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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President **Two Down At Last!**

This month, I shook off the heavy shroud that a lot of us kit builders carry, just read Graham Pritchard's Bits & Pieces to see what I mean, and have actually finished two kits that I have had for getting on some twelve months and have probably been constructing for the best part of six months, neither of which were particular complicated kit to be honest, with both being supplied by Pendles at the last Leeds swapmeet from their excellent PP range.

So now I have only about six George Turner kits to do to finally catch up, but I do read with dismay this month, he is nearly finished on a few more of which at least a couple I am interested in, so no doubt my "to do pile" will again increase.

Add to this kit building lark the fact that I also race and so have to prepare not only my cars but also those of Ciaran, plus of course that really big obstacle of work, it is no wonder my days fly by and already we are fast nearing the NSCC weekend in November!

So touching briefly on this, if you applied and haven't heard from my by the time you read this please do get in touch with me again. I hope to have contacted you all and advised that if you applied you will be coming and of course asking you to pay for the weekend!

I must say this year's weekend appears to have crept up on me and I am a bit behind with things so I apologise for the delay in confirming details to you all, with only some seven weeks or so to go!

On the issues of weekends as I write this I have a "three in a row" of slotcar related events, with the Leeds swapmeet, a NSCC Committee meeting and then the Havant swapmeet to attend also, so there goes the gardening also I guess.

Still I am not complaining and afterall with the weather turning, do I really want to go out in the garden when I can be indoors in the warmth buying, talking or discussing slotcars?

On that note I will leave you all for another month, and hopefully can catch up with you at a swapmeet or perhaps at Ramsgate in November, lets hope the weather stays reasonably decent as I am not yet ready for snow!

Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nsccl.co.uk

By Pete Simpson

Well just after I submitted last month's report, I had an email from Richard Venner explaining why it had not been possible to arrange a visit during August. It transpires that there has been a reorganisation at Hornby which has resulted in Richard's role changing to permit him to focus on Hornby Railways, and a new recruit, Ricky Black, being drafted in to cover marketing for Airfix and Scalextric. Once again, I can but hope that our new contact, the third this year, will encourage liaison between the NSCC and Scalextric's marketing and design teams: facilitating factory visits to garner knowledge of forthcoming releases is fundamental to the relationship between Scalextric and the NSCC. The first

time that I will be able to make a visit will be mid-December so, given three months advance warning, let's hope that it's possible for me to bring photos of those releases I missed from this year as well as news of what 2017 will bring. Since anything I learn won't be disseminated formally until the January Journal, it might be worth members attending Robert Learmouth's superb Swindon Swapmeet and tracking me down to gain a few snippets.

Mad Max Interceptor

One of this year's must have models, C3697, arrived in the first days of September. Although this release was not declared as a limited edition, it seems that supplies have fallen short of





expectations. If you want one, there are two options: petition Scalextric for a second production run or pay a premium from visionary online sellers. On the day I received mine, eBay already had four listings ranging from £69 BIN to auctions running at £51, £59 and £69. The £69 BIN looked like a bargain as checking the completed listings revealed another thirteen that had sold for up to £80 – all from one seller. After a few days, the highest selling price had risen to £95 but the best deals were from Spain at a mere £49 including postage. I'm sure I've previously mentioned that pre-ordering through a bona-fide dealer is a good

idea: Karen has criticised me for reiterating the recommendation too often! I got mine, by the simple act of ordering in January, for less than the retail price.

Although my observations are unlikely to put anyone off, it is a model that has suffered unnecessarily through Scalextric's change of plans. The engineering team fulfilled their brief to adopt the Falcon to PCR configuration, but then had their hard work wasted resulting in a model that fails to achieve its full potential as the upgrade chassis will not be available and detailing has been compromised. As it has been designed to accept a Slot.it upgrade there's only a shallow pan interior and an in-line motor





replaces the side-winder setup of the earlier Falcons. Due to the demand for a single rear mounting point to enhance racing characteristics, the edges of the chassis are not pulled up solidly to the underside of the body leaving unsightly gaps: the previous design used a screw at each corner thereby ensuring all was solidly pulled together. The tyres are no longer the nicely detailed treaded items but plain racing slicks. Now forgive me for the observing the blindingly obvious, but who was ever going to buy the Mad Max Interceptor with the aim to convert it to a full on race car? Sorry to add fuel to Scalextric's smouldering demise, but this is one that they got seriously wrong: too few produced and lacking the details previously incorporated into their finer models. If I was feeling really cynical, I'd expect Scalextric to find extra stock and sell it off at discounted prices later in the year.

It will be interesting to see if 2017 witnesses a return to high quality models, fitted with competent side-winder motors, or if the compromise created by the introduction of the PCR build standard will continue without the opportunity for upgrading. Whilst this year should have been the year for Scalextric to boast the best looking, fastest racers, it's resulted in cost cutting compromise that has damaged the image unnecessarily.



Gulf Truck

Captured from the Test Track section of the Scalextric site is the Gulf version of the generic race truck, C3772. This is one that I've not yet seen but Scalextric's photographs certainly do it justice and at just £25 would serve as an entertaining variation for racing, especially if the DPR plug is fitted and a race arranged for six of these. Overtaking would require some forethought to avoid the rear of the truck on the inside lane as it swings across the track.



Bentley

The 2015 Nürburgring 24-hour race included three Bentleys amongst its massive 151 car entry.⇒⇒





One of the team was included in the 49 cars that failed to compete the race, one finished in 8th place and the other, the subject of this release, finished 72nd, 39 laps behind the winning Audi R8 of Christopher Mies, Heiligenhaus, Edward Sandström and Nico Mueller. Resplendent in a variant of British Racing Green it adds colour to the otherwise rather boring Bentley liveries seen to date. As these were never going to be the subject of the PCR upgrade they retain a full interior and a sidewinder motor installation making them both more detailed and better handling than the majority of new 2016 releases. Don't forget that these were amongst the first models to be released with the deeper guide so require trimming to run on pre-Sport track and even to guarantee not clipping the wires on Sport lap counters.

A future release of the non-finishing number 85 car would be welcomed as it would add a red car to the range of these impressive monsters: unfortunately, the highest placed #11 car was in the less emotive white livery similar to earlier Scalextric releases.



Ford Falcon

The new Falcon XY GT-HO, C3696, represents the car of John Goss as run in the 1972 Bathurst. Despite setting the second fastest time in qualifying he suffered an engine failure in the race and was forced to retire after only 24 laps: the winning car of Peter Brock completed 130 laps. This model is HD with all the goodies, although only a half-height interior is fitted as it was intended to be a recipient of a PCR chassis.



Red #65

This second Falcon XY is a model that was spotted at Sandwich in June, intended to be included in an Australian race set. However, as it wasn't boxed, I was unable to note a "C" reference. Unfortunately, it could be one that is destined to be either deferred or cancelled as





there is no mention of it on the Scalextric website. It might have been expected to be a reasonable seller as it represents one of Australia's greats, Allan Moffat, in his Ford Falcon XY in which he won the Hardie-Ferodo 500 of 1971.

The Ghost of Bond

Despite my reassurance last month that the Spectre twin set, C3773A, would be highly detailed versions of those contained in the Spectre set, C1336, I can now confirm that it has been withdrawn. It's a shame as the two cars looked superb in SR guise and would have been even better with interiors, clear glass and working lights. Hey ho, maybe the set cars will now escalate in value. At the time of writing they could easily be purchased online for sub £30 but a few sellers may have recognised the potential rarity and had them listed individually at prices that were more than half the price of the complete set! It does seem a shame that the designers at Scalextric have yet again expended considerable effort only for the cars to be cancelled. Let's hope they don't get too disheartened and that they continue to maintain the high quality of their designs.

At the time of submitting this month's Messages, I have still not had any reply from Hornby to acknowledge my request for a meeting in December but, with nearly three months to go, I'll try to maintain a positive attitude. After all, what manufacturer would turn down the opportunity for free advertising to a few hundred dedicated enthusiasts whilst acknowledging a difficult sales period? ■



Ciao everyone and welcome to this month's edition of Forza Slot.it. Having just finished reading last month's NSCC Journal I see that all the manufacturer contributors had the same issues as me with the usual summer shutdown of our continental neighbours and limited information! So, have things improved this month? Yes, quite a bit to report but mostly for the future, "bread today, jam tomorrow" as my friend and work colleague often says about our regular day job and future new announced features!

So I'll start with the spares stuff first to get that out the way for the repairers (probably all of us at some point!), modifiers and scratch builders out there that should be in the shops now or very soon:

CS33p - R8 LMP 2000 spare parts, the bits that will probably get knocked off or broken in a shunt.

CS33v - R8 LMP 2000 transparent spare parts, the transparent parts that come off in a shunt that you may never find again, like front/rear light lenses!

CS33t-60 - R8 LMP chassis AW compatible EVO6.

CH48b - In-line Boxer/Flat Long In-line motor mount offset 0.0mm Boxer/Flat – Hard. Compatible with DTM frames (side flap removed) of Slot.it. "Hard" type chassis are suitable for high torque motors to avoid the vibrations that such kinds of motors induce on softer supports.

New product that replaces CH48.

CH49b – Long in-line Boxer/Flat motor mount offset 1.0mm –Hard (information as above).

New product that replaces CH49.

CH55d – New product. Short ultra-soft spare springs for CH47b suspension kit (8x).

These new springs have the same diameter, wire dimensions and pitch of the standard CH55c springs. On the other hand, they are shorter than the above, so they are easy to install (apparently!) and work well on cars with a low profile body.

WH1048-Al - Aluminium - Al ø17.3x8.2x2.5mm wheels, M2 grub, 1.6g (2x). They replace PA18-Als

WH1071-Pl - Plastic - Pl ø17.3x8.2x2.5mm wheels, 0.7g (4x). They replace PA18-Pl.

WH1110-Al - Aluminium - Al ø17.3x8.2x1.5mm rim width and short hub (1.5 mm) wheels, M2 grub, 1.6g (2x). They replace PA38-Als. The short hub is conceived to house these wheels on the "GT" and "LMP" models assembled with anglewinder motor support.



In the shops now (because I was notified of my pre-order yesterday!) is the eagerly awaited SICW19 Audi R8 LMP #8 Le Mans 2000 Limited Edition Winners series car that I mentioned last month. The featured driver is Emanuele Pirro (5 Le Mans wins) with a supporting cast of Tom Kristensen (9 wins) and Frank Biela (5 wins). OK Le Mans 2000 was the first win for all three drivers and Audi, but surly one of the greatest driver line-ups to ever grace a Le Mans team. I'll be looking to do a review of the Slot.it car for next month when I have one



in my mitts and time allows. Another new Slot.it car that should be in the shops by the time you read this is SICA03i. Well I say new, but really we have had so many Porsche 962C LH model variants, and other 9xxs, by now that I should just say different livery and race, no! However, you all know this! I am a bit of a diehard Porsche 917/956/962 fan so whilst wife V1.0 might not be too pleased I'm sure this one will be entering my collection ASAP. This model is in the well-known Mizuno livery which looks resplendent in blue, sky blue and white body colours with simple sponsor and number decoration which lets the Porsche body shine through the decoration. Again, very much a theme of this era when you can still see the shape of the car and not just a fast branded billboard. This is the car that raced at Le Mans 1990 as driven by Bob Wollek (featured driver) Louis Krages and Stanley Dickens. Now, if only Slot.it (anybody



reading?) would do some Porsche 911 cars/variants to complete my 9xx fixation I would be very happy!

Just as I finished up my saga of the red Alfa Romeo 155 V6Ti SICA35a last month, then Terry informs me that the SICA35b Jägermeister livery car should be with us very soon. If you don't have one yet then I would suggest that you might want to invest in this one as many collectors like sticking to a certain type of livery and Jägermeister is most definitely one of those. A quick look around several of the online dealers shows that some have run out of the original SICA35a so this certainly looks like a model that many people are interested in acquiring. Get your order in now I would suggest! Terry also informs me that Slot.it have announced the next Alfa Romeo 155 V6Ti livery as SICA35d, the Castrol sponsored car from the 1994 DTM season. Again, I only have a vender supplied rendering via Terry, but as you can see it is a plain white car with green bits⇒⇒



and simple red/black/white sponsor/race numbers so perhaps not the best choice of livery? There are plenty more liveries available for this particular car so, hopefully, Slot.it will concentrate on these soon? Maybe a Martini livery on predominately white or red cars would be more popular/stimulating/eye catching? It certainly would be with me and more likely to prise the hard earned Yankee derived \$\$\$ from my pocket!



Looking further into the future, early 2017, and Slot.it have announced another Porsche 962 IMSA car, Ref: SICA25e that will be in the striking gold and white Miller High Life livery that raced at Daytona in 1988. The only picture I have is supplied by Terry/Slot.it that is a rendering of the car. It looks good, even though the IMSA body modifications over the rear deck engine cover make the car look a bit “awkward” (read ugly!) to me. Plenty of real pictures

available on the web if you want something better. Moving back to the new Le Mans Audi R8, mentioned earlier, and SICA33z which is the “do your own livery” model has been announced. No news on the release/ availability date yet but the SICA33 series of cars will be the regular Audi A8 Le Mans cars. Probably the best one announced so far will be SICA33a in the Crocodile livery which should be a real eye catcher. Surely the most complex livery that Slot.it will have produced to date when it arrives? Mine is on order/reserved already! How about you? Because I am sure it will be a sell out.



Moving on from Slot.it and onto Policar and again, Terry informs me that the second version of Policars Lotus 72, the Rob Walker car driven by Graham Hill, should be in the shops by the time you read this. I did a review of the first car and it was a beauty in the plastic flesh and out on the slotted black top so I’m sure this one will





not disappoint either. Top that with one of the most well known, famous, flamboyant, charismatic and “laid back” racing drivers of all time, both on and off the track, just watch some of the old programs on TV (probably on YouTube?) and you will see what I mean! This car certainly pops up as one of the must haves for many a collector out there and ticks all my boxes as well so another one for my collection when it appears in the near future. Earlier I mentioned my fondness of all things Porsche 9xx and I also have a great leaning for most (not all!) things Ferrari but especially in the form of an F40. Again, I reviewed the first Policar F40 CAR03a some time ago and another sweet handling and visually stimulating car that was, but a real winner for me on and off the track. Terry has now supplied me with the information and picture of the next in this series that will be CAR03b surprisingly enough! However, just like Slot.it’s choice of the white Alfa Romeo 155 V6Ti livery in SICA35d, I don’t think that the Policar choice of the black over red Taisan livery is that inspiring. I’m afraid it just looks dull, no drab, no errr, mmm awful I’m afraid to these old eyes. It is a livery that just tanks the Ferrari F40 lines so hopefully the following cars will be a more inspiring livery choice in the future? However, just like the Policar Lotus 72, a real

peach on the track with enough performance and sublime handling, just drive this one with yours eyes closed eh!

Just as I was about to email Jeremy I received an email directly from Slot.it about a Policar competition that may be of interest to those committed racers out there of a race to be held in Gubbio, Italy on Saturday 26th November 2016. The race is sponsored by Policar and it is called the “Italian Policar F1 Championship”.

The Championship will be run using Policar Lotus 72 F1 models which are to be supplied by the organisation, “IROC style”. Technical and race rules will be available soon on Policar’s Facebook page which can be found here: <https://www.facebook.com/events/714631995361631/>.

The following day, Sunday 27th November, will be the Italian Slot.it Classic Championship run according to Slot.it Classic rules. Both races will count towards a single competition. So, if anybody is interested in entering then check out the Policar link above and good luck!

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 of course Slot.it for any of the additional news. Ciao and arrivederci till next month. ■

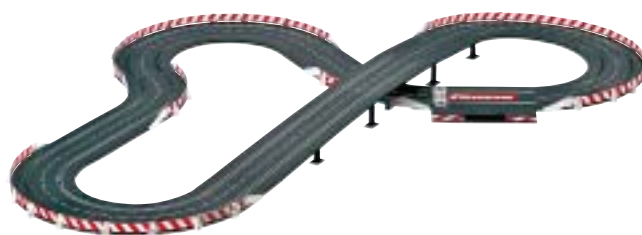




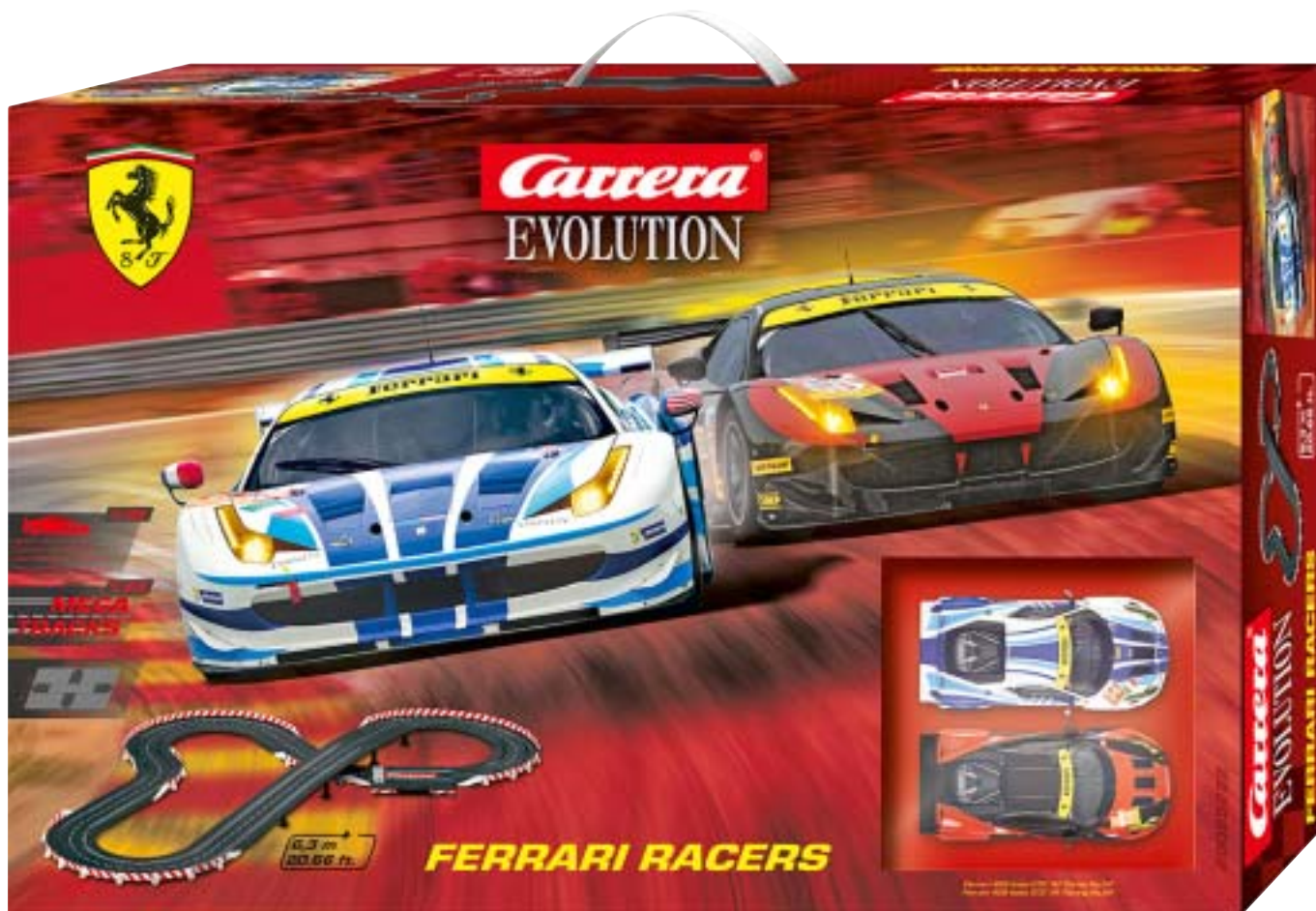
Email: carreracorner@nscc.co.uk

Welcome to the October Carrera Corner, and this month we highlight two new sets which both feature the exclusive Ferrari licence. The cars in each set are 1:32 scale. The track is also weatherproof, with stainless steel rails and can be thus can be used outdoors. Both sets are due at the end of October, so well in time for Christmas.

Carrera's "Ferrari Racers" EVOLUTION set includes two Ferrari 458 Italia GT2s and 6.3



metres of track. The Ferrari 458 Italia GT2s: "AT race number 56" and the blue, "AF Course race number 54" slotcars have front, rear and brake lights, and faithfully reproduced details.





The “Race Champs” set features the Mercedes, F1 W05 Hybrid, number 44, of World Champion, Lewis Hamilton and the Ferrari SF15-T, number 05, of Sebastian Vettel. We featured the Ferrari last month. The Race Champs set has 5.3 metres of track. The driver’s figures include helmets that are fully decorated.

The Silver Arrow and the Scuderia Ferrari are both powered by 1.6-litre, turbocharged V6 engines.

Thanks to Pete Binger of The Hobby Company Limited www.hobbyco.net the UK distributors for Carrera, for his help in compiling this column. More news from Carrera next month, in the meantime for the latest news, you can follow Carrera on Facebook via “Carrera UK Slot Racing”.





I don't know about you but as we move into Autumn and the evenings get darker I tend ask myself where the rest of the year has gone and as I get older the quicker it seems to go. I am sure that you all have a similar experience.

Having said that for a number of reasons there are a couple of weekends in November each year that I really look forward to.

The first of course is the NSCC/Hornby weekend which in spite of my lack of racing prowess and the six hour drive it takes to get there I thoroughly enjoy. The racing, the visit to Hornby and the hospitality at the hotel are all great of course but it's the opportunity to meet and catch up with Club members that I really enjoy. Whilst we are all different people we do share a common interest and it doesn't matter whether you have been before or are new to the Club and attending for the first time, everyone is made to feel welcome.

Secondly November is also the month that the Classic Car show takes place at the NEC in Birmingham. This three day event is the largest classic car show in the country with over 2,000 cars and 600 trade stands. As many of you know one of my other passions in addition to Scalextric and slot cars is classic cars and the show always takes place a week or so before Ramsgate.

At the heart of the show are the Classic Car

clubs which give the classic car scene a real sense of community not unlike our slotcar fraternity. It really is great to see all these wonderful cars and we usually make a weekend of it.

Anyway it would seem that I am not alone in sharing both passions as it is always a pleasure to see Mark and Julie Scale at the classic car show doing brisk business with their stall in the trade stands. It seems that cars big or small give pleasure to us all in equal measure.

The classic car industry in this country is currently worth around £4 billion a year apparently which is a staggering figure when you think about it. The largest proportion of that figure is not spent on the exotic stuff but is spent by enthusiasts on the kind of cars we used to drive in our youth.

According to my son the classic car movement and slotcar racing/collecting is being driven by all us baby boomers. That may be the case but in relation to classic cars one controversial subject always talked about is the role of the speculator or should I say investor.

With values currently increasing at over 10% a year many people are putting their money into classic cars rather than more traditional forms of investment. With the rates of interest currently being obtained at the bank as low as they are who can blame them. Naturally there is much talk that the bubble will burst at some point and the speculators will disappear with the inevitable impact on classic car values.

Well whether this happens or not I was taken by an article in the classic car press the other day which said that the government is seriously considering applying some form of capital gains tax to classic car ownership. It is unlikely to happen but I must admit that I found the thought that my old car might become a taxable asset somewhat unsettling.

Where does this end you may ask and what other possessions might be regarded as investment commodities in the future and therefore subject to the interests of the Inland Revenue There will be a few amongst us who have slotcar collections that are more valuable than a lot of classic cars.

Heaven forbid that our hobby should attract the attention of the HMRC. Extremely unlikely of course and you may think that I am being slightly mischievous but it does illustrate a point. Many of us have cars in boxes that are not used and some which never see the light of day. Maybe it is time that we all took stock and got the most from what we have.

Personally I have always been more of a collector than a racer but having said that I have no shelf queens. Whilst they are all on display without exception they all go onto the track at

some point to be used as they were intended to be. Whilst I always take an interest in values they are really irrelevant because I will never part with most of my cars.

As for my old TR. I intend to drive it as often and for as long as I can. In fact, it does it a world of good to get it out and on the road.

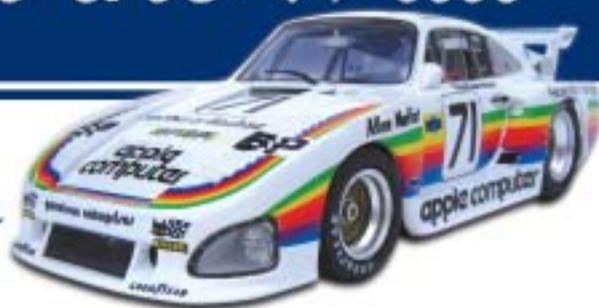
This baby boomer intends to indulge in his passions for as long as he can until it's time to pass them on to the next generation. That's all for now until next time. ■



FLY *On the Wall*

BY **DAVID BATES**

email: flyonthewall@nsec.co.uk



Welcome to Fly On The Wall for October, and moving straight on, out now from Fly is the latest of their lightweight racing trucks, FS204203, based on the Buggyra Mk02. This time the moulded red body carries the logos of ETRC sponsor Cespa and race number 3.



By the time the Journal is out we should have the Riley Mk XI Daytona Prototype, FS700105, which raced in Playboy livery! The



Lexus powered machine, race number 6, entered by Michael Shank racing, finished 7th in the hands of John Pew and Ian James.



We have had some nice cars in from Flyslot's Slotwings Division with the Lola looking extremely fine in its blue and yellow livery of the Sports Cars Unlimited team from Le Mans 1968. Sadly, the car, race number 7, never finished the race.



The other releases are a pair of Martini Porsche 917Ks (race numbers 8, Vic Elford and



Brian Redman and number 9, Kurt Ahrens and Richard Attwood), from the 1,000ks held at Brands Hatch in 1971. The endurance event was won by an Alfa Romeo. Car number 8 did not finish, whilst car number 9 finished in 9th place. What makes one of the models unique is the moulded air intakes that were fitted to just the Ahrens/Attwood car. I guess Porsche didn't



take the development of this any further as due to the rule change, the 5 litre cars were to be outlawed by the end of that season.

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. ■

The Havant Years Project

By Robert Learmouth

When the September swapmeet was looking for a new home in 2014 Steve Cannon and myself, as organisers, felt there was only one logical place - Havant. Well connected on the road and rail network, in a part of the country on the south coast devoid of any other event, yet located in probably the best catchment area of slotcar enthusiasts in the country.

Yet, we weren't prepared to run a new event unless we could add an additional dimension to lift the event up beyond 'just another swapmeet' status. What better dimension could that be, as it was Havant, than trying to research and share back the history of the two factories that saw the invention of Scalextric in 1956 and the production of the range until August 1970.

And so begin the Havant Years project. We literally started with nothing. There is very little recorded in books (slotcar or Havant local history) and the small amount of information available on the internet was all previously known and recycled. So the only logical route was to try and get in touch with former Minimodels employees and to try and get the story told straight from the horse's mouth. But where on earth do you begin!

Steve and I started off by spending a day down in Havant. Where exactly were the factories? Were they still standing and in other use now? Who do we speak to? How about

walking into the working men's club opposite one of the factory sites and literally standing in the middle of the bar and asking if anyone used to work there? We tried it and they were a bit offended we thought they were old enough but most of their mothers had worked there. We befriended the local museum and art gallery. Local historians. Local media - Steve did BBC local radio interviews, they even devoted a whole morning drive time show to the subject.

We had snippets and by now had worked out the exact spot of land both factories stood on thanks to Land Registry documents but had very little information of any consequence.

Then, I made the most important of breakthroughs. Many of the former employees were still living in the area and furthermore a large number of them frequented the same internet forum to share memories of growing up in Havant. Perfect! And to my relief I was rapidly accepted into their group as a catalyst for sparking discussion on their time in Minimodels.

Slowly I started finding out the names of these people, when they worked at the factories and what jobs they did along with an ever increasing number of anecdotes from the factory floor. Like Adam Faith visiting the factory, pay bonuses for winding more than 200 motor armatures in a shift, children who had helped paint driver's heads at the kitchen table as part of their mother's outwork, building hidden alcoves out of shipping crates in the warehouse to sneak the young ladies into for a kiss and a cuddle, being allowed to listen to the World Cup final in 1966 on the radio. And so it went on. I was starting to build a picture now. And I was discovering star contributors like Tony Hurley, the first new tool maker when the factory moved and expanded from New Lane to Fulflood Road who gave me story after story.

I was also starting to understand the psyche of the local community, both as it was in the 1960s and now. Minimodels was a major





employer in the area and provided a livelihood sometimes to three generations of the same family. There was a lot of affection for Minimodels and most importantly a devoted bond between employees which continues to this very day. Amazingly many of the employees and their children still live a stone's throw from the factories and many more live within 20 minutes in the surrounding areas. It's a community that has faced it's social challenges (not least when Minimodels closed) but what a fantastic and proud bunch of people who have welcomed a complete stranger into their lives and shared their cherished memories with him.

And the only strange thing? They rarely mention the word Scalextric and I've learnt not to either. It's not that it's a taboo word, it's just that they want to talk about the experience and memories of working for Minimodels, not giving technical information on Scalextric that they probably never possessed at the time, let alone 50 years later. Although the odd nuggets creep out!

The occasional photos followed, I even got contacted by two former Miss Minimodels. Hey what was that all about!?

Adrian Norman introduced me to Diana Francis, wife of the late inventor Fred Francis. I was invited to their beautiful home on the south coast. I was told wonderful stories about Mr. Francis, I was allowed to see his amazing collection of pristine tinplate production samples, I was even allowed to read his unpublished memoirs. I was really getting somewhere now.

Then I had my first big break away from the shop floor and into the R&D and management

offices. A gentleman named Trevor Grey had seen my request for memories and he had been a model maker in the early to mid 1960s. In fact he was the man who designed and scratch built the prototype C60 D-Type Jag. We spent a wonderful 2 hours in his company listening to his stories. And making copious notes including the many names he dropped into conversation. I even started drawing up organisation charts to see how everyone interacted.

From this one session I eventually got in contact with David Dipnall, designer of the Super 124 range and now a highly respected landscape artist. John Adey, contract pattern maker and now a successful bespoke furniture maker. And arguably the most amazing discovery of all. Bill Langley, head of R&D, the man who along with Graham Lines redesigned the range from tinplate to plastic and ordered and oversaw every single production item made in the 1960s - in his 90s and still very much alive. An amazing veteran of the postwar British toy industry who worked for all the big names. And a simply mind boggling model maker.

It was about this time I realised my dream of owning an original Bugatti wasn't important any more. I had something much better. I had a personal audience with the people who designed and made my lifelong love in the period I loved best!

The output for all this wonderful material was in the form of the Havant Years Powerpoint Presentation that was shown at the first two Havant swapmeets in 2014 and 2015 in a little theatre section at the back of the hall. And it was one particularly interested person who opened the door for the next chapter. Dan, a young local film maker who specialised in local history documentaries was interested in coming onboard with what I was doing. A very promising conversation at the swapmeet resulted in no further communication until quite out of the blue I was asked to contribute towards an application to the Heritage Lottery Fund to see if some proper money could be established to put the whole thing on a professional footing. There would be a documentary film, a book, an exhibition, interaction with local schools who



would both contribute and learn. And The Spring museum and art gallery we had originally spoken to way back would be a key stake holder, champion and host to the exhibition.

Fast forward to 2nd October 2016 following a successful application and I've just returned from the launch of the Minimodels exhibition and Scalextric fun day. The exhibition is quite small but very, very nicely done. It is based on my research, employee memories and features parts of my collection, not just Scalextric but some of the many other children's toys and board games made by Minimodels over the years right back to the first ever product - the 1947 Minitype. And my items are comfortably upstaged and welcomed to do so by some of those simply amazing, production line fresh tinplate cars, with original boxes from Mr. Francis' personal collection loaned by Mrs. Francis. You really have to see these to believe them. There are rare factory photos from the Francis archive and wonderful ephemera like employee terms and conditions, headed note paper and the original trademark certificate dating the birth of Scalextric to 22nd October 1956.

And there are TVs playing some of the filmed interviews. Penny Hopkins twice Miss Minimodels (you'll have to come along to find out about that) and Diana Francis both give fascinating insights. And there are more interviews planned, well there's going to be a whole documentary worth and a premiere night for it in The Spring theatre in January.



And the event turned up more employees who walked up on the day. A production line supervisor with razor sharp memories of being responsible for Bentley and Alfa production. I was told the line ran none-stop for 24 hours a day for several years! The assistant production manager responsible for scheduling production runs and ensuring the raw materials were all to hand.

The exhibition will run until 24th December and is well worth a trip although I would say, lovely that it is, it is not vast so combine it with a weekend away and some other activities if you are coming from up north. Closed Sundays.

The next Havant Scalextric Swapmeet is Sunday, 23rd October 2016. Come along! The Spring and film makers will be at the swapmeet showing their interviews, talking about the project and looking out for new Minimodels employees to quiz. We've had a good turn out of former employees at previous events and given the success of The Spring open day today I think we will have even more this year. And there's now talk of a Minimodels employee reunion to be held alongside the event in 2017.

Oh! And don't forget there's a swapmeet going on too! 300+ visitors through the door and 50+ stalls in each of our first two years.

Havant Scalextric Swapmeet. Sunday 23rd October 2016 from 10.30am at Havant Leisure Centre, Civic Centre Road, Havant. PO9 2AY. Parking on site is £1. Further details on the swapmeet and enquiries on the Havant Years project to robert@learnmouth.com. ■

Collectors Insight!

By Steve Langford

Having in the past written about the AIG Mini promotional set I have always thought there must be others that have been done in a similar fashion and this past month (September 2016) my eBay trawling came up with another of these gems that I can't recall being mentioned before. Having been lucky enough to win the auction at what I thought was a reasonable price of just over £40 including postage I thought it would be worth a mention in the Journal for those collectors of you out there who did not spot the listing (371741005679).

The listing heading was INSIGHT Branded Scalextric Promo Edition HBOS Slot Car Racing and finished on a Thursday evening. The seller was the charity the British Heart Foundation and there was obviously some research and knowledge of the product as the main description called it a Scalextric rebranded Promo item. However the three pictures in the listing only showed the inside of the boxed set and no close ups of the cars but you could make out the Bash and Crash Nascars beneath what looked like a blue stickered roof and bonnet. Having no picture of the box and only spotting the listing on the day the auction finished it was going to be a bit of a gamble and I asked for a picture of the set box but got no reply until after the auction which was the auction had ended and they could not help. Anyway I



chanced a snipe bid and despite eight other bidders no one bid as much as I did so I had the anxious wait hoping for the best until the set turned up earlier this week. Well I think the gamble paid off as the set came in an Insight branded blue box with HBOS on it as can be seen in the pictures. The set had been used, though not much and that may have been due to the PSU being missing, but I am assuming some children used it as some stickers covered the lid. There was no Scalextric branding on the set box but paperwork enclosed showed that the set was a rebranded Bash 'n' Crash set that was still in the original polystyrene base. The cars had professionally cut stickers with the wording Insight Investment HBOS plc. on both the bonnet and roof. I have tried searching the internet to find out more





about this set but to no avail, so if anyone knows any more about this set perhaps you can write into the Journal or let me know. I will let the pictures complete the story.

This was not the only set I have won this month. I was happy to go and collect not one but two Thundering V8 large Australian sets that had made their way to the UK with the set exclusive Lowndes #888 silver and red



Vodafone Holden in them. The seller had taken a bit of a hit on these as he had bought them originally at A\$370 each in Australia and was surprised at the lack of interest in bidding in these large sets, as I was myself (item 311694870793). Maybe that sums up the eBay market at the moment here in the UK? ■



Hello everyone, I hope you all enjoyed my stuff last month trouble is whilst Spain might shut down for the summer over here it's just been getting madder and madder for me with friends old and new contacting me and I've also been finally getting on with some of my own resin cars as well so to be honest were I to write about everything that's been going on this month then I reckon I could fill the Journal entirely with my stuff alone!

But that probably wouldn't go down very well with everyone would it and as it takes me around a whole day to put everything together for just my "normal" amount we'd better go down the sensible route and see how much we can fit in this month, but I might just have to give you a few tasters of what's to come if we don't have room for all of it this month unfortunately.

So, "on with the show then", as they say but before I do I must also say a very big "Thank You" to everyone who helps me compile this section of the Journal by sending me their latest news etc. as without them it just wouldn't be the same, would it?

Graham P. Meets Graham P.

So, having seen Slot Car Mag's latest edition then I very quickly asked Ric (the Editor) if he would introduce me to the "other Graham P." in the slotcar world i.e. one Graham Poulton and he did and guess what, he actually came to our Club last night (as I'm writing this) and brought along some of his latest range of "iconic building" kits of which you might just recognise some of them for sure I reckon.



Now, for those of you who don't know who Graham is then he's usually referred to as "that bloke who does those gorgeous Aston Martin kits" and he goes under the name of "GP Miniatures" on the good old www and "Zagato" on Slotforum, his website is well worth a look I can tell you for certain.

I ended up buying one of the Reims Andre Lambert buildings as to me it just looks stunning and it was also featured in that Quentin →





Wilson/ Jodie Kidd classic car program that I mentioned in the past but as you'd probably guess I haven't got as far as building it yet but what do you expect, I only got it last night and I've been stuck on here all day so far doing this but please stick with me and one day I'll get there I promise. So instead, here are a few pictures that Graham sent me to tempt you with at the moment.



He's also going to bring some of his kits to show us but that will be after this Journal's copy date so I'll have to include those next month, but in the meantime here's a link to his old track that he told us about from a few years ago, now if only everyone could have a track as good as this we'd all be Very Happy, Wouldn't We ([Http://Scratchbuildguild.Blogspot.Co.Uk/2011/01/Little-Bromley-Rip.Html](http://Scratchbuildguild.Blogspot.Co.Uk/2011/01/Little-Bromley-Rip.Html))?



All You Ever Wanted To Know About Chase Cars

Having been chatting to Gareth Jones of Chase-Cars/ Choc Ice/ Italian Job Bus fame recently then it turns out that he's also signed up as a member of the NSCC now, so I couldn't resist asking him if he would like to be one of my "regular contributors" and most fortunately for me he said "yes" so he's done us a bit of a résumé of how "Chase-Cars" came to be and maybe next time we'll learn a bit about Choc-Ice's also perhaps? So, here we go with the history of Chase Cars then from Gareth and even more fortunately for me Gareth did all of the typing, nice one thank you Gareth!

Hi Graham,

When I originally started the hobby business of "Chase-Cars" my plan was to make cars that captured the spirit of the great days of car chases on TV and film,

from the late '60s to the early '80s. I would use resin bodyshells and a universal chassis to make the cars lean through corners with steering front ends. Two out of three of those things worked out but the universal chassis took a long time to work out. This wasn't a huge problem as I had them made by 3D printing, as if there's no tooling required then you've got a lot more freedom to make changes whenever you want.



My first car was a 1977 Dodge Monaco, which is the classic police car used in many American TV shows and the chassis was designed around that car to begin with.

However, when I did the second bodyshell of a 1972 Cadillac there were a few tweaks needed to fix the Cadillac's smaller front overhang but otherwise the chassis fitted really well.



The third bodyshell was a 1981 GMC Van which had even shorter overhangs (in my mind all American cars had yards between the front wheels and front bumper!) and the heavier bodyshell also needed stiffer springs.

Then came my fourth bodyshell, a 1982 GMC Pickup, the brown and gold one from *The Fall Guy* TV series. The choice of this car appealed to my inner geek - while most other TV shows destroyed a car every time it went over a ramp (on the *Dukes of Hazzard* they got through over 300 apparently), for the *Fall Guy* they built a dedicated truck to do the jumps. The engine and gearbox were moved back into the cab to spread the landing load



better, the front axle was modified to remove its diff and drive shafts and the front prop shaft removed, again to reduce weight. The driver was suspended from the roll cage on a bungee cord harness to stop the risk of spine injuries that other stunt drivers were seeing and of course the whole suspension was toughened up. The result of all this was a truck that could be driven over a ramp at 40mph, fly through the air, land and continue driving without cutting the camera on the point of impact. The other advantage is that when the Director needed another take, they just drove the truck around and did it all again.

I went through a small diversion of using an existing toy as a basis for casting the shell but nothing was available in the correct scale, you can see the two I tried against the final 3D printed black one here.

The wheelbase is even longer than the Cadillac so the bodyshell was heavy, but also a lot higher so even stiffer springs were needed to stop it flopping over on the first corner. That was the easy part.

It also needed very large tyres so I designed some with the correct diameter and with a chunky tread pattern and also with the correct sidewall lettering and got those moulded. The wheels were a larger diameter than the other cars so they needed to be specially made too, I used ➡





the same SLS 3D printing process as makes my chassis, whereby a laser fuses nylon powder together to make a very tough component.

The only problem was when I built the car up the steering front wheels kept fouling the wheel arches, especially when it leans in a corner. With cars this is more easily hidden as the wheels are always inside the arches, however to make the truck look tough the film production designers not only raised the suspension but also pushed the tyres wider than the body's wheel arches, and this was causing the problem.

Most slot car wheels have a large hub on the inside, used for the set screw on many wheels. This is fine when the car has a solid front axle. Unfortunately when the front axle steers it kicks the wheels out a long way from the kingpin's pivot point, hitting the wheel arches. I stopped thinking "slot cars" and started thinking "real cars"; there the kingpin is inside the tyre's footprint (when viewed from above) so this is what I needed to do.

Cramping it all into a space within the wheel diameter was tough, but eventually I got there.

Then it was just the matter of designing the graphics and it was all ready, I didn't add the roll bar and bull bar as they looked to be too fragile after crashing, but to prove that when something is nagging away in your mind it's difficult to ignore, this year I've added them into the kit and I've sneaked them a little closer to the bodyshell so that they stay protected.



The difference between a car that leans and steers and one that corners like a kart are fine to explain in text and even with a few photos, but to really show the difference you need video. As the whole idea of the cars was to make it look like a TV car chase, then what better way to demonstrate the cars than in context?

A quick look on "YouTube" for slot car videos showed a couple of cars in a blur, zooming around a track with a camera held in one position. However, when you watch slot cars you certainly stand in one place but there's a huge difference between your brain focussing on a moving car and plonking down a static camera and hoping for the best. Your body doesn't move but your eyes do, focussing on the moving car and ignoring everything else and that's what a static camera doesn't do.

The other problem was the speed; I know that the whole point of racing is to go fast but the whole point of filming is to show it, and that needed to be different in my videos too.

The main difference between a race and a chase is that in a chase it follows a predetermined outcome, film Directors would come up with a story and create a storyboard which showed the cars in shot, where the camera was positioned and what was being seen. This is exactly what I did for my videos, writing a story that would show the cars off as well as possible.

The basic idea that can be seen almost everywhere is that one driver sees another, they chase and there's a dramatic ending.

Now you know the cunning plot for my next blockbuster, but creating the storyboard takes a couple of hours, working out camera positions and what can be achieved with the very basic equipment I have.

To film the cars I need to get right in on the action, most compact cameras were (and still are) very expensive but for under £20 you can get an 808 keychain camera which is small and light enough to be used on a car.





Want to get a shot inside the cabin while the car is on the track? Just get creative with the camera mounts and off you go.

For jumps, and there's usually a jump at the end of the chase, I did exactly as the real film makers did at the time. No CGI of course, just cunning camera angles and well hidden ramps done with extremely careful editing so they didn't show up. Here's one of the pickup truck preparing to fly.

To see one car when viewed from another the high-tech method of a lolly stick is used. Ballast is needed on the other side to keep the car level in a straight line.



As the front wheels lean and steer they're well worth watching on a video, and this is how I film them.

There are also shots filmed from a static camera and the one on my 4 year old mobile phone is excellent. Both cameras can shoot at 60 frames per second, which is the other essential part of the videos. Films are usually played back around 30 frames per second so if you want to slow down the action (as I usually do to make it clearer) I need to shoot at 60fps and edit the playback to half speed as if I shot at 30fps the playback would look jerky, and that's without all of the compression that YouTube do afterwards!

Each video takes between 3 and 6 hours to shoot and editing is another couple of hours.

I started off with creating the videos first and then adding the music but I've found it's a better effect to put the music down first and then cut the video to suit; a crash happening on a drum beat works quite well.

You can see what I've done if you search YouTube for ChaseCars132, but if you need to create a video for your own purposes you can use the same techniques to suit your own needs.

Cheers,

Gareth

Wow! I never realised that there was so much involved when you want to do your own videos but isn't modern technology great but if it wasn't for Jeremy persuading me to do this for him I'd probably still be using my trusty old pinhole camera! Only joking – I'd still be waiting for the photos to back from Truprint really!

Slot Track Scenics Open Day – The Next One Is

For those of you who can make it then David and Guy have arranged another "Open Day" on Saturday 29th October 2016 at the same venue as before i.e. the School Hall of Barford St. Peter's Primary School on Church Street in Barford, CV35 8EW and the track has now had the pit lane routed into the baseboard so if all goes to plan then we'll be able to take the racing to the next level and incorporate refuelling etc. but please note that this is NOT a race meeting in the normal sense of the word, instead it's basically a day where you can experience Digital Racing in a very relaxed atmosphere and ask as many questions as you want together with trying out some cars on a very nice track and you can even ➡➡

bring your own Hornby Digital cars along too if you want to and run them on David's track but we will run a few proper races from time to time for those of you who want to, other than that it's just running some cars, having a bit of a chat with some eating and drinking, which sounds just like what we do at Bearwood and it works, trust me.

Another Open Day

For those of you in the other part of the country the UK's leading slot car importer "Gaugemaster" will be holding their 5th Annual Slot Car Show "Autofest" on Saturday 22nd October 2016 where many of the world's leading Slot Car brands including Scalextric, Carrera, Ninco, Slot.it and NSR will be on show for you to see up close just like they do at Gaydon.

There will also be a number of tracks for you to test your skills on and with some special offers on various things also available then this event is not to be missed!

For those of you who have not been before then Gaugemaster are located directly next to Ford railway station, just south of the historic castle town of Arundel – Post Code BN18 0BN. The event is open between 9.00am and 17.30pm and is the perfect opportunity to say "hello" to Terry Smith once again!

AA Bodies Aka David Yerbury

Earlier on in the month I got an email off Jeremy re: fellow NSCC member David Yerbury asking to talk to me so having replied we then got chatting on the phone about resin casting



and the possible causes of some of my air bubbles that I seem to keep finding in some of my castings, well, it turns out that the resin is actually very hygroscopic i.e. it loves to suck in moisture and this moisture then presents itself in the form of bubbles unfortunately, so the moral is don't use it in humid/ damp/ wet conditions and it's better to use several smaller bottles rather than one large bottle as the ratio of air space: resin is then kept as small as possible for as short as possible so nice one David, thank you. It was also good to talk to David again as when I originally joined the NSCC way back in 1989 I distinctly remember buying a load of cars off him via the members adverts in order to increase my collection.

Now, we have much more to come from David if you bear with us as I've also bought a C-Type Jaguar resin casting off him that I've started to build and I can also tell you about how David actually created the master for this casting himself, but that will have to be next month due to limited space here this time.

George Turner News

The big news here is that he prefers good old fashioned Beef Burgers then! No, I've not gone mad you just need to read his weekly news bit on his website and then you'll see what I'm on about.

But seriously, George has now launched his brand new website, georgeturnermodels.com and very nice it looks too with various links to the latest news as he rants about it together with tabs for the various cars that he sells together with a hints and tips one that is really useful and a gallery where you can view some of the customer builds (note you won't see any of mine





in there as I never get around to finishing them remember) together with a bit of a trip down Memory Lane, sorry but I don't know the Post Code for all you "Sat-Nav" users out there for it where he shows you some of the stuff from his earlier days like when he used to do boats etc.

George also wanted to add the following to what I've said above:

Hi Graham, the newly revised website has been very well received, we initially had a couple of teething problems, but I think we are there now to be honest. We have got quite a few new cars as well as a few older ones that have been reissued that have come out with the website.

The Aston Martin DB2 and Cunningham C4R are in full production now and we have also brought back the MGB GT, but this time in the form of the Sebring car. I am also hoping to have the MGC road car done soon

as well, although I will be selling it with racing numbers as well for those of you who want to race it. The next all new car will be the Lister Jaguar, which I am currently working on as we write this.

*I also think that I might be having a mid life model crisis as I just cut my heavy weight lightweight E-Type in half to make it narrower. **Yes, I repeat, I made it narrower!** I am going to be adding more detail as well.*

Now, as well as this one, my AC Cobra is also being upgraded and will be available in the near future. I also think that the Morgan could do with a look as well.

Finally, we are also redoing our customer build section of the gallery, as I think that I neglected it a bit too much in the past to be honest so if you have any photos that you would like displayed then please do send them to me and I will do my best to include them.

Regards George.

⇒



So, plenty to look forward to there then from George but let's just hope that he's quicker than me at doing them!

Thunderslot News



Having met Giovanni once again at Gaydon this year then the very much awaited Thunderslot range of cars has now been launched as Terry Smith from Gaugemaster was telling me when we spoke recently.

Hi Graham,

The Thunderslot Lola T70's finally arrived at the UK distributors Gaugemaster in mid September and they have told me that they have already sold out of the first batch of models within the first week!

The pre-production versions of the car have been getting great reviews from racers around the world and by just looking at the production model for the first time I have got to say that it looks like it's going to be a formidable piece of kit.

This first impression moves onto the next level when you pick up the car, as it feels so light yet heavy enough in the chassis department that it gives you immense confidence that this will be a wonderful handling slot car.



There was some talk that the stiffening bracket and screws to the rear motor mount were missing from the earliest versions but Gaugemaster can confirm that all of the yellow Bonnier car have the parts supplied in a bag under the base.

The second Surtees car now comes equipped with the bracket and screws in place so one can set up the amount of travel on the mount to your own preference.

Just a little word of warning though and that is that the screw heads of these, and indeed on all of the screws fitted to the Thunderslot range of cars are No.6 "Torx" fittings and therefore a "Phillips" head screwdriver will not do.

Whilst not currently offered, Thunderslot are bringing the relevant tool to the market as soon as they can.





It's refreshing to see that there is also a complete range of spares available from the word go and there is also a white kit version of the Lola for those who wish to build their own classic MKIII GT.

Regards

Terry Smith

Brand Manager – Gaugemaster Controls Ltd.

My good friend Marc Abbot of Slot Car Mag has tried one and he says, “*The car itself is a true racers car. It is so easy to drive as well.*” So, what more could you want then? Well done, Giovanni!

Canadian Track Build

You might remember the name of Bob Chapman in my stuff here and there, well here are a few pictures of his track build that is currently going on following the need to rebuild the layout after his basement was flooded recently this one is going to be 23 feet x 11 feet, with a running length of about 90 feet and it will be a 3-lane routed track. What a shame that the



old one was destroyed though – but good luck with this one then Bob anyway!



Red Bull Cars From Slot Car Wales

I also recently got an email from Stephen Daniel who is the man behind Slot Car Wales, telling⇒



me that he now has in stock some of the Hornby F1 cars that were painted in “Red Bull Blue” so basically if anyone out there wants to have a go at recreating one for themselves like I did for Bearwood member Mark W then all you need



to do is buy one of those and then get the decals From Sean At PSR And Away You Go.

Teamslot News

Out now is the latest offering from Teamslot in the form of this rather vibrant orange “Jagermeister” liveried Renault Alpine GTA,





well they certainly know how to choose a livery that will sell, don't they? Steve also sent me a picture of the latest "Factsheet" from Teamslot which gives us a bit more information about the inner workings of the cars together with a couple of pictures of their latest decal sheets as well.

So, What Was In The Boxes Then Dave, Eh?

So, having posed the question last month then re: getting one of the oldest NSCC members still to be signed up to reveal a bit more about his favourite sets then Bearwood's very own Dave Parish has now sent me these photos together



with a few words about them:

GP2 and CM33

My first set for Christmas 1962 was a GP1 Set with additional long chicane (as per GP2 circuit).

This immaculate set is the closest I can get to it at present.

The CM33 Set incorporates the changes made in 1963 to Plexytrack and I have most of the trackside buildings, track converters and spares to run cars C54 to C67 Inclusive plus B1, B2, E1 and E2 which have been rebuilt as required using parts from RUSC and Scalextric Car Restorations and to which I would like to pass on my sincere thanks for taking the time and trouble to remanufacture these parts for us.

We also have a not so original set, i.e. it's a Set Box GP33, but with contents as GP2 set but with changes as follows:

- Track Hornby Classic (not marked Triang) vg to mint condition.
- Upgrade to Mk2 35 ohm controller. (60 ohm and race tuned controllers also available).
- Track converters to rubber and sport track.
- Low mileage Ferrari 156 with original narrow rear axle.
- High mileage Cooper, made in France, rescued from Italy and restored in UK!



- *Note ROAR SOUND TRACK RECORD.*
Possibly my only original item from 1963/64.

Uummm, I going to have to take Dave's word for all of this then as it's actually before I was born even though you may think that I look more than old enough to be fibbing, but I'm not, honest!

But isn't it nice to see a bit of the old stuff in the Journal now and again, I'll have to see if I can persuade him to tell us some more recollections from the past next month as well, but in the meantime, cheers Dave for the blast from the past!

Hickories Smoke House Gets Smoked Unfortunately!

Uummm, this is actually a Restaurant brand that is new to the UK whereby they offer USA style BBQ flavoured Steaks, Burgers and other goodies using wood that has been specially imported from the USA in order to get that authentic "smoked" flavour to your food without having to get on plane but what's this got to do with slot cars then I hear you ask?

Well, you ought to know me by now, there is actually a good reason for me mentioning this place as it was brought into being by the complete refurbishment of the old building which was one "Kingfisher Hotel" which may now start to mean something to a few of you as it was where Roger Barker organised one of the "Dudley Swapmeets" way back in the past in 2009 and before you ask, yes, even I managed to get there fairly early for that one as it is only about 30 minutes away from where I live but anyway, back to the topic, the real reason for this mention is that unfortunately a few weeks ago there was a fire there which has basically almost



totally destroyed the place as it had a thatched roof and you can imagine the rest, but they reckon that it will be rebuilt as it is actually a Grade 2 listed building apparently but when I was looking at the photos that Black Country Digital Racer Adrian Judge (who lives just up the road from it) sent me I also noticed the Scalextric style white picket fencing around the perimeter so there you go, it was relevant for two reasons in the end, but what a shame, eh?



New Type Of Safety Knife Launched

Having cut my finger yet again whilst doing stupid things with a Stanley Knife then how appropriate is this, a "Rolls Royce", top of the range, totally designed and built in the UK, "Safety" Craft Knife then?



Phil McCarthy who is one of our members recently went to a trade show at the NEC as part of his job and this was on the stand next to him and so he got me a free sample on the basis that I would mention it here, so here goes then but I do think it's quite relevant to our hobby and being "safer" than the rest then especially so I thought.

Note, it's that new that I couldn't find it on their website when I just looked but here's a few pictures of it and it is designed to be used with a wide range of scalpel blades like George Turner's favourite the "Swann Morton" ones.

The knurled finish on the handle allows for good grip when you hold it and the multi-position sliding button allows you to lock the blade when the knife is not in use. The blade is also held much more safely than with other knives of this type. It may not be cheap, but it sure is very good quality. For more information then please search on "The Safety Knife Company" or call 0845 223 02050 and tell them that you saw it here first.



And Finally

Right, as you may have sussed, I've been watching the word count and it's been going mad so I've had to shorten a few of the sections above in order to keep it all sensible for Jeremy otherwise the Journal would have been so thick that it wouldn't have fitted through your letterbox so please bear with me until next month where I'll show you in more detail some of the things that I've only been able to mention very briefly above and to add to that, here's a picture of some of my resin cars as they finally start to take shape. ■

Iis for Iato, IFA, Innocenti, Intermeccanica, Invicta, Iso, Isotta Fraschini, Isuzu and Izh. Iato stood for Industria Automobilistica Toscana and their four wheel drive two seater Jeep-type cars debuted in Turin in 1988. IFA (Industrieverband Fahrzeugbau) stood for Industrial Union for vehicle construction, and production commenced in 1948 in the previous Auto Union and DKW factory in Zwickau in the Russian Zone, once they had cleared the rubble away from the War. In 1953 production moved to an ex-BMW factory. Plywood was used for the IFA F8 before being replaced by the F9, which was in turn replaced, for better or worse, by the Trabant.

Innocenti began making Lambretta scooters, then assembly of Austin A40 Farinas, and the first Innocenti cars continued to use British Motor Company parts, which was evident in their C Coupé. They also assembled an Italianised version of the Mini. Then when De Tomaso took over, a square bodied version not too dissimilar to the Austin Metro was produced from 1974 to 1982.



Intermeccanica made Italia cars which were large engined sports cars with Scaglione designed bodies and Ford Mustang engines. Sir Noel Macklin built his first Invicta chassis in a shed behind his parent's house in 1924. Six cylinder Coventry Climax engines were fitted to

early Invicta chassis, which were then sold for customers to have their own bodywork fitted. Iso made some nice sports cars, including the Grifo from 1963 to 1974, the Rivolta from 1962 to 1970, the Fidia from 1967 to 1974, and the Lele from 1969 to 1974. Isotta Fraschini made posh Italian cars that competed for sales with Rolls Royce. They were the first Company to fit brakes on all four wheels in 1910, and by 1929 were building the Imperial Landauet and other gangster style cars.

Isuzu are the oldest Japanese car manufacturer, being able to trace its history back to 1916. The Company has developed cars for other GM brands, including Chevrolet, Holden, Honda, Opel and Vauxhall. Ranges of Pick-ups and 4x4s have included the Trooper and the Mu Wizard, otherwise known as the Isuzu Rodeo, the Honda Passport, the Opel/Vauxhall Frontera, the Chevrolet Rodeo and the Isuzu Vega.

Izh is a Russian Armoury founded in 1807 and has made such items as knives, bazookas and Kalashnikov machine guns. This enabled the Company to also make motorcycles, cars, machinery and tools. The first car was made in 1958, although car production has always been subservient to weapons manufacture, which takes priority.

Let's see how slotcars of the above manufacturer's vehicles are doing on eBay:

1. Russkit 1/24 Iso Grifo GT £169.42 (201672572731).
2. Tyco HO Red, Silver and Blue Iso Grifo Cars £77.00 (172276280665).
3. Mardave Iso Grifo A3/C with PCS 32 Chassis £47.00 (322198845048).
4. Tyco HO Blue Iso Grifo £42.27 (302078484151).
5. Tyco HO Red Iso Grifo £36.20 (122076207514).
6. Micro Scalextric HO Vauxhall Frontera ("Isuzu Amigo") Undisclosed "Best Offer"

below £26.76 (181756403592).

7. Russkit 1/24 Iso Grifo Wheel Inserts Only £7.69 (371665878059).

Oh, okay so that only gives us seven items sold on eBay in the “T” Top Ten over the last few months, excluding duplicate items that I have not included. Looks like the Iso Grifos have it, then, with just one Frontera sneaking in.

Monthly eBay Top Ten

1. Cox 1/24 Blue Lola T-70 with Gold Chassis £1,963.80 (311690894152). Re-listed from previous £1,473.24 “sale” (311681245016).
2. Spanish Scalextric Exin Yellow Honda F1 £1,345.19 (222247673981).
3. Scalextric White Auto Union, Black Bentley and Green Bentley £731.00 (262609379057).
4. Hobby Classic Resin Pegaso Transporter £720.00 (361697277652).
5. Aurora AFX HO 28 Cars and Track Collection £693.11 (122141664357). (Appears to have sold again the next day for same price – 122149157678).
6. Vintage Rail Racing Ferrari £658.00 (191974362582).
7. Peter Pré Ecurie Ecosse Transporter Undisclosed “Best Offer” below £650.00 (282150338873).
8. Tomy AFX HO 34 Car Collection £616.10 (351823595519).
9. Fly Yellow Porsche GT1-98 Paginas Amarillas £603.61 (291853112654).
10. Kokomo Electricar Side-Rail Red Car £646.13 (162175568989). (Appears to have sold again 2 weeks later for between £584.52 and £603.61 - 162189745024).

As you can see, it is not clear exactly what happened after three of the above eBay auctions, as the same items appear to have been re-listed after they were sold, so presumably the first sales fell through.

The seller of the Ferrari rail car couldn't have known much about it, as it was listed as a slotcar, it looks like at least eight Rail Racing enthusiasts spotted it though, as between them they placed 13 bids. The motor looks like a Tri-ang Locomotive motor to me, but with the worm replaced by a pinion. A similar rail car version of a Jaguar XK120 sold from the same

Epsom seller for £261.00 (191973049700). They also sold a carved wooden F1 body for £36.00 (191975308889), a saloon car for £68.85 (191974369660) and a green “Lotus” home made rail car with brass chassis that looked more like a BRM to me, for £173.00 (371740322877). An interesting set of cars that were presumably made in the 1950s.

Interesting to see a couple of racing car transporters appearing again in this month's Top Ten as well. I particularly like the Ecurie Ecosse Transporter, which would be ideal for carrying my Scalextric D-Type Jaguars.



eBay Watch at Large

I have been out and about this month. First I managed one of my rare visits to the East Durham Slot Car Club, where I was able to try out their extended track in their new premises



at the far end of the same Industrial Estate they started out in, at Blackhall Colliery. Not far from the beach that featured in Michael Caine's film "Get Carter".

Then I was at one of the Trade Shows at the NEC this month, when I found a small digital Scalextric layout on one of the stands. I immediately set the fastest lap of the day of 4.033 seconds, but I must have been beaten later in the exhibition as I haven't received the hamper that was on offer to the winner yet!



The Road Warrior Cometh

Back in the virtual World, I made one of my rare visits to the Scalextric website to find they had re-opened advance ordering of their Mad Max Ford XB Falcon, so I ordered one and was surprised to receive notification within only a day or so that the car was in stock and being despatched!

I was lucky, as the Scalextric website is now listing the car as out of stock again, and examples have been selling on eBay to impatient collectors from £55.00 to £90.00 each (162183672003 and 381754298274). The rear window panel is an insert, and having seen one of the prototype bodysells sold in the Hornby Weekend auction previously, it looked to me as if it may be



possible, perhaps, for Scalextric to offer us a Mad Max 2 version as well in the future, with the extra two rear boot fuel tanks?

NSCC Cars Top Ten

Let's take a look at how the special NSCC cars have been selling on eBay recently:

1. 2014 Gaydon Slot Car Festival Helper's Mini £250.00 (161835199792).
 2. Blue "rejected colour" Ford Escort XR3i Undisclosed "Best Offer" below £200.00 (182247282433).
 3. 2000 NSCC Weekend TVR Speed 12 £142.00 (302051317130).
 4. 1999 NSCC Weekend Lamborghini £140.00 (302051646217).
 5. Ningo Renault Clio £132.00 (302041398035).
 6. Pioneer Green X-Ray (see through) Mustang £112.00 (371718044920).
 7. Leeds Swapmeet Tyrrell £112.00 (371734481711).
 8. 2006 Ningo Renault Megane £72.00 (301997360890).
 9. 2009 Ningo Lotus Exige GT3 £70.00 (172348037751).
 10. 2010 Slot.it Lola £68.90 (122133758291).
- Nice to see the Neptune Racing Helper's Mini at the top of the list, as I've got one of those!



Illumination

Steve Langford spotted an illuminating item this month, a vintage Scalextric chequered flag Logo Neon Shop Display Lamp from the 1960s, that sold for £183.00 (361738184051). Thanks Steve.

Chancer of the Month

The eBay Watch Chancer of the Month award goes to eBay seller scalextricman-auctions of Warrington, who currently has listed not one,



but two Vintage Scalextric Bugattis (C70 and C95) for, wait for it, £30,000 for the pair on “Buy it Now” only. Very nice cars, but are they really worth that much? I’ll let you decide, while I content myself with my Pink-Kar and Airfix versions, for now at least.

On the Web

That’s all for this month, but if you can’t wait for your next Journal, you can check out the NSCC website www.nsccl.co.uk or our Facebook NSCC page. Thanks to Chris Fixter for posting on the NSCC Facebook page about the astonishing eBay sale of a Lotus Camel Honda F1 car for no less than £205.00 (391548699752). Surprising, as these cars are pretty common and normally worth about a tenner, in fact, there’s a similar car available on “Buy It Now” for just £9.99 at time of writing (222258312966), although it has missing mirrors. Hang on a minute, I’ve just checked, and they were missing from the £205 car too! Mine has mirrors, so presumably it’s worth even more? Probably not.

Another Facebook page I quite like is Guy Commak’s Scalextrictly Vintage site, on which Guy suggests a specific theme each week for page members to show their appropriate vintage slot cars. Here’s my Marx Mercedes to give you a taster. ■

