



**No. 425 August 2017**

## Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Fly On The Wall.....	16
Chairman's Chat.....	19
Forza Slot.it.....	21
Taking It Sideways.....	25
Collector's Corner.....	26
Promotions Corner.....	31
Bits & Pieces.....	33
Ebay Watch.....	43



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**Diana Francis - Honorary Life Time President**

## A Reminder Or Two!

So last month saw the Margate Scalextric funday and swapmeet organised by Adrian Norman, which was a well attended event in terms of traders but slightly disappointing in the turn out from the enthusiasts, which was a shame considering the effort that goes in to organising one of these events in the first place. I am aware it clashed with a number of other sporting events on the day but really I think the effort could be made to attend in the morning at least by more? Of course holidays for summer also may have played a part, but I am aware (having kids myself) that many a school had not broken up for summer until the end of the following week.

Sorry to get on my soap box about this, but let's remember if these events are not supported they will stop happening and those that are the first to complain when this happens are the ones who didn't attend in the first place!

Moving on then, we of course have the forthcoming Havant swapmeet and the Club's own event at Leeds in October, which has been well attended and is growing. This year there is a special Scalextric twin pack that has been nicely printed up to celebrate the event and is only available if you attend.

On the Saturday before the Leeds swapmeet, there is an inaugural event to celebrate the anniversary of the IFSCC, being a race event, again organised by Adrian Norman with the assistance of Roger Barker, who has also provided the facilities at which to race, a thankyou to both here by the way.

There is an advert in the Journal on how to apply to attend this event, which is limited in terms of attendees, and applications currently to take part are not (rather surprisingly) over subscribed. This again is a chance to take part, support both the NSCC and the SLN as well as having what should be a entertaining day, so why not apply and come along and have a go?

Finally, you will have received your NSCC/ Hornby Ramsgate weekend application forms last month, if you wish to come please get these forms in by the 31st August 2017.

Until next month.

Jeremy



# MESSAGES FROM MARGATE

email: [factory@nscg.co.uk](mailto:factory@nscg.co.uk)

By Pete Simpson

For those looking forward to a trip to the new Hornby Visitor Centre in Ramsgate there's disappointment due: it won't happen. Although it has been doubtful that the move would go ahead, it has now formally been cancelled. Just to ensure it wasn't secretly being developed, maybe without Hornby's knowledge, we snuck along after Adrian's excellent Ramsgate swapmeet. It seems that the area has already been employed for another purpose, as witnessed by the big container, whilst other construction work which may be underway is well concealed.



But now the good news, I got to have a meeting with Ricky Black! It was arranged in late June as a visit to the London office, principally to catch up with events at Hornby with an opportunity to photograph whatever models were available.

As access to the offices at Sandwich was severely restricted last time I visited, there was little point in spending time and fuel on a 180 mile, three hour round trip when I could have a relaxing train journey to London. Anyway, the news first, then the details.



## 60<sup>th</sup> Anniversary Range

Not only can I bring details of the 1960's representation within the celebratory range but also a whole new series aimed at collectors: 60th Anniversary Special Edition Packaging. That's an accurate description too as it's really only the packaging that is special. For the existing range of releases, representing the swinging decade, Scalextric has selected the lightweight "E" Type Jaguar roadster, given it a make over with appropriate branding and allocated C3862A. At first it looks to capture nicely the Scalextric logo of the period, but wasn't the "Scalextric" text white rather than yellow? The more observant →





members will realise that these photographs are not all just regurgitated website images but some have actually been taken by me, more below. Seen here with the other two 2017 “E” Type releases, the three cars certainly represent varied examples of this great car: a celebration example, a patriotic livery and a real racer from down-under. The Union Flag version has a significant decoration error, not visible in this view, which will be rectified in the final production version. Once I can include photos of the model as released, I’ll share the discrepancies of this, rejected, decoration sample.

Next month I’ll bring details of the final car in this series which will be a car from the last



three years of the 1950’s, a period which is probably responsible for a significant proportion of NSCC members. So, with this range reaching its conclusion, Scalextric have taken steps to celebrate further their seventh decade.

A new range of special releases has been announced to complement the existing range of 60<sup>th</sup> anniversary releases to form special collectors’ series: so far six have been revealed but there will be more to follow later in the year. They are repackaged versions of previous cars but with the addition of a 60th anniversary holographic logo on the car and an “A” suffix to the catalogue number. Each release will be limited to just 250 examples but will still retail at the realistic price of £39.99. They can hardly be envisaged as a panacea to Hornby’s financial woes but they could win the hearts of collectors keen to own rare models. Cynics could be forgiven for seeing it as a means to dispose of







surplus stock: I'm sure the Lancia was on sale for £15 one Black Friday? Whatever your views, these represent Scalextric's attempt to endear collectors to the brand by offering special edition models.

The first six will be: the yellow MGB, also described as being part of the "Thoroughbred Sports Car Series" and released as C3746A; the Ford XC Falcon from the 1978 Bathurst 1000, C3741A; the BTCC Honda Civic Type R of Matt Neal from 2015, C3734A; the Lancia Delta S4 of Fabrizio Tabaton from the 1986⇒





Rally San Remo, C3490A; the 2015 McLaren F1 of Fernando Alonso, C3705A; and a green McLaren P1™, C3756A. It is planned to announce further additions to the range, later in the year, with the goal of producing cars reminiscent of each of Scalextric's decades of providing toys to children of all ages.

### In the Press

Oh yes, yet again Hornby get a mention. It seems that rather a lot of shareholders accepted Phoenix's offer of 32p per share and jumped ship. This means that Phoenix UK Fund, part of Phoenix Asset Management, now own 71% of the stock. At the purchase price Hornby is valued at £27.4 million, a figure which it believes "significantly undervalues" the business but has made no further comment. Maybe, with one focused major shareholder, they really are on the road to recovery.

### Websites

It's a shame that there is no automotive involvement in the summer air show season as



Airfix have announced a few generously discounted models: don't get too excited as the discount season was only scheduled to last until 4<sup>th</sup> August so it's now too late.



Unfortunately, at the time of writing in late July, the Scalextric monthly review hadn't been updated, maybe they're all still at Le Mans? Airfix, on the other hand, have already announced a 2018 release in the form of a 1:72 scale Vickers Wellington Mk1c: it's a whole world apart from the models from kits produced only a few years ago. Hornby (trains) have demonstrated that they are using a combination







of tampo and water labelling in order to obtain optimum results for clarity, colour separation and details: we can probably expect similar combined finishes on slotcars if word spreads across the Sandwich office. The water labelling, akin to decals, often results in door shut-lines being overlaid with the film which, with careless handling, can lead to flaking edges. Maybe Scalextric haven't realised that occasionally slot cars interface with household impediments or that running a fingernail along an indented line is just too much of a temptation – even for collectors! Doubtless the cheaper technology has a place but the finish on some of the last couple of years' releases aren't all as good as previous tampo printed examples. But, it seems that slot fans are not alone in being disappointed by low production quantities for apparently desirable models. Hornby have their own sort of Mad Max: Clan Line. It's the only Merchant Navy class currently in steam, having just (July) been returned to mainline service, it's a new Hornby model (in un-rebuilt guise) and it runs past the end of our garden most weeks. What's not to like? Ah, not popular enough as it's now deleted. Hey ho.

With regard to non-Hornby websites, the Mad Max Falcon, C3697, is now available

again, at reasonable prices, thanks to further examples becoming available from some of our dedicated traders importing examples from Australia. I wonder if Australia has spare stock of 35028.

### Sets

I plan on making one of my future reports a focus on this year's sets, especially as some contain cars which are not available as solo releases. However, it would be asking a bit much for these to be transported to London just for my purpose so it will have to wait until I can get to Sandwich. But for now, another of this year's sets is now available and worth a mention: Touring Car Battle, C1372. I originally reported this set back in November last year so, ➡➡





considering it includes reliveried rather than new models, it's taken a while to arrive. About £100 gets you a decent starting set with two Super Resistant BTCC cars and just under 5m of track. Just be aware that there are a few limitations inherent at this price: some of the radius 2 (standard) curves are 90 degrees, instead of the usual 45 degrees so the number of possible configurations is limited; the hand throttles and lap counter are both of the "Start" style; the cars, although similar to current releases, lack some of the solo versions' details.



Nothing wrong with any of these factors as long the alternatives have been reviewed and rejected as too expensive. Although the cars are Super Resistant, therefore lacking clear glass or interiors, the cars are unique so this set may still be of interest to collectors.

#### 4 UNIQUE TRACK CONFIGURATIONS !



## Hornby Visit

As revealed above, this month I managed to meet with Ricky and photograph some of the forthcoming releases and their motivation. The repackaged 60<sup>th</sup> anniversary models are envisaged as an opportunity to recognise the collecting aspect of our hobby and provide a few special editions without charging a premium price.

As time was restricted, I had to divide my time between chatting and taking photographs. It was then that I might have wished for a gender change so I could dual-task, but I had a secret weapon. My latest DSLR allows automatic bracketing of shots so, rather than have to check that each was correctly exposed, I embraced modern technology and took a spread of seven images of each subject, repeated for three different apertures and three different metering points on the car. Office lighting, cars with light and dark areas and shiny paint don't make life easy. Eight hundred and fifty photos later I was confident I'd have enough for one month's Journal entry! And, of course, I was able to converse with Ricky at the same time. This will probably be my last visit to the Old Street office as a move is planned, towards the end of August, to a new facility in Crawley: this could be an absolute act of genius as I'll be able to get there in well under an hour.

## New Releases

I've already covered the compromises within the range of the Ford MkIV models due for release but up until now I've not had any decent photographs to show. Now that I've had an opportunity to handle the models and get some better images, I can report that these are probably the closest scale models of the MkIV to be released by any manufacturer to date. Allied to the previous Scalextric Ford Le Mans entries, they really do help to portray the development of the Ferrari-beaters. It remains a shame that they are of in-line configuration so may not be competitive with the earlier GT40 models, and that they no longer have full interior details, but they still represent pleasing





models of this historic racer. The first to appear should be the yellow Sebring car, C3859.



Unfortunately, the Ferraris in the triple Le Mans 1967 set have been painted in slightly the wrong shade of red so are having to go through the approval process one more time. The packaging presents a very nice souvenir set representing the first three cars to finish in the 1967 Le Mans, celebrating 50 years since Ford's success. As this is limited to 2,000 examples it may be wise to place an order sooner rather



than face disappointment or inflated auction prices once the models become unavailable from traders or Scalextric.

## Ford GT



Later in the year we'll see decorated examples of Ford's more recent, controversial, return to Le Mans and World Endurance racing in the form of the Ford GT as run under GTE regulations. For now, I can reveal a few details of the new⇒⇒





car, albeit at very early, rapid prototype form. The basic shape is evident, even if a few of the finer details are absent: the detailing around the buttresses must surely stretch practical manufacturing techniques to the limit. The prototype has been around quite a while now so not fully present when I had an opportunity to photograph it, but it still looks to capture the intricacies of the design well, doubtless it'll be a stunner once at production stage and sporting the Ford racing livery. Unfortunately, Carrera have brought their version to market first so the choice of model may be decided on brand loyalty.

## BMW Z4



Scalextric's rendition of the ROAL Motorsport BMW, C3855 captures the really cool livery for one of the Z4 GT3 race cars that competed at the 24 Hours of Spa-Francorchamps on July 25th and 26th, 2015. The BMW "Dream Team" car, shared by Alessandro Zanardi, Timo Glock and Bruno Spengler, paid homage to the iconic "Michel Vaillant" French comic series. The bonnet of the BMW Z4 GT3 featured cartoon-style portraits of the three BMW drivers Zanardi, Glock and Spengler, with the caption "Vrooaaw" written along the side. The car is reminiscent of fictitious racing driver Michel Vaillant, whose adventures have captured the imagination of many fans around the world since 1957. It was reported that the BMW drivers were excited about the car's unusual livery. "I think there are very few racing



drivers who did not read the 'Michel Vaillant' stories when they were young and then dream of their own great career as a racing driver," Glock said. "You need heroes when you are young, and 'Michel Vaillant' was one such hero. I'm really proud of this livery," Spengler added. The livery is beautifully replicated using all the latest paint, tampo and water labelling processes. Unfortunately, the images in the catalogue and on the Scalextric website fail to capture the full scope of the decoration: it wasn't until I saw the car in London that I realised the Michel Vaillant association. Unfortunately, having qualified in 15<sup>th</sup> place, the race only yielded a 25<sup>th</sup> finishing position. This year, another team, Rebellion





racing, are portraying their LMP2 car as a Michel Vaillant entry for the whole season. Although this may not mean much in the UK where the comic books are not readily available, and where they are, English translations are rare, Michel Vaillant is of hero status in France.

### Stop Press

After I'd sent my report to Jeremy (a day early so I get an apple next time he sees me), Scalextric announced the fantasy Ford we weren't supposed to know about. As recent as four days ago, Ricky still wouldn't be drawn on whether it could be expected this year and then Scalextric send out a mail shot advising that if is available

to pre-order. C3983 is expected to be with us in November. Again, there is no reference to Mad Max, just a post-apocalyptic world in which it got dirty. It looks as though I'll have to watch the DVD yet again, was the blue light still present in MM2?

My thanks must obviously go to Ricky for kindly transporting a case full of prototypes from Sandwich to London but I'd also like to pass on my appreciation to all those members that regularly send me links, corrections and additional information on models. As they, mostly, ask to remain anonymous, I'll not embarrass anyone in print but please continue to send anything which I may overlook or which I've misrepresented. So, with sarcasm being replaced by enthusiasm I'll be bouncing back next month with plenty of photos of this year's releases: maybe without trains. ■

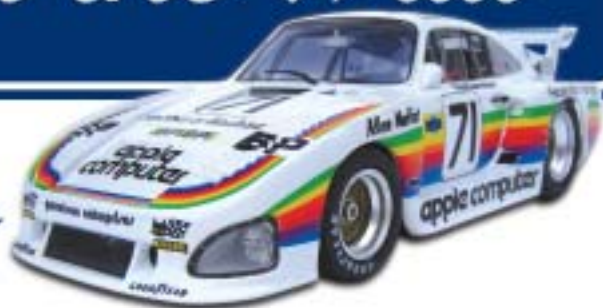




# FLY *On the Wall*

BY **DAVID BATES**

email: [flyonthewall@nsec.co.uk](mailto:flyonthewall@nsec.co.uk)



Welcome to Fly on the Wall for August. The latest release from Fly is FS051106, which is the Castrol BMW M1, Wynns 1,000 Kyalami 1979, race number 9. This is the car as driven to victory by the late Eddie Keizan, from South Africa and the German, Helmut Kelleners. The model was available at the time of writing for £49.95, although you may find it cheaper at your favourite slotcar outlet?



The following Flyslot models are due in the next few weeks. I don't have pictures of all the actual models, but when I do, I will share them with you.

First up is FS062104 Brabham BT44B, from the 1976 German GP driven by Rolf Stommelen. Fly are producing another Brabham BT44B. This is from the 1976 season and has no airbox. It is finished in the livery of the German beer giant Warsteiner. With this era of F1 cars being popular now and based on the excellent March 761 chassis, this should sell well.

Following on is FS036107, which is a red Porsche 911, race number 37, this car won the 1969 Monte Carlo Rally as driven by Björn Waldegård and Lars Helmer.





Reference FS036108 is another red Porsche 911, sponsored by Gulf, as driven in the 1968 Swedish Rally.

Reference FS051107 is a BMW M1. This is the Motul sponsored rally car as driven by Bernard Beguin and Jean-Jacques Lenne in the 1983 Tour De Course.



Thanks to Terry Smith, Brand Manager, Gaugemaster Controls Ltd. for his help in compiling this column. In the meantime, see [www.gaugemaster.com](http://www.gaugemaster.com) or follow Flyslotcars on Facebook or visit [www.flyslotcars.com](http://www.flyslotcars.com). ■





I hope that you are all enjoying the summer. Barbara and I have just returned from this year's holiday to Rome via Southampton and everywhere in between. Unfortunately, Barbara dislocated her shoulder a few weeks before we left and had to have an operation on her leg after an accident at home. It was a little bit touch and go whether we would get away but fortune smiled on us and we managed to join the ship. We both had a really great time suitably armed with an adequate supply of bandages and sun tan lotion. Now we are home she is making a good recovery from her injury.

Unfortunately, we missed the Margate Scalextric open day and swapmeet which took place on the 16<sup>th</sup> July and which commemorated 60 years of Scalextric. The event was organised by Adrian Norman. Many congratulations to Adrian as by all accounts it was a really great event. The Club of course was in attendance and managed to sign up new members on the day.

Talking of new members, the NSCC Facebook site membership now has just under 2,000 signed up members. This is a terrific achievement but the challenge now of course is to sign up some of those who are not actually members of the club to full Club membership. This is something that as a Committee we have discussed of course at length and we have looked

at various ideas and options. However, this is your Club too so if you have any great ideas that we may not have thought of please do let us know.

### **Motor Sport Magazine**

Following on from the coverage of this year's UK Slot Car Festival last month, I was in the newsagents the other day when a copy of this month's Motor Sport caught my eye. Motor Sport is by far my favourite motor sport magazine mainly because its focus and coverage is very much geared towards historic motor sport and its heritage. I guess it's the old nostalgia kicking in or maybe it is simply because most of the racing cars covered on its pages are the ones that we all have in miniature.

Anyway, in this month's August edition there is a photo essay of images that were taken at this year's Slot Car Festival. Despite the writer's shaky history, it was a great advert for the hobby and highlighted the popularity and resurgence of slotcar racing. There are some great comments from Julie Scale in the write up and on one of the pages a wonderful picture of the NSCC Club stand with our very own Andy Smith pictured promoting the Club. The whole article was wonderful exposure for the hobby and our Club so very well done to Julie and Andy.

### **British Grand Prix**

Whilst on the subject of motor sport, I don't know how many of you watched this year's British GP in July. The last time I attended the British Grand Prix with my daughter four or five years ago we got caught up in the torrential rain that nearly caused the circuit to be shut down on the Saturday for qualifying. The public areas turned to mud and water and the weather became decidedly chilly. Then on the Sunday, the sun shinned and the race turned out to be once more a fantastic spectacle. However, since then I have tended to watch the race at home on TV. First of all, it saves a big hole in your pocket as the ticket prices are now exorbitant and secondly you get to see more of the race.

I tend to watch Sky's coverage which I personally think is lot better than the coverage ➡

on Channel 4 even though it is pay TV. Sky's coverage always covers the drivers parade and imagine my delight when this year the drivers track parade involved the drivers being driven around the circuit sat in a range of Triumph TR's with just about all the different versions of the mark being represented in the parade.

What has all this got to do with slotcars you might say. Well apart from the obvious connection between real racing cars and slotcars once again it gives me the opportunity to talk about the most missing in action slot cars out there.

Triumph TR's had a rich motor sport history from the Le Mans TR3's in the 1950's to the TR4s, TRSs and Spitfires of the 1960's. Moving forward a decade saw Tony Ponds TR7 achieve major Rally success and even the TR6 saw considerable success in sports car racing in America with celebrity drivers such as the actor and race team owner Paul Newman.

Gareth Jex I know has been working on producing the TR3 so I am looking forward to seeing those but in my view, it really is about time some of the major manufactures produced one of these iconic race cars.

Moving on let's look forward to the second part of the year. There are some great swapmeets coming up and of course this year's Ramsgate weekend will once more be taking place in November. If you have not applied to come along yet I thoroughly recommend that you do so as once more it promises to be a great event. If you have never been before your application will be given priority and you will find a very friendly and welcoming atmosphere once you get there. Not forgetting two days of friendly racing and meeting other people who share your passion for slotcars. As a bonus, the food and beer is good too. So, fill in the application form or email Jeremy.

Anyway, that's all for now until next time. ■





Ciao everyone and welcome to this month's edition of Forza Slot.it. After a couple of months being very busy I now find myself with a bit more time but that does not mean I will remember to cover everything! So much time that I have been instructed to paint a couple of rooms so I still don't get to fully put my feet up just yet. Had quite a bit of information from Terry and Slot.it directly this month so I suppose I had better get on with it!



Easy stuff first and a few bits perhaps more for the racer, builder or modifier out there. The following older items: CH109b, CH31c and CS22il, will now be replaced with a new:

CH109c Ready to Run HRS2 chassis, 0.5mm inline – complete with the new MX16 motor. I must admit that I have purchased a few white plastic/resin kits lately with a view to actually building them at some point! So, maybe I will try one of these out at some time in the future? Not at the moment though as all the stuff I have comes as a full kit. I just need to paint, figure out a livery (create and print decals) and assemble.

CH31d Ready to Run HRS2 chassis, 0.5mm sidewinder – complete with the new MX16 motor.

CS22lx Lola LMP Polycarbonate Cockpit – racers only I would suggest for max weight saving. This part replaces the full original cockpit, including dashboard, and it leaves space to house the suspension on the front screws of the motor mount.

A couple of other items that are now available again, assuming you want them in the first place?

SP23 Tungsten ballast, motor mount shape, 2.5g.

CS23t-60 911 GT1 EVO98 chassis AW EVO6 compatible.

PA60 Wheel inserts 911/ Lola type for PA18/19/38 (4x).

The next item will perhaps be of more interest to the racers out there being the new MX17 V12/4-29K RPM motor (160g\*cm, no pinion, no cables) that replaces the existing MX10. This new 29K motor is exactly the same as the V12/3 (MX10) that it replaces, except for two things:

1. A different endbell, which is now a single piece in order to keep the brushes more firmly in place and hopefully produce a more stable production motor.
2. An electrical noise suppressor (varistor ring) inside the motor.

Performance wise, apparently, they remain the same but the little tweaks should produce a more consistent motor. It does not say so (in the Slot.it sourced email) but I expect that the MX17 will probably be the standard fit motor for all previous MX10 fitted models moving forward.

Now for the more interesting stuff, certainly for me, and I will start with a Limited Edition ➡➡



car information that Terry has notified me of being SISC11a Alfa Romeo 33/3 Mega Monza Edition. To quote the email text "To commemorate this year's Mega Monza Oxigen digital race held in Italy last month Slot.it have produced a Limited Edition model. We will only be getting a small quantity in, however this should cover standing orders. Please get back as quick as you can if you want any, or any over your standing order as stocks are very limited." So, I have looked around the internet dealers and a couple have them in stock now (as I type) so if you want one then best you get a move on if you have not done so already! As most of you know, I think this little Alfa model is a gem on the track and in the box so why should I dawdle? Well, I tend to go for real race liveries and shy away from fictitious made up liveries or clear body cars etc. as they just do not interest me in general. Having said that, I think the plain white with Cinzano sponsor (I remember the glossy TV and cinema ads from my youth!) and very little else looks

quite classy and could well have been a real race type livery. I am still dithering as to whether I will crash the cash. At a couple of pennies under £70 list and about £56 to £57 from the mail internet sites I frequent, it is a bit pricy. I'll let you know if I do, but I am just not sold on it yet.

However, probably very much more likely to get my pocket money is the soon to be released (30th June) and in the shops by now SICA11i Alfa Romeo 33/3 #8 as driven in the 1,000 Km Buenos Aires 1972 race by Nino Vaccarella (Italian and featured driver) and Carlos Alberto Pairetti (Argentinian). I know, I know all of the Alfa 33/3 are spookily almost identical in main body colour and even sponsor logos but they have that certain, to quote the French saying, "je ne sais quoi" that I just find hard to put my finger on but I do like these little cars! Maybe it is the deep Ferrari red, Cinzano logo or whatever but I expect it will join the rest of my Alfa's in a cupboard near me shortly!

Available in the shops now with the official release date of 18th July is SICA35d Alfa Romeo 155 V6 TI #26 Engstler Motorsport car as driven by Carsten Struwe in the Nurburgring DTM race of 1994. Next up would be SICA25e Porsche 962 IMSA #14 that ran at the 24h Daytona 1988 race piloted by Derek Bell, Al Holbert and Chip Robinson, so some of you may have them already then by the time you read this? Sticking with the Alfa for a moment







and I believe you all know what a favourite of mine this is from when I reviewed the first 155 a few Journals ago. So, will this one be going in my Slot.it cupboard? I would have to say it is not my preferred livery, the SICA40a Martini car looks fab and a definite for me! But it is very strikingly simple and, dare I say elegant livery, so I very much expect it to find a home in the Midlands in the near future. Now the Porsche, (again, I do like my Group C Porsches!) actually falls into a similar hhhmmmm maybe, probably category. Mind you, I am not keen on the IMSA profile (again I have mentioned this before!) but the Milwaukee Millar livery is such a very famous and stunning little number that I expect my wallet will be battered open kicking and screaming, followed by some credit card abuse and the Slot.it cupboard will get that little bit smaller once more! How about you?

No surprise again, but I did forget to mention that at the same time as the excellent SICA36a Calibra that I reviewed last month

was released, so was the white kit SICA36z for us all to knock up our own real or imaginary creations. Bit short on imagination and skill myself so again not something I normally purchase but I do have a few of the Slot.it “z” kits floating around my collection if I see one at an attractive/ sale price. Of course, then you have to source suitable race decals and paint the thing so that is where I generally grind to a halt and why I have several kits. Still, as I mentioned above, I do intend to knock one up this summer (probably not a Slot.it kit – ops!) as I have been practicing my spray painting on a separate project. My spray painting technique is certainly up for debate and perhaps my choice of spray paint could be better as I have found lots of differences in paint quality but I don’t do enough to warrant the cost or hassle of investing in a proper decent model spray paint gun. Maybe I should, but I fancy a 3D printer first! As a side issue, if anyone out there has a spray gun and/ or a 3D printer that they use especially around creating figures etc. for a scenic layout then please feel free to write an article for the NSCC Journal or drop me an email. I have been thinking/ investigating the possibilities of printing my own 3D figures and other scenic bits so it is something I would welcome other people’s experience, guidance and input on.

Best get back to the Slot.it cars thing really so other cars that are on the near horizon are the next version of the SICA23e Porsche GT1⇒⇒







EVO 98 in the cracking Mobil Warsteiner livery. It is certainly not the first time that Slot.it (or other manufacturers) have produced this car/livery as we already have SICW13 Limited Edition Porsche 911 GT1 EVO 98 Le Mans Winner Ltd edition #26 and SICA23D Porsche 911 GT1 EVO98 Le Mans 1998 Mobil 1 #25 to name a couple but I for one will welcome the new #7 car into my collection as it is a Porsche, the race livery is cracking (to my eyes) and I guess I now fall into the bit of a collector pigeon hole as I do have slightly more than a couple of dozen cars! Following on from that is a certain sure fire seller in the form of the next Slot.it Audi R8 LMP car, Ref SICA33b in Gulf

colours. Now when do Gulf livery cars not sell then eh? As some of us out there quite like the Gulf livery on any piece of plastic that turns up! However, just as I have controlled myself about the little Monza 3/33 Alfa earlier, this Audi Gulf car is a tricky one for me as well. As you may remember I reviewed the first of the series a few months ago and I could not say enough about the fantastic job that Slot.it had done on the livery but the Audi blob underneath left me a bit cold. Absolutely nothing wrong with the job that Slot.it did as it is a very accurate representation of the real car as well and that is the problem for me! It just looks, well dull and typical Audi-ish. Functional but no feeling if you see what I mean? Anyway, have to think about that one but I am still sure this model will be snapped up, no pun intended, well maybe a little.

That's all for this month from me so, hopefully! maybe? I hope I have got everything covered this month and not missed anything out? But who knows? My continued thanks to Terry at Gaugemaster for his fantastic support of the NSCC and likewise to Slot.it/Policar for any additional news via email. Ciao and arrivederci till next month. ■





# Taking it sideways

BY RAY BROWNSON

Welcome back to Sideways. Last month I mentioned the Ferrari 512BB in British Racing Green, which has now been released with the model reference SW51A. The car raced at Le Mans in 1980 and was prepared by Victor Norman Rosso Racing. The drivers were Steve O'Rourke, the Pink Floyd manager, Richard Down and Simon Phillips in a classic British amateur effort. The car suffered a puncture on the Mulsanne straight and required lengthy repairs. The car finally finished 8<sup>th</sup> and last in the IMSA class. This is an elegant looking model.

At Nascott Wood race track the Ferrari is not quite on the pace of the dominant BMW M1s' or Ford Capris', which is a pity.



Next up is another Ford Capri, SW56, the victorious Zakspeed model driven by Klaus Niedzwiedz at the Nurburgring in 1982. He beat a strong field including the late Rolf Stommelen in a Porsche 936, Stuck in a BMW M1 and Klaus Ludwig in another Zakspeed Capri.



The third car is a Porsche 935/78-81 in the IMSA championship in 1983. This is the colourful Momo Kreepy Krauly car, reference SW57. The car posted a DNF at Portland driven by Moretti/van der Merwe. Carrera also produced a model of this car, reference 27153 although of the Pocono race where it finished 2<sup>nd</sup>.

You could recreate a nice IMSA grid from that era with the Sideways Mustang, SRC Lola T600, Sideways BMW M1 and the Revell March 83G.

Until the next time. ■



# COLLECTOR'S CORNER

BY MARTIN HEAPS



This month thought I'd do something a little different. By taking a look at a collecting favourite, 1:32 scale cars and comparing them to the real thing.

I took some time out and went to the Goodwood Festival of Speed. What a great event! It should defiantly be at the top of your go to list if you haven't already been.

If you do fancy a trip there, make sure you get your tickets early in the year and go for the weekend deal if possible. Which includes the grandstand tickets as you will need to have to odd sit down to rest, no matter what age you are!

It is a big place and super event to go to. This year thought I'd take some photos of the cars that have made it into Scalextric 1.32 scale.

Lets take a look at one of my favorites, Lotus



JPS Car. I know it is not the same model but Scalextric produced lots of different ones over the years. Here are a couple of great examples of ones to collect!







**Tyrrell – Ford Elf – Scalextric C121 Elf Tyrrell**

A super well known car driven by Jackie Stewart. Again another great car to collect and to learn about F1.



**Goodwood Paddock Scenes 2017**



**Lotus 49 Cosworth**

The detail of this car by Scalextric is superb. Scalextric is such a great thing to collect as it not only provides you with valuable information



**Scalextric C3701A Legends Team Lotus 49**

about the real car but also opens up other parts of the hobby. An example of this would actually be able to go see these cars in the flesh.



**Scalextric GT40 C3727**

The range of GT40s Scalextric has produced over the years is amazing! Again such a great car to collect as there is a great story behind the Le Mans races, look it up!

The Vanwall motor racing team was such an iconic car for Scalextric throughout the years. The one I've picked here is a more modern one. However some of the earlier ones in yellow are now becoming quite valuable and a must to collect.

⇒



**Ford GT40 - Le Mans 1966**

This car was one of the most loved when I was a child, it was at the top of my Christmas list.



**Renault F1 car – Scalextric C134 Elf Turbo**

have produced quit a few examples over the years, great car to collect and find out the history.



**Vanwall – Scalextric C3404A Legends Vanwall**

A very well known F1 car that has recently been shown at Goodwood this year and also in London for the pre Silverstone GP.

The Jaguar D-Type is a legend winning the Le Man, but with it's classic design it certainly makes it one of the world best ever cars. The Scalextric version of it is great and Scalextric



**Jaguar D-Type No3 1957 - Scalextric C3205 D-Type**





**Bugatti 1934 Type 59 - Scalextric C70  
Bugatti**

It really is interesting if you look at the original car just how well Scalextric made the C70 mold, very well detailed for the time.



**Bentley 4.5 Litre – Scalextric French Bentley**

The Bentley 4.5 Litre is a classic that Scalextric turned into an even more classic slotcar. This was one of the most iconic scalextric cars of all time and is highly collected.

⇒





**Scalextric C64 Bentley**

The green one being slightly more common and the black one even harder to find.

There was also a French version with red wheels, again one to collect as they are getting harder to find these days in good condition.

The Lotus 49 is fairly recent model and is a great example of what is now being produced by Scalextric, with superb detailing all round, just look at it compared to the real thing.



**Team Lotus Ford**



**Scalextric C3031**

This is a super serious car for any level of collector and a joy to race or display.

That's it for this month and hope you enjoy my photos from this years Festival of Speed, well worth planning a visit for next year!

Next month will be looking into pre production cars again and what's out there, bye for now. ■

# Promotion's Corner

By Nigel Roberts

Having been a member of our Club for over 20 years, when the opportunity to become Promotions Officer arose it was too good a chance to let slip by. As many of you know I have been supporting our Committee at various events over the years invariably on the door of most NSCC swapmeets. Over the years I have met some wonderful people who have the same enthusiasm and passion for the hobby as myself.

My first official event was at the recent UK Slot Car Festival which was also my first visit to this venue. I must say this was a superbly organised event and very well supported. From an NSCC perspective I couldn't have wished for a better start I don't think there were many people who escaped without the infamous NSCC bag with future swapmeet material inside. At this point I must thank Nick Dillnut for his valuable help on the day and the rest of the Committee for their support.

At the time of writing this article we are gaining new members and securing renewals from past members which is very encouraging. I'm currently working with Jeremy and Shaun on some ideas which hopefully will come to fruition in the not too distant future. My aim is that we shall have a Promotions page in the Journal so watch this space.

The Margate open day and swapmeet was a very enjoyable day and gave us a chance to meet up with our friends from the SLN club as well of course many of the usual traders and attendees, well done to Adrian Norman for organising the event, although it did clash with a number of other events on the day, which I felt impacted on attendance but hopefully next year this can be cured and more members of the Club will attend. Next of course is the Havant swapmeet in September, which has become very popular. ■







**IFSCC's first racing event on Saturday 7th of October 2017.**

**The International Federation of Slot Car Clubs is organising:**

**A racing day for all memberclubs of the federation,  
organised by members of the federation.**

**Venue:**

A1 Slot Racing,  
Unit 3  
Old Great North Road  
Sutton on Trent's Notts  
NG23 6QS, United Kingdom

Racing times: 10.30-15.00 hrs

Limited places to race: 30 participants can join the race.

Special: the participating racers can purchase a special IFSCC car\*

\* Costs 50 GBP. Only when participant has payed and completed the race, the car will be handed over. (only 30 cars made)

Coffee and tea available. Lunch possible in lunchroom closeby the premises.

Race will be organised by Adrian, Roger and Jamie.

**So come on sign up for this event of the IFSCC! You can do so by**

**twbrok@kpnplanet.nl (Thera Brok)**





Hello again and whilst it's always a bit quiet on the slotcar front in the summer, I have managed to get hold of some news, so here we go then with a few more "Bits & Pieces" of interest hopefully.

### Teamslot News



OK, whilst some may say correctly "at last" (!) the good news this month is that the very long awaited Police "Jam Sandwich" version of the Ford Escort RS2000 from Teamslot is now available to pre-order from your favourite supplier, and "pre-ordering" is probably the best route to go if you do really want one as the word on the street from one or two of my "informants" is that it is highly likely to be oversubscribed and therefore there probably



won't be enough to go around as it's a UK Limited Edition of only 400 cars and it will be out in December if it all goes to plan, so that's one way of sorting your Christmas present to yourself then I guess!



The word on the street also is that it will come with uniformed officers in the front together with a naughty guy in the back, together with an individually numbered LE card, and it's also got the standard road wheels of the time that I remember all the normal MK2 Escorts having as well so looks like "Mr. Team" and "Mr. Slot" have gone the extra mile for certain this time.

⇒⇒

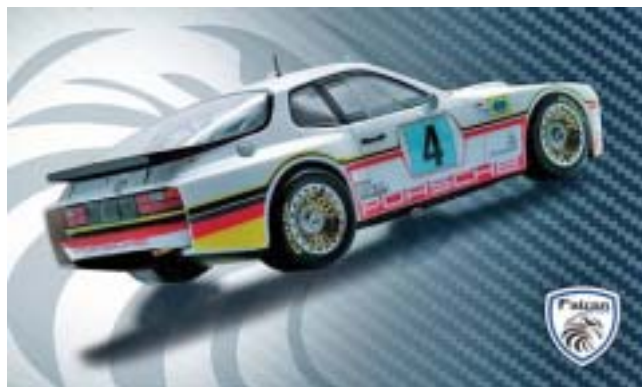
## Falcon Slot News



With many thanks being due once again to my good friend Steve Wright of Staffs Slot Cars, we have the following new items from Falcon Slot this month, and as far as I can recall the Porsche 924 is a car that has not been done in the slotcar world at all to date, so it's good to see that "a gap" has been filled with this one then rather than merely just doing something that has already been done before.



And given that the release date is going to be early August, then there's a very good chance that if you've not heard of it before and you



want one now that you've seen it here, then if you contact your favourite slot car supplier then it might just be in stock and waiting for you to buy it!

So, you need to choose between Ref. 09FA2, which is the individually numbered JPS Limited Edition of 1,000 in a special presentation box and/or the other one, which is Ref. 09004 and is a somewhat striking plain white one with flashes of the German National flag on there, which means that just like Sheldon of the "Big Bang Theory", you too can have "Fun with Flags" if you buy one.



You will note that both cars come with a very nicely detailed interior as well, so overall this looks to be one very nice slotcar I reckon.

## Mitoos News

OK, so this is where it all gets a bit mad/ OTT, as the Spanish Company Mitoos have followed up their extremely well thought out metal chassis with a few more variants and boy will it transform your "ordinary box standard" car if you decide to fit one of these:

Ref. M905 – 67mm Wheelbase – so think Fiat/ Seat Panda or anything else with that wheelbase.  
Ref. M907 – 75mm Wheelbase – so think SCX Renault 4 or 5, Citroën 2CV for a start.







Ref. M915 – 100mm Wheelbase – so think trucks or even large cars.



I know that in Spain they do things rather more seriously than we do over here perhaps when you're talking "off road" racing, just take look on the www and you'll see what I mean and this is where these chassis really do come into their element, but there's nothing to stop you fitting one of them to your car over here, is there? Given the amount of home rally tracks that are evident on Slotforum for instance, then these little wonders could give you hours of fun I reckon. Maybe it's time to see if I'm right?

### Slot Track Scenics News

Having sent out my monthly email to my "suppliers" ahead of the copy date, then this is what David had to tell me for this month's Journal.

*"Some of you may have already seen the Modular routed track panels that Slot Track Scenics presented at the UK Slot Car Festival back in May."*

*Well, we recently used some of these to provide a small track for a BT exhibition stand at the NIA, Birmingham.*

⇒⇒





*Even with the detailing, the whole thing went together in less than an hour, and to enhance the BT “look”, there were BT advert boards and even Rally Thunder cars with BT logos on as well.*

*Please note that it is taking a while for us to get all of the photos taken and all of the details of the panels onto the website, but if you are interested then please use the “Contact Us” form on the website and we will be able to tell you more.*



*Now, as well as the modular panels, we are also able to do bespoke tracks as we have touched on before in this publication.*

*Here are some pictures of a track that we recently made for a customer in Scotland. He had SCX track and a space of 13' x 7' and so we designed a track for him which he liked the look of, and so we then did the CAD work, got the panels routed, and then domino jointed them.*

*Whilst he was happy to do the final decoration, he wanted us to do the basics of grass, kerbs and white lines, gravel traps, concrete wall, tyre walls, holes for fencing etc., and so we did those and then we had it delivered to*



*him, whereupon he then got on and did the rest with items that he already had together with some more of our products, and we think that it's turned out rather well to be honest”.*

Uuummm, I think I'd have to agree with you there David for sure and it really is amazing how far your business has come from its initial beginnings all those years ago, you must be extremely proud of it all for sure!

Next month I also hope to bring you some photos etc. of the latest “Silverstone” Digital Day that was held very recently, as unfortunately it was just a few days too late for me to be able to include it here this month.

## **AA Bodies News**

Having mentioned David's latest creations last month then we are very pleased to be able to show you the finished results this month, so please let me present the AA Bodies 1958 Willment Climax in white and the Cooper T39 MK1 in blue, and having had a quick look on the good old www then there seems to be a





common link here in that both vehicles were powered by the legendary Coventry Climax Fire Pump engines, which found their way into many racing vehicles of the time, which may sound a bit strange, but it was just such a good engine that people used it everywhere.

Now, that might have surprised you, but even today this practice of “engine swapping” is still carried out, but in a vastly different way, i.e. Steve Darnell of Sin City Motors regularly uses diesel engines out of fork lift trucks or JCB type diggers to power his creations (strange, but true).

I’ve also ordered a Lotus Elan off David as well but as to how quickly that one gets done, who knows?

So, if any of you out there fancy doing one yourself from David’s extensive range of bodies then please take a look at his website which can be found at [aabodiesslotcars.com](http://aabodiesslotcars.com) and as a special offer to UK NSCC members, then for a limited period he will do them for £20 including postage and if you order more than one, then multiple orders will also get a postage refund he said to tell you. (can overseas members please



contact him first though as obviously the postage will vary for those orders, his email address is on the website).

All the bodies are resin, and are supplied unfinished and unpainted, but they do come with a moulded in driver figure and windscreen, but no driver’s head is supplied with them, but that’s pretty easy to sort out if you have any old Scalextric figures etc.

David says to email your orders though please rather than using the website as not all of the items may be available at the moment, and similarly there may be one or two not on the listing like the following: - Carrera Bello Mille Miglia, Ferrari 335-Le Mans, Sadler MK3 – Sports, Elva Courier, Willment Climax and the Cooper T39 MK1.

As David says, *“there’s probably something there for everybody”*, which he then followed up with, *“so please keep a look out for more new models as I’ll hopefully still be whittling in the future, as I am still not fed up with doing them.”*

### George Turner News

With George having successfully relocated his workshop now I didn’t want to keep harassing him for input until “all the resin dust has settled” as it were, so I’ve put this together off his website basically just to keep us up to date with things down at the workshop etc. for the moment.

OK, so having ranted about Dr. Who and that was *before* they had announced that the next one was going to be a woman, George said that the Sebring MGC GT is now finished, and so is the Wanglia (i.e. it’s a lowered “Wide Anglia” with racy wheel arches) but although the Chevy Fire truck is ready, the decals unfortunately are not, so that one is being delayed for a while but having seen George’s green W/Anglia then it⇒





inspired me to repaint (and that's for the 3<sup>rd</sup> time now!) my previously purchased MK1 Wider Anglia in bright green also and after the application of a few peel and stick decals from Screen Print Digital off eBay and a bit of chequered flag Duck Tape from Halfords then it's almost ready to roll. And with three layers of paint now it will also be wider than everybody else's too!

However, now that Mr. T. is now working from home, then he has decided that he needs to cull a few cars from his range over time but don't worry, there will still be loads to choose from as he is continually making more and more and that's what so frustrating when he just "so

casually" says "*I just need to finish this and that.....*" yes, I can make sandwiches like that, but I really wish that I could make masters, sorry George, *prototypes* like that!

The Holden F-E-G (sorry, but it saves me typing Efigy all the time) is also nearly ready which is great, as I really want one of those please Mr. Turner and "surprise of the year" is the announcement from George that he's started on a Ford Pop/ Anglia which I did bravely suggest to him recently as there doesn't seem to have ever been a 1/32 die-cast or other model of it done so far aside from the totally scratchbuilt version done by Ricky "Britfix" on Slotforum a few years ago now, and that I am





very lucky to own a couple of castings of said car, but as Ricky has now unfortunately “disappeared off the scene” then at least George’s one will fill the void that was left, and it must surely be one of the most desirable cars in 1/32 that is not currently available I would think for anyone into Custom cars etc. ?

So, in the meantime, here’s a picture of mine, sorry, but it’s still not finished, but I do know where all the other bits are now honest!

George’s next car is going to be rather “modern” he says also, i.e. the Ferrari 333SP which is a bit of a break from tradition for him, and as it’s rather wide already then he can make it “to scale” as well.

But on top of that he still has several other ones on the go/ to finish as well like the Cunningham, Aston Martin, Chevy CoE (i.e. Cab over Engine for those that didn’t know that like me who had to look it up!) and the extremely “tangential” Bedford CA van to name but a few!

### Stop Press

100% Genuinely and honestly, as I was merrily



typing this bit then I’ve just had an email off George re: this month’s NSCC which I wasn’t expecting at all, as I had thought he had forgotten/ was too busy etc.! Sorry George!

*So, as well as my stuff above, then here’s the very latest news from George himself:*

*Hi Graham, we are getting back to normal working now that the move is over.*

*Our Chevy pick-up truck is done and I have almost finished the Holden Efigy.*

*The little Ford Pop is also coming along very well and may even be done in a couple of weeks. After that I think it will be the Bedford van, and as a side project, I will also be making a car trailer over the next few days.*

*At the moment I am gathering information on the Ferrari 333SP which should be an interesting future project. As a rule I am not happy unless I have at least 12 cars on the go at once, in some form or another. I know that it is not everyone’s idea of efficient working but it suits me. I only have 7 on the go at the moment so will be sorting out a few surprises fairly soon.*

*Regards,  
George*

### Chase Cars News

With Gareth also being on my list of regulars to ask for material for the Journal, then here is what he had to tell me this month:

*Once again it’s a frantic time at the extravagant Chase-Cars office suite, only yesterday I got the vac form parts for the Gerry Anderson UFO cars so they can be* ➡





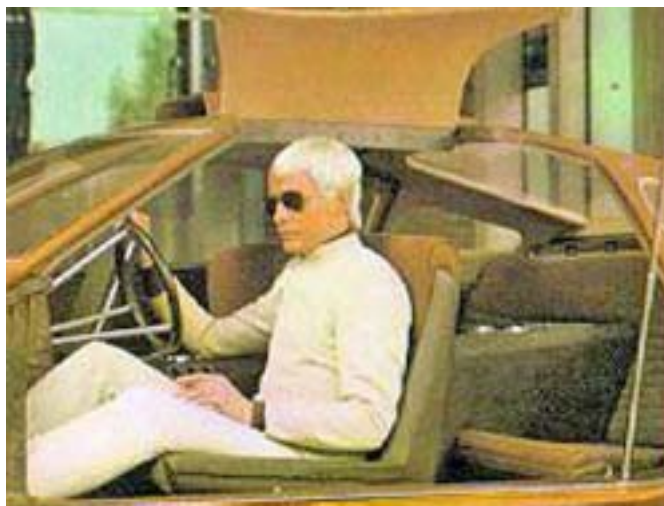
*built up and checked for fit. Getting the correct lilacish-pink paint for Paul Foster's car has been tricky but next month there will be photos of it painted and assembled.*

*The wheel inserts came off the 3D printer this afternoon and are ready to be put into a silicone mould soon, there are three interesting features about these wheel centres that I'll share with you now.*

*First, the production designers for UFO reused the cars, which were originally built for the Gerry Anderson movie, *Doppelganger*. However for UFO they changed the hubcaps to make the wheels look like Porsche 911 Fuchs alloys.*

*Second, the wheel inserts were produced on a 3D printer, which is an absolutely brilliant use of the technology. Car bodyshells are full of curves, which are very complicated, but wheel inserts are perfectly regular geometric forms, which is a real pain to make by hand but a gift for a CAD system. I love doing wheel inserts because they take about 20 minutes to design, are cheap to print out because they're so small (and the cost of printed parts is proportional to the size, thank goodness we don't dabble in 1:10 scale slotcars or my costs would be through the roof) and having custom made wheel inserts really lifts the appearance of a car.*

*The third interesting thing about wheel inserts is*



*that they are specific to a wheel. I've always used Penelope Pitlane wheels, which are available from Pendle Slot Racing, however they're not cheap and remaking the inserts for all my cars to suit a cheaper wheel is something I've put off. Instead I've experimented with some 3D printed wheels, done with the same SLS technology of sintered nylon as my chassis. Plastic wheels aren't especially round compared to a turned alloy wheel but as the sintered nylon just loves a sharp blade it seems that you can true them up to be very round indeed. They are about a quarter of the price of alloy wheels and even lighter too. The Chase-Cars backroom boys will be pursuing this over the coming weeks but if anyone wants to give some a try at racing speeds, let me know. The only size I've had done so far is the 20x7 which fit the Ninco Classic tyre but are a good replacement for the Scalextric Beetle, Cortina and others.*



*I've built up some Blues Brothers cars for SlotMods in the US, which are going to be dispatched this week. If you haven't seen what David Beattie does then it's well worth looking with a Google search or on YouTube. He builds tracks with a unique feel for classic racing with subtle changes of elevation, sweeping corners and fantastic scenery. The prices charged for these tracks are high*



compared to a normal slotcar track but they are a thing of beauty and he has no problem finding customers. I can't wait to see my cars on there. My finishing skills are mediocre at best and I don't even have an airbrush, but I'm quite pleased with the dirt effects on the 1974 Dodge which was done with a few light sprays of grey, green and brown. The cars were held at arms length from the spray so it was just a few splatters that reached the car, and the paint was almost dry by the time it reached the target too. Give it a go on a scrap part to see if it works for you.

I had a treat this morning on my dull commute, an early MK3 Capri was on the motorway and even better, it wasn't ambling along in the inside lane at 50mph like so many classic cars but holding a good 70+mph in lane 3. Nice to see it was a 3 Litre and as I tucked in behind it I could just about see the tasteful tartan seat pattern through the back window. It made me think of *The Professionals* on TV, this car was gold and it was in one of the later series that Bodie and Doyle both used Capris; in the earlier series it was a Capri and an Escort RS2000 with black vinyl roof just to remind us that it was the 1970s.



*MRE* already sell a Ford Consul and MK1 Transit van from *The Sweeney*, I've been toying with the idea of a MK2 Transit van as there are already lots of Capris including a new one from Prewing by Mel Ault. Part of the MK1 Transit's success as a slotcar is they were used as support vehicles for racing teams but I'm not sure the MK2 was used in the same way. Does anyone remember this slotcar set when it was new?

In the aftermath of the Slot Car Festival it was good to see lots of coverage for the event, I got a tip off that there was a photo of my Italian Job coach in *Motorsport Magazine* this month and sure enough, with Mansell's Williams on the front cover, there's a photo-story of the event inside with lots of good pictures. I don't know what their circulation is but it's always nice to see our hobby mentioned in the more mainstream media, if Graham can weave next month's report into a cookery format then we'll all be looking at six figure salaries for *Bake Off* next year.

Regards,  
Gareth

OK, mission to compete with *Bake Off* accepted then Gareth, but only to the extent of eating lots of freshly cooked food though I hasten to add! But isn't it great that Slot Cars are now featuring "outside" of the normal areas?

I actually found an old issue of *GQ* magazine the other day which covered when a group of us went up to Quorn for a race meeting way back in the very early '90s and they actually had a journalist there to cover it – but I only bought the magazine because I knew we were in it, honest!

We were also there when *Top Gear* visited as well with Tony Mason as you may recall I have mentioned previously so once again, more unexpected coverage there then as well.

By the way, how Gareth has dirtied his⇒⇒



USA cars above, that's basically how I do my Rat Rod finishes, you literally just give them a very light spraying from afar in one or two passes, as any more or any closer and then you will actually start to paint the car properly, which is the last thing that you actually want, so just use red oxide primer to start with and then I add a satin black layer as well just to darken it, and then maybe detail the bottoms of doors etc. with tea dust for the rust, and you'll get a very realistic effect as I showed you last month, and if Gareth does go ahead and do the Transit van, then you now know how to make it look even more realistic!

### **And Finally**

As fate would have it I actually started doing this month's writings on the day that the UK Government decided to announce that it was going to ban the sale of all Petrol and Diesel cars in 2040, and to be honest I really don't see how that's going to work just imagine, all of the swapmeets will have to be local to where you live otherwise you'll have to start out that early otherwise it will be impossible to get there once you've had to pull over to charge your car up on the way there.

So that means I'll be stuffed there then for a start as the phrase "getting up early" is one that you all know I've not heard of to be honest, and then there's the Health and Safety implications of all of those main leads trailing all over the pavements as people continually leave them plugged in to charge their cars up so that's got to be asking for trouble, hasn't it?

As my good friend Adrian Norman said to me on the day, "The UK will be one big Scalextric track then" which is rather apt I thought given what we all enjoy. Just mind that you don't fall into the slot though with all of the driverless cars also as well though, and of course allow someone else to drive your car with a borrowed throttle?

So that is all for another month, See you next time hopefully unless they decide to ban the Postman or Computers in the meantime, enjoy the summer! ■



**S** is for Saab, Saber, Sabra, Safir, Saga, Salmson, Sam, Samas, Sandwood Automotive, Santa Matilda, Santa Ana, Santana, Savio, Sbarro, SCAM, S.C.A.P., Scarab, Sceptre, Schacht, Scheib, Scheibler, Schulz, SCM Motors, Scoiattolo, Scora, Scorhill Motors, Scorio, Scorpion, Scott, Sears, SEAT, Seltzer, SEM, Sénéchal, Sera, Seraph, Serenissima, Seta, Shamrock, Sharman, Shay Reproduction, Sheen, Shelby, Sheldonhurst, Shell Valley Motors, S.H.W., Siata, Sienna Cars, Silhouette, Sima-Violet, Simca, Simson, Singer, Sinpar, Siva, Sizaire-Naudin, SJ Motor Engineers, Skoda, Skorpion, Skyline, Slaby-Beringer, S.L.M., Sommer, Sorrell, Sorva, Southeastern Replicars, Southern Roadcraft, South West Replicas, Sovam, Sovamag, S.P.A., Spag, Spatz, Speidel, Spijker, SP Motors, Sparks, Spartan, Speedex, Spirit Motors, Sports Car Engineering, Sports Car Services, Spyder, Squire, Squire Sports Cars, Ssangyong, Standard, Stanga, Stanguellini, Stardust, Status, Steadman, Steaney Automotive Developments, Steering Wheel, Stellite, Stephens, Sterling, Stevens, Steyr, Steyr-Puch, Steyr-Daimler-Puch, Stimula, Stoewer, Storm, Story, Strale, Straman, Street Beetle, Strosek, Studebaker, Stutz, Subaru, Sunbeam, Sun Car, Sunlit, Super Two, Sutol, Suzuki, SVC, Swallow, Swift, Swindon Sports Cars and Sylva.

Saab were an aircraft manufacturer who began making cars too in the late 1940's. Their 96 V4 of 1966 to 1979 combined a Ford V4 engine with a Swedish body style and front wheel drive to reach 90mph, while front disc brakes helped it stop again. The rarer 95 estate version was almost as long-lived, until 1978. The new generation 99/90 of 1967 to 1987 used similar Triumph engines to the Dolomite and

Stag. In 1977 the 99 Turbo came along, boosting the two Litre engine to 145bhp, providing acceleration up to 120mph once the turbo kicked in above 3,000rpm.



Franco Sbarro modified Ford GT40 cars for road use, before building Porsche 908 based specials and Lola T70's for Eric Broadley. Sbarro also made BMW 328 replicas. His Ford GT40 replicas were built on a De Tomaso Pantera chassis, with parts interchangeable with Ford Factory parts. Those built in their entirety to the original Ford Spec were provided with certificates of authentication.

Scarab cars used tuned V8 Corvette engines and in 1958 Company owner Lance Reventlow and Chuck Daigh used one to beat Phil Hill's four litre Ferrari at Riverside.

SEAT (Sociedad Espanola de Automoviles de Turismo) was established in Spain in 1950 as







a National Company, and since 1986 has been a subsidiary of Volkswagen. Until the 1980's most exported SEATs were badged as Fiats. The 600 had rear-opening "suicide" doors until 1964.

The 127 was the Supermini which other manufacturers set their standards by in the 1970's. The most powerful 1300 Sport version had 75bhp and could reach 95mph, helped perhaps by a shovel nose from 1981.



Raw Ford Mustangs were delivered to Carroll Shelby's factory without bonnet, exhaust or rear seat, then adapted by Shelby into GT-350R racing versions with 360bhp, or GT-350S Street Machine versions with 306bhp.

What do you call a Skoda with a sunroof? A skip! Strange, but all those Skoda jokes of years ago seem to have disappeared now. Quality can't have been too bad, as in the early days Skoda even built Hispano Suiza cars under licence for the very rich. Later Skodas had a reputation for being heavy, well-built and reliable. The Skoda 110R coupé of 1970 was an attempt to upgrade their image, and won many European rallies, despite only 52bhp and a top speed of 91mph.

Harry Stutz built a car to compete in the first Indianapolis 500 mile race in 1911, which became the basis for the Stutz Bearcat.



Subaru was a subsidiary of Fuji, making cars from 1958 but can trace it's history back to the Nakajima aircraft research laboratories of 1917. The Subaru division itself was named in 1953 after the Japanese reference to the Pleiades star constellation – following the seven daughters of Atlas, who were turned into stars according to Greek mythology. In order to compete for a contract for an electric utility company, Subaru developed their existing two wheel drive cars into four wheel drive, with a limited slip arrangement that gives higher torque to the axle with most grip. This four wheel drive system has become the mainstay of Subaru car production. The Impreza WRX STi of 2002 had 265bhp.

John Marston built bicycles from 1887 and cars from 1899, founding the Sunbeam Motor Car Company Ltd in 1905 in Wolverhampton. Not only family cars, but sports cars and Grand Prix racers were built from 1911 to 1925, with the Company amalgamating with Talbot and Darracq in 1920.

Sunbeam also specialised in the design and production of land speed record cars. Sir Henry Segrave paid £9,000 for the Sunbeam he broke the 1927 Land Speed Record with. The first to break the 200mph barrier, this car had two V12 aircraft engines developing 1,000bhp.



The Company was taken over by Rootes Brothers in 1935, and by Chrysler in 1964. The Sunbeam Alpine was named after Sir Stirling Moss's victory in the Rally of the Alps in 1952. The Sunbeam Mk111 was made from 1954 to 1957.

The new Sunbeam Alpine was made from 1959 to 1968, had a 1.5 Litre engine, increased to 1.6 Litres in 1960. The Sunbeam Tiger of 1964 to 1968 had the same body as the Alpine, but was endowed with a small block Ford V8 engine, providing 164bhp in the Mk I and 200bhp from the Mk II's 4.7 Litre powerplant. Less suitable for track racing than the AC Cobra, the Tiger was, however, a successful rally car.



Swallow Sidecars was the original Company of William Lyons, that became Jaguar Cars after the initials SS gained other connotations. Tube Investments bought Swallow Coachbuilding, that had carried on making sidecars only, and when the sidecar market declined started making Swallow cars including the 1954 Doretti and Sabre. Jaguar were not too impressed with this competition, however, so gave an ultimatum to TI that they could either continue making their own cars or continue as a parts supplier to Jaguar. TI chose the latter, and the profitable Doretti was dropped after just ten months in production.

Let's see how models of the above manufacturer's cars are doing on eBay:

1. Exin Spanish Scalextric Grey Seat / Fiat TC600 £661.00 (142347211978).
2. Slot Classic Red Seat 2000 £442.16 (222565137074).
3. Slot Classic Blue Seat 2000 £442.16 (222568387154).

4. AFX HO Shelby Cobra Daytona Coupe £250.75 (382069834925).
5. Exin Mexican Scalextric Green F1 Sigma £225.50 (142346359983).
6. Scalextric White Race Tuned Seat / Fiat TC600 £225.00 (142365458239).
7. Exin Mexican Scalextric Green Seat / Fiat 850 Coupé £221.08 (142365566212).
8. Scalextric Red Race Tuned Seat / Fiat TC600 £205.00 (142390289971).
9. Tomy AFX HO Carroll Shelby Cobra Set £192.46 (263072575335).
10. Exin Spanish Scalextric Green Seat / Fiat TC600 £125.90 (142404560570).

Well, I didn't expect the Seat / Fiat TC600 to be top of the **S** Top Ten, but perhaps I should have?

### Monthly Worldwide eBay Top Ten

1. Slot Classic Rolls Royce 20/25 professionally built kit £1,501.47 (222565110807).
2. Scalextric 124 Ferrari F1 undisclosed offer above £680.90 (332260051617).
3. Aurora HO Thunderjet Blue Mustang £620.24 (272746739703).
4. Scalextric 1960's James Bond Set (Cars Only) £558.00 (112470211596).
5. Scalextric Red (de Havilland?) Bugatti £550.00 (253053325183).
6. Scalextric Jadlam SL18 Four Car Digital Set £549.95 (400857844654).
7. Scalextric UK Slot Car Festival Red Aston Martin Marshal Car £512.00 (182647781144).
8. Slot Classic Ferrari 335S (Portago-Nelson) professionally built kit £485.77 (222565096601).
9. French Scalextric Yellow Alfa Romeo 8C £485.00 (142437839774).
10. Slot Classic Mercedes 300SL £475.00 (332066999370).

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A good showing by Slot Classic and Scalextric in this month's Top Ten. If, as I did, you missed the 50 limited edition UK Slot Car Festival Aston Martin Marshal's cars, you could perhaps make your own version instead, as the Marshal transfers and flags are available online. I'm not sure where to get hold of one of those dome roof lights though.

### **Tinplate Healey**



I pushed the boat out this month on eBay, when I spotted a tinplate Scalextric Austin Healey lurking amongst a collection of tinplate Scalextric Ferraris, plus a Lotus and a couple of UOP Shadows. I became the proud owner of this rare car (and the others that came with it), for £205.00 (122575692363). Now I just need to find a windscreen for it, which looks a bit more tricky to obtain.

### **Colour Blind**

In an effort to spend a gift voucher I received for my birthday recently, I searched on Amazon for Scalextric and spotted what appeared to be a light blue or turquoise Mustang. "That's a nice colour", I thought, so ordered the car, only to receive a standard blue Mustang instead.



I must admit this isn't the first time I've misinterpreted the colour of items pictured on the internet, through the strange difference artificial lighting and some cameras can make to the published image. I once bought a standard Orange Scalextric Mustang from a Dutch seller because it looked yellow in the picture, and when buying four Wrenn Dunlop model railway wagons to match my Scalextric Dunlop walkway ended up with two in the correct dark yellow to match it, and two in an insipid paler yellow instead! Luckily, the seller of the pale wagons has graciously allowed me to return them.

### **Extra Spots**

While compiling this month's Top Tens, I've spotted some other interesting sales on eBay. Two pairs of vintage Scalextric rubber bridge embankment side ramps sold for £314.10 from a French seller (182552245363). Good job I didn't see them before the auction ended or I may have been tempted, then again, perhaps not at that price!

I was in time to bid on another set of Corgi Silverstone Pits, which came in a collection of buildings for £21.38 (222557310777). I was particularly attracted to the lot, as it also included cardboard cut-outs of a Control Tower, TT Trophy start/finish banner and Dunlop bridge. I already had a similar control tower, onto which a previous owner has glued a Scalextric flag, but I am intrigued to know what other cardboard buildings were available in the set, and who the manufacturer was.

The cardboard bridge is similar in size to the plastic Minic Motorways bridge, and they seem to date from the late 1950's or early 1960's. I



know Superquick made a Motor Racing (MR) range of cardboard kits, but these aren't those. Perhaps they were from a competing cardboard kit manufacturer at the time? Or perhaps they were the forerunner of a manufacturer's plastic buildings and were thus replaced by plastic versions later? They may have even been off the back of a cereal packet? Or maybe a die-cast racing car manufacturer supplied them in one of its gift sets to go with their model cars? If you know the answer to any of the above, please put me out of my misery by emailing me at: [ebaywatch@nsc.co.uk](mailto:ebaywatch@nsc.co.uk).

### **60<sup>th</sup> Anniversary**

Many thanks to Adrian Norman and his mates from the Viking Scalextric Club for organising the Scalextric 60<sup>th</sup> Anniversary Open Day at Sandwich near Margate this month. This was a very friendly event and there were so many bargains on offer I had to pop to the nearby



cashpoint machine part way through to refresh my wallet!

After some extensive retail therapy there was also time to watch some vintage Scalextric films and test drive two interesting layouts. The larger layout was very entertaining, especially at the point the magnattraction magnets lost their grip and you could drift the car sideways down the straights. One chap did say I had an unusual driving style!

I had a problem on the small layout trying⇒⇒

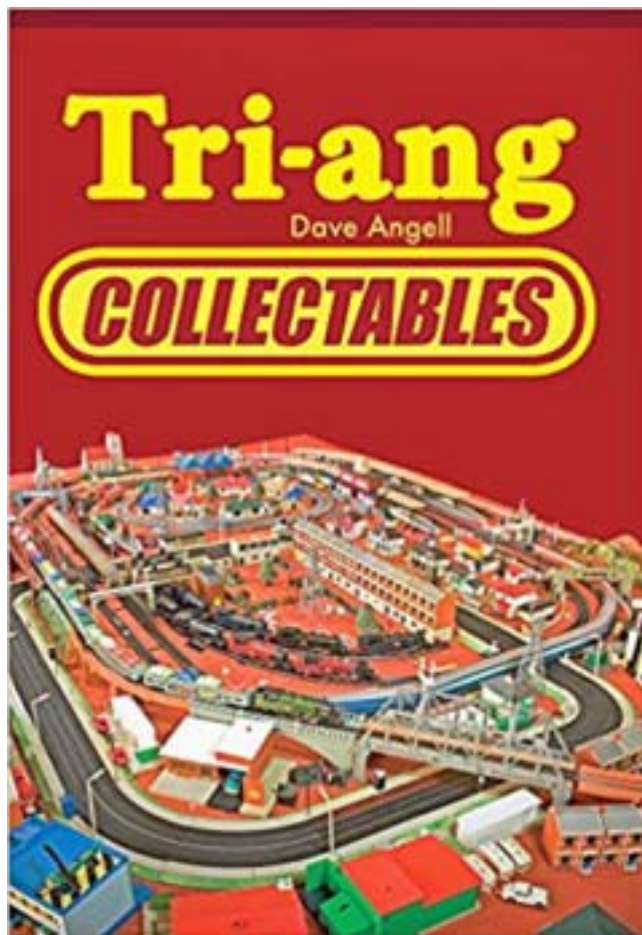




to resist going flat out for more than a split second on the short straights, which caused a few embarrassing crashes before Emma took over the driving.

### **Tri-ang Collectables Book**

A new slotcar book is a rare event, and this isn't one, but Dave Angell's new book, "Tri-ang Collectables" does mention Minic Motorways in passing, and includes some pictures of combined Minic Road and Rail layouts. It does major on something called trains though, so beware of going over to the dark side if you buy this book! With a cover price of £14.99, it is currently available already discounted to £9.36 on [www.wordery.com](http://www.wordery.com). I got a signed copy in person from Dave himself at the recent Train Collectors Society event at Milton Keynes, where David Rhodes was displaying a



fascinating James Bond Minic Motorway Road and Rail layout with many recognisable features from the 007 films, so on that note I will say goodbye and see you next month. ■

