



No. 416 NOVEMBER 2016



Diana Francis - Honorary Life Time President
By The Time You Read This.....

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Forza Slot.it.....	10
Chairman's Chat.....	18
Carera Corner.....	20
Taking It Sideway.....	23
Leeds Swapmeet.....	25
Fly On The Wall.....	27
Bits & Pieces.....	30
Ebay Watch.....	41

The title this month for my ramblings, is pretty much summing up this month's Journal, which you may have received a bit late as a result of me and the Naylor tribe having to do a "Northern" dash to see Mother/ Grandmother on a personal matter, so my apologies for the delay in receiving your Journal.

We shall of course be attending the annual NSCC/ Hornby weekend this month, which regrettably clashes with Phil Smith's excellent Orpington swapmeet (again my apologies Phil for this!). This of course means we will not be attending as a Club, for the first time in a considerable number of years.

You will also read this month the 2016 NSCC Club car, the RS Escort, has finally arrived from Teamslot, and so as we are not at Orpington, and members who had indicated they wished to collect it at this event will not be able to do so. Again whilst the delay was unavoidable we would like to apologise to all members who may have expected it at the Leeds, Havant or Orpington swapmeets. However fear not, we as a Club are prepared to post it to you if you wish or you can collect it at the NSCC/ Hornby weekend (if you are attending), the Festive Slot Event at Coventry in December or the Swindon swapmeet in January if you wish to wait? The Club will pay the postage as we feel it unreasonable to ask for additional monies from the membership, but the car will be sent the most economical way (still signed for or similar), so in all likelihood second class post or similar via Typhoon Slots, who again is dealing with our distribution side of things (thank you Telford).

If you were noted on your order as collecting in person at one of the above events please email me direct and I can arrange accordingly, I will of course check your original order, so please do not try to get it posted just to save you the time and/ or effort of attending another event! If there is no indication of which event you were planning on collecting the car I shall assume you will wait until one of the other forthcoming events. Of course if you had indicated it be posted to you already this will be unaffected, hope this is clear? Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsc.co.uk



By Pete Simpson

Reporting on the activities and output from Hornby this year has been marginally more enjoyable than riding an extreme rollercoaster. I hope that anyone reading back through this year's experiences can cope with the seemingly bewildering variation in my expectations of a fruitful liaison: at the start of the year I was unable to elicit any cooperation, then Richard Venner arrived, overflowing with enthusiasm, and now I have a third contact. The latest, Ricky Black, has yet to respond to my emails so I cannot comment on whether we are not welcome as a specialised group of potential customers or if his mail box is brimming with compliments from traders, pleased that Hornby are in recovery mode. I regularly check just in case I've had an automatic response informing me that the account is no longer valid.

So, I am back to another month of dependency on the information available from the Track Test section of the Hornby website, thank goodness someone at Hornby appreciates promoting their wares.

Ford DP

For the last few months I have ended the report with images of those cars that are no longer destined for release. As a complete reversal of that theme, I'm starting with a model that had been saved from extinction and merely delayed until April 2017. Although I have not seen this at any stage of development, the approved models have been revealed by Scalextric and very nice they look too.

The Daytona Prototype cars were inaugurated by the Grand American Road Racing Association (GARRA) for competition⇒⇒





in the Rolex Sports Car Series in 2003: basically an All-American replacement for the Le Mans



Prototype class. Over the years several chassis and engine combinations have been homologated, in three distinct generations. The Scalextric model, C3769, is a Gen 3 Riley Ford DP as seen in races since the start of 2012.

At the first race of 2015, Chip Ganassi Racing's drivers Scott Dixon, Kyle Larson, Jamie McMurray and Tony Kanaan took the subject of this release to victory in the Rolex 24 at the Daytona International Speedway. The Scalextric model is to be a High Detailed example.

BTCC

In a month that has witnessed the arrival in the





shops of the first of the 2016 BTCC cars, Scalextric also announced a forthcoming race set for 2017, Touring Car Battle, C1372. It will include Gordon Shedden's 2016 Honda Civic and Jack Goff's 2016 BMW 125, presumably both in SR guise. With inline motors. As a set they should be well matched: how the performance compares to older, sidewinder models will have to be seen. No price has been announced but, judging by similar, current sets, it's probably safe to expect it to nudge over the £100 mark.



Hornby's Announcement

In October Hornby sent a communiqué to its traders which would appear to be an acceptance that they had not previously considered the

effect of some of their activities: there is no doubt that over the last couple of years they have failed to endear themselves to traders. Hopefully the latest management team will be able to rebuild relationships, gain the confidence of their retailers and continue to supply good quality products in a timely, cost effective manner.

The downside for collectors is that we may not be able to obtain set cars individually as the activity of "breaking of boxes" has been forbidden. It is also doubtful that some of the huge reductions we've enjoyed for the last couple of years will be repeated. By the time this is published, Black Friday will be a couple of weeks away so Hornby's intent will be easy to assess.

I still hope to be able to arrange a meeting at Sandwich in December so I can finish the year with a summary of 2016 and a preview of models planned for 2017. I am also assuming Hornby will be represented at the forthcoming NSCC/ Hornby weekend on the 19th and 20th November, so at least I'll be able to express concerns in person and hopefully get some positive news from them moving forward? ■

Ciao everyone and welcome to this month's edition of Forza Slot.it. I have now taken delivery of my Slot.it pre-reserved SICW19 Audi R8 LMP #8 Le Mans 2000 Limited Edition Winners series model and so I will give you my thoughts on this eagerly awaited brand new body and chassis combination shortly.

As mentioned last month, I have also splashed my cash on SICA03i Porsche 962C LH #9 as raced at Le Mans in 1990. The simple Mizuno livery looks much better in the hand than it does in the printed media and as I checked out the rest of the model it really is very well executed, as are all Slot.it cars' of course! Highlights would be the Porsche logo on the nose, Le Mans information above the doors, driver's helmet/overalls detail and the driver's names on the doors just under the windows. The rest is the familiar 962C body that has been



produced several times now so not really anything else to say, except maybe you need one for your collection as well! Note, this model is supplied with the new MX16 motor that I mentioned in a previous article.

Other news from Terry at Gaugemaster first and it has reached my ears that, sadly, SICA36a Opel Calibra DTM #9 driven by Manuel Reuter during the 1995 season in white with





bold yellow accents will not be with us until about April 2017. This is a real shame as the Alfa Romeo 155 V6Ti is such a fabulous car on track (minus the magnet of course!) that we have to wait so long for a rival car to race against it. Mind you, if the Calibra is as good as the Alfa then the wait will probably be worth it?



Terry has sent me a couple of rendered pictures for the aforementioned Calibra and the new Hap Sharp Chaparral 2E SICA16c that is due in February 2017. I did purchase the SICW08 Monterey Grand Prix Leguna Seca CanAm Limited Edition set many years ago but not because I like the Chaparral body but because the set was a very good bargain price! I have to say, like the SICA26 McLaren M8D series of cars they just do not appeal to my taste but, as a Slot.it collector, then I should really have at least one of these in my collection, don't you think? Anyway I will leave the last word to Terry and quote his email for a bit more relevant information on Slot.it and Policar: *"Re Slot.it and again delays from China means that at the time of writing we still do not have the Jägermeister Alfa 155 or the Graham Hill Lotus 72 from Policar, but they should be in stock at your favourite dealer by the time you are reading this. Good news is that the stable mate for the Alfa the Opel Calibra has finally broke cover, well in CAD form*

anyway. The first release due next April, will sit great next to the already produced DTM Alfa 155's. Like the Alfa the car will be equipped with the same inline MX15 21,000 RPM motor, CH110 motor pod (inline offset 0.5), and are compatible with their revolutionary clutched 4WD system. I foresee and hope that clubs will introduce a classic DTM class like they did when Ninco introduced the then current DTM's back in the early '90s." Although a club racer no more, the idea of a Slot.it DTM club series sounds like a great idea to me especially as I'm sure Slot.it will do several liveries of both the Alfa and Calibra. With the white kits that Slot.it produce (Alfa SICA35z) and no doubt a Calibra version will follow then there will be plenty of scope for racers to do their own liveries.



Just as I was about to send off this month's copy to Jeremy I had some last minute information directly from Slot.it. First on the parts front is news of an updated tool, the Slot.it adjustable M2 torque screwdriver. In their words from the press release: *"Besides, after long research and testing, we have reworked the PA67a 'Adjustable torque hex M2 screwdriver 0.95mm' with new material, and improved M2 tip design."*

PA67a is officially discontinued and will be replaced by a new article: PA76 Adjustable torque hex M2 screwdriver. New hexagonal tip, M2, adjustable torque screwdriver for Slot.it M2 grub. New tip material made of special 'tool grade' steel."

Good news for all, as making sure all your wheels and gears are fully secured is important for not just the club racers but the home racers as well. I know I have had wheels etc. slip/roll off in the past – duh!

Available now, as Terry predicted above, well certainly from one of the retailers I⇒⇒



frequently deposit my hard earned with! is the next DTM Alfa in the brilliant orange Jägermeister livery. Ref. SICA35b Slot.it Alfa Romeo 155 V6 TI #27 as driven at Norisring in 1994 by one Michael Bartels who was quite a handy driver in his time. I reviewed this new chassis/body combination recently and, as reported then, this is just a fabulous model to drive. The original red SICA35a version is nearly all sold out so I would suggest that if you want one the get your order in now. My pre-order payment has popped in my inbox today as well so mine is safe! So now, even though I do not have a DTM Calibra to race against, I can at least challenge No. 1 son to a little race when the Jägermeister car turns up!

In a separate email from Slot.it, I also received final confirmation that the eagerly awaited second livery of the fabulous Policar Lotus 72 as driven by Graham Hill raced at Oulton Park in 1970 is now out and available at dealers. Again, I did a review on the original car a few episodes ago which I thought was a little stunner and an exquisite little drive on the black top slot (with a magnet NEVER fitted remember?) so I will definitely be getting this one as well. The



model is produced in a beautiful shade of dark blue with a white band on the nose, white front and rear wings and number roundels and simple sponsor logos of the time. Along with the magnificent engine, gearbox and suspension detail at the rear of the car this is one model you may wish to display as well? I would suggest, however, that if you haven't tried one on the track then you may want to before deciding it is just a "Shelf Queen". Get yours now before they all sell out.

On to the main event then and a little review of the next car in the splendid Slot.it Limited Edition Le Mans Winners series in the shape of SICW19 Audi R8 LMP #8 Le Mans 2000. First impressions on opening the now familiar and robust presentation box packaging is "oh, yep it's an Audi and it is dull..." with a capitol D! I'm afraid I am no fan of this design of real life car so the model leaves me a bit cold as well. So why buy one I might hear some of you murmur? Well, like many of you I like to home race from time to time with my son, but principally now (I guess) I fall into the breed known as "a collector" or plastic wheeled magpie as my better half might say! Anyway, being as I already have all





the others in the Winners series, there was not much chance of me skipping this one. Therefore, in the interests of being fair I will put aside my prejudices and view it like any other model, if only it was a Porsche.

Mini rant off and the next first impression is what a fabulous cockpit area especially as the rest of the car is so dull! Enough of that (Zzzzz) and Slot.it have really captured the fine flowing shape of the original car along with a very basic but somehow tastefully simplistic livery of all silver body with a few splashes of red on the nose, cockpit area and rear wing. A quick check of the web reveals that the #7 car had the equivalent black bits and the #9 car had vibrant yellow bits in the same places and apart from that, and the driver's names (obviously) they are all, or certainly appear, identical clones. For the record, for those who didn't know, Audi took a clean sweep of the podium that year (and class of LMP900) with the sister team cars finishing

in 2nd for the #9 car of Aiello, McNish and Ortelli on 367 laps and 3rd for the #7 car of Abt, Alboreto and Copello on 365 laps. As it happens, Audi Sport Team Joest took a clean sweep of everything that year really with pole position from Allan McNish, in the #9 car with 3:36.124 and fastest race lap with Allan McNish again in car #9 with 3:37.359. The Audi R8 even had the fastest speed trap speed of 337 km/h in the race so, I guess it wasn't too bad a team/car that year then.

Emanuele had a supporting team of drivers being Tom Kristensen and Frank Biela, who are excellent drivers in their own right, as were all the Audi team drivers that year. However, as I touched on in last month's article, this was the first Le Mans victory for Audi and all the drivers concerned but they sure racked up a few more wins in the following years, as did Audi with 5 on the trot between 2004 to 2008 and again between 2010 to 2014 to give Audi a total of 13 Le Mans victories to date. Sadly, some might say, Porsche have 7 consecutive wins between 1981 and 1987 and a total of 18 wins with the latest being the 919 hybrids in 2015 and 2016. So when will Slot.it do the Porsche then? Not soon enough for me I guess! I know, I know, before anybody mentions it, I know the 919 does look a bit like the current Audi but it has more "attitude" and it is a Porsche!

Getting back to the model on review and the featured driver being Emanuele Pirro with what looks like a very accurate helmet copy/livery. If you peer in really closely you can see his eyes looking like he has just woken up after falling asleep on the Mulsanne straight just before the first chicane! Slot it have been doing excellent cockpit areas/ details on many of their cars for a long time now and this one does not ➡➡





disappoint with the little windscreen deflector above the wheel, superb steering wheel control details, a circuit map down in what would be the passenger area (you would think they all know there way around it wouldn't you!) and other nice little touches like "R BÀ F" (probably some reference to front/rear bias of the brakes maybe? Answers on a postcard if you know please) and the dual fuel filler apertures next to the drivers rollover hoop. The first cockpit photos I took off the Slot.it web page, as my phone camera does not do it justice. Note the driver's names and national flags are out of line but on my model they are lined up better but the registration of the flag colours is poor. To be fair, if you look at them under normal light/ eyesight, with glasses in my case, then they look perfectly fine. In my pictures I zoomed in a lot so they look a lot worse than they actually are. On the driver's side area where the red meets the silver, in one of the pictures you can see it is not sharp and this is a bit more obvious when you look at it. However, where the driver's helmet red meets the white, in my pictures it looks a mess but in normal conditions/vision, with NO camera zoom, as in normal eyesight, it looks



perfectly fine! The rest of the sponsor logos, driver No.s, Le Mans race IDs etc. are spot on and could not be faulted, except the German flag on in the nose area that has a small space between the red and yellow bands which you may see in one of my pictures as well.



What else can I say about the body? Working front to back then: nice headlights but really Slot.it should add lights as standard, accurate "gills" above the front wheels, nice aerial but sure to break in the first serious roll over as the plastic used is just too firm with near zero flex. There are more accurate air scoops sitting above/ in front of the rear wheels with a huge wing at the back with the Audi logo splashed across it. The rear deck really is very low, but accurately modelled, and the deep aero





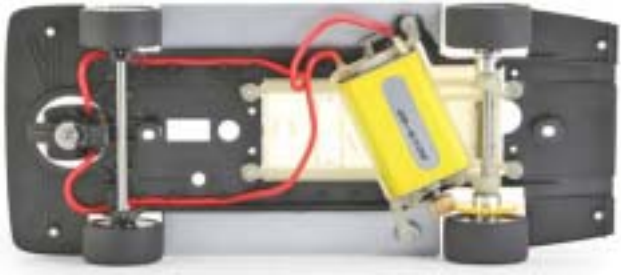
slot like channels that run from the nose, bulge round the cockpit and then swoop back in to form the flat rear deck I just mentioned. Because of this, Slot.it have done an excellent job on the body but this has restricted the motor options (see technical information in a later paragraph) so it may put off some of the racers out there. Overall, as far as the body goes, it really is a very accurate reproduction of the whole rear car and I can certainly appreciate the model for that. In fact I should mention the fact that there is no inaccurate “model bulge” in the body to accommodate the gear wheel as Slot.it have managed to squeeze it within the model cars real block like structure wheel arches, hence the sleek rear deck down to the venture rear, marvellous attention to detail I would say.

So what's this new body-chassis combination like on the track then? A quick rub of the back axle to check the gear mesh is fine, a 9V battery across the picks ups to make sure all is good electrically and then onto my track. The Flat-6 motor in this car is silky smooth, quiet and powerful straight out of the box and then my first problem! My home track has lots of elevation on it and, just like a Slot.it Porsche 911 GT1 (SICA23 series) I track tested some time ago, the long front and rear overhangs over the wheels mean I end up beached front and back with the driving wheels just above the track. Now, let's be fair, this is not a fault of the car but my track as it was built more for road and rally type cars and not some of the sleek snake bellied missiles that Slot.it (or others) produce. The magnet does not help as while this provides plenty of “downforce” it means I have to go a bit too quick round some of the elevations to have the speed to get over the beaching or grounding effect over the up/down bits of some of my



track. Bottom line, on my home circuit with the magnet in, this car is just not suitable and I am not really able to give it a decent run out.

OK, magnet out and now it is better but I can still hear the front and back grind over the up slopes and the belly scrape over the tops of a crest, not ideal! I persevere and one thing is sure to me is that this is a great chassis and could probably handle more power. Not on my track though as the straights are just not long enough to exploit what is there now. Round the corners is a revelation as I can swing the back end around to a full 45° no problem and the chassis just snaps back into line and off down the next straight, time after predictable time as you ease the power on so superb balance. If you keep it tidy then you have plenty of grip at the rear (magnet out remember) to maintain steady progress at a good lick. I have a little Ninco test track oval under my bed so I pulled that out and ran magnet in and magnet out again and this just confirmed my initial thoughts. Magnet in (default rear position), lots of grip, enough power and ideal gearing for very rapid progress with the front end just hanging in there like a limpet as well. Magnet out, or in, and I just could not get the front end to pop out of the slot at even silly entry speeds, but I did deliciously tail slides round the corners until it was too much and then backwards out of the slot! This is a great well balanced chassis for me and my preferred driving/racing style, shame my fixed home layout is the problem! I suspect that with some fine tuning, by the racers out there, this could well be a superb chassis on large fast club layouts around the country and further afield as well. A big thumbs up for Slot.it from me. ➡➡



Vital statistics from Slot.it's website are as follows: anglewinder Flat-6 20.5k rpm motor (offset 1mm) with the option for inline or inline boxer motors, length 147mm, height 32mm, wheel centres 87.5mm, width 63mm, weight

74.5 grams, 11/28 pinion/gear ratio, 17.3 x 8.2 front and 17.3 x 8.2 rear rims/tyres. A magnet is supplied and fitted in the rear location but there is the option to fit it in front of the motor if you wish. It is not possible to use either sidewinder or the 4WD system due to insufficient clearance within the body. The body/chassis is held in place by two screws fore and aft (which have little washers) with a further 2 screws either side of the motor mount which have no washers. The motor pod is securely held in place by four further screws directly into the chassis. The front axle can be adjusted for ride height with the

option to add lights (which should be standard!) and/or a digital module (SSD, Carrera D132 or Oxigen) of your choice if desired. I did notice that at each corner there is a hole in the chassis, similar in diameter to the two holes provided to raise the height of the front axle. I guess it may be possible to do the same thing at the corners to raise the body from the chassis for a bit of body rock for the racing fraternity out there. I would suggest that if that is what they are for then you would need to remove the side body screws and get longer fore and aft screws as they are not that long.

Overall, another very worthy new model produced by Slot.it. Mine had a couple of minor printing/ registration issues but overall it is a superbly executed model, it just so happens that I don't like the real car that much! However, I appreciate what Slot.it have done and now I would like to see a Porsche 919 hybrid please! Acid test, would I buy another one then? If it was just for performance and racing on a club circuit then yes and yes again as I really like the balance of the chassis and even I might be able to turn in some quick times given time, patience and a mess around with gear ratios and so on.



As a collector? Tricky, but I will certainly be investing in SICA33a Audi R8 LMP in crocodile livery as that looks a beauty to me and should liven up the dull but functional body. Depending on what other liveries Slot.it produce then I will have to have a long hard think about it but maybe the #7 and #9 cars as I do like my teams even though this would be a dull exercise in silver with a few yellow and black bits! And more hassle from you know who!

That's it for now for this month but "many thanks" to Terry at Gaugemaster for his insight and information and continued support of the NSCC and Slot.it for the additional news. Ciao and arrivederci till next month. ■



This year's Leeds and Havant swapmeets have both been and gone and as I write this chairman's chat we now look forward to the NSCC/Hornby weekend in November.

The Leeds swapmeet which took place at Rothwell was another great event this year with more tables, more sellers and more people through the door than last year. I won't say too much about the Leeds swapmeet here as there is a separate piece on the event elsewhere in the Journal.

The Havant swapmeet was also another great event this year by all accounts and I don't know how many of you saw the video which was posted on the NSCC Facebook site after the event but if you didn't see it check it out. The film was made by Solent Television and covered some of the history of Minimodels and Scalextric in Havant from the 1960's and was a great advertisement for the hobby. There were some smashing interviews with Robert Learmouth and David Dipnall Assistant Chief Designer at Scalextric in the 1960s who was responsible for a lot of well known cars from that era including the 1/24th scale cars. It was not a long film and it only lasted a few minutes but it really captures the charm of racing and collecting Scalextric in the 1960's. As a child of

the 1960's most of my collection is centred around this period which still manages to capture my imagination to this day.

NSCC Club Car



As you read this all being well this year's Club car, the Team Slot Escort in its striking green/gold colour scheme should be with us and available for purchase by those of you who have placed an order. It's a great looking car and one will certainly find a place on my shelf. I have some images here of the final car, which were also released by Teamslot via Facebook.

In addition to this year's Club car we still have a limited number of last year's NSCC club car (the Guy Edwards Fly Brabham) left and we have decided to offer them to any member who





wishes to purchase another car. The cost of the car is £55 plus postage and if you want one please contact either Shaun Bennett or Andy Smith direct on their email as stated on the last page of the Journal. They will not stay around very long so if you want one you need to order now.

Club Renewal

As we approach Christmas and the New Year it is the time of year for renewal of our Club membership. Like a lot of people, I now make sure that my payment is made directly to the Club through Go Card less which saves me the bother of having to write cheques and makes sure that my membership is always up to date.

I am sure you will all agree that membership of the Club represents excellent value for money with a full colour Journal posted through the door every month together with special Limited Edition cars and events. The Journal is a quality publication, an excellent read and a great source of information. A big thank you to Jeremy who edits the Journal and all those who contribute each month.

Not forgetting of course, the association with other like minded members who share our passion for the hobby that membership of our Club brings.

The Club has for many years been able to keep the annual Club renewal fee at the same level. However, whilst the renewal fee has remained the same certain costs such as printing and postage have increased. Taking this into account and to prevent further increases over the next few years the annual Club membership fee will increase in 2017 from £30 to £35 (Europe increasing from £42 to £45 per year and the rest of the world £48 to £50 a year).

This increase is unavoidable and will ensure that the Club is able to maintain the quality of the Journal and move forward. I am sure that you will agree that this still represents exceptional value for money.

Free Membership

We have also decided that all members (apart from Committee members) who renew their membership before the 15th January 2017 will be put into a raffle. The lucky winner of the raffle will receive free membership for 2017. So, do remember to renew your membership and you never know you may end up with it free for next year.

Club Promotions

Our Club Promotions Officer Helen Richards has recently stepped down and consequently we now have a vacancy. Thank you to Helen for all her hard work on behalf of the Club. Some of the input and work undertaken by Helen particularly at Gaydon this year made a big difference and enabled us to sign up a lot of new members at the event.

The role of Promotions Officer is a very important one for the Club and consequently the holder becomes a Committee member. Therefore, we are now advertising for the post and seeking a member to fill this vacant role. If you would like to apply for the post please send us a photograph of yourself and an address of no more than 500 words on who you are, why you would like to carry out the role and what you can bring to it?

We would love to hear from you, your application should be sent to Vince Albani via email to secretary@nsc.co.uk or via post to the address at the back of the Journal. The deadline for applications will be the 31st December 2016. Obviously in the event of more than one applicant we shall hold an election for the role.

Anyhow I am off training for this year's weekend in Ramsgate so I may set a good example to my fellow team mates and hope we finish in a respectable position other than last!

That's all for now until next time. ■







Email: carreracorner@nsc.co.uk

Welcome to the November Carrera Corner. We have six new models to report on this month. These 1:32 scale models come displayed in clear cases and are compatible for use on other 1:32 track systems. With a couple of possible exceptions, these models should be available by the time you read this for around £32.00, or maybe less.



First up is CA27522 Ford Torino Talladega, number 98, ACRA'70 in yellow. The very first Talladega, under official timing at Daytona in February 1969, hit over 185 mph. This is the car as driven by Benny Parsons, or 'BP', who had a career that included driving, pit reporting and NASCAR commentaries. He competed in over 500 races during a 21-year racing career.

Following on is CA27523 Chevrolet



Camaro Sheriff. The Camaro first appeared in 1966 and is now in its sixth generation. The model is finished in black and white and has working headlights and brake lights plus a blue flashing light. This car and the Torino Talladega may be sold out by the time you read this, however you may be able to obtain one if you are lucky.

Reference CA27512 is the BMW Z4 GT3 Schubert Motorsport, number 20. German racing driver Max Sandritter began racing the BMW Z4 GT3, with racing number 20, in 2014. This car has a striking paint job and a powerful V8 engine producing around 515 bhp.



CA27522 FORD TORINO TALLADega NO 98 ACRA'70





Reference CA27531 is the Mercedes AMG GT3, number 16. The Mercedes AMG GT3 is a two door, two seat, coupe and is the latest generation of Mercedes Benz's high performance cars. The 2016 car has a 6.3-litre, V8 induction engine from its predecessor; the GT3 SLS. The "Panamericana" cooler grille is an eye-catcher. The shape, using vertical chrome struts, is reminiscent of the 1952 300 SL that won the famous long-distance race across Mexico.



Not to be out done by Mercedes Benz, we have a Porsche, reference CA27534 being the Porsche 911 Cabrio, which is a road going version of this popular car, finished in red with working front, rear and brake lights. For over 50

years the Porsche 911, in its various reincarnations, seems to have been ever present on the roads and race circuits of the world.



Another German manufacturer, this time reference CA27532 being the AUDI R8 LMS Sport Team, number 28. The Audi scored its first victory at its first ever 24-hour race! The Audi Sport Team WRT triumphed with the R8 LMS number 28 at the long distance classic at the Nürburgring. After a heart stopping final, drivers Christopher Mies, Edward Sandström, Laurens Vanthoor and Nico Müller stood at the top of the podium. Amazingly, Audi had only unveiled the new GT3 sports car ten weeks previously.



Check out the Hobby Company web page News section to see latest Carrera Red Bull F1 video at www.hobbyco.net.

Thanks to Pete Binger of The Hobby Company Limited (www.hobbyco.net) the UK distributors for Carrera, for his help in compiling this column. There will be more new models from Carrera in December, in the meantime for the latest news, you can follow Carrera on Facebook via "Carrera UK Slot Racing." ■



Welcome back to Sideways. The release generating the most interest at the moment is the Lancia Stratos Turbo. The first model will be the presentation model in black. Terry Smith of Gaugemaster, the distributor, is still not sure when it will be available but thinks it's likely to be in 2017. Gary Cannell, of MRE, has done a lot of research and it appears that the model produced is the 1976/1977 Giro d'Italia car rather than the World Championship of Makes car.



The Giro d'Italia car had longer rear bodywork and a different rear wing. The presentation model, a Giro d'Italia version, has the reference SW52.



Another imminent release is the SW47 Ferrari 512BBLM. This is the third Sideways Ferrari 512 from Le Mans 1979. The car was entered by Charles Pozzi/JMS Racing and driven by the interesting line up of Peter Gregg, Claude Ballot-Lena and Michel Leclerc. The car retired after Michel collided with another car at the Mulsanne corner. The long tail 512BB was introduced in 1979 with the Pininfarina flowing bodywork. The model is the first Ferrari 512 with the evo motor mount. It will be interesting to see if Sideways produce the other two 512BBs raced at Le Mans in 1979.

The BMW 320 Turbo 1.4 of Team Warsteiner is also due for release, reference SW50. The car was driven to a 8th place by Albrecht Krebs at the Zandvoort DRM⇒





round in 1979. Revell produced the 1977 BMW 320 Warsteiner GS Tuning car, driven by Jorg Obermoser, a few years back. The Sideways car will have the now standard evo motor mount.

The first Klaus Ludwig Sideways model is the Wurth Kraus Zakspeed Capri III 1.7 turbo car driven to victory at the Nurburgring in 1980 in the DRM. The model has reference SW48. I reported in July that the first Ford Mustang release was the 1981 Klaus Ludwig Team Zakspeed Roush car but in fact the first model

produced was the Kevin Cogan 1982 Road Atlanta car, driven to 3rd place by Kevin at the 150 mile race (reference SW49).

I also reported in July that the Hans Stuck BMW M1 (SW44) is due for release and, four months on, it is still awaited. The model will have the evo model mount.

The photographs and news has been provided by the distributor Terry Smith of Gaugemaster. ■



Leeds Swapmeet 2016 Report

By Martin Baines

On Sunday, the 9th October 2016 the doors opened for the second consecutive Northern swapmeet at Rothwell in Leeds. After several years of not having an NSCC Swapmeet in the North and then one or two years at Ossett it was great to return last year to the traditional home of this event at the Rothwell Sports Centre.

When I first joined the Club over 25 years ago the Leeds swapmeet (then organised by John Judde) was a thriving annual event on the calendar. Whilst not the largest of Swapmeets there was always a good crowd and plenty on offer.

Living in Yorkshire the Leeds and Loughborough events were the two main swapmeets that I always attended annually and over the years I must have spent a small fortune at these two events. Therefore, it was very sad to see Loughborough go as well not too long after the demise of Leeds. As all the swapmeets were then based in the south of England if you lived in the rest of the country it meant you had a long drive ahead of you if you wanted to attend one.

So, it made sense when we looked at resurrecting the Northern swapmeet to consider returning to its traditional home at



Rothwell. The venue is ideal for holding a Swapmeet and it is also very easy to get to being five minutes away from the M1 and M62.

Last year's event had a super turn out and was a very successful return to Leeds. Over 200 people came through the door to see and enjoy what was offer and the special NSCC Tyrrell event cars flew off the table with very few left at the end of the day.

This year's event was once again well attended with Mark Scale, Roger Barker, Sean of Pendle Slot Racing, Steve Canon, Bob Bott, Martin and Jo from Greenhills and Rob Davidson all supporting the event. They and other members who had all enjoyed free tables last year returned to the event again this year including Dave Arkin, Phil Underwood, Stephen Langford, Paul Leyshon, Geoff Hood, Dave Norton and Chris Gregory together with several non-members who also booked tables. Promotion and publicity prior to the event across the region and on Gum Tree had created a lot of interest and as result all the tables were fully booked for this year's event

After the morning set up there was a large queue at the door by 10am. Some of the event flyers had the opening down as 10am so apologies for any confusion as the event was





scheduled to start at 10.30am. When the doors did open, the hall was very quickly full and trading was brisk.

As well as all the usual goods on offer there were some very nice items including a lovely collection of 1960's buildings on Gary Caunt's table. This included including a very nicely painted control centre with original box. Gary and his fiancée had come all the way from Aberdeen to attend the event which shows real commitment.

Sean and Nick at Pendle's brought along some of their very nice range of Penelope Pitlane kits and I managed to buy a GP Miniatures Silverstone Timekeepers Hut building kit from the Greenhills table which now needs to be put together. I also bought a very nice blue tin plate Ferrari from Mark Scale. I know that I already have one but this one was perfect and very hard to resist.

I also managed to buy some old copies of Miniature Autoworld which I have a terrible weakness for and a special mention must go to



Jonathan Exley who made my day by bringing along some old Triumph automobillia to the event which was great to see.

I should also mention this year's Leeds swapmeet blue Ford Cortina event car which looked stunning decorated with its NSCC logo. Naturally there was a big demand for the car from the members who attended and the Club also did brisk business selling NSCC Club cars to Club members in addition to signing up several new members on the day.

Overall this year's Leeds swapmeet was another great event with more tables and more people than last year and some great feedback from visitors and members alike.

Finally, a big thank you to my fellow Committee members, to Rob Davidson (whose help with organising the event was very much appreciated), Natalie and Nigel who did the door and to everyone who came along or had tables on the day, you all made it very enjoyable day, so see you all next year! ■





Welcome to Fly on the Wall for November. This month we have news of both trucks and cars.

from Switzerland in the Dutch Truck GP in 2009. He finished second in the FIA European Truck Racing Championship in that year.

The following additional models should all be with us by the end of the year:



First up a new version of the Buggyra Truck (205102), this time in metallic grey and should be available by the time you read this. The truck was available to pre order at the time of writing for around £63, possibly less. This is the truck, race number 2, as driven by Markus Boesiger



There are two new trucks: FS203109 is a limited edition MAN TR1400 Minions Race Truck and FS202105 is a Mercedes ATEGO race truck as driven at Brands Hatch. ➡➡





There will be a couple of historic rally cars: FS037102 is the Renault 5 as driven to fourth place in the 1984 Monte Carlo Rally by Jean-Luc Therier/Michel Vial. The white car has race number 6. This was the last rally for Jean-Luc Therier. FS046102 is the Lancia 037 race number 4, as driven to sixth place in the 1985 Monte Carlo Rally by Henri Toivonen and Juha Piironen.

FS053108 is the Ferrari 250 LM as driven in the 1969 Tour de France by Jean Pierre Rouget/Jean Claude Depret. The red car, number 192, retired and unfortunately did not finish the event. The 250 LM is a personal favourite of mine.

Last, but by no means least we have, FS700104 which is the Riley MkXI Porsche, as driven from pole position to victory in the 2011 Daytona 24 hours. The car, race number 45, is in Flying Lizards Motorsports colours.



We should have pictures of the above actual Fly models next month.

Thanks to Terry Smith, Brand Manager, Gaugemaster Controls Limited, for his help in compiling this column.

There will be more news from Fly next month. But in the meantime if you want to see more information, visit www.gaugemaster.com or of course you can follow Fly direct on Facebook. ■



BITS & PIECES

BY GRAHAM PRITCHARD



Hello again, if it's OK with Jeremy then I've got to start this month off with this as it made me laugh for ages and I hope you will see it how I did as I was not expecting my comment of "probably being able to fill the Journal on my own" to have actually nearly come true last month! so the quote of the year from a fellow NSCC member to myself in a recent e-mail: subject – the GP newsletter: *"Hi Graham, Received the GP newsletter (incorporating the NSCC Journal) today....."*

So I guess that means I had better get on and so I shall report first on George Turner, and having asked George the usual questions, then this is what he had to say this month.

George Turner News

Hi Graham, not an awful lot of news this month.

The MGC will be returning to the website in the next few days and it's a road car believe it or not -but it is an MG after all, so it should be OK.

The Lister Jaguar is now in the mould so we should be getting that into production next week.



The next model in the pipeline will be the Alfa T33 which I am quite surprised has not already been done, but I am looking forward to working on it.

The first versions will be the Daytona cars, then I will think about doing the Le Mans versions next year.

Regards George

So, as George says, not a lot going on then really but it does include a new model, I hasten to add! Whereas the MGC is a slight reworking of an existing one, and, in an attempt to boost his "Pub Fund" I finally decided to give in to temptation and order one of his Aston Martin DB2 kits off him as I think that it looks superb in that dark green with the red wheels but as to when I get around to actually making it then please place your bets at William Hill or his equivalent at your earliest convenience.

Now, how the hell can I follow that then? Well, I'll try with the latest news off Gareth at Chase Cars;

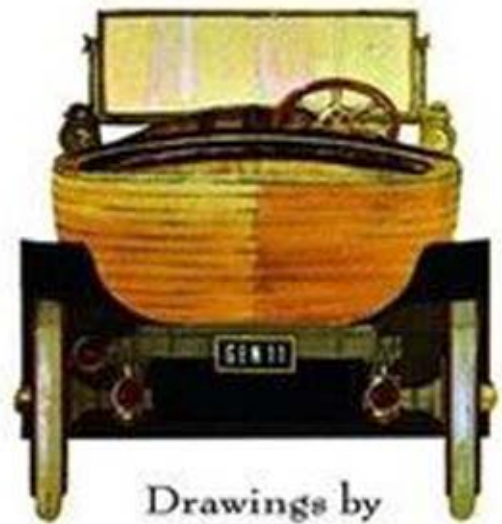
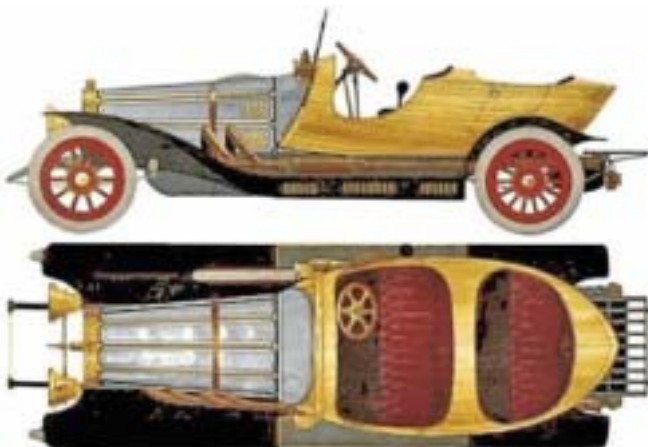
Chase Cars News

Hi Graham this month, I'm starting on Chitty Chitty Bang Bang!

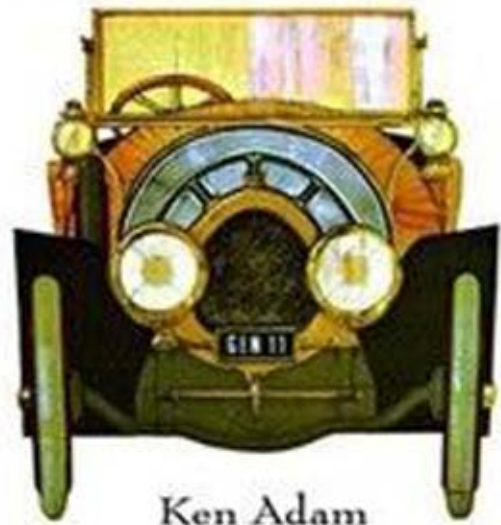
It was Ian Fleming who wrote the Chitty Chitty Bang Bang story, based on the 1920s cars built by Count Louis Zborowski. The car in his mind (as illustrated by John Burningham) looked a lot like a 1930 8-litre Bentley and was written as an 8-litre, 12 cylinder supercharged Paragon Panther.



The book is an excellent read, very different to the film and Fleming writes with real emotion about how the family feel about their very special car. A couple of years later it was decided to make a film and I'm sure we've all sat through it at Christmas time, dreading the second verse of "toot-sweets". However we can look beyond the obvious and consider the real story at work here. The production designer responsible for the car's appearance was Ken Adam, he came up with almost all of the gadgets in the James Bond films including the well known DB5 and Lotus Esprit (see the Chase-Cars site for a slot car version of this under appreciated car). Ken Adam also came up with the design for all of the futuristic film sets used on the Bond films and if you can find the book of his, it includes his wonderful artwork.



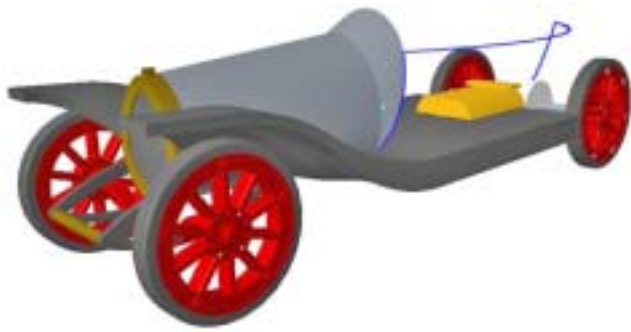
Drawings by



Ken Adam

Unlike the book (set when it was written in the 1960s, the film is set before World War I and Chitty is built from an Edwardian racer. Did you spot that the garage owner, Mr. Coggins is played by James Bond's Q, Desmond Llewellyn? There were six cars built for the film, all made by Alan Mann Racing who we all recognise from those red and gold Fords in the '60s. He used the 3-litre 6-cylinder engine from the contemporary Ford range and an automatic gearbox to make the car easier to handle for the actors. The attention to detail continues throughout, the wheels were specially made for the car, they look like wooden spoked wheels but actually they are cast metal and have brake drums hidden inside.

Being a film-car geek I knew most of this, if only I could use my superpower for good instead of evil. I did more research on trying⇒



to find the dimensions of the car and then got to work with the production drawings and some graph paper.

I started work on the wheels as they should be easiest, but even there the detail needed to get them correct is formidable. Fourteen spokes on the rear, ten on the front and there are U-shaped spacers under the bolt heads holding the two wheel halves together, don't forget the details on the hubs too. Tyres need to be thin and very large, Chitty was built with 34" wheels and the closest tyre I can find so far is the Scalextric Bentley, I need to dig my old one out to check.

Once the wheels were modelled in the CAD system I put them in the correct place in space, defining the wheelbase and track. The wheelbase is 127mm so it's likely to be the biggest car (not counting trucks) on your track. The motor was put in position which means I can design around it, the first thing is that the retracting wings like the Corgi version are out as their retracted position would interfere with the motor.

The radiator is very Bugatti-like and it sweeps back to a cylindrical bonnet, a subtle change of shape but worth doing otherwise the rest of the body shape looks wrong. Ask me how I know. There's a metal scuttle which sweeps into the wooden body which is a real pain to



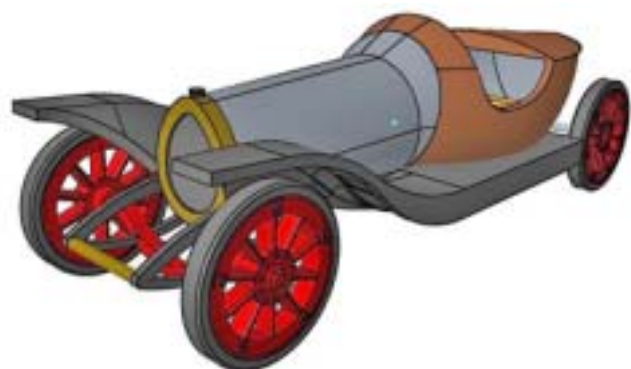
model in the CAD system, especially as I need to hollow it out later so it can be resin cast. The stage I'm at so far is working on the seats and let me tell you that buttoned upholstery is a world of hurt.

However the proportions look good and I'm working through the bits which will be resin and those that will be 3D printed; the front axle needs to be 3D printed for toughness and because I'll put a steering system in there too. It's a massive chunk of work and that's without sorting out all the fiddly bits like outside gear lever, picnic hamper, lights and very spindly windscreen. All of them need to be tough enough to survive on a slot car track so strength needs to be designed in from the start.

By the time the magazine goes to press it should be almost finished, or there's a chance it will have driven me mad and when the TV schedules announce that the film is on over Christmas I'll finally flip. I'll keep you posted!

SCX News

Having asked Mr. Wright for the latest news on the SCX front then this is what he had to say:





Hi Graham,

We have the following four SCX Cars that will be in next week:

A10217 Citroën DS3 WRC "Rally Portugal" Kris Meeke .

A10216 Ford Fiesta WRC "Prokop."

A10223 Seat Leon TCR "Oroila."

A10220 Fiat 124 Abarth Spide.



October 2016 Wolverhampton Slot Car Club DTM Race

With the unfortunate demise of the "usual" October 1960's Classic Car race meeting at Wolves which used to feature cars like the ones



shown in the Goodwood Revival races on the TV recently in order to fill the gap in the calendar Wolverhampton member and long time friend of mine Ian James decided to step in and organise a new race so that we would not miss out this year, and this time he decided to go bang up to date with examples of the currently raced DTM cars as modelled by SCX and Carrera and although it may possibly have been initially met with a bit of uncertainty, on the day it turned out to be a rather enjoyable race meeting especially as it broke a bit of the mould for Wolves "Open Meetings" by racing (almost) box standard cars in the one class!

So, what do I mean by (almost) box standard then? Well, you were allowed to change the rear tyres and hubs on the cars in order to fit NSR etc. if you wanted to as Ian felt that the standard tyres may not always be as grippy as you might need but that suited me fine to be honest as in the end I left mine totally box standard whereas those who did go for the grippier tyres were ➡➡





sometimes changing lanes when they least expected to as they had a bit too much grip at times it turned out when one is using a Parma type hand controller rather than a Steve Hills “TruSpeed” one on a wooden “Sandtex” type track as I have found out in the past as well to be honest, hence my decision to stick to the standard ones and to be further honest I don’t



Wolverhampton's “Young” Ashley Evans – Class 1 Champion



Highest Placed Visitor Class 1 – Bearwood's James Noake

think it affected my overall result at all as Bearwood's. Vic Fear and myself had decided beforehand that we would be racing for the “wooden spoon” re: last place as I felt that were I to win it, it would come in very handy for stirring my resin! (Only joking – you're not supposed to use wooden implements to stir the resin as they may contain moisture which will then come out and cause bubbles in the resin!).

Anyway, serious head on again the format was a modified class whereby you could replace the standard SCX or Carrera chassis with one of those 3D printed ones that were at Gaydon and then fit Slot.it etc. parts to make your car really go or you could simply use a standard car like Vic and I did and go in Class 2, or to get real value for money then you could race in both classes if you wanted which quite a few people did to be honest once again and that is actually a very good thing as well if you've travelled many miles to race there.

So, here are a few pictures of the types of cars and chassis parts that people were using in the modified class.

To make it run a bit better we also did “qualifying” whereby your fastest lap “graded you” in the heats so that the slower people ran with the slower people and the faster people ran with the faster people but even then, if it all went wrong in the heats then there were “step up” finals also where the winner of the slowest four racers in the class stepped up to meet the next



Class 2 Champion And Highest Place Visitor In Class – Gary Skipp

three slowest racers until there were the fastest four racers in the finals and Bearwood member James Noake once again excelled by making it into the top final straight from the qualifying no wonder he's been the Bearwood Champion for 10 years on the trot now! Although give Alex Fear a couple of years and things might just change we reckon?

Anyway, after all of the racing the following winners emerged, with “young” Ashley Evans taking the top honour in the end in Class 1 and DISCA organiser Gary Skipp taking the trophy in Class 2 ironically using ancient ProSlot tyres rather than state of the art NSR or Slot.it tyres on his Carrera car.

Overall Results For Both Classes

Class 1 (Modified) Final

- 1 – Ashley Evans.
- 2 – Roy Pritchards.
- 3 – Ian James.
- 4 – James Noake.

Class 2 (Standard) Final

- 1 – Gary Skipp.
- 2 – Matt Tucker.
- 3 – Adam Le Maistre.
- 4 – James Noake.

For the record Ian also thanked all of the Wolves crew for stepping in to make sure that the meeting ran as smoothly as possible especially given that Wolverhampton open meeting regular contributor and great friend of mine Malcolm Scotto was not able to do his

normal stuff today following the very sad passing of his wife a couple of months ago and on that topic Ian also gave a short but very moving and heartfelt tribute to Malcolm and his enormous contribution to the slotcar world at the Wolverhampton Club which brought a lump to my throat and his I think at least if we are both honest and we all hope that Malcolm will return to the club when he is ready as he was missed by everybody who was there today for certain.

So, all in all we had a very enjoyable day with a few of the older faces making a return visit to Wolverhampton for this one, and the overall feeling was that this newly devised format seemed to work very well as far as I could tell so unless there is a load of negative feedback then I think that this event will return next year more or less “as is” from what Ian said at the end so maybe you might want to pencil it into your racing calendar for next year then?

For Sale – 2 X Carrera DTM Chassis – One Careful Owner, Very Low Mileage, Excellent Condition - £10 Each

Errr sorry, but they're not actually for sale now as I bought them as I like to keep a bit of a stock of things like this as I never know what bits I will need when I'm trying to do things like this and not longer after I got them then I realised that with a bit of fettling then they will fit under my resin casting of the Ford F1 pick-up that I've done, OK the wheelbase was very slightly out to be honest but I got around that by enlarging



the wheel arches very slightly on the bodyshell and whilst I was at it I also increased their depth so that the body sat a bit lower on the chassis as well, but if I hadn't told you that then I guess that you probably wouldn't have realised, would you?

I know you might think that the body colour is a bit weird but just like Marmite, I guess you either love it or hate it but unlike Marmite my prices won't be going up 10% because of Brexit!

And Here's Another Take On The Ford F1 Pick-Up

But this time as done by Scott Hosker from our Club whereby he used a Ninco chassis off their Super Resistant Chevrolet Camaro that "Top Slots And Trains" were selling off rather cheaply a while ago and he went for a rather radical look as well but on the track it's great fun to see something different going around for sure.



Here's Another Car From Our Club Members, But This Time It's Paul G.'s Chevy Nomad

Sorry, but I couldn't resist showing you this one, and although it's still WIP this one's courtesy of Bearwood's Paul G. who had one of my Nomad's off me and couldn't resist doing it as a hearse complete with a wooden coffin that



was hand made from a small block of wood using his bench grinder at work! Uuummm, that's another one that I want to do for myself then oh dear, this was not meant to happen I'm supposed to be reducing the number of slotcars that I've got, NOT increasing them!

Update On Dave Yerbury/ AA Bodies C-Type Jaguar And GP Miniatures Andre Lambert Building Kit Builds

The good news is that it's now had a coat of paint, hurray! Yes, work has progressed on it fairly well in that I cut out the wheel arches using the "drill a load of small holes and then join them up" method, but make sure that you use a "thicker" rather than a "thinner" drill bit as I keep breaking them when you lean them over to start to join the holes up so I'd say 2mm rather than anything thinner and then use a piece of 15mm or 22mm copper tube with your glass paper wrapped around it to get the curves right, rather than a Dremel, as the Dremel may





sometimes go a bit OTT if it has a mind of its own and then a flat piece of MDF flooring and glass paper to get the base of the car level.

I've also made a chassis by cutting down one of those horrible Hornby DTM cars with the blacked out windows ones as the guide sits quite nicely under the body and I can always drill that out & fit a Ninco springy guide at a later stage. It's currently sitting on the newly launched Hornby Sierra wheels which earned me a mega telling off from Bob Chapman in Canada but it was only just to test the ride height Bob, honest.

The body's maker Dave Yerbury thinks I'm doing OK with it especially as he likes the matt appearance of the paint finish so far so that's good to hear but he doesn't know that I got a bit brave and removed the built in side exhaust pipe in the hope that I could install a scratchbuilt one from metal tubes but just in case it all goes very wrong then I've retained the original somewhere, but I do hope that he likes it once it's actually finished but as to when



that will be I'm not really sure at present, sorry Dave, but I've also promised my "twin" Graham P. (i.e. Graham Poulton) that I'd build his building kit that I bought off him several weeks ago now as well, so to keep the peace I've made a start on that as well, and although my progress was very slow to begin with I can now see the best way to approach it and this is one of the side walls with the window aperture cut out and the window frame and glazing ready to be installed and true to the period you'll hopefully notice that it's "singly glazed" rather than "double glazed" as that's a much more modern invention!

I've also "improved" the way to fit the window by gluing (use PVA white glue) some lengths of bamboo skewer (available at £1 shops etc.) to the foam board panel so that the window frame has something "definite" to sit against as it is a bit floppy as you would expect being just paper and very thin clear plastic and with a very keen modellers head on you could ➡➡





even say that I've now created a very nice wooden finished window frame inside as well. I just hope that the other "Mr. P." likes it when he sees it otherwise I'll be in mega trouble again!

And speaking of the other "Mr. P." I also bought one of his Ferrari 250 SWB kits that he does and very nice it is too with metal etched window frames and other goodies that I'm going to be VERY scared to try to fit once I get to that stage so at present I'm chickening out and putting it away somewhere and compared to Jeremy's admission last month that he has "only" got around six kits to build in his "to do"



pile then you really must try harder my friend as most of the other people in the NSCC will have loads more than that still to do, just ask Peter Simpson for a start! So, as you would probably have expected, I'll have to tell you more about this stuff next month then but I've also got to get ready for the Coventry swapmeet as well, oh dear, this could drag on and on and on but hopefully you will think it was worth it in the end.

Thunderslot News

Having started my NSCC writings a week earlier than normal this month, then just when I thought I had almost finished my stuff for this month then I noticed an email that Terry Smith had sent me in respect of Thunderslot, so having admired the rather smart 3-lane track that was at the top of the e-mail then here's what Terry had to say about Thunderslot for this month and his conclusions fit in rather well with what Marc Abbott said last month re just how easy it is to drive this car "straight out of the box" now, if only that were true for all of the manufacturers, eh?

Hi Graham - Due to a lack of 1/32nd scale club





tracks in the area, I finally got to try the Thunderslot Lola T70 for myself on Roger Feest's excellent portable 3 lane, 11m lane length wooden routed track. Roger is a regular attendee to our annual slot car day here at Gaugemaster and was again here on our 22nd October event.

Right away I was doing 4 second flat laps using just an economy Parma 45ohm controller, then Roger remarked that was very quick but the lap record was under 4 seconds, he seemed to think around the 3.7-8 mark. The car handled superbly and as I pushed on the times just dropped, 3.9 - 3.8 - 3.7 so then he had a go and got into the 3.6's. Not being one to be beaten I finally pulled out an impressive 3.5 lap time. However Roger being the racer he is, also did not want to be second best, and after a few laps he eventually managed a 3.3 lap time! This stood, and is now the official lap record for this track, not bad for a car taken straight out of the box!

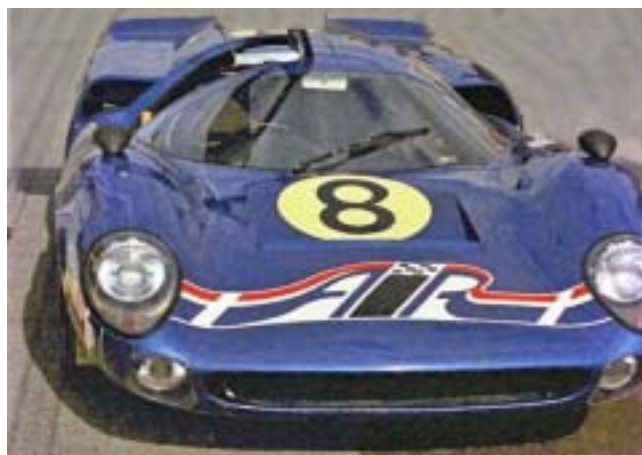
Sales of the both models are going well, and we may have to restock for a third time soon, along with another big spares order. Good news is I can now announce what the next model will be, the Metallic Blue James Garner owned 1969 Daytona car. Although I didn't get to talk to



him, I saw "Mr. Rockford" and star of MGM's film Grand Prix at the Indy 500 in 2001, however I did get the chance to meet and speak to A.J. Foyt in the Pitlane! Back to the model which we believe to be TSLCA00103S/W which could be with us around Christmas, and is based on the car that was driven to second place behind the Mark Donohue Sunoco MkIIIB version.

It has been interesting to hear of some peoples comments regarding the shape of Thunderslot model when compared to FlySlots offering, however this picture of the two cars side by side on the Daytona banking shows how the earlier version as modelled, differed from the later MKIIIB.

⇒⇒



Following on from this next release will be the first of the Lola T70 Spyders which will be with us in the spring. I can tell you that these Ca Am cars will be a Gurney and a Hulme version and share the same chassis and running gear of the existing coupes.

A New Club For Sussex

Terry also said that it's very good news for those of you who live in East Worthing as after the frustration of not being able to try models like these on a decent track local to him Terry has decided to build his own! With help from Roger Feest who's track features above, he is forming a club in East Worthing in Sussex. It will be a modular 4 lane routed track based at East Worthing Community Centre and he hopes to be up and running before the end of the year.

For more details you can send an email to www.ewscalexclub@gmail.com or check out East Worthing Scalextric club on Facebook.



And Finally

I know I've used the phrase "to be honest" rather a lot this month so I hope that it's not irritated anybody but if you can successfully predict how many times I will use it next month then maybe Jeremy will give you a prize? So until then, have fun slot racing or collecting slot car kits to make or however else you enjoy your hobby.

As a post script, it turns out that the "CAR SOS" people have now relocated to a few miles up the road from where I live so I'll have to see about paying them a visit if possible and see if Fuzz is into slot cars at all! And if so, then maybe he can restore my white Morris Minor Traveller into a mint one for me? So See you all next month. ■

J is for Jago, Jaguar, Jankel Design, Jeep, Jeffery, Jensen, Jordan, Jowett and JPX. Geoff Jago sold hundreds of Hot Rod style Kit Cars from 1965 to 1997. The Jago Jeep appeared in 1971, was a copy of the Willys Jeep and used Ford Anglia components, then Morris Minor components, then Ford Cortina and Ford Escort components. It was renamed the Geep at one stage after Jeep themselves (American Motors) complained over the use of their brandname, after which Chrysler bought Jeep and forced another name change to Sandero. There was also the Jago Samuri, which looked very much like my Revell Beach Buggy.



Sir William Lyons began Jaguar in 1922 as Swallow Sidecars, and the first Swallow car was called the SS1. The SS brand was renamed Jaguar after World War Two for some reason, taking the name from one of their prewar models.

The Jaguar XK120 was made from 1948 to 1954, and had twin camshafts developing 160bhp in the Convertible and Coupe, while the Roadster could be specified with a 180bhp engine instead. The XK140 built from 1954 to 1957 had 190bhp. The XK150 was built from 1957 to 1961 and could reach 150mph, while the Roadster S had 265bhp.

The first Jaguar specifically designed for competition was the C-Type, which was derived



from the XK120 and won at Le Mans in 1951 and 1953. The D-Type was designed by William Heynes with a monocoque construction housing a 250bhp engine and took first, second and third places in the Rheims 12 hours and second place at Le Mans in 1954, followed by wins at Le Mans in 1955, 1956 and 1957. Top speed was 195mph, so it may be a good job, or a pity perhaps, that the road equipped XK-SS didn't reach production.



The XK150 was replaced by the Jaguar E-Type in 1961, which was built in Series 1, 1.5, 2 and 3 versions until 1975. The Series 3 could reach 150mph, thanks to its V12 engine.

Jaguar made some fat-cat saloons as well, of course, using Standard engines until making their own. These included the 420G or Mark X the last of the really big Jaguars, with plenty of carrying space for a saloon and 120mph, the XJ6 and XJ12, not forgetting the XJC⇒



pillarless coupé. In 5.3 Litre V12 form it could reach 150mph, with the penalty for such fun being only 13mpg. The XJS arrived in 1975 with 155mph but when I sat in the nice red XJS belonging to the Managing Director of Mamod Steam Models once it felt like sitting in a coffin. Maybe it was just me?



1988 was the debut of the Jaguar XJR9 Le Mans cars. Peter Robertson and I found a



couple of the newly released Castrol liveried Scalextric models at the time at the model shop in Bourton on the Water. We took them to the next Phoenix Slot Car club event at Shard End and hid them until the start of the Le Mans Car race, popping them on the starting grid at the last minute, much to the amazement of club organiser John Eaglesfield. We loved winding him up!



The XJ220 Jaguar Supercars were made from 1992 to 1994 and by fettling one, Jaguar achieved a speed of 217.1 mph with disconnected catalytic converters and rev limiter increased. These days, of course, we have the 475bhp Jaguar GT3 Cars.

Robert Jankel Design were responsible for making customised, mostly estate car versions of luxury cars including 1980's Bentleys, Rolls Royces, Mercedes Benz and Jaguars.

Bantam and Willys-Overland were the only



two factories to respond to the 1940 call to develop a new four wheel drive car for military use and submit designs in 11 days and prototypes in 49 days. Bantam met the deadline and invented the Jeep, while Willys got the deadline extended. Both Companies ended up making 368,000 Jeeps between them, while Ford made another 277,896 Jeeps.

Thomas Jeffery made his 'Rambler' cars from 1902 to 1910, then after his death, his son Charles changed the Brand Name to Jeffery. While the Ramblers built in Wisconsin had been Right Hand Drive, the Jefferys built from 1914 were Left Hand Drive instead. Charles Nash bought the Company in 1916, changing the name to Nash a year later.

Jensens were built in West Bromwich from 1934, after the bodywork builders started producing their own cars. Customers included Clark Gable. The Jensen 541 had a large bonnet flap at the front, which opened automatically when required for engine cooling. The later S version had a normal radiator grill instead. The Jensen CV-8 could reach 140mph. Ed Straker's car in UFO was based upon Jensen's most futuristic car, the Interceptor. The Interceptor had both ABS and Four Wheel Drive 14 years before the appearance of the Audi Quattro. Interceptor customers included Tony Curtis, Frank Sinatra and Henry Cooper. Built from 1967, a convertible version was introduced in 1974, but production ceased two years later. The Jensen GT was a fast estate car built using Jensen-Healey running gear.

Eddie Jordan founded his racing team in 1981, and was active in Formula One from 1991 to 2005. Originally using Peugeot engines, the Team's victories began after they swapped to Mugen-Honda engines.

Benjamin and William Jowett gave us the Jowett Javelin, followed by its sporting version the Jowett Jupiter built 1950 to 1954. This had a tubular chassis designed by Professor Robert Eberan von Eberhost, who also designed cars for Auto Union.

JPX of Brazil made some military off-road vehicles.

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

1. Slot Classic "Test Day" E-Type Jaguar £420.00 (331904241349).
2. Aurora HO 14 Thunderjet NOS bodies including two Jaguars £298.47 (351822936516).
3. Scratch-built Jaguar XK120 Rail Racing Car £261.00 (191973049700).
4. Scalextric 124 E-Type Jaguar plus Alfa Romeo Bodyshell £260.55 (112140703953).
5. Un-built Kogure 1/24 E-Type Jaguar XKE Kit £207.00 (361720645609).
6. More Than Slot Jaguar E-Type XKSS £200.35 (172331543656).
7. Scalextric D-Type Jaguar plus two Aston Martins and Ferrari Berlinetta £200.00 (262610276283).
8. Slot Classic E-Type Jaguar 2A £194.95 (391515612628).
9. More Than Slot E-Type Jaguar XKSS Street Car £191.60 (172322824265).
10. Scalextric Digital Race Line Set including Jaguar XKR £189.99 (291634790235).

A Full House for Jaguar in the **J** Top Ten. I had a feeling this month was going to turn into a bit of a Jaguar-Fest. The highest achieving Jeep was an HO Tyco version, together with nine Trucks, a Fire Engine and a Racing Car for £121.54 (182250923948), and the highest achieving Jordan was in a Scalextric Formula



One Set for £92.99 (252557831510). No slot car versions of Jagos, Jankels, Jefferys, Jensens, Jowetts or JPXs sold on eBay recently. Surprising none of the manufacturers have made a Jensen Interceptor yet, especially as one featured in the London scenes in the Fast and Furious films.

Monthly eBay Top Ten

1. Carrera Jet Jungmeister Biplane Set £1,293.65 (251739661257).
2. Cox 1/24 Chaparral 2-E Iso Fulcrum Car RTR Car "Best Offer" below £1,069.72 (401210550293).
3. Slot Classic Seat 124 "Best Offer" above £850.00 (272418579309).
4. Monogram 1/24 1958 Thunderbird Kit £730.09 (232109229941).
5. Cox 1/24 Red Ferrari GT Iso Fulcrum Car Kit £723.99 (401200794771).
6. Scalextric Digital Office Layout on 3.5x1.8m Board "Best Offer" above £640.83 (142118456383).
7. Cox 1/24 Super La Cucaracha GT Thingie £577.56 (311712222570).
8. Cox 1/24 Blue Ferrari GT RTR Car £577.56 (311712223568).
9. Triang Minic Motorways 25 Vehicle collection including Car Transporter £553.00 (252567991809).
10. Scalextric Digital Platinum Set £519.81 (391415641358).

A surprise to find an aeroplane in the number one slot this month, but it does look rather nice, was made by slotcar Manufacturers Carrera, and ran around a kind of slot track too.

A few 1/24 scale Cox cars in there this month as well, liked by our American cousins, presumably for running in their large basements. It's strange that HO cars are popular in the USA too, presumably due to the Aurora influence and the fact they are more suitable for apartment dwellers, although the only small scale cars in the Top Ten this month are those made by Triang under their Minic Motorways brand, proving how popular they still are almost fifty years after they were made. Presumably the inclusion of the sought after Car Transporter was the reason for the finishing auction price of this collection to go so high after 42 bids.

Stirrer Of The Month

Well, it looks like I was Stirrer of the Month in the last Journal, as eBay Seller scalextricman-auctions let me know he was not pleased at being nominated as October's Chancer of the Month.

By way of apology, and hopefully in the spirit of all publicity being good publicity, let's take a look at the items this Seller has sold on eBay recently:

Scalextricman-Auctions Top Ten

1. Scalextric NSCC Gaydon Festival Helper's Mini £250.00 (161835199792).
2. Scalextric Presentation Trophy Set of Cups £150.00 (162155316941).
3. Team Scalextric SLN Limited Edition BMW Mini £95.00 (161799721535).
4. Scalextric Fast & Furious Twin Car Set £89.99 (162155563493).
5. Scalextric Astro Black Germany BMW Mini £85.00 (162155565404).
6. Scalextric Touring Car Sierra and BMW Twin Car Set £85.00 (162149249049).
7. Carrera UK Slot Car Festival 2016 VW Beetle £75.00 (162149299321).
8. Pioneer General Lee Dodge Charger £75.00 (162155315816).
9. Scalextric Silver Ford Escort XR3i £65.00 (162155387638).
10. Scalextric Casino Royale Aston Martin £65.00 (161798326453).

Not just Scalextric, but a couple of Carrera and Pioneer items in there too then. With 1,307 as yet unsold items currently listed on eBay (wow-worth taking a look!), his rare items include a Hamley's Blue Cooper listed at £1,200 spotted by David Wells (162155407388), thanks David, and an interesting wooden model maker's oversize mould for the vintage Scalextric Aston Martin listed at £9,500 (162242803808). It reminds me of the picture of the professional clay model made of the Austin Mini in the old Ladybird Book 'The Car Makers.' I guess the art of the professional model maker has been lost somewhat now, with today's Design Engineers using CAD models on their computer screens instead.

In the interest of fairness to all, if any other eBay sellers or dealers wish me to feature their top ten sales in this column, please let me know. ■