DeltaS4. Also with this should



be the Jagermeister (in the proper orange this time!) Porsche 914/6 GT as raced in the Nurburgring 1,000kms in 1972 and is SRC01610.



Finally and a bit of a surprise is a Ferrari! The car in question, SRC03101 is the Ferrari 312PB that the Scuderia entered into the Buenos Aires 1,000km in 1972. Driven by the pairing of Peterson and Schenken the car went on to win the race finishing on the same lap as their 312PB sister car driven by Reagazzoni and Redman. And finally the Capri is back! Yes the much loved Ford fastback will be available again but this time with a completely new chassis. The model SRC00310 will be based on the Ford Capri RS2600 Kent tobacco sponsored car driven by Franck and Fritzinger at the 1972 24hrs of Spa. We hope all these will be with us as you read this. ■





Hi everybody, it's time to do this again so here goes, with the first thing to mention being that the 2016 UK Slot Car Festival should be any day now if you have got this Journal on time!

All being well I'll include a review of the event next month for those who were unable to make it or so that you can see what you missed if you did go which is something that always seems to happen to me, it's only when I get home that I read the program and discover what was actually there!

I also thought that this month I'd go "back to basics" and try to make "Bits & Pieces" more like several "bits & pieces" as was the original intention when I first "got the job", rather than a "mini-novel" as it sometimes ends up being, so here's a few things that I've jotted down over the last few weeks that hopefully may be of use to some of you.

Using Shot Glasses For Mixing Small Amounts Of Resin

I think this was the guys from the IOM when I saw them at the recent Wolverhampton Early Birds event who told me about this one and when I looked into it then you can actually get two different sizes depending upon where you go with the smallest ones being found at Wilko and the slightly larger ones being found in the Pound Shop but both are robust plastic glasses that are also cheap enough to discard once you've used them a few times.

What I do is to mark on the side of the glass a certain level (e.g. 10mm high) and then mark



the same amount again higher up and if you put the denser part of the 2-part resin in first then with the slight taper of the glass it means that you end up putting slightly more of the less dense part of the resin which is what is meant to happen if like the one that I use you're supposed to put equal weight (rather than equal volume) of the two liquids.

I know that they also said that you can also use disposable pipettes to mix very small



amounts of resin such as for a drivers head and we're talking just a few millilitres here rather than enough for a complete car and this technique is also very handy for when you can't quite get a certain bit to come out properly for example the fuel filler on my Morris Minor Traveller, as they told me to initially just do that bit on its own and if you lie the mould on its side so that it is flat then that bit will set without running out and when you carry on to do the rest of the car in the normal manner then it will bond to the main body shell and you'll never see the join.

New Version Of Johnson's Klear

Having read about the replacement for the original product then one day in Sainsbury's I took the trouble to look for it and was pleasantly surprised when I found it and it only cost £3.25 I think from memory which was way cheaper than I had seen it on eBay, so into the basket it went and a day or two later I thought I'd try it and see what it did (But it is a bit misleading when it says "multi surface wax" on the label as I've always thought of it as a "varnish").

The general feeling is that it's not as good as the original and I think I'd echo that but I did notice that it didn't seem to "bubble" as much as the original one does but once it's dried it does indeed give a nice glossy shine, well it did on this purple resin body shell that I tried it on.

To me the original one smells of ammonia whereas this one smells of "pleasant household product" and is much nicer but I guess that's why they've changed the formulation as you

might have thought that your cat had pee'd all over your floor with the first one but for the price you do get 750ml which is loads when you only use 10mm perhaps per coat, but anyway, you pays your money and you take your choice as they say, but overall I'd say that the original one does seem better, but I guess other people may not always agree.

Using Gemstones For Lights

Whilst I was in "The Range" recently then I came across these packs of "Adhesive Gems" which I thought would come in very handy for when you want to do front and rear lights on your scratch-builds etc. agreed you may not be able to use all of them but for a couple of quid for the pack then individually they cost very little at all and can be "just the job" and they also save you having to use dressmaking pins for instance or mixing up "Araldite" (say) to then try to make tiny "blobs" that you can then glue to the body shell.



Replacement Parma Hand Throttle Springs

Whilst it seems that the supply of Parma "Economy" Hand Throttles has seemed to have dried up with some suppliers then you may find it useful to know that Chas at "SCD Slot Car Distributors" is able to supply replacement springs for these controllers at a very reasonable £1 each as I currently write this.

Now, you may say that they don't really⇒⇒





break, but what we've found is that the "Pro" ones tend to come with the "stronger" spring whereas the "Economy" ones come with the "softer" spring and to be honest I prefer the softer spring so what I've done is swapped mine over so that my "Pro" controller now has the softer spring but some of the others in our club have also now bought some of the "stronger" spring to convert their "Economy" controllers to a stronger spring which stops me borrowing it instantly(!), but isn't it good that you can effectively "tune" your controller to your liking for very little cost?

If you fancy doing this then please see Chas's regular advert which is generally towards the back of the Journal and drop him an email or give him a call but I know that he has a great variety of products that we can make use of like the full range of resistors for the throttles which go from 15 ohms right up to 90 ohms, braid conditioner, needle point oilers, bushings/ ball-race bearings, drill blank axles 1/8" and 3/32" and Oilite bearings (to go in the Penelope Pitlane chassis for example) and many other products too, oh, and the "better quality" ready to go Parma "Plus" Controllers with 15, 25, 35 or 45 ohm resistors as standard it's just the Economy and Sebring ones that are proving difficult to source at the moment so Chas tells me.

Kinsmart 55 Chevy Truck And Rat Rod 29 Ford Pick Up

Just for the record, in case anyone out there has seen these then I just wanted to mention that to me they seem to be closer to 1/38 scale rather



than 1/32, especially when you put it next to some of the other classic USA pick-ups that I have at the moment, pity, as having seen "Sin City Motors" on the telly recently where they did a fire blackened one then I ended up buying one for myself but I ended up sending it back when I discovered it was too small, so I ended up doing this one instead, using salt, pepper and Halfords rattle cans together with ink wash as I don't have an air brush as when I started going bald I threw it away but we think it's turned out OK for a first attempt.

So, unless you want to recreate the classic scene from Father Ted where Ted explains to Dougal "that objects that are further away will appear smaller than objects that are right outside the window" then you'll have to give this one a miss, unfortunately.

But anyway, back to my pick up and to get this effect I firstly sprayed the whole car with Halfords "Red Oxide" primer to simulate "a rusty look" basically and then I tried to get some





salt crystals to stick to it by wetting the model with water, but I also tried some pepper (out of our pepper corns grinder) as the lumps were a bit bigger.....uummm, never thought at the time but you could also try sugar but the idea is that you let the stuff dry out and then in theory it will stick to the car and when you then spray the top coat it will not stick to the car surface where the “lumpy bits” are, and so when you remove said “lumpy bits” then the undercoat will show through and “voila” you should end up with the effect of paint that has peeled off and either the primer (when it is grey for example) or the rusty metal beneath is now visible. I also got the effect enhanced by not having the patience to wait for the car to dry and so the remaining water droplets also stopped the paint sticking but if I hadn’t told you that then I don’t think you would have sussed, would you?

Anyway, once the paint has dried and you need to spray from “far away” otherwise the paint blows all the lumps off (!) then you wash

the debris off under the tap and then see how it has turned out. I also gave it a very light dusting of matt black rather than a proper topcoat “colour” as I wanted it to look “blackened” remember. I then added a bit of black “Games Workshop Ink Wash” randomly as well, but with the thought that “less is probably more” to be honest.

Now, having got the body sorted, the task of motorising it was the issue and rather than faffing about for ages with body posts and an old Hornby chassis like I normally would I opted for the readily available “PCS Chassis” from Sean and the guys at Pendle Slot Racing as the rear mounting screw holes were perfectly placed to screw to the pick up part of the model and once the cab part is then glued/ screwed to the rear part then it all fitted rather well to be honest and so a very quick solution to “a pain in the rear” problem was found and because the front wheels are fitted to the body rather than the chassis itself then that keeps it simple as well, and if ➡➡



you wanted to take the engine cover off to expose the motor itself underneath then it does away with the front mounting post also whilst also giving you a “power sledge” type assembly into the bargain. And just in case you wondered, the wheels and tyres are left over large “Super Slix” ones as used on the Rover SD1 and the 1970’s F1 cars etc., but all I did was paint them black to further add to the effect hopefully.

Wheeler Dealers Escort MK1 In Signal Green

Having found time to watch a few TV programmes lately then fellow NSCC member Dave Parish reminded me about this one and fortunately I managed to watch the rerun of it and boy was I glad I did as it was superb when Mr. Brewer found a “rather solid” Escort MK1 for sale down in Cornwall I think (If only you could turn back time as my Dad had an “M reg” one of those in the 80’s and how I wish I could have kept it now).



But anyway, in the opening scenes of the programme they show a lovely vivid green one and as I watched it I suddenly thought “blimey that looks superb” and it reminded me of the colour that I’d painted my kit-build of a 55 Chevy that I’d done previously in the Journal, so off I went upstairs to dig out said car and whilst up there I also grabbed the tin of paint (well they are supposed to be kept at “room temperature” remember) that I had used and then went back downstairs to put the tin of paint next to the TV screen and guess what, it was the same colour



which when I then read the description on the tin made me feel a bit stupid as it was actually “Ford Signal Green” and therefore the actual colour, silly me!

Anyway, I really now thought “I’ve got to do that to one of my cars”, and then I remembered my old brown “Colibri Lighters” one that I’d painted “Appliance White” but then not really done anything else with and so after a few minutes I’d found it, took it all apart and was shaking the tin of paint up ready to spray it!

So, after a couple of coats of paint then here it is, don’t forget that you also have to paint the front part of the chassis so a bit of careful masking was required for that bit but I think it now looks stunning in that shade of green, so once again the TV has provided me with the inspiration to “do up” one of my slot cars and if you look on eBay then you can even buy the graphics as water slide transfers off “hopalong_sam” to make it look like an RS 2000 etc if you want (Just search for 1/32 Scalextric Escort decals as he does quite a few others as well).

Stop Press - Important News About The 2016 UKSF

Sorry to keep mentioning this event, but just before the copy date I was perusing the Slotforum “Events” section to see what was being said about this year’s event and a couple of very important things were mentioned there that I think you need to know about, so please do read on as they may well affect you.

Firstly, According to everything that I’ve read today (27th April 2016) there is no “weekend”

ticket this year, BUT if you are going on both days then all you need to do is to buy a Saturday ticket but you also need to complete the Gift Aid bit as well, and then you will be able to use that ticket for the Sunday as well as it actually lasts for a whole year therefore allowing further return visits should you want to as well.

Secondly, Regarding access to the event itself, it says that there are currently major improvements going on to the M40 at Junction 12 which is the one you need to get to the Museum unfortunately and at the time of writing this the calendar of works doesn't yet go as far as the dates for the event but assuming that these roadworks will still be in place on the actual weekend then there are advised alternative routes laid out on the Museum's website via links to the Highways Agency website. Whilst this is obviously a bit of a pain in the rear, I was pleased to see that these roadworks have been mentioned on the Museum's website and that solutions to the problem are readily available via the www, so hopefully your journey times will not be too adversely affected on the actual day, So I look forward to seeing many of you over the weekend.

George Turner News

When I asked George for some information for this month's Journal he said that he was really struggling to do it as he was mega busy getting ready for Gaydon so he asked me whether I could come up with something on his behalf, so here goes then, and I'll start by ranting about a few things that have annoyed me in the last few days, oh sorry, hang on, that's what we do for the



website, not the NSCC, so let's start again, and feature one of his latest creations, which is the re-working of the Ninco E-Type Jaguar that he has recently been working on, and has now completed, and on the day that I'm writing this, I think that I'm possibly the first person to see it.

The coupe E-Type is my favourite car of all time you see especially the later Series 3 ones which were based upon the rather bulbous and longer wheelbase 2+2 bodyshell you either love 'em or you hate them, and I love them! But, as nobody does the Series 3 in 1/32 it seems then I'll just have to live with the ones that are done and this one is already on my list for Gaydon as George knows already!

Many years ago now I remember going to the NEC Classic Car Show and seeing a fabulous black Series 3 E-type Coupe that had had £60K of restoration work done and was now up for sale at £20K and boy did I want that car as it was such a bargain as the then "recent" Classic Car boom had ended with a bang and ➡➡





prices had dropped like a stone which must surely be where the current Classic Car boom has to go in the future but as with many things in life I had to stop dreaming and come back down to earth, but what a bargain eh?

Anyway, back to earth, and let's take a look at the next version of the XK120 that George has done, being the "closed wheel" one as you can see here.

To quote George, *"The Jag XK120 Coupé with rear wheel spats is finished and looks a lot better than I thought it would. In fact I am very pleased with it, these Jags definitely had an elegance about them."*

And I'd agree with that totally, well said, George!

George also wanted to mention that:

"I have now painted up one of my Corvettes in the Cunningham colours and I think it looks very nice - not a totally exact replica I know, but still pretty good."

I have also, at long last, finished the Halibrand wheel inserts, so that will be going on the products page soon. This first insert is 12.5mm diameter and will fit a Slot.it



16.5x8 wheel. I will also make a couple more different sizes, so now if you have a LM Corvette then you can finally put the correct wheels on it".

So, there you have it, the latest news from George, albeit done by me, but if you go to Gaydon then you'll be able to have a chat with him yourself as he's planning to be there once again. Just don't wind him up or he'll moan about you on his website!

Slot Track Scenics News

Right, this one has been written by David and goes like this:

"Hi Graham,

Our main thing over the last couple of months has been a very interesting collaboration with an electronics company (Assembled Electronic Solutions of Stratford upon Avon), who apart from doing very clever things with electronics have a six axis Robot cutter ("Robbie").

What this basically means is that "Robbie" can be programmed to cut channels in MDF to allow plastic





track to be set into a base board which can then also be drilled in various places to make it easy to insert our scenic accessories. This allows us to make a specific track design in several panels and will allow in the future for modular designs that can be added to or can be arranged in different combinations (A bit like the German Slot Fire tracks basically, but designed to be used with plastic track and with the addition of holes for our scenic products).

We are currently working on two tracks, a small one (2m x 1.5m) and a large one (7m x 4m outer dimensions) as demos of what is possible by combining the robot cut panels with our scenic stuff.

Here is a picture of the complete small track and a couple of pictures of one of the large track panels. Both should be on display and working at the Festival.

If anyone reading this wants any more information on this major development by STS then please come and have a chat with us at Gaydon.

Thank you.

Dave Jessett –Slot Track Scenics.”

To be honest, Dave has already shown a few of us the prototype for this when he was racing with us at Ade's house a few weeks ago and it really is a great idea and very well thought out too with recesses that have already been machined in for cables for instance, so as long as the RRP is favourable then I think this product could go down very well with those of us out there who want to buy a ready made “portable” track that can cater for scenery and already have the plastic track, or those who don't want to/can't afford to buy a Slot Fire track itself and have it sent over from Germany. It sounds like a winner to me. ■

D is for Daf, Daihatsu, Daimler, Dalglish-Gullane, Darl'Mat, Darmont, Datsun, Davrian, D-B, De Bazelaire, Décauville, De Dion-Bouton, Delage, Delahaye, Delamare-Deboutteville, DeLorean, Denzel, De Soto, De Tomaso, Detroit Electric, Devin, D.F.P., Diva, DKW, Dodge, Donnet-Zédel, Dri-Sleeve, Dual Ghia, Duesenberg, Dufaux, DuPont, Durant and Dutton.

Daf cars were made in Holland from 1958, and all had variable belt drive transmissions, before being taken over by Volvo and becoming the Volvo 343. Daihatsu began making cars in Japan in the 1950's and became a subsidiary of Toyota in 1968. Gottlieb Daimler introduced his first petrol engine in 1883, building it into a bicycle before enlarging it and building it into Wilhelm Maybach's coach. The cars Daimler later supplied to Emile Jellinek were named after Emile's daughter Mercedes and this continued, with trucks and buses still bearing the Daimler brand. Meanwhile, in 1896 the Daimler Motor Company Ltd was established in Coventry, and the first car to be built in England had a copy of a Panhard and Levassor chassis, and a German engine.

Then began an association with the Royal Family, as the then Prince of Wales bought his



first Daimler. In 1910 Daimler merged with BSA and in 1916 made Tanks for the battle of the Somme. In the Second World War production again switched to military vehicles, and production continued despite 170 German bombs falling on the Factory.

Jaguar took over Daimler in 1960, and improved the Daimler Dart (SP250). This was a sports car that was also used by the Police to keep up with naughty drivers, made easy by a 140bhp V8 engine. By the 1970s most Daimlers were re-badged Jaguars.

Dalglish-Gullane was a brand of Vintage two-seaters made from 1907-1908. Darl'Mat were Peugeot based coupés and cabriolets made in Paris from 1923, then at the Sochaux Peugeot factory from 1936, racing at Le Mans in 1937 and 1938.

Roger Darmont started building Morgan three-wheelers in France in 1924, then introduced his first four wheel car in 1936. With no windows, no roof and no boot, apparently the only obvious thing to do with the car was to race it!

In 1911 Masujiro Hashimoto founded the Kwaishinsha Motor Car Works and built cars for his friends Kenjiro **D**en, Rokuro **A**oyama and Meitaru **T**akeuchi, naming his first model DAT, and later renaming his Company, after the first letter of their names. In 1931 smaller cars were produced and the Company name changed to Datson (Son of DAT), but in Japanese son has





a similar meaning to ruin, so this became Datsun instead. In 1934 cars were produced under the name Nissan Motor Company Ltd, with Nissan being used after 1936 for larger, more luxurious models. Datsun became the best selling Japanese marque in the UK, after imports began in the 1960s, with the name Datsun changing to Nissan in the 1980s. The 240Z was the famous Goertz styled Z-Car that outsold every European sportscar in the USA, and was likened to a modern alternative to the Austin Healey. The first Z-Cars were the fastest, capable of 125mph, but later versions were heavier and had a reduced top speed of 115mph.

I must admit I thought it strange that Scalextric chose a Datsun 4x4 when they decided to add off-roaders to their range years ago. Surely a Land Rover, Jeep, Ford or Dodge may have been more popular? The Mutant Ninja Turtles seem to like them though.



I won the Lego Caravan at the NEC, but one is available on eBay at present (371612691759), with a starting price just £4.00.

Prototyped in 1968, the Davrian Imp was a fibreglass coupe which used engines and parts from, yes you've guessed it, the Hillman Imp. Some did have Volkswagen or Mini engines

instead. The Davrian Dragon was launched in 1981 but the Welsh factory closed in 1983. D-B was a joint enterprise of Charles Deutsch and René Bonnet making Citroen specials, Formula 3 cars and sports cars which won Le Mans and the Mille Miglia. They went their separate ways in 1961 after an engine row – Deutsch favoured Panhard while Bonnet preferred Renault.

De Bazelaire were Grand Prix cars intended for racing, made in Paris from 1907 to 1928. They were two-seaters so the riding mechanic could be accommodated, and many were converted to road cars by just attaching mudguards to the sides. Driving was interesting, with 59mph top speed and rear brakes only! Décauville already made locomotives before making cars from 1898 to 1910. Their first cars must have pulled like a train because they had two engines, one behind the other.

De Dion-Bouton built steam tricycles and cars from 1883 to 1904 and started experimenting with petrol engines in 1893. Count Albert de Dion's partners were Georges Bouton and his brother in law Trépardoux, who was responsible for designing the De Dion rear axle. Over 140 car manufacturers used De Dion-Bouton engines. They also installed the first V8 engine in a car, and continued making V8 cars until 1923. Car production ceased in 1930 but they continued making trucks until 1950. Louis Delage was head of development at Peugeot until 1905 when he set up his own company initially to make parts, then racing and saloon cars. Racing success led to sales success, with Delages winning the French Grand Prix, Indianapolis 500, Spanish Grand Prix and English Grand Prix between 1913 and 1927. Delage led an extravagant lifestyle, throwing large parties in his castle, which became his downfall, and he had to sell his company to competitor Delahaye in 1935, when "real" Delages ceased, and Delahayes were built in the same factory branded as Delages. Both companies made some beautiful cars, Emile Delahaye having begun in 1896, when his cars took part in the ten day long Paris to Marseilles and back race. Delages were sporty, while Delahayes had a reputation for reliability. ➡➡



Edouard Delamare-Deboutteville is credited, at least by the French, as the inventor of the first car, as an 1884 document was found that described his car, and he patented his invention that year too. In 1984 France celebrated this centenary, and replicas of Edouard's car were built for the festivities.

The 1985 film *Back to the Future* came too late to save the DeLorean Motor Company, which made 9,000 cars you could have in any colour so long as it was brushed metal silver in Belfast from 1981 to 1983. A Texas Company of the same name bought the remaining parts from Belfast in 1987 and has been keeping owners supplied with parts since then while planning to put the car back into limited production. See the June issue of *Octane* magazine for more details.

Wolfgang Denzel started making "WD" sports cars in 1949, renaming them Denzel in 1957. He used Volkswagen then Porsche parts, and despite winning the 1954 Rally of the Alps, eventually gave up trying to compete with Porsche, and became a distributor/ importer of various makes, with garages all over Austria. De Soto was a brand established by Walter P. Chrysler in 1928, and was named after a 16th Century Spanish explorer. After building over two million gangster cars and streamlined saloons, De Soto ceased production in 1960.

Alejandro de Tomaso was an Argentinian racing driver who came to Europe, married a rich Italian girl, raced for Maserati and Osca, then started making his own sports cars in 1964. Starting with a Ford Corsair engine, he went bigger to a V8 and got Ford to finance his most famous 1970 car, the De Tomaso Pantera. Somewhere between 7,000 and 10,000 of these have been built, so not as exclusive as I thought

then, with either 4.9 or 5.8 Litre Ford engines. Later models were festooned with wings and extended wheel arches.

Detroit Electric believed electric cars were the way of the future, but it was 1907 when they introduced their first, eight years after Camille Jenatzi had raised the speed record in his electric car to 62mph. They persevered until 1929 and made 14,000 electric cars, but were ahead of their time and the petrol camp won over. My reference book says such experiments have little chance of success unless battery technology improves (don't tell Nissan!).

Most Devin sports cars were kit cars and were based on an Ermini car with a Scaglietti style body. Only made from 1958 to 1962, the one to have is the Devin SS (Super Sport) which had a tubular chassis and was a successful club racer. Doriot and Flandrin set up Doriot-Flandrin in 1906 which became D.F.P. when they were joined by Parant in 1908. W.O. Bentley and his brother represented and raced D.F.P. cars in England from 1912 before their own brand took precedence, with D.F.P. cars continuing to be made in France until 1926. Diva offered kit and fully built GT coupes that used Hillman Imp and Ford engines in the 1960's that were suitable for both road and track. DKW were building front wheel drive cars back in 1931, when they became part of Auto Union, having previously become the largest manufacturer of motorcycles in the World and building their first car, "The Little Mountaineer" in 1926. Some later DKW cars looked similar to the 1957 Ford Thunderbird.

Horace and John Dodge opened their Detroit component factory in 1901 and made their first Dodge Brothers cars in 1914, before succumbing to pneumonia in 1920. Their Company continued to become the second largest US car manufacturer and was taken over by Chrysler in 1928. By then all Dodges had six cylinder engines and some even had radios! Success continued despite the depression of the 1930's and in 1966 the first production incarnation of the Dodge Charger was launched. The customer could choose any engine so long as it was a V8, and eight variants were on offer





including the 426 Street Hemi officially rated at 425bhp but really providing 500bhp. Despite the attractions of such power, the extra \$1,000 on the price ensured the Hemi versions remained rare. This engine was also available in the Dodge Coronet.

This car was modelled by Eldon, and sold through Dodge Dealerships in a triple set which also included a Dodge Charger and Dodge Sweptside Pick-Up Truck.



1968 to 1970 brought the restyled Chargers as used and abused in Bullitt, Dirty Mary, Crazy Larry, The Dukes of Hazzard and The Fast and The Furious.

Aerodynamics of the 1969 Charger were improved with a pointed nose cone and flush rear window, and grip was improved with a rear wing to create the Dodge Daytona.



Only 503 of the full-sized Daytonas were sold for homologation purposes, and if you do find one, don't hang about, as they had an overheating problem if driven below 55mph (honest officer!). Speed records of 201.14mph on track, and 217mph on the Bonneville salt flats were set by Daytonas.



Late to the Muscle Car Scene was the Dodge Challenger in 1970, just in time for emission law crack downs in the USA. These hastened the Challenger's early demise in 1974, almost as quickly as the fate of Petrocelli's, sorry, Kowalski's Challenger in Vanishing Point. Another Challenger had a rough time in Two Guns. Both films are recommended!

In 1989 the Dodge Viper was launched. If naming a car after a snake reminds you of anybody, you would be right, as Carroll Shelby was involved in this project too!

With a V10 engine and 160mph top speed, this was hoped to be the spiritual descendant of the Shelby Cobra. By 2003 top speed of the SRT-10 Viper was 190mph and a larger V10 was kicking out 500bhp. Memorable for the opening scenes from Tokyo Drift, perhaps?

Less memorable are Zédel cars, made from 1906 until taken over by Donnet and becoming Donnet-Zédel cars in 1918, then Donnet in



1927. The Company did build several rather nice racing cars though. Dri-Sleeve built just five Bugatti 35 replicas, with Ford 1600GT engines and Aluminium/ glass fibre bodies. Each car was apparently supplied with a “Dri-Sleeve” Driver’s arm cover to protect them when changing gear and operating the handbrake. Dual Ghia was a Ghia designed car built in Italy from 1956 to 1958 by Gene Casaroll on a Dodge Chassis. Frank Sinatra was allowed to buy one, but Gene refused to sell cars to Sammy Davis Junior and Dean Martin. Friedrich and August Duesenberg were Germans who grew up in America and made some fantastic cars in the 1920s and 1930s. The 1932 Duesenberg SJ had a 6.8 Litre eight cylinder engine with a compressor, and could reach 125mph. Only 480 Duesenbergs were made, for customers that included Gary Cooper, Clark Gable and Mae West, before the factory closed in 1937. Replicas are popular, especially in the USA.

Charles and Frédéric Dufaux built their own racing car to compete in the Gordon Bennett race, and later won a race in Geneva at an average speed of 72mph. They came second at a Paris race after driving from Switzerland in ten hours, and built further racing cars until 1907.

Paul DuPont made 537 cars from 1919 before succumbing to the Depression and going bankrupt in 1933. William Durant was one of the founders of General Motors, and produced his 100,000th car in 1923. He was forced to sell his Company in 1932. Tim Dutton-Woolley made kit cars, which by the early 1980’s were selling faster than the Lotus Seven had ever sold, making Dutton the largest maker of Kit Cars in the World from 1970 to 1989. Dutton also made the Dutton Sierra, and won a legal battle against Ford to keep using the Sierra name.

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

1. Aurora T-Jet HO Sea Foam Green Dodge Charger £494.87 (272091133497).
 2. Aurora AFX HO Sugar Daddy Datsun 510 £459.52 (252287588347).
 3. Pioneer J-Code 1968 Cool Blue Dodge Charger Best Offer above £353.48 (221977196622).
 4. Pioneer J-Code 1969 Army Green Dodge Charger £300.00 (201481266920).
 5. Monogram 1/24 Racing Duesenberg Kit £277.84 (111859579177).
 6. Pioneer cars from Bullitt 1968 Black Dodge Charger and Green Ford Mustang £234.75 (262259672984).
 7. Aurora T-Jet HO Iris Mist Dodge Charger £234.63 (222025643095).
 8. Aurora AFX HO Rebel Orange Dodge Charger £232.58 (231820441035).
 9. Aurora AFX Polaroid Datsun Car and Pick-up Set £212.09 (141894749822).
 10. Pioneer J-Code Signal Red 1968 Dodge Charger £209.99 (201515063648).
- Well, I didn’t expect such an Aurora and Pioneer Fest, so let’s carry on a bit:
11. Aurora T-Jet HO Purple 1967 Dodge Charger £201.48 (391377569925).
 12. Aurora AFX G-Plus HO Datsun 240Z in Japanese Box Best Offer above £194.41 (141862829947).
 13. MMK 1938 Le Mans Darl’Mat £194.03 (111899462228).
 14. Pioneer General Lee 1969 Dodge Charger with Daisy Figure £190.00 (201542891353).
 15. MMK 1938 Le Mans Delahaye £189.15 (111886364960).
 16. Pioneer Lime Green 1968 Dodge Charger £185.00 (252280317406).
 17. Scalextric Law Enforcer Digital Set including Dodge Challenger £185.00 (252309206430).
 18. Aurora AFX HO Datsun Saloon £197.95 (141917066677).
 19. MPC 1/24 Dark Red 1966 Dodge Charger £166.14 (401075862092).
 20. Pioneer J-Code True Blue 1968 Dodge Charger £165.00 (201525672921).

Okay then, looks like the Dodge Chargers have it anyway.



Monthly eBay Watch Top Ten

1. Cox 1/24 Ford Galaxie Dan Gurney £1,714.21 (201564959588).
2. Aurora AFX HO BMW 320i Turbo Red £1,233.54 (231916493440).
3. Minic Motorway HO Coach Red £1,232.00 (111961089740).
4. Scalextric Vintage James Bond Set “Best Offer” *above* £1,169.98 (381609726189)..
5. Scalextric Tinplate Austin Healey £1,020.00 (371584246633).
6. Aurora AFX HO 41 Car Collection £857.10 (162034393695).
7. French Scalextric Aston Martin Marshal Car £810.00 (121962968621).
8. Scalextric Ford Escort Mk1 and Mk2 22 Car Collection £750.00 (152026709326).
9. Monogram 1/24 '55 Chevy Slot Car Kit £685.68 (172145712960).

10. MPC 1/25 1966 Pontiac GTO Blue £685.68 (391404876995).

Surprisingly high price achieved by the Minic Motorways Coach presumably red ones must be rare. 1960's James Bond sets seem to hover around the £1,000 mark, although they sometimes only get bid up to around £850. One eBay seller obviously didn't know this however, as Steve Langford informed me about a similar set that was listed on a Friday night for either £50 starting bid, or just £150 Buy it Now. Needless to say, the auction was only live for 10 minutes before it was spotted and the Buy it Now button was pressed (111962606556). I must admit I've always tended to choose the “ending soonest” or “lowest price including post and packaging” options when browsing eBay, but I think I'll be checking out the “recently listed” option more in future! ■