



No. 421 APRIL 2017

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The NSCC is a member of the
International Federation of
Slot Car Clubs



Diana Francis - Honorary Life Time President Happy Holiday

So the Easter holidays are upon us as I write this, and we (myself and her indoors or I should say Denise) have started ours by firstly attending the SLN Cup race in Holland and the associated swapmeet on Sunday, which was very enjoyable overall and only marginally inconvenienced by the ongoing Club matters that it was felt had to be discussed at various points over the weekend, Denise was not too impressed with being left to fend for herself, especially given the current injury to her leg! Our hosts Thera and Michel were very accommodating, gracious and great fun, with the event well organised overall, hopefully a report will follow next month on the event.

We of course follow this by the Easter weekend itself, and am I looking forward to the four day break, then I have a three day break in Portugal courtesy of my company, as a thank you to all the staff and their partners.

Whilst not strictly part of the Easter holiday, we of course have the Orpington swapmeet to look forward to at the end of April, although this could be a costly affair as I have a number of cars to collect and pay for and then we are straight in to the Slot Car Festival at Gaydon, where the NSCC are attending as usual and I believe have a table in the main 1st floor concourse and a competition track to run, but alas no "NSCC Live" this year to supervise, there is of course the obligatory event car for the those members who assist on either of the two days of the event.

Before we know it, Spring will have passed and we will be full steam ahead in to Summer, and again holidays loom large on the horizon along with various UK motor events plus the Margate Scalextric funday and swapmeet, but of course as we all know the slotcar market tends to go quiet during this period until Autumn, when of course we have the Havant and Leeds swapmeet taking place.

So that is all for present, I hope you enjoy your Easter break and I may see some of you soon, or maybe I won't!

Until next month

Jeremy



MESSAGES FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

I'll continue the format of previous months for a while, until I can arrange a meeting with someone from Scalextric that is prepared to provide material for me to relay to members. Currently it appears that the only conduits for information from Scalextric are either through their website blog or from the press, principally the Kent On Line service which regularly reports on the local employer. For the past month, there has been an eerie silence in the news, a prelude to financial reporting maybe? Share prices have pretty well flatlined for the past year at around 33p, considerably reduced from the previous seven years' average.

Track Test

Posted on the Scalextric website this month are a couple of new models. Firstly, the second of the 60th Anniversary cars has been disclosed and then a new model not previously announced has been revealed.

The most exciting of the two is the newly tooled McLaren 720S, modelled on the car announced at the Geneva motor show on 17th



March. This is clearly quite a coup by Scalextric to be able to reveal their design concurrently with the declaration of the real car. I haven't got room to recite the entire specification here, but needless to say, it's impressive. The 4-litre, twin turbo V8 produces a predictable 720 BHP; 0-62 mph takes 2.8 seconds, 124mph another 5 seconds whilst continuing to accelerate to a top speed of 212mph. It can even return 26mpg, ⇄⇄





although maybe not whilst achieving the aforementioned performance! Carbon fibre constitutes the monocoque chassis as well as some of the body panels: the others are in aluminium alloy. At a selling price of £207,900, surely the last few hundred must be negotiable? That's just a few bullet points, for the full specification head for www.mclaren.com or any petrol head site.



Two versions will be available from Scalextric later this year: Glacier white, C3982 and C3895 in Azores Orange. Unfortunately, these first two represent road cars so may not be quite as desirable as race liveried versions. Having invested in the tooling we should expect Scalextric to produce further issues next year as these are adopted in



GT racing: as yet I can't find details regarding eligibility for any existing race series or for a one make championship.

The next car in the celebratory range will be an Aston Martin DB9R, C3830, again decorated in a generic livery to celebrate a milestone in Scalextric longevity. Race number is "00" to represent the last decade and once again the logos are the ones that featured during those years. OK, so my guess at the second release, back in January, was not perfect! Correct make, wrong model so we'll have to wait a month to see how accurate my next prediction was. For anyone that missed buying one of the earlier releases there's now another chance to purchase a really good car for home racing. If searching the Scalextric website you need to use "Aston", "60th", "Anniversary" or "Celebration" – "Aston Martin" or "Collection" won't find it. Place an order now for anticipated June delivery.



Approved Models

This month saw the release of one of the models I witnessed during my last visit to Sandwich in December plus another two replications of recent BTCC contestants. The first is the Honda



Civic Type R of Matt Neal, C3861, from the 2016 series, specifically as raced at Donington Park in May. After the two earlier Hondas, this one is at last a different colour, even if the race number remains the same as the previous 2015 version of Matt Neal's car.



Although I've not seen any examples, two other BTCC cars are now available: another Honda and an MG6. This Honda really marks



a departure from the other three, being in the striking colours of Jeff Smith's own Eurostar Racing as competed in 2016. With a best finish of 5th at Thruxton he finished 18th overall at the end of the year. The catalogue number for this Type R is C3860.



The third car in the saloon vein this month represents the MG6 GT of Josh Cook, C3863. His overall standing for the year was 12th out of the 36 entries for 2016. This is the second version of the MG6, last year's release being the 2015 car of Triple Eight Racing's entry for Jack Goff. These may not be the most distinctive of shapes but they got a very good review in Caravan and Camping magazine as a good value tow car. The only one I've seen was parked next to a caravan and jolly average it looked too. ➡➡





Lotus Cortina

This model is not too dissimilar to the previous Alan Mann Cortina that was sold as part of the two-car set, C2981A, with the Ford Escort, back in 2009. In fact this one represents the same car, registration number KPU 392C, albeit with a different race number: it was 27 but now it sports number 41. Not a massive difference but, eight



Lotus 72

The only GP Lotus listed for 2017 is this slightly obscure South African version of the famous 72 as driven by Ian Scheckter, elder brother of Jody, at Kayalami in 1974. This Gunston sponsored car is allocated C3883A: the 'A' suffix indicating that it is part of the Legends range. It would appear to be the same collection of interchangeable parts as the Ronnie Peterson version, C3703A, with the tall airbox and the low rear wing





years on from the original release, it does provide newcomers to the hobby an opportunity to appreciate the back catalogue. As a solo release, it is now reference C3870. Race number 41 seems to be Sir John Whitmore's entry in the 1965 Snetterton 500km race which ran beyond sunset, hence the spotlights which are somewhat unusual for a circuit racer. In this event, Sir John won by a slim 13 seconds over Roberto Bussinello in his Jolly Club Alfa Romeo 1600 GTA.

Don't search the Scalextric site for "Lotus" as this model won't be found, only Cortina or Ford will locate the entry. There's an interesting pair of links between this car and one of the cars recently reported by Graham P. as nearing "production" release. Either Google it or wait until next month. Remember, there are two details shared by the cars in question.



Brighton Museum

If anyone is in the vicinity of Brighton then the Toy and Model Museum, located by the railway station, is worth a few pounds for a few hours browsing toys of past eras. Although Hornby railways are well represented, as are Corgi, Dinky and a plethora of other manufacturers, Scalextric doesn't get a look in.

Much of the collection appeared to have been donated by enthusiasts or, in more than one example, their widow. Maybe there's just an excess of lofts full of Scalextric that would better serve the community by being exhibited for general consumption?

Hopefully more from me next month. ■





Yes, after a considerable time in hibernation, Ninco News rises like a phoenix from the flames! Well, that may be a bit of an exaggeration but certainly for 1/32nd scale slotcars it has been more *Ninco-snooze* than *Ninco-news*. Whilst Ninco have focused their attention on the growing range of their other hobby products such as radio control cars, boats, aircraft and drones, I'm pleased to find they have still kept an interest in slot, which at the end of the day is the product that really put Ninco on the map in this miniature world of racing.

I'm sure you are all too aware that 2016 was a particularly dry year as far as slot product from Ninco was concerned, especially within the most popular 1/32nd scale category. The announcement of a 1/43rd scale set made at previous Toy Fairs generated enough interest for Ninco to progress the project and they have now managed to



package quite a neat little set that includes two GT style race cars, a power pack, throttles, lap counter and multiple sections of track including two "loops". As well as this 'Volt Loop' set (21002), there are plans for a 'Police Chase' set (21003) and additional straight (21201) and curved (21300) track pieces to be made available to extend these layouts. When this smaller scale range was originally marketed, it was suggested that rally type cars would be included in the line up, so perhaps they will follow... *watch this space!*

Following on from the return of their track manufacture to Spain, Ninco's 2017 catalogue - available on-line through issuu.com - lists a large array of 1/32nd style track sets. This move back





to Europe was seen to be essential if the high quality of product that helped build the brands reputation was to be ensured. Track currently in production is only of the analogue type. Personally, I would welcome the release of track accessories such as the Pole Position and Sprint timing/lap control systems that they produced as, in my opinion, they were the most versatile 'plug and play' units on the market. Today, they are extremely hard to find so if you have one in use, make sure you look after it!

The 1/32nd cars shown in the catalogue are based on the "clam-shell" type chassis found under the Seat Leon cars released a few years back. Although greeted with some scepticism, these cars raced very well indeed. The low centre of gravity and lightweight body shell are ideal properties for a great handling slot race car and the Seat Leon surprised many racers. The design was prompted by European legislation that applied to toys in order to make them safer to our younger enthusiasts, keeping their tiny fingers from coming into contact with hot motors or meshing gears. Three body style designs are pictured and plans are in place to release them with fictional race liveries - *perhaps*



to avoid the highly complex and expensive world of licencing. Certainly from my experience, it would be great to see clubs racing a one make series using these cars as they do tend to level the playing field and concentrate on developing racing skill rather than relying on a highly tuned race car for a chance of victory.

In summary, Ninco slot product is still a part of their hobby product range, albeit just a fraction of what it was some years ago. As times change, companies across every industry have to change and adapt with them if they are to survive. I don't have a crystal ball to predict the future but I'll try to keep you all updated with any slot related developments as they arrive from our friends in Barcelona. ■



Ciao everyone and welcome to this month's edition of Forza Slot.it. Last month was a bit of a long one which will contrast with this month in that it will be quite short as next to nothing new to report! Ah well, like buses I guess, nothing for a while and then several all at once so maybe I will have more to report on next month, hopefully a review of the new Policar March 701?

Product code: MN08ch
Description: BOXER/2 21500 rpm, different opening case
New product / replacement: Replaces MN08c



- The new version of the BOXER/2 motor has two different case sides, open and close, merging the 'open' and 'closed' can motors in one single, double face convenient engine.
- Stall torque: 430 g*cm
- Maximum speed: 21500 rpm
- Label colour: orange



I'll start with some information directly from Slot.it for this month and news of a new motor: MN08ch which is a Boxer/2 that has two

different case sides. The open and close sides merge into one single, double face convenient encapsulated engine. Features: Stall torque: 430 g/cm, Maximum speed: 21,500 rpm and with a label colour of orange. This motor has replaced MN08c. MN08h is still available but only has 340 g/cm. The new CH32c ready to run HRS2 anglewinder chassis will take the new motor. There are some new white body kits being: CS35b Alfa 155 body kit (93/94), CS33b R8 LMP 2000 body kit, CS31b1 DBR1-2 body kit and CS31b2 DBR1-2 in-line body kit. A couple of items are now sold out so if you still require them then best get onto your normal supplier(s) to see if they have any left being:

CS22t-60b = Lola LMP EVO6 model spare chassis.

CH32b - complete ready to run HRS2 anglewinder chassis 1mm Offset Mount.

W17309725a (ex-PA19-AI) - AI 17.3x9.75x2.5mm wheels with M2 grub screw 1.6g (2).

PA67c-promo - M2 Torx driver.

PT21- Set of 4 slick replacement tyres 19 to 20.2 x 10, compound P5, high resiliency.

I covered the following cars last month: SICA9h Porsche 956KH, SICA18e Ford GT40 and SICA22e Lola B12/69EV but now that they have landed on my desk I thought I would share with you a close up of each cockpit so that

Product code: CS31b2
Description: Lola - Aston Martin DBR1-2 body kit
New product / replacement: New



- Unpainted body kit which replicates the Lola - Aston Martin DBR1-2
- Weight: 17g after painting
- The enlarged rear hood was designed to can fit in a Boxer engine in inline position.
- Compatible with lexan cockpit CS22h





you can check out the drivers lids. As I have mentioned many times before, Slot.it do tend to go that extra mile and do some great cockpit and driver helmet detail that is so often overlooked which is a shame. Anyway, not brilliant snaps but you get the idea I hope! All three cars are

great models, especially the Porsche of course! So maybe one or two will find a home in your collection as well?

I expect many of you are just as eagerly awaiting the release of Policar's next little anticipated F1 masterpiece in the form of ➡





CAR04a, March 701 #10 that finished 2nd in Spa in 1970 as driven by the legendary Chris Amon. Check out the latest manufacturer picture, tap that keyboard and then wait to rip the posty's arm off when the box arrives from you favoured slot supplier. It looks fabulous, as I have mentioned before, and the wait is over as the official selling date is the 30th March. Hopefully, next month I will have a review of this little beauty for you! Also released on 30th March is the second Policar Ferrari F40 LM #34 in Taisan colours of striking red and black. The race indicated is from the Mine GT JGTC of 1994 as driven by Keiichi Suzuki and Hideshi Matsuda with a reference number of CAR03b.



I did a review of the first one some months ago and was mighty impressed in this re-release of an old Slot.it kit as reworked by Policar so I doubt if anyone will be disappointed by the handling of this car. This livery has previously been covered by Fly, reference 88326, but I think I know which one will win on the slot blacktop! Here's hoping for a few more livery's that have not been covered before by others as I like my F40's!

Many Thanks to Terry at Gaugemaster for his continued support of the NSCC and Slot.it for any additional news. Ciao and arrivederci till next month. ■



Club Cars

First, an apology as many members contacted me asking for the list of Club cars for sale that I said would be in last month's Journal. Unfortunately, due to circumstances beyond anybody's control the list was not included in last month's Journal so sorry for any confusion that may have been caused. I am assured it will appear in this month's Journal so do have a good look.

The NSCC Club cars on the list are currently in stock and we are intending to make them available for purchase by members. This will be the last opportunity that members will have to obtain some of these cars, particularly those that have been around for a long time. As I said last month once members have had the opportunity to purchase those on the list any unsold cars will be sold by the Club at forthcoming Swapmeets.

So once again if you are interested in purchasing any of these Club cars please check the list and order them now because once they are gone, they are gone.

UK Slot Car Festival

Thank you to all those members who have asked to be put on the list of helpers for the forthcoming UK Slot Car Festival which will be taking place at the British Motor Heritage Centre at Gaydon. I will be contacting you all individually with details of what we would like you to do during the weekend in support of the Club.

The weekend promises once again to be a really great event and I look forward to seeing many of you there.

This year the Club stand will be in the main gallery near to the top of the escalator and opposite the Pendle Slot Cars stand.

Next door to the NSCC Club stand the Club will be running a Lucky 7 Porsche track competition with some unique cars and prizes on offer.

The Club will also be running a best of tracks competition at the event which will award prizes to the best tracks on view over the weekend. I understand that there will be some very interesting tracks this year so something else to look forward to. There will no "NSCC Live" this year.

As I write this Chairman's Chat we are a day away from setting off for this year's SLN weekend in Holland. If last year was anything to go by this year promises to be another cracking event.

On the Saturday, we will be once again visit the Slipstream racing club (who are also fellow members of the IFSCC) for another interesting day of racing. We all had a fun time last year in spite of our lack of success on the track.

The hospitality provided by the Slipstream and SLN members last year was second to none, and their large club track was superb.

On the Sunday, we will again be visiting their local Swapmeet which last year proved to be quite an expensive job. There were lots of goodies on sale including an unmade boxed control centre which just had to be repatriated. That turned out rather costly but once again looking forward to attending the event this year.

As the journey to Holland by minibus last year was an adventure to say the least this year most of us have decided to purchase a cheap flight to Amsterdam and hire a car at the airport, which will certainly cut down the journey time.

All being well we will be able to report on this year's event in next month's Journal.



Simon Hatfield Motor Sport

Last Saturday Andy Smith arranged for an NSCC Club outing to Simon Hatfield Motor Sport in Loughborough. Simon's hospitality and his reminisces about the cars and their drivers gave us a fascinating insight into the world of historic motor sport. I know that all those members who attended the event myself included enjoyed the visit tremendously.

Highlights of the visit included seeing both an original GT40 driven by Graham Hill at Le Mans and a Jaguar E-Type driven by Bruce

McLaren. Both of these cars were in Simon's garages awaiting preparation. More on the visit and some photographs in next month's Journal.

International Federation of Slot Car Clubs

On Saturday 7th October 2017, the International Federation of Slot Car Clubs will be holding a day's racing event at Roger Barkers A1 Slot Car Racing track at Sutton on Trent which is just two minutes of the A1 motorway. The event will take place on the day prior to ➡➡



the Leeds Swapmeet which is taking place on the 8th October at Rothwell Leeds.

This Saturday racing event will be open to members from all the IFSCC member clubs but limited to thirty participants in total. The event is currently in the planning stages and at this stage we are looking for expressions of interest from NSCC members who are interested in taking part.

So, if you are interested in attending this event please contact me by email or telephone.
Martin Baines

Email:

Tel:

In the meantime, I look forward to seeing you all at Gaydon or maybe some of you in Holland this weekend.

That's all for now, until next time. ■

NSCC Cars for sale

By Shaun Bennett

After a comprehensive stock take, the following Club and Hornby weekend cars are available to Club members. Please be aware that numbers available are very low, so any over subscribed will result in a draw, and each member can only

purchase a maximum of one of each car available.

Also note that the weekend cars are only available to those members who did not attend the events, a certificate will be issued but this will reflect the fact the car was sold post event and that the member did not attend in person.

2010 Scalextric Jaguar XKR GT3 in Black presentation box - £30.

2012 Slot.it Lola - £40.

2012 Slot It Lola with Ltd. Edition Card signed by Lord Drayson - £60.

2009 SCX Skoda - £30.

2014 Pioneer Mustang (clear green) - £40.

Ninco AC Cobra 50th Anniversary - £70.

2016 Fly Brabham - £45.

NSCC/ Hornby Weekend McLaren MP4-12C - £100.

NSCC/ Hornby Weekend Audi R8 - £100.

NSCC/ Hornby Weekend Caterham - £150.

NSCC/ Hornby Weekend Lotus 72 - £150.

NSCC/ Hornby Weekend BMW MINI - £100.

Postage and packaging will be at cost or cars can be collected at a Swapmeet/Slot Car Festival. ■



Collector's Corner

By Martin Heaps

This month I thought I'd touch on one of slot cars most collectable areas, Preproduction Cars.

It is such a diverse area and one that is great to collect. On the plus side it's not that expensive to get going either. You can pick up some paint sample cars for as little as £75 or go to the expensive end with very rare, early examples such as a never released colour tests ranging from around £500 plus. So I thought I'd put together a few pointers of what to look out for.

A preproduction car is when the factory is producing a new model. They will have a range of different stages of preproduction. Initially they will produce a mock up car. Years ago they would do this using a 2-1 wooden mold but as technology has moved on they now use a 3D printer.



2-1 Mold



3D Printed Prototypes

The next stage would be to produce a mold for the car. This is so it can be produced at the factory. Then the first bodies would come back to be inspected. Sometimes these early production examples are in a range of colours along with different mold flush colours (see below).



Bronze Molds

Towards the final stages of production a colour is decided upon. Various colours were produced at this stage. More recently rather than sending different plastic through a machine they now send a paint test from the factory.

A good tip to mention, when the paint



Paint test examples

samples come from the factory they are bubble wrapped. So a lot of these paint test cars you can see the imprintation of the bubble wrap on them.

Vintage Preproduction Note

When buying any vintage preproduction parts or cars always ask the history. If you are buying from a dealer make sure that the invoice correctly describes the details of the item.

The reason for this is that if you ever come to sell the item you have detailed provenance. The majority of the time the item will be obvious for itself but in my collecting career I've come across some very tricky examples. Such as resin copy cars in different colours, once old parts are put onto the car they look very convincing. So again buyer beware make sure your buying from reputable dealers or collectors. Take some pictures before you buy. Ask a forum or dealer you have been buying from to assist verifying it.

Modern Preproduction

Modern preproduction cars have standard stages, for example 3D printing. These tend to be the most expensive.

Stage two the plastic stage. Colour painted test cars tend to be much cheaper. However do look very carefully as you might find a car that is a unique colour plastic. This would be a real find and one that will become more valuable in the future.

Rare coloured cars from pre 1980's are now in demand and sell for large amounts of money. In the open market it only takes time for newer models in unique colours to also move along price wise.

⇒



Stage Two – Mold Test (Usually In Black)



Stage Three – Colour / Paint Test



Stage Four – Final Manufacturer Example

This is just the tip of the iceberg as far as collecting preproduction cars, but its one that will bring a lot of enjoyment!

One point of note, is that in Hornby's experience for example, they have had in the

past had cars leaving the factory via staff sales etc. Manufacturers have not been happy finding cars on auction websites for sale that they haven't agreed final production on. So these preproduction cars will now be much more carefully disposed of in the future, making cars much harder to find. A good tip is to see what is out there now. Ask your local dealer if anything is available and get started! They could become a financial gem!

Here are just a few examples of what you can find. Bye for now and more next time. ■



WOLVERHAMPTON SLOT CAR CLUB "EARLY BIRDS 50" EVENT

By Graham Pritchard

Whilst I was not quite an "Early Bird" today, I did get there at around 12.00pm, but that was actually quite deliberate to be honest as there was also a big event going on at the main Aldersley Stadium today as well as this one and so I thought that the parking would be rather chaotic and nonexistent if I got there early. Fortunately it turned out that there was a parking space for me when I got there as Phil Insull had just left, so good timing or what then?

Unfortunately my late arrival meant that I had already missed the Concours event but as my 2002 Toyota Corolla isn't that mint at all to be honest then it didn't really matter, but judging by the cars that I saw dotted around the room you could tell that the standard was as high, if not higher than usual, and my good friend Chris Aston has very kindly bailed me out there by sending me some photos of what I missed so many thanks for that Chris.

Many of the usual suspects were there once again including the IOM guys together with Paul Cash and Bryan King from the Pendle



Club and they'd also brought with them the "Pre-Add" model kits that Sean of Pendle Slot Racing had very kindly donated as prizes to the top four finalists, so "many thanks" for that Sean from everyone at Wolves.

However, one person missing was Martin De'Ath whom I thought would be attending and having seen one of his latest creations on Slotforum the other day of a Pioneer Dodge Charger "Pick Up" then I was rather hoping that I'd be able to get some pictures of it today in order to be able to show you how brilliantly done it was, it's not a real car he says as Dodge never actually made it but even Jules the owner of "Pioneer" was asking him if he'd make some for him as it was that good!

But in true "Blue Peter" fashion then I will just have to show you "one that I prepared earlier" instead and whilst it is still WIP I did only start it a few days before the Early Birds event so I've not been on it for that long honest, and it's meant to be a 1959 Chevy Sedan Delivery but I've sort of "cheated" a little bit as it's really a '59 Chevy El Camino with a '55





Chevy Nomad roof grafted onto it but if you Google the real thing then once it's finished then it should look pretty close I reckon as the key bit of the back end seems to look just right to me, and the rest is near enough I would say, especially from a distance and in the dark. I also want to try doing a '57 Chevy Nomad but am holding back at present until this one is done as I don't want to have too many projects on the go at the same time.



The real reason is that I've never tried to do this type of build before so it may all end up in the bin to be honest, but unless you try then you simply don't know if you can do it, do you?

Anyway, the beauty of events like this is that you still get to meet some great people, and another of the entrants was none other than Andi Rowland whose Brother was not in Dexy's Midnight Runners I hasten to add but is the name behind Policar and all of those amazing 1970's F1 cars that have appeared on the market



in the last year or so, and whose progress I have been extremely fortunate to have been able to follow from time to time when I have bumped into Andi at these Wolves events or at the Slot Car Festival, which is only two months away again at the time that I'm writing this by the way. OK you just cannot believe how fascinating it was to hear Andi talking about all things slotcar from what models are due to be coming out from Policar in the next year or so to how he modelled the actual cars on the computer to the production and ultimate approval of the final car design by Maurizio back in Italy, some of the body parts have literally taken him days to design and produce on the computer. I even saw a cardboard mock-up of the rear end of one of the cars everything he said and does and showed me was truly amazing I can totally assure you!

However, given the nature of the discussions then I'm not really sure what I can/ should tell you here so if you will please forgive me then I'd better not expand on the above, but I'm sure that if you look on Slotforum or wait until





Gaydon then you will find out what's happening as and when it's announced "officially" rather than me saying something here that may not be appropriate. Sorry.



But I can tell you about these other amazing creations that Andi had there as well though, like this Vanwall with an unbelievably amazing,



totally scratchbuilt, birdcage type framework inside the car and highly detailed engine and then this rather ugly or should that be beautiful Cosworth 4x4 F1 car complete with 4WD and then what about this Brabham "fan car" with a real working fan that is actually driven by the motor and it does make a positive difference when you drive it on the track apparently!

So, if you do go to this year's Slot Car Festival then please make sure that you have a chat with Andi if you can and have a look at his work as it is just out of this world, trust me. ➡





Right, having whiled away the few hours that I was there chatting to various people then I guess that I'd better tell you about the racing now, hadn't I?

Well, in the Concours the top three placings were as follows:

1. Andi Rowland (Ferrari).
2. Bryan King (Aston Martin).
3. Mick Kerr (Mercedes).

But the following three cars were SO close to the top three that they also deserve a mention as well said the Judges, i.e. Phil Insull and Mac Pinches and who could argue with them then, given the experience that they both have in the slot car modelling world?

4. Peter Emery (Mercedes).
5. Bryan King (Mercedes).
6. John Roberts (Mercedes).

And it's also worth pointing out here that John Roberts is a very relatively new, "newcomer" to these type of events, but his model making



standards and enthusiasm for the hobby are somewhat greater than you would expect for a "newcomer" to say the least.

Now, onto the main event itself and the top four placings were as follows:

1. Ashley Evans.
2. Ian James.
3. Phil Field.
4. Pete Crane.

So, many congratulations to Ashley on his win and many thanks also to Sean from Pendle Slot Racing once again for sponsoring the event with some great prizes for the winners, and there was also more good news on the racing front at Wolves as it was announced that the Gary Cannell / MRE sponsored "Classic Sports Car Race" that is normally an annual event would indeed be running again this year and so we have that to look forward to in May once again, and as it's the week before the Gaydon event then that means we'll actually have two weeks on the trot of slotcar stuff, so how lucky are we then? ■





April is already upon us and the slot car makers are all tempting us with their new releases announced at The Nuremberg Toy Fair. NSR were not present but their German distributor was on hand to give news to Terry Smith the UK brand manager for the UK.



Firstly a brand new model Porsche 908/3 which will be fitted with the usual 20k sidewinder motor. Don't hold your breath though because we are still waiting for the McLaren 650S GT3 from last year.



A lovely white Martini liveried Abarth 500 is also available from your local slot car supplier. This follows the previous releases of the Abarth 500 in formula one colour schemes. ➡➡



The rather strange Gulf livery of the BMW Z4 is now available. I say strange because normally Gulf liveried cars are mostly blue with a bit of orange, maybe they will release a blue with orange Gulf car in the future.





Oh dear, having been scuppered by Jeremy yet again in my quest to try to write over 50% of the Journal myself one month then having sent him way too much material once again last month he then very quietly advised me of what my 2017 “New Year’s Resolution” should have been, i.e. to leave some room for everyone else in the Journal! So, here we go with some stuff that was left over from last month.

2017 Milton Keynes Swapmeet

OK, it was rather good then from what they tell me but for a more sensible feel of what you missed if you were not able to make it then I’ll hand you over to my good friend Colin Spark of “RS Slot Racing” for his take on the event, and before you ask, yes, we were meant to be sharing a table at this event as his metal chassis will work very well with some of my resin bodies we reckon.

As I drove home from work on Saturday evening, in a blizzard, I felt there could possibly be an issue getting to Milton Keynes the following morning for the NSCC Swapmeet.

Having had three very late nights in a row getting ready for the event, I was more than a little tense at the prospect of not being able to go. However, my mind was made up that unless we were actually snowed in, my faithful 4x4 would get me there. On arriving home from work I dragged all my stock and display stands up from the basement, ready for loading early the following morning.

05.22 Sunday morning saw me up and out of bed 8 minutes before the alarm went off. Isn’t it funny how you wake up before the alarm when you’ve got something important to do?

Peering into the darkness of the garden I wasn’t blinded by a covering of white. Good news, no snow! Overnight, the temperature had risen enough to keep the white stuff at bay and the 100 mile journey to Milton Keynes was on.

Flask of coffee made, mug of tea drunk and trusty 4x4 loaded, I set off at my aimed time of 06.00. Then followed THE easiest of journeys I’ve ever experienced to Milton Keynes. So easy that I had time to spare and the call of a cheeky sausage and egg bap in Todington Services was dealt with.

Arriving at just before 8am via yet another route that my Satnav took me (I’ve never been the same way twice – LOL!) I was greeted by a cold wind, snow flurries and the cheerful faces of those waiting in the cold for the doors to open.

After a quick chat with Jeremy, discussing how last time we met it was close to 40 degrees, at Classic Le Mans, bingo and the doors opened.

The usual chaos followed, finding your pitch, endlessly to and fro from the parking area (no, not on the grass!) with boxes and stands and display boards. For a change I actually beat my good friend George Turner whose wit never fails to make me laugh. Phil Smiths magic Skoda that seems to hold more stock than a 40 foot artic was being rapidly emptied, closely followed in stockholding by “Scrapyard Paul” Blows, who also seems to have a magic estate car that can hold more slot cars than Mary Poppins’ travel bag.

You’d think with two hours to set up there’d be plenty of time to look around, do all your own setting up, and have a brew and a wee. ➡➡



But no, I was side tracked on several occasions by NSCC members showing interest in my first kit release and my small display of the last of my GP Miniatures stock. So money was exchanged for kits and I already realised I needed to make more. Then, before I knew it, the doors were opened to the mighty buying public and we were off.

As is always the case it seems, the first thing on everyone's agenda is finding the cheapest offers on the current releases and so I often find myself with a little spare time at the beginning. Time well spent chatting to my neighbouring stall holder and friend Gareth Jones of Chase Cars. Or Mr. Bendy Cars as a pal of mine calls him.

As I considered that lovely flask of hot coffee, to while away those first few minutes, I was greeted by the happy face of Mel Ault of Pre-Wing and the ever smiling Gary Cannell from MRE. Mel was dropping off one his excellent Brabham kits for me, for racing at my local club. Before I even got that flask off the floor I was busy with customers. In fact I didn't stop all day and it turned into one of the best Milton Keynes swapmeets for me ever.

I had visits from many regular customers and friends plus quite a few new faces as well. My petrol head buddy, Peter Solari (Mr. Ninco News), supplied me with a lovely Costa latte from the newly spruced up café/bar area, something that definitely needed doing.

Actually, when I did eventually pop out to the loo I was shocked at how much the place had changed. There's been some serious investment in the premises and the new café was packed.

There were several display notices on how much is being spent and the future plans for the investment. Let's hope it includes revamping the toilets then!

Peter Simpson arrived at my table towards the end, hoping that I hadn't sold all my new kits. Fortunately I'd already been tipped off by Graham and had saved one for him.

Peter also spotted my casting of the little Amilcar and took on the challenge of trying to fit a chassis under it (Good luck Pete!).

Still busy serving, I was surprised when Paul

Leyshon came over to tell me he was leaving and he needed to collect a parcel from my truck. It was then that I realised that stallholders were packing up and yet I was still sorting tyres for people and selling my last kit.

I eventually got to have a look around as the toys were being put back in their boxes, ready for another swapmeet. Paul Blows kindly did me a nice little deal on a couple of scratch built Super Stocks and along with a lovely scratchbuilt Ford Tudor I'd purchased from my dear friend Bill Grigg, that's all I came home with.

I did overhear a couple of traders saying they weren't as busy as usual, but you have to weigh up the fact that they were only selling boxed cars, along with many other traders, and the weather I'm sure had put some people off.

I, however, had a fantastic day, met some good friends, made a few deals, sold all my new kits AND drove home with no traffic hold-ups. Thanks to Jeremy for sorting out my table adjustments at short notice and to Graham who unfortunately couldn't make it to share tables with me, you still owe me a promised sausage roll!

Uuuuummmm, the sausage rolls, I'd forgotten about them, I wonder if I should post him some or just wait until I see him at Gaydon where he has already booked his table he told me.

Now, whilst still on the subject of the Milton Keynes Swapmeet then I must also thank my "Personal Representative" Paul Leyshon for stepping in at very short notice on my behalf in order to collect various things for me from the traders at the swapmeet together with paying off a few debts as well but with my money obviously, I hasten to add there!

I was also supposed to be "appearing" with John Carmichael again, but having spoken to him a few days later then he echoed what Colin had said basically in that it he thought that it was the best swapmeet that he had been to in his recent limited experience now that he was back into attending events like this apart from the journey up in sleet on the Motorway that was, and the fact that he had a bad back to contend with also.

He enjoyed seeing many old faces from the good old days and reported that they actually stayed for the large part of the event rather than merely just coming for an hour or so and they were good old fashioned collectors rather than just those who were there merely to see how cheap the latest cars could be bought for, about which you can't really object to, but if the prices stay too cheap for too long then everyone will eventually go bust and there will be no more new cars to buy ever!

John was also very happy to be sandwiched inbetween George Turner, Barry Davies and a chap called Tom who I don't think I know but it would have been great to have been there also for me, but alas it was not to be, but then again I would have struggled to have kept up with the conversations about all of the real life cars that they have owned (and wrecked!) over the years.

John also reckons that he nearly took more than he paid out for the first time but that was without buying some nice stuff from the '60s like a Revell 63 Galaxie kit and a 58 Squarebird kit also and that was in addition to seeing a black FWD Mini and a transparent C60 D-Type Jaguar also apparently! But fortunately for his Bank balance, John said that he was happy to let someone else buy them this time.

I must also thank Paul Leyshon for offering me space on his table as well for this event or was this a clever way to get to sample the delicious Sausage Rolls that Colin was referring to then I wonder...uuuummm, I'm beginning to suspect a bit of a conspiracy here, but whatever, bottom line is that it was another great event that was very well organised by Jeremy and the rest of the NSCC Committee so "well done" to everyone concerned then is all that I need to say now then.

Margate Scalextric Funday And Swapmeet

No doubt you've seen the advert elsewhere in the Journal for this one, but isn't it great to see that long time NSCC member and supporter Adrian Norman has taken the plunge and organised this event for Sunday 16th July and this is what he said to me about it recently when we were chatting:

Well Graham, I've finally taken the plunge and have arranged to run a Scalextric swapmeet and open day. The event is in July here at the second home of Scalextric...i.e. Margate!

The event is based upon the model that Robert Learmouth has created at the Havant swapmeet event as a celebration of Scalextric and with this also being it's 60th Anniversary then it's the perfect time to do it as well.

Locally, I will be advertising the event heavily in the local press and radio targeting ex-employees and people interested in the heritage and modern world of Scalextric.

There will also be a 60th Anniversary celebration with displays of each decade, a film show and other memorabilia as well as it being a regular swapmeet.

If you would like to be there as an exhibitor/trader etc. then please let me know as soon as possible. The venue is 15 miles from Dover, 5 miles from the Hornby/Scalextric Visitor Centre and old factory.

The event celebrates the 60th Anniversary of SCALEXTRIC, is aimed at attracting local people as well as collectors and racers. With a rich history of Scalextric in the area we hope that many ex-Scalextric employees will visit.

There will be several track layouts for the public to try out together with a variety of trade and enthusiasts stalls for swapping, selling, buying etc. There will also be assorted club and magazine stands as well. The event will be advertised on local radio, papers and social media.

There is ample parking, easy loading access and a large sports field with table/bench areas together with specific access for the disabled.

There will be full amenities available at the venue with all-day breakfast, cooked lunch, coffee, tea, a bar, a restaurant, rest rooms and 'break-out' rest areas.

There will also be a film show of the history of Scalextric in the cinema room.

The venue has easy access via Calais-Dover, and is geographically central to Paris, Brussels, Rotterdam, Aachen, Manchester, Swansea, Plymouth and Hull. Trade Entry is 8:30am and traders can leave as early as 2:30pm or stay until 4.00pm.

The event remains open to the public until 4.00pm as there are other Scalextric activities taking place in the hall and other rooms. Contact details:

What a pity that this event is so far away from me as it sounds like it's going to be a great day out for everyone and I know that Colin Spark for one has already booked his table and I'm sure that many, if not all of the other "regulars" will be there too.

Ironically, the track that Adrian shows in his⇒⇒



advert is one that I used to play on when I was a kid at a neighbour's house I think it was a 400 set but I'm not sure to be honest, but it sowed the seed that is still growing today and has cost me a fortune.

SCD Is Still Trading!

Just in case you were wondering, SCD is still continuing to trade following the very sad death of its founder Chas Keeling last year. The lady you need to ask for is Muriel, but she only works part time as far as I know so please bear with her if you don't get a reply for a day or two.

Collector's Corner

I don't know about you, but hasn't the latest addition to the Journal been truly amazing!

Unfortunately there was no way that I could ever have done anything like that as I simply just don't have the cars or the knowledge so hopefully Martin's articles have filled a gap in the Journal for those of you who like to read about the older stuff, so "nice one" Martin for volunteering to write about all the old stuff for us and thank you, please keep it going as it's been very enlightening to say the least!

RS Slot Racing "AC Ace" Kit Update



Sorry, but "No" I'm not going to show you the finished article but instead I will tell you that Colin has now made an interior and a dashboard for it in order to make it easier for everyone to build it and very nice it looks too.



Other 1/32 Kit News

Whilst I was surfing the web recently I came across this newly launched (well, as far as I can tell it is) 1/32 kit of the good old VW Beetle based Beach Buggy and so I rapidly did the necessary to BIN and pretty quickly it arrived at my house but having opened the "large" (ish) cardboard box I then found that the actual kit would almost have fitted into it "Sideways" as to my dismay upon further inspection it did seem rather small to me.

However, with the knowledge assuming that I'm remembering this correctly that is that the Buggy was based on a shortened VW Beetle chassis then that probably explains why as this one is around the size of a proper Alec Issigonis Mini, although the box description of 11.5cm long is stretching the imagination slightly as that's from the tips of the nudge bars rather than the ends of the bodyshell, which is 9.3cm by my reckoning, but whatever, it's still a bit small! (but a nice width to be fair as you can see here with two MK2 Hornby VW Beetle drivers trying it out for size).





However, my initial plan to use said Beetle chassis (as it's a sidewinder) to motorise it isn't really going to work now and so I'm now thinking that it's going to need an FF motor under there really in order to try to conceal it as much as possible, unless anyone out there knows better, and if you do then please let me know as soon as you can. Whatever, it's certainly turned the market on its head for the old Airfix one I reckon now as mine was just £10 delivered but having never seen the Airfix one, I wonder if it is the same size?

Another purchase that I've made this month is this superb, but some may possibly think "expensive" at around £28 delivered - "AMT" reissue of the 1961 Ford Falcon pick-up and which was called the "Ranchero" by the marketing men back in the good old days, but now you're talking as it's got plenty of room to fit the running gear in, and it's purchase was actually inspired by seeing one done on Slotforum recently as found here: [http://](http://www.slotforum.com/forums/index.php?showtopic=134553&page=2)



www.slotforum.com/forums/index.php?showtopic=134553&page=2. Which just looks absolutely great and now that I've got one in my grubby little hands then it makes the perfect partner to go with my Eldon 1965 Dodge pick-up that I bought off fellow NSCC contributor Mr. Pedley, who gets his name because he does a lot of cycling apparently as well as lots of eBay perusing, however this is one that I've actually "modded" by fitting a Hornby DTM Mercedes chassis underneath together with some "Slot Car Wales" NOS Scalextric Ferrari F40 wheels just to make sure that it's not period at all but boy does it go well, which also makes a pleasant change for me to say that about one of my scratchbuilds/ conversions if the truth be known.

So, all I need to do now, well, not right this minute as I'm doing this obviously is to assemble and paint the Ranchero and hope that it comes out at least half as good as the one on Slotforum and then I'll be able to run the two together one day, assuming that we all live long enough that is as you know what I'm like for having too many projects on the table. But whatever happens, it's great that two "new" 1/32 kits have arrived on the market recently and on that basis let's hope that there are many more to come then.

Chase Cars News

Having "Chased" Gareth regularly for NSCC material for several months now, then he has once again delivered some cracking information that I will share with you next, so please read on and indulge in that wonderful thing called "nostalgia" once again.

Hi Graham,

A bit of a special time at Chase-Cars this month; the Italian Job coaches I ordered from my 3D print supplier last September have actually arrived!

All of my other cars are actually resin, but the Harrington Legionnaire in 1:32 scale was too big for my casting equipment so I had to contact a supplier of 3D printed slotcars based in Italy as when I usually get 3D printed master models done they are provided by a fantastic little company in London, but this bodyshell was simply just too big for them to print so I had to look elsewhere unfortunately.

⇒

The Italian company was very helpful and didn't bat an eyelid when I also asked for a 1:24 coach to be added to the list, as with 3D printing it's as simple as pressing the scale button just like on a photocopier and then you're away.

As time passed, empires rose and fell, and Graham even managed to complete a build or two apparently, but still nothing arrived despite a few emails telling me of difficulties and then ultimately a few photos showing things in progress which were very good to see, I can tell you (!) as I had customers who had paid up front for these special vehicles but all I could do was pass on excuses from the supplier and promises which were then regularly broken unfortunately.

I had also sent the model files to many, many other suppliers to try and get an alternative source set up but all the prices came back as ludicrously expensive, but last Friday, they finally arrived at my office and now I just need to sort out all the other components I bought back in October and send them out to some very patient customers.

This is the collection, with my painted model in there too and the 1:24 version and I'm sure that you can guess which is the 1:24 version!



And the good news didn't stop there either as a supplier also got back to me with a price which wasn't too bad, so I ordered one to check the quality, and it was delivered after just 2 weeks!



So, I'll now have one or two for sale at Gaydon, so please let me know if you'd like to reserve one and I'll make sure it's available.

I've also had a full set of additional parts (windscreen, headlights, horn etc.) delivered for my Chitty Chitty Bang Bang car in the same tough material as my chassis are made from, but the tyres are proving very difficult to cast to be honest so I've made the cross section a bit thicker and will try that design next.

Getting the "production yield rate" up is as important for me as it is for Ford, although their financials have a few more noughts on the end though usually.

I'm also building a new website which should be ready soon, and it will also have an on-line shop on there and it will hopefully be organised a bit better than the last one which really just grew from one chassis and two bodyshells into the range that it is now with several chassis in different width options, four different sizes of steering systems, lightweight wheels and nudging past twenty five bodyshells available.

Please have a look at: www.chase-cars.com and if it's not updated tell me to get a move on! Looking ahead, I regularly ask people what I should develop next, and the answers are always interesting if sometimes a bit bizarre (not that bizarre is necessarily a bad thing though).

I was toying with the idea of Lady Penelope's Rolls Royce from Thunderbirds a while ago but there's already a plastic model kit available second hand so it's not really worth doing, which is a shame, as there was a full size replica built on a Bedford VAL chassis back in the '60s and the running gear from my Italian Job coach would be perfect for that.

A friendly face also said that I should consider the cars from the "Gerry Anderson" TV series "UFO" and my interest was captured. This was made in 1970 and was the programme that the Thunderbirds creator always wanted to make as it was live action and not puppets. Of course by this time the Century 21 Studios had gathered a very effective team of production designers and special effects model makers who could knock up a "Moonbase" or rocket fleet in an afternoon. Thus the show was made with a mixture of both actors and models, and set in a very futuristic 1980.

You know what's wrong with society today? There just aren't enough silver cat suits and purple wigs, and nothing like the future that we were promised back in the past. If you were a small boy in the early '70s, you would have had the Dinky model of the Moonbase Interceptor. You would be told off for firing the missile at your brother, because you might have put his eye out. Then you would lose the missile. But look at this beauty, and Ford thought that the Sierra was too radical in 1982?



They were actually designed by Derek Meddings who had done most of the production design for Gerry Anderson's shows, and if you get the chance to buy his



book called "21st Century Visions" then jump on it. The special effects team was already well practised in making models for filming, but to produce a real car they gave it to Alan Mann Racing who the year before had built Chitty Chitty Bang Bang as well as their normal stuff of racing Fords.

The Ford connection was a bit handy as the "UFO" cars were based on Ford Zephyr running gear but with a 1600 Cortina engine. "UFO" cars? Yes, because as well as Straker's car above, Colonel Foster had this lilac stunner.



These were also made by Dinky back in the '70s but they were around 1:43 scale so as usual, the first stage for me is to get some CAD models.

Then take the CAD models apart, stripping out the windows, wheels and anything else that would be made separately to the bodyshell and then send them for 3D printing and that's it, that's as far as I've got right now, i.e. one day before the Journal's deadline.

Next they will be painted and sanded so that I can take a silicone mould of them and then resin cast the



bodysells. The windows and interior will be vacuum formed and I'll have to do some resin wheel inserts too. If you want the gullwing doors to open or you want to make a figure of Wanda Ventham AKA Benedict Cumberbatch's mum, then you're on your own.

Regards,
Gareth

Wow how good was that then! To be honest I'm also a bit of a fan of Mr. Anderson and I actually went to see him "live" at Wolverhampton Civic Hall I think it was many years ago and also to see the exhibition that was on as well, but having parked and not knowing where I was going then I just started following the loads of people who were going in a certain direction thinking that they must be going to the exhibition as well but unfortunately for me, I then ended up at the Molineux, i.e. the Wolverhampton Wanderers Football Club ground which then sort of explained why they were all wearing the same orange and black clothing I guess!

So, having then retraced my steps and made a few enquiries I finally ended up where I should have been and I got to view many of the original series props like the famous pink 6 wheeler Rolls Royce etc. and what a day that was!

George Turner News

Unfortunately I was not able to get hold of George himself personally this month, but in order to not disappoint you all then here is a bit of news that I found on his Facebook and Website pages together with a few pictures of his latest work and first of all, the Mega Super Imp is up and running then for certain!



The 1938 C-type Auto Union is taking shape nicely, although it is a GP car it is wide enough for the chassis to incorporate an in-line pod. A bit of an experiment but it should make a pretty good slotcar. Auto Unions are a pain in the arse to make, lots of louvres that have to be done by hand. I guess I am getting the hang of them. The little short nose 1952 F2 Ferrari is also coming along nicely, did I forget to mention I was making another early '50s GP car. I just can't keep a secret. These two cars along with the Lotus 40 will not be released for a couple of months, but will probably be ready for Gaydon.

Finally, I thought that I would put a couple of pictures of my work bench for you to peruse. Now as you



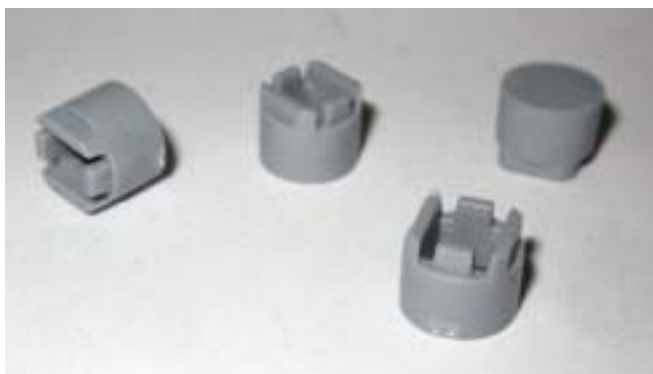


know I do go off on the odd tangent, so you won't be surprised to see the start of a Holden Efigy and what will be a '50s Chevy tow truck. What you've not heard of the Holden Efigy? Google it, it's chuffing awesome. I know it is a bit of a folly but it is a bit different. And a '50s Chevy tow truck slot car, so what's not to like?

Wow and he's playing right into my "spendable money pot" with the last two, that Holden F-E-G is amazing so that's going to be top of my list to buy when it comes out as it will make a perfect Hot Rod in my book and go very well with the ones that I have managed to put together so far. There were also a couple of George's "infamous" rants on their as well but thought I'd better leave you to read those yourself to be honest, but they made me laugh loads, so maybe you ought to take a look as well.

Slot Track Scenics News

Slot Track Scenics continues to develop in a range of directions. The Product side has had a new addition for people wanting to build their own tracks using MDF and especially for people using Slot Track Scenics' routed panels. This time it is 'Armco plugs' which allow you to fit Scalextric Armco wherever you want it by simply drilling a 10mm hole and plugging in one of these clever



little plastic components. The Armco 'feet' are held in these plugs or the bottom lip of it can be gripped by them.

Again for people who want some nice painted figures but don't have the time, skill or eyesight to do it themselves, We have, for some time, offered a range of figures painted in standard colours. However, now we are happy to accept more specific requests and can add decals too. Recently a Mercedes Timing Stand and pit crew was painted for a customer in Germany. Obviously these come at a higher price than the standard paint schemes but it can be well worth it to get just what you want. Please contact us for a quote.



At the same time the routed track panels and complete track-building service which were launched at Gaydon last year are growing. Pictured are the table and base panels for a Monaco track for a customer who just wants the routed panels. (the picture shows only the base boards. The elevated sections are just being completed). Also pictured is the current stage of a track for a customer who wants a complete track with scenic decoration. More pictures to follow in future as the track





progresses. Again if you want to explore getting some panels routed to set your track in so that the track surface and the surround are at the same level, allowing the scenic side to be fully developed, then please contact us via our website which is: www.slottrackscenics.co.uk.

Avant Slot News



OK, back to the real world now then, and Steve Wright of Staffs Slot Cars tells me that the latest car due from Avant Slot is this rather nice “Marlboro” liveried Opel Manta which is shown off very nicely on that very scenic layout that I guess is based in Spain, Steve?



And Finally

If everything has gone the normal way then if you want to read the rest of “what I wrote” (quote Ernie Wise) for this month’s Journal then you’ll need to wait for next month’s edition, but if for once I’ve actually written “just enough” then I’ll have to start with a blank canvas for the next one, so until then, have fun and see you next month. ■

O is for Oakland, Oldsmobile, O.M., OMAI, Opel, Osca, Osi, Oto Melara and Otokar.

The Oakland Motorcar Company were based in Oakland Avenue, Pontiac, Michigan from 1907, sold to General Motors by 1910 and production grew until GM founded Pontiac in 1926, and undercut the prices of their own Oakland cabriolet touring cars with the new brand. The final Oakland was the new 101 model of 1930, while production of Pontiacs continued.

Ransom Eli Olds founded the first American car make, Oldsmobile, in 1887. The R Model Curved Dash Runabout was the best selling car in the early 20th Century, selling 2,100 in 1902 and 5,000 in 1904. It looked like a horse drawn buggy.

In 1904 Ransom split from his colleagues and started a new Company, Reo, to make further Oldsmobiles. The two millionth Oldsmobile was built in 1941, and in 1949 Oldsmobiles won more than half of the first year of NASCAR races, dominating NASCAR until the appearance of the Hudson Hornet in 1952. In 1964 the first McLaren sports racing cars had modified Oldsmobile engines.

The Oldsmobile Toronado of 1966 was one of the first Muscle Cars to feature front wheel drive. You could have any engine you liked in the 1973 version, as long as it was a 7.4 Litre V8!

SA Officine Meccaniche was begun in Milan in 1899 and renamed O.M. Fabbrica Bresciana di Automobili in 1928. Before then many O.M. sports and racing cars were built, and finished fourth at Le Mans in 1925. They made their last car in 1930, concentrated on making trucks and became part of Fiat in 1933.

OMAI of Italy made small off-roaders using Fiat parts from 1988 to 1992.



Adam Opel's Company made sewing machines and bicycles before the five Opel brothers started making cars too. In 1929 Opel became part of General Motors.



1930's models were the Olympia and Kapitän, which by 1959 had 100bhp. These were followed by the Rekord, Commodore, Admiral and Diplomat, in an attempt to compete with Mercedes. These ran alongside⇒⇒





the Opel Kadett. In 1968 came Opel's pocket sized version of the Corvette, the 90bhp Opel GT. These were built in France until the factory was sold to Renault in 1973.

Opels have been badge engineered as various makes around the World, including Vauxhall, Chevrolet, Holden, Isuzu and Daewoo. Off-road vehicles have included the Frontera and Monterey.

The Opel Manta gave the Ford Capri a run for it's money and was long-lived, with over half a million being made between 1975 and 1988. The sleeker and faster Opel Monza came along from 1978 to 1987, with 180bhp from its 3 Litre Straight Six with fuel injection and 133mph top speed. I only managed to get 115mph out of my 2.8 Litre normally aspirated 140bhp Vauxhall Royale version although it was useful to carry bicycles.



Oscas were sports and racing cars built by the Maserati brothers Ernesto, Ettore and Bindo after they had worked as promised for Adolfo Orso for ten years after he had saved Maserati from bankruptcy in 1937. The Osca MT 4 (1948 to 1959), 750 (1956 to 1960) and 1600 GT (1960 to 1963) were competitive track and road cars, featuring such goodies as twin overhead camshafts and bodies by Zagato.

Officine Stampaggi Industriali or Osi for short, was a Ghia subsidiary created in 1960 to make a coupé version of the Fiat 2300, and made the Ford Osi 20M TS from 1967 to 1968. With similar parts to the Ford Cortina, it looked more like an Italian supercar.

The Oto Melara SpA armory was a military vehicle manufacturer in Italy, from 1984 to the early 1990's that made Fiat powered Jeep type vehicles with bullet proof tyres.

Otokar has made many buses and minibuses in Turkey, and assembled Landrovers there too, sometimes selling their vehicles to countries where the original vehicles could not be sold due to political reasons.

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

1. Slot Classic Osca MT4 £189.00 (262876302227).
2. Avant Slot Opel Manta 400 Rothmans Ari Vatanen £94.95 (322451439295).
3. Faller HO Opel Kapitän and Mercedes Set £84.99 (302213510063).
4. Faller HO Opel, Mercedes and VW Combi £79.25 (262902533497).
5. Policar Osi Scarabeo £77.25 (332137593982).
6. Tyco HO Oldsmobile Blue Stocker £76.45 (371837038799).
7. AMT 1/25 Oldsmobile Chrome/Gold plated bodyshell £71.06 (222374817042).
8. Carrera Opel GT Yellow (digital) £67.00 (371847923681).
9. Scalextric Opel Astra Coupé plus 7 other cars £65.00 (371875867445).
10. Revell Opel Ascona 400 £63.50 (262840639921).

A good mix of scales and makes there then in the 'O' Top Ten. It was a forgone conclusion that we would see some resin kits at the top of the list, and that there would be a prevalence of Opels as well, but the vintage Faller sets are a nice surprise, which I wasn't expecting.

Monthly eBay Top Ten

1. Scalextric 1960's James Bond Set undisclosed offer price above £970.00 (351921426860).
2. Playcraft HO Set No. 1 with Yellow/Blue Chevrolet Impala and Red Lorry undisclosed offer price above £970.00 (262892692772).
3. Scalextric 1960's James Bond Aston Martin

and Mercedes cars only £830.00 (132123836017).

4. Playcraft HO Yellow/Red Chevrolet Impala £822.00 (222437926190).

5. Unknown make (Cox?) Vintage Slot Car Chassis Parts and Jig £819.70 (282398302564).

6. Revell Winner's Circle Speed Equipment empty display hooks with header £799.70 (282390765937).

7. Aurora HO International Wrecker Tow Truck £656.76 (201847117032).

8. Racer Alfa Romeo T33 Four Cars Collection £575.79 (152467572942).

9. MMK Fiat Bartolotti Ferrari Transporter £575.00 (311811578802).

10. Scalextric Yellow Auto Union £549.00 (302235736768).

The 1960's James Bond sets still seem popular then, and there seems to be a strong market for vintage Playcraft Chevrolet Impalas too. Tow Trucks seem an obvious accessory for any slot racing circuit, so it is surprising not many manufacturers have offered them. Surely a couple of lifting arms and a hook wouldn't be too much extra tooling to pop on the back of one of the existing slot trucks on the market? Carrera have got the right idea with their latest tow truck but it does look ultra modern so not suitable for vintage tracks, and is rather ugly too, so perhaps a missed opportunity?

Carrera do make a nice Mater Tow Truck from the Disney Film, but unfortunately it is only in their GO! 1/43 scale range, so too small for most of us. Let's see how Carrera models are fairing on eBay:

Carrera Top Ten

1. Carrera 1/32 Digital Track with 8 Cars £1,219.56 (252712836588).

2. Carrera 1/32 Digital Track with 19 Cars £635.77 (182411028903).

3. Carrera 1/32 Digital Corvette Set £467.79 (152323574128).

4. Carrera 1/32 Digital Track with 4 Cars £423.85 (192088530283).

5. Carrera 1/32 Digital Masters of Speed set with 4 Cars £399.86 (252715418255).

6. Carrera 1/32 Digital Racing Spirit Set £335.87 (391663430724).

7. Carrera 1/32 Track with 13 Cars £319.88 (112348322673).

8. Carrera 1/32 Digital GT Championship Set £319.88 (201851867770).

9. Carrera 1/32 Digital Track with 5 Cars £303.89 (152417154161).

10. Carrera 1/32 Digital Pure Speed Set with 3 Cars £290.04 (291972278030).

It looks like there may be some value in these new-fangled digital sets after all then!

Completionism – The Goal Of Achieving Every Objective

One of the problems of being a collector is that of completionism, or the danger of it holding sway, when one decides to complete a range or style of car so you just have to have every car of a particular make, design or livery in your collection.



After writing about the Ferrari Testa Rossa last month, completionism got me and I ended up buying both red and white Ninco Testa Rossas on eBay to go with my yellow car. Then I discovered confirmation that the Testa Rossa in Table Top Car Racing was indeed the →





Strombecker version, as an eBay seller was selling an original Strombecker advertisement featuring the same picture.

I also discovered an early “Strombolid” French Strombecker set on eBay from an English seller in Kent, which contained a Testa Rossa and C-Type Jaguar which I bought for just £24.99 as I was the only bidder (222422507377), and then followed this up with a collection of four Strombecker cars including another Testa Rossa, another C-Type, a Ferrari 250 and an E-Type Jag for £36.60 from Massachusetts (401286315498).

I think I probably have enough Testa Rossa projects now to keep me going for a while, at least!

Martini At The Museum



A fellow sufferer of completionism, John Eaglesfield, invited Emma and I along to help him and Gareth with their Carrera track at the Aldridge Bus Museum this month.

John had the perfect excuse to show off his collection of Martini liveried slot cars.

As you can see, John has a few, although I have a sneaking suspicion it was only an excuse so he could buy the lady with umbrella. Not quite the Mary Poppins I remember from the film John.



I had the perfect excuse to dig my 1/32 plastic buses out of the loft for the day, and a good time was had by all, although as Murphy’s Law would have it, it was a brilliant hot sunny day outside while we were stuck in the cold museum building all day!



I’ve only converted one of the Tudor Rose double deckers to work on Scalextric track so far, but that was popular with some of the drivers of full size buses in attendance at the show. I particularly like John’s 1/24 Carrera German Streamliner cars. ■

