



No. 429 DECEMBER 2017

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President **Merry Christmas To All And A Little** **Seasonal Competition**

Blimey, where did that year go then? So here we are at the end of another year, firstly may I wish you all a Merry Christmas and of course a Happy and Prosperous NewYear.

This month, sees another bumper Journal and I had to edit a fare bit as well (Sorry Graham, maybe next month!). Hopefully there is enough to keep you going over the festive period, which is probably a bit nearer to receiving this Journal than usual due to me attending the recent NSCC/Hornby weekend at Ramsgate and of course Festive Slot at the Coventry Transport Museum. Both events were very enjoyable and hopefully will be repeated next year.

Quickly mentioning Ramsgate and of course the racing, not one to brag here (well why not!) but I must mention that my team won the overall racing again so thank you to Paul Whitehouse, Michel Brok, Phil Underwood, Chris Gregory and Emma Humpage, well done all and sorry there was no prize, but next year who knows?

So talking of prizes, this month I thought we should have the return of the NSCC Christmas Competition, it may fill in a bit of time for you when the in-laws are round or the wife is nagging about the Christmas dinner and you decide to go to the mancave?

Anyway very simple, hidden in this Journal are a number of Christmas Puddings, all you have to do is send me an email or a letter telling me how many you have found and on what page numbers along with your name, address and membership number. They are hidden in the text, pictures or trade adverts.

We have a very nice first prize of a 2016 NSCC Ramsgate Car for the winner, and if I can ferret around a bit, there will also be a couple of runners up prizes, so go on give it a go and get your entries in by the 15th January 2018. I will announce the winners in the next Journal after that, with the answers.

So the end of another year, hopefully I will see some of you at the next swapmeet, being the very well organised and attended Swindon event on the 7th January 2018.

Until next time.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

This being the final instalment before Christmas, I guess it's time to publish photos of any cars that I've seen but not yet covered. This doesn't include all the cars in this year's catalogue partly because they won't all be available and partly because I have not seen all the releases.

Scalextric News

With yet another new regime at Hornby, my ability for reporting for next year is once again in flux. I have been made aware that no information regarding 2018 models will be released until the start of next year. This situation is not anything particularly novel as, up until a couple of years back, this was always the case, it's only been in the last two years that the Hornby brands have chosen to blend the forthcoming year into the present by releasing details of future releases towards the end of each year.

Unfortunately, due to the above revised strategy, Scalextric did not send a representative along to entertain us at the NSCC/ Hornby weekend at Pegwell Bay, although they did undertake to continue to supply items that we did auction, on their behalf, to support their



nominated charity. It's a shame Scalextric are not taking advantage of the opportunity to implement a subliminal marketing strategy and surreptitiously attempt to increase their sales.



Presumably this philosophy has also been applied to Test Track, Scalextric's on-line opportunity to announce current and future activity: there will be no November instalment and it looks as though December's contribution will be a summary of 2017 releases. Just →





shown unannounced 2018 generic NASCAR models. Not so – these are HO racers from the G1098 American Racers set.



before the curfew, they did upload a few images of three of next year's BTCC cars that I showed the artwork shots for last month as well as photos of the completed pair of Goodwood Jaguars. The six images shown here are probably the last clues we'll get of 2018 releases until the next catalogue is made public sometime in January – certainly within Q1. For any other new releases, we'll just have to hang on until January!

An interesting aside is Scalextric's picture used for their November calendar wallpaper image. I got all excited that they'd inadvertently



In the middle of November, Hornby announced that they would be seeking a further £12m funding from the market, partly to purchase 49% of LCD's interest in Oxford Diecast's parent company, LCD Enterprises, for a reputed £1.6m and partly to cover increased debt and a fall in pre-tax profits. However, things are not all bad as this has provided the opportunity to roll out a new strategy for recovery. A quote from Lyndon Charles Davies, as reported on Cityam.com: "The review of the business, operations and its strategy has revealed opportunities to improve performance. By simplifying and improving basic business process, together with better selection and delivery of the highest quality products, we will re-establish the value of our brands in the eyes of consumers and collectors alike". So, it's all good then.



Scalextric Days Out

Over the weekend of 27th to the 29th October Scalextric attended the MCM London Comic Con. Not a bad marketing opportunity as over 130,000 visitors and over 200 exhibitors were expected to visit the 44,000 square metre space at the ExCeL in London. This could well explain why they're not attracted to spending a few hours purveying their wares to some mere 60 slot car enthusiasts. The event certainly looks to be attractive to anyone with an interest in popular culture so maybe Scalextric can ride the wave and convince the comic book, fantasy fans of the synergy with racing toy cars.

Correctamendum



It appears that the Ultimate Rival set may not be quite the attractive proposition that it is portrayed to be. Despite the Scalextric website



showing HD cars, the associated technical detail claiming they are HD, the 2017 catalogue stating they are HD cars, the catalogue cover image showing HD cars, the cars displayed at Gaydon being HD and the set shown to me by Ricky in September containing HD cars, one member has purchased a set to find that the two cars are in fact Super Resistant with black windows and without interiors! I queried this with Scalextric and was given the explanation that the cars I photographed were pre-production models so were not representative of the set which does indeed contain SR cars. Presumably the web data and the catalogue are also describing a version of the set different to that which can be purchased. At the time of writing the website lists the set and the cars as shown here. Interestingly, of all the on-line sellers I looked at, including a few slotcar specialists, only Amazon state that the cars are SR, although they still have images of the HD cars. It's difficult to believe that this is a deliberate attempt by Scalextric to misrepresent the set, in which case it's a worrying case of incompetence on someone's part. Either way, they certainly need to get the situation corrected pretty



rapidly if they are to retain satisfied customers.

Although the actual cars included in the set aren't two shown here: the eagle eyed purchaser may notice that the paint scheme on the Mercedes has also been revised from the HD model illustrated. If anyone has purchased this set and is dissatisfied with the deviation from the declared specification they really should contact Scalextric and ensure they are fully aware that the product needs to be a little bit closer to the one advertised. It's now over a week since I reported the error to Scalextric and the website still states that the set contains High Detailed cars.

Mercedes-AMG GT3 Goodsmile



C3852 is a bit of an enigma. It's in the 2017 catalogue but searching the Scalextric website for "C3852", "AMG", "Mercedes", "GT3", "Goodsmile Racing" or "Anime" failed to find it. A search of the web was slightly more successful as I found a link to the details in the May Test Track section but the link from that page subsequently returned a "404 Page Not Found" error. Asda think they have it for sale, although it's out of stock, but their details are for a different car. Spooky! Anyway, with its water



labelling decoration it looked very colourful even if it no longer appears to be for sale. The model represents the Goodsmile Racing entry in the first race of the 2016 Japanese Super GT Series, which took place at Okayama International Circuit in April. Drivers Nobuteru Taniguchi and Tatsuya Kataoka achieved a second-place finish from 8th on the grid. They went on to finish in 7th place in the GT300 class: overall championship win went to GT500 class Lexus Team SARD driver Heikki Kovalainen.

Mercedes-AMG GT3 Gulf



Ah, before I even get to report on a car, C3853, it's already sold out. Gulf models always sell well and this was no exception. The livery was crisp, if not as challenging as the car above, and appears accurate compared to photos of the car as it was when raced at the Paul Ricard 24-hour race in 2016 by the Ram Racing Team. This was part of a championship that I'd not previously come across: the Crevantic 24H Series. The website lists all the eligible cars, several of which I've never even heard of: ADESS, ADR, AGM, AJEC, BSN, Brokernet





and Funyo. I'm not alone as they were also overlooked by Nigel P. in his comprehensive listing of car manufacturers: I did check and at least Mr. Google knows of their existence. Drivers on that occasion were Stuart Hall, Roald Goethe, Daniel Brown and Jamie Campbell-Walter. They finished in second place overall, as well as second in the A6 Pro class, behind the Porsche 911 GT3R of the Precote Herberth Motorsport team. One of the sponsors is Rofgo, the company established by Duncan Hamilton in 1948 that now focusses on selling premium competition and classic cars. Take a look at www.dhrofco.com for some mouthwatering examples of what can be purchased if funds are fairly generous. Unfortunately, details are not available for cars that have been sold.

Generic Gulf

There is a Gulf livery that's still available proving that you can't just use the livery to sell anything, it has to represent a real car. C3840 is one of the "Start" cars, ideal for expanding a child's first set, which has been decorated in a fantasy scheme although the web address printed on the windscreen is genuine and worth

a quick look as, in addition to such aspects as details on their products and becoming a Gulf licensee, it plots the history of Gulf Oil in motorsport, alas without photographs of each car.

Bentley Continental GT3 HTP

Way back in March I reported on the similar model to this one, C3845, in which Team HTP contested the Spa 24-Hours as part of the Blancpain Endurance Series in 2015. Before that I also presented details of the same car, released as C3714, which represented its white ALD sponsor livery for the Blancpain Sprint race at Nogaro in April 2015. This latest Bentley racer, C3846, is again the same car as it ran in the Portimao race, part of the Blancpain Sprint Series, in September of the same year. If Scalextric wish to complete the set, they can still release the plain white and green roll-out livery or, at a pinch, the sister car that competed in the Spa 24-hour race as number 84 in satin black.

We've been racing these Bentleys at Croydon for the past two years and they have survived reasonably well, with only two of the rear wings suffering total destruction. We lost one chassis when it hit a misaligned track joint⇒⇒





and the guide mount promptly snapped off but this can hardly be attributed to Scalextric. The main failure point has been broken solder joints to the guide terminal suppression component: early in the first year these were all removed and the motor leads soldered directly to the guide contact strips. We've had no motor failures, no broken bodies or glass and over half the cars still have at least one door mirror!

Now, approaching the end of their second, and final season, the rear tyres are dangerously thin, the wheels are falling off with increasing regularity and two of the spur gears have required the addition of copious amounts of Superglue in order to maintain the ability to drive the axle. If we didn't want to race a different class next year we could probably replace the rear axle assemblies and enjoy another couple of year's excitement.

Unfortunately, Scalextric do not currently offer a replacement axle as a spare for this car so we've opted to give another manufacturer a chance to demonstrate their capability to produce fast toy cars.

Sierra RS500

First seen at Gaydon in May, C3868, is clearly aimed at the Australian market: it's the 1988 Bathurst entry of Tony Longhurst and Tomas Mezera. The Benson & Hedges livery looks true to the original and doesn't seem to be causing any adverse comments. It's a shame that the move to an in-line motor, in order to provide the short lived opportunity to upgrade using Slot.it parts, meant that a flat driver platform had to replace the full cockpit. In many models the loss of detail isn't too noticeable but this model in





particular, with its large windows making the interior so clearly visible, certainly looks like a product from an earlier period.



Having qualified in third position, Longhurst and Mezera went on to victory just one lap ahead of second place and three in front of third, both similar RS500s, the second placed RS500 and three ahead of the third place RS500. A fourth Sierra also finished fifth out of the nineteen finishers.

BMW E30

Will Hoy became the 1991 BTCC Champion having won three rounds, coming second in four, third in two and fifth in one thereby beating John Cleland's Cavalier by 23 points. The BMW Team Listerine certainly had a successful

year as one of three manufacturer BMW teams, beating the Vauxhall teams by 18 points. As the window area is significantly smaller than that of the Ford, the lack of interior detail isn't quite so obvious but still a bit disappointing when compared to the releases of a few years ago, prior to the PCR designs. Nevertheless, C3866, will still be a nice addition to the ranks of 1990's BTCC racers.

As the decoration is by water transfer just resist the temptation to run a fingernail down the door shut lines, it'll end in tears (or even tears!) and flaking edges.

⇒





Monster Truck

This is another of the fun vehicles aimed more at the toy end of our hobby. Decoration is a bit bland compared to earlier releases so may not be as attractive to those wanting a variation from traditional slotcars. Has any club adopted these as a control class yet?

Next month I hope to be able to relate how the club's relationship with Hornby can be expected to develop in 2018: I now have two contacts, both of whom are adept at setting their out of office signature files. ■





Welcome to the December 2017 Carrera Corner. We have news of four new cars, and as we head towards Christmas, there are a number of sets which may also be of interest. There are some 14 different sets available from Carrera, but I will concentrate on the digital sets. There are others which might suit younger members of the family and keep them away from your track. These include Carrera Go Disney themed sets which we have mentioned in this column before. A Carrera GO set is featured in the current John Lewis Christmas advert. Check out the Hobby Company web site “NEWS” section at the bottom for details. Carrera are also advertising on Eurosport.

The following three sets are all 1:32 digital: There’s something special about night time Formula 1 grand prix and the spectacular scenes they produce, as in Singapore. The Carrera DIGITAL 1:32 “Night Contest” set pits Lewis Hamilton in his Mercedes F1 W05



Hybrid against Sebastian Vettel in the Ferrari SF 15-T. “Night Contest,” reference CA30189, should cost around £250:00.

The Carrera DIGITAL 1:32 “Pure Speed” set features three high-speed racers: The Lamborghini Huracan GT3, number 63, the Ferrari 458 Italia GT2 AT Racing, number 56, and the Chevrolet Corvette C7R, number 03. The Pure Speed set, including 8 metres of track and three cars, reference number CA30191, should cost around £300:00. ➞



“Passion of Speed”, CA30195, contains a Ferrari 488 GT3 SF Corse number 68 and the Porsche GT3 RSR ‘Manthey Racing’ number 911. It should cost around £260.00.

The “Race of Victory” set, CA23621, is a 1:24 digital set which features: lane change, wireless controllers, weatherproof stainless steel rails, anti-warp material and a track lock system. The set includes 8 metres of track and the Mercedes AMG SLS GT3, race number 33, Hankook 12 hours Zandvoort in the Martini Racing livery, and the green Audi R8 LMS “Yaco Racing, number.16”, 2015. This impressive set will cost around £450:00.



CA27544 LAMBORGHINI HURACAN GT3 ITALIA #3

The Lamborghini Huracán GT3 Italia has an eye catching design with the classic Italian tricolour paint job. The Lamborghini is powered by a direct injection V10 engine. To boost racetrack performance even further the car was lightened and has an unladen weight of just 1,230kg.



CA27546 AUDI R8 LMS 'YACO RACING #50

This Audi built racing machine succeeded the Audi R8 LMS ultra. The green chrome colour scheme and the 5.2-litre V10 engine and 6-gear sports gearbox are just some of the top features of the Audi. The Yaco Racing Team is ready to push to the limit on the circuit for its fourth year with this car.



CA27548 CHEVROLET CORVETTE C7R WHELEN #31

This Chevrolet Corvette C7R with its bright red paintwork is a genuine highlight; and not just





because of its victory in the 24 hour race in 2015. Motor racing fans all over the world were in awe of the Chevrolet Corvette C7R, known as the 'sound machine' or the 'steamhammer'. The nickname came from the incredible noise that became the trademark of this model. The robust aluminum frame and optimized Sting Ray shape improved the aerodynamics compared with the predecessor, the C6R.

CA27559 BMW M6 GT3 TEAM RLL #25

This car replaced its predecessor in the world of motor racing, the BMW Z4 GT3, in 2016 on the Watkins Glen International circuit in New York. The car raced for the RLL team with the number 25 and the red, white and blue design reflects the American flag.

These individual models should be available for around £34.99 from your favourite supplier. The prices I have quoted above for cars and sets



are based on my research on the internet at the time of writing. You may find the product cheaper elsewhere.



I will have more news from Carrera next year. In the meantime, you can follow Carrera on Facebook via "Carrera UK Slot Racing" or go to: www.carrera-toys.com.

The Hobby Company Limited www.hobbyco.net are the UK distributors for Carrera. Finally Merry Christmas to all members and have a happy New Year. ■



Ciao everyone and welcome to this month's edition of Forza Slot.it. It has been a busy month for me on both the home and work front and it would appear to have been the same for Slot.it as I there is actually something to report and two car reviews to fit in. I guess Slot.it and other manufacturers are starting to ramp up deliveries for Christmas and this will be that last edition of the NSCC Journal before the big fat red bloke drops down ya chimney! Just like buses, nothing for ages and then several all at once. Nice to see but not good for the wallet with the festive season fast approaching and maybe worse to come in the January sales!

Audi R8



Let's get going then and in pole position is the latest Lancia SICA21f that ran at Le Mans in 1990 as run by the Italian outfit Mussato Action cars team and piloted by Massimo Monti, Fabio Magnani (both Italian) and Andrew Hepworth (UK). As I mentioned a couple of months ago the livery still looks a bit



of a mess compared to today's slick liveries but it does certainly have some appeal, just maybe not so much to me! Jury still out for me to divvy up the readies so I may hang on a bit to see if I can get one later on at a reduced price, sometimes you just have to take your chances eh! Mind you for some Slot.it models I would certainly recommend pre-ordering, the latest Matra being one of them, duh! With the official release date of the 6th November it has been in the shops for a while now and no doubt some of you are proud owners already?

However, the next release is perhaps going to generate a bit more interest for several reasons. It is SICA33b being the second of the new Audi R8 LMP models that has an official release date of 28th November so no doubt this would be a nice stocking filler for many of us? Being as it is also in the very striking and collectable Gulf colours I would expect this thing to fly off the shelf so you may want to get your order in ASAP. This particular car competed at Le Mans in 2001 as driven by Stefan "Steve" Johansson (Sweden), Patrick Lemarié (France) and Tom Coronel (Holland) for a combined Johansson Motorsport and Team Arena Motorsport team. As it happens the works Audi R8's finished 1st and 2nd with this particular privateer car coming in at a less than stunning 43rd place with a DNF after only

35 laps. I'm sure that the Slot.it version will be hammering round the slot black top for a bit longer than that! Now I do like the Gulf colours but the Audi R8 LMP900/ any Audi circa 21st Century Le Mans cars in general leave me a bit cold in the styling stakes as I have mentioned on numerous occasions. So, just like the afore mentioned Lancia, this one may stay at the retailers for me unless I have a sudden collectors rush that I really need to keep in check and just stick to the cars/liveries that I really like otherwise wife V1.0 will be on my case again with the immortal words of "you have got that one already, why do you need another one?" I suspect many of you have heard the same words before!



OK, with the new releases out of the way but I must first apologise for this month's snaps as the only day I had to do this was just not a very bright day so I hope they are not too bad! As I mentioned last month I was a bit slow (err forgot!) too get my pre-order in and missed the boat for the first batch of the new SICA37a Matra-Simca MS670B that ran at Le Mans in

1973 as they were all sold out "very" quickly. Well now I have mine and I hope you have yours as well as some dealers are showing as sold out again already! Now, to be honest, there does seem little point in me doing a review in some ways as these things are selling like hot cakes already but just in case a few of you are unsure, then I will continue, but before you read on I might suggest that you go and order one now! And then come back and read on!

Anyway, it seems a bit of an odd choice to begin with as in 1973 Team Equipe Matra-Simca Shell ran a four car team and #10 finished, well DNF, down in a lowly 39th place after just 57 laps. The #14 car of Patrick Depailler and Bob Wolleck was even worse down in 46th place with another DNF after 84 laps. However, the #11 car of Henri Pescarolo and Gerard Larrousse romped in 1st on 355 laps, 6 laps ahead of the second place Ferrari 312BB and a further 18 laps ahead of the #12 sister car of Jean-Pierre Jassaud and Jean-Pierre Jabouille that finished in 3rd overall. Now I expect the #11 car will turn up in due course as one of the Winners series but I would have thought that the #12 car would have been a better starter of the range? Well, maybe not as even though Jassaud and Jabouille are very famous drivers in their own right as well as Le Mans runners the series starter car as driven by Francois Cevert and Jean-Pierre Beltoise is a much better choice in my eyes as well as Slot.it's obviously! It has been well documented what a stellar driver Cevert was and surely he would have been an F1 champion at some point until his untimely death in qualifying at the US GP of Watkins Glen in 1973. Likewise, Beltoise⇒⇒





probably has a lot more pull for Motorsport fans as well so it is an ideal first choice. Hopefully, the whole team will be replicated in due course for us all to collect and to display with the 1974 team.

OK, brief history lesson over, how does the model stack up then? Well my first surprise was the colour as it is quite a bit lighter than the previous SICA27 models based on the 1974 cars but scratching around on the web and it would appear that the colour is correct or close enough. As you can see from the 1974 team picture with the new 1973 car (and from other pictures) these are not the only differences so rather than Slot.it just churning out the same mould with a different number and colour they have really gone to town and produced a whole new body shell that is a very accurate scale representation of how the car ran in the 1973 Le Mans race.

So what is different? Well lots really. Starting at the front the radiator grill is more of an unhappy mouth as opposed to a letterbox shape



and the lights have more of an upright stance and teardrop shape about them. On the bonnet area we have four vents instead of two with fewer and smaller gill type vents above the front wheels. The driver cockpit area looks smaller and more aerodynamic and instead of the '74 cars high offset air box we have a much smaller squat affair sitting centrally. When you look at the drivers then the '74 car looks more like an upright London bus steering wheel driving position as opposed to the more laid back stance of Cevert in the '73 car. There are a couple of fire extinguishers in the passenger side of the '73 car but none in the '74 car as well as white and yellow base colour differences of the "passenger" type area. Not quite finished yet as the rear deck has subtle differences in ducting as well as a smaller overall rear wing with another couple of small air scopes hiding underneath. The side on profile is very similar but the latest '73 car does seem to have a slightly more elongated curve up to the rear of the car after the back wheels.



Now swinging round to the rear itself and there are several differences here as well. On the '74 car the dual pair of brake lights are tucked away under the deck with gaping holes in either rear wing but with the '73 car the double brake lights are situated in the wings and so no massive holes! The rear protection/bump bars are spaced differently, closer together on the '73 car which makes the aluminium looking gearbox type casing look different between the two cars but I believe they are the same. Moving to the wheels to finish off and the smaller front wheels are of the same five spoke design for both cars with the plain larger rears having a single large dark blue nut on the l/h side and a silver colour one on the r/h side! All the tampon printing on my model is very crisp and clear with no smearing or obvious smudging – excellent!

As for the chassis (SICA27 left/ SICA37



right) then I could see no difference between either except the newer car has a little PCB board containing the suppression surface mount capacitor as opposed to the older capacitor package on the earlier model. Vital statistics are as follows: S-Can V12/4 23k rpm motor (offset 0.5mm) sidewinder only, length 136mm, height 31mm, wheel centres 80mm, width 62mm, weight 63grams, 11/32 pinion/gear ratio, 14.3x8 front and 15.8x8.2 rear rims/tyres. A magnet is supplied and fitted in the mid location in front of the motor but there is the option to fit it further forward or behind the motor if you wish. The body/chassis is held in place by 2 screws fore and aft (which have little washers) and 6 screws to hold the motor pod securely in place. The front axle can be adjusted for ride height with the option to add lights (which should be standard!) and/or a digital module (SSD or Oxygen) of your choice if desired.

Overall another fabulous model from Slot.it and I look forward to collecting the rest of the 1973 team to complement my 1974 team!



Now, normally I only do one car review but because the Matra review is a bit late (my fault!) I now have the new Lola to cover as well. Just like the Matra, Slot.it could have taken the easy option and just used the original body with minor modifications from the previous SICA22 series of cars but thankfully they have not and really this should be treated as a whole new model. Let me explain.

Some time back at the Gaydon Slot Festival in May of this year I spied some new Lola body moulds in one of the display cabinets and was told that Slot.it planned to do some more Lola variants. Well now the time has come and we are presented with the first of these in the shape of SICA39a Lola B12/80 as driven at Le Mans in 2012 by Thomas Holzer (Germany), Mirco Schultis (Germany) and Luca Moro (Italy) for Team Lotus. Sadly, like the earlier Matra again, the Lola in the LMP2 class only managed a DNF placing after 155 laps with the LMP1 Audi's works Sport Team Joest sweeping the board again with 1st, 2nd, 3rd and 5th places, ho hum.

Back to the latest Slot.it model and again you can see that I have ferreted around my





collection to find one of the earlier Lola's as a comparison, in this case it is SICA22b from Le Mans 2010 in the loud and striking Rebellion racing team colours. Quite a contrast to the just classic black beauty Lotus Lola colours of the new car don't you think! At first glance the most obvious difference is the "sail" protruding from the rear of the cockpit towards the rear wing and then the massive, but to scale, cut outs above all four wheels which make quite a dramatic statement as I doubt if this was very easy to achieve and still maintain a strong enough body shell. A quick squeeze test with my fingers shows no real sign of bending. In fact the whole protruding wheel arches tend to bend in and not the slim bit of plastic. The wheels themselves are also a different design with Michelin logos on the older car and Dunlop on the Lotus car.

Excellent first impressions over and I think I will start at the front again and contrast and compare the two models. To start with the black car has a very square and more pronounced front end with a more defined and jutting front splitter. The front light housings are larger and more rounded as opposed to the more sculpted front wings of the white car and then we have those holes of course! The nose in the middle is similar between the two cars with the black car also having additional little wing details above the front splitter and under the light housings.



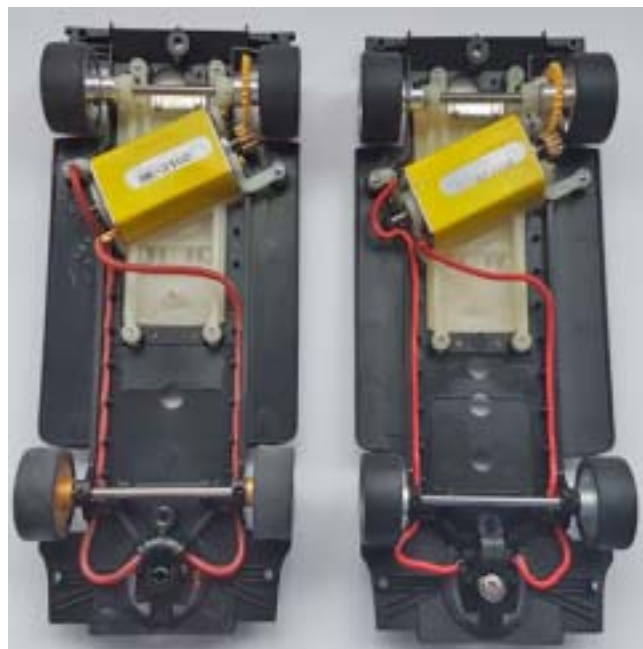
Both models have a red towing eye protruding from the nose. As you look at the side and top profile then both cars are pretty much the same with the wing mirrors being of the same size, dimensions and placement as are the sculpted cut outs of the body around the protruding wheel arches and cockpit area, and around to the rear deck. The rake of the rear of the cockpit is the same but the black car has the sail aero insert as I mentioned earlier.

However, let us go back to the cockpit area again and somehow, it must just be the livery, the black car looks more bulbous in the front screen but it is not! I guess the Lotus car has some sort of trick glass coating as well as my model has no visible windscreen wiper but the older car has a very slender blade at 12 o'clock on the windscreen. Another difference is that the black car has a single air intake on the roof but the white car has a double circular intake. Both have dual



aerials of a suitable squishy type rubber that should survive a few barrel rolls! I guess the real aero guys ran out of ideas after that as the small rear wing, deck, cooling ducts and rear aspect down to the diffuser detail all look the same to me. But when you take the sum of the whole body shell then, just like the Matra, again Slot.it have put in the time and effort to produce a whole new(ish) car just like the real developed car. As for the tampo printing it all looks spot on to me and I particularly like the sponsor detail on the wing mirror uprights, the driver names and national flags on the doors and the superb wavy Union Jacks on the wing end fences. Minus point along with the suspect missing wiper blade, the rear wing on my particular model is not 100% horizontal to the rear of the car to my eyes but it is really only a fraction, and I do mean a fraction out! Me being a bit picky I guess.

Chassis wise then at first glance underneath (black car on the bottom) then there are differences with the older car having one hole for digital type chips to be fitted and the newer car having three round apertures. Apart from that and some embossed writing it looks more or less the same to me. Again when you take the body shell off (new car on the right) and look at the inside of the chassis all looks the same except now the front guide blade is secured by a screw instead of the older push fit. I expect this is a welcome addition for the racers but for home use it will make little if no difference. Likewise, if you look at the guide blade of the older car it is oblong in profile but the newer car is slightly



bigger and rounder at the top both front and rear. Again another racer type improvement no doubt.

Vital statistics are as follows: Flat-6, 21k rpm motor (offset 1.0mm) anglewinder with the option for in-line or in-line boxer options (no sidewinder), length 148mm, height 32mm, wheel centres 92mm, width 62mm, weight 76grams, 12/28 pinion/gear ratio, 17.3x10 front and rear rims/tyres. A magnet is supplied and fitted behind the motor with the option of moving in front of the motor (or two I guess!) if you wish. The body/chassis is held in place by 2 screws fore and aft (which have little washers) and 6 screws to hold the motor pod securely in place. The front axle can be adjusted for ride height with the option to add lights (which should be standard as I have said many/every time!) and/or a digital module (SSD, Carrera or Oxygen) of your choice if desired. The front axle can be adjusted for height and it is possible to install small grub screws at each corner of the chassis for addition body/chassis adjustment as well as all the other quality parts that can be used from Slot.it's considerable spare parts tool box. Performance wise, anybody think that it will be lacking? Do I see any hands up? If you do then I would suggest that you put it down as Slot.it are certainly acknowledged as being amongst the fastest slotcars out of the box so I doubt if this or the Matra will be any different!

In summary, just like the new Matra-Simca⇒⇒



MS670B, Slot.it with the newly revised Lola B12/80 have done more than enough to justify a “new” model in my eyes as the differences are quite pronounced once you start to look and have given collectors and racers another little model masterpiece to race or collect. When the weather improves I will certainly be giving both of these cars a little run round my garage layout but being as it is currently howling a little gale and persisting down round my parts I think I will have to pass for now!

Well, that’s all for this month (and this year!) from me and now I have to plan what I might be having for Christmas from the family as not many shopping days to go really! Merry Christmas a Happy New Year to you all as well as my continued thanks to Terry at Gaugemaster for his fantastic support of the NSCC during 2017 and likewise to Slot.it/Policar for any additional news. Ciao and arrivederci till next year. ■





Welcome to the last Fly on the Wall for 2017. In November, I mentioned a special commission for the Porsche Owners Club of Singapore, based on a 911 (reference SLW044-02P). I said that this will be scarce, and if you are a collector of Porsche, you should try and source one as soon as you can! We now have pictures of the model which I think looks rather fine.



Fly Slot are to produce the Hesketh 308 as driven by James Hunt and others. I have no other details other than two CAD images. Of course, a Hunt car is a given but unfortunately, we won't see it before Christmas! The car was designed by Harvey Postlethwaite for Hesketh Racing to compete in the 1974 and 1975 World Championships. The car gave James Hunt his first World Championship Grand Prix win in the 1975 Dutch Grand Prix at Zandvoort.



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

I will have more news from Fly next year, so in the meantime Merry Christmas to all collectors and racers. ■





Welcome back to Sideways. In the last month, Sideways have announced an international painting competition using the new Huracan white kit but the closing date is 24th December 2017, so there will be very little time to buy and decorate the model if this competition is news to you, assuming you receive this on about 15th December. The rules are as follows:

1. No change to wheels or tyres.
2. Real or fantasy livery.
3. 3 photos max 1mb per photo.
4. White or black background.
5. Car to be displayed on original kit base.
6. Rim and inserts from kit but colour free for insert.
7. Tyres can have Pirelli logo.

The entry can be submitted via: sideways.ipc@yahoo.com. Votes can be made for entries via Sideways' facebook page from 25th December to 7th January 2018. And there are prizes as follows:

- 1st prize gold plated Huracan.
- 2nd prize silver plated Huracan.
- 3rd prize bronze plated Huracan.



The green Huracan will shortly be available but this is described as a presentation model rather than the GRT Grasser Racing Huracan car.

Finally, I wish you all a Merry Christmas and a Prosperous New Year. ■





As I write this Chairman's Chat Barbara and I have just returned from this year's NSCC Hornby Ramsgate Weekend. This time we set off on the Friday at the crack of dawn so that we could arrive in Ramsgate before it got dark. In previous years we had never arrived before dark and had yet to see Ramsgate properly, certainly in daylight. So, this year we drove down the A1, A14 and M11 rather than down the M1 which made things a lot easier. It certainly made for a quicker journey and also a more pleasant drive being duly rewarded by a walk around the harbour and town in daylight before starting the weekend.

Once again it was good to meet up with fellow Club members and old friends in the pub on the Friday night. The pub has been extended considerably and now includes a much larger restaurant. Unsurprisingly much of the conversation during the evening centred around the future of Hornby. There being much speculation as to where the company is going in the future.

Early Saturday morning we set off to the Hornby Visitor Centre in Margate which I have to say is a shadow of its former self and disappointingly had little to offer other than it's standard stock. Intriguingly this year the now closed café area was turned into a toy fair with only a few tables selling Scalextric two of them belonging to Mark Scale and Roger Barker. It was just as well as I managed to buy some items from both.

Jeremy had worked very hard behind the scenes prior to weekend to arrange both our visit to the Hornby Visitor Centre for special sale items and a presentation from Hornby during the weekend. It was very disappointing that both were pulled at the very last minute by Hornby due to policy changes within the company. This was very disrespectful to the Club in my view and was unfortunately something totally beyond our control.

This cannot bode well for the future of the company. When you consider the length of our relationship with Hornby and the money we collectively spend on Scalextric products such behaviour and approach to their business is indeed baffling. The collector market in this country alone is worth several million pounds a year in turnover to Hornby. Never mind the collective knowledge and understanding of their products and the hobby amongst our members which has been accrued over the last sixty years. What value do you put on that?

As I came away from the Visitor Centre I managed to take a photograph of the now empty factory. It has now been sold and as I walked away I was left wondering what the future holds for Hornby and Scalextric.



Once we all arrived back at the hotel the weekend got into full swing and a good time was had by all. There was some super racing and the mixture of this and the usual relaxed friendly atmosphere is for me what the weekend is all about.

Drinks and a wonderful dinner followed in the evening which included the welcome return of Steve Langford's quiz which consists of trying to guess the eBay selling prices for a list of





Scalextric items. You would have to spend an awful lot of time on eBay to know all the answers so most of it is guess work of course. Needless to say, I didn't win.

On the Sunday more racing took place which included the ladies race which was won this year by Helena Torres from France.



After lunch the raffle and auction took place. One thing that Hornby did come good with was supplying the usual pre-production samples to place in the auction. Naturally bidding was brisk and large amounts of money were paid for the rarest of items. There was an amusing moment during the raffle when Adrian Norman managed to win a copy of his own book that he had put into the raffle in the first place. Adrian naturally then put it into the auction and it was acquired by another member.

An interesting item in the auction this year was complete set of NSCC Journals (mostly in binders) from 1987 onwards which were donated by Dave Haystead. These were won by Shaun Bennett on behalf of the Club and will go into the NSCC Club archive. After the auction the 2017 Weekend car was handed out to all the members resplendent this year in cases with new box inserts which carry the Club logos.

After saying our goodbyes Barbara and I



made our long journey home. We came away with good memories of a great weekend having had a really great time. Thank you to those of you who were there for your friendship and thank you to my fellow Committee members who worked so hard and indeed to all who helped at the weekend.

I also want to mention two members in particular who came along to the weekend despite currently suffering very poor health. Both Steve Barber and Henk Pijpers made an enormous effort to make it to the weekend in spite their current illness's and fully participated in all the racing. Both Steve and Henk were an inspiration to all of us and it was good to be in their company. On behalf of your friends and fellow members we wish you both a speedy recovery.

Finally, before I go can I mention the new Club merchandise and in particular the very fetching Club caps and polo shirts in British Racing green. They will be available for purchase at future Club events and Swapmeets so come along and have a look at them. The quality is very good, and I have mine already.

The next event coming up is the UK Festive Slot Car Market in Coventry in December which by the time you read this will already have taken place. Maybe I will have seen you there? Anyway, that's all for now until next time, all I would like to say is I hope you all have a pleasant Christmas and a happy new year, don't forget to renew your membership for 2018, with the enclosed form or at the forthcoming Swindon Swapmeet on the 7th January 2018! ■



Hello and welcome to the last NSR news for 2017. We have Four new cars arriving just before Christmas, so as I received the details last minute, this is just a brief resume of what is here.

First up is the BMW Z4 as raced at

Silverstone in 2012, available as either 0045AW with the King 21K large can motor in anglewinder configuration or 0045SW with the Shark 25K small can motor in sidewinder configuration.



Next up is this beautiful Ford MKIV in Blue as raced at Arizona or Goodwood Revival (The joys of the internet one site says Arizona one says Goodwood, it might be both!). The actual car had red lines on the outside of the white lines and the racing number which I would have preferred, see photographs below to see the differences. The Ford logo on the side of the car





should also be Red. Available as 0050SW with the Shark 22K motor in sidewinder configuration.

Next up is another AUDI R8 ADAC GT Masters as raced at Nurburgring in 2012



available as either 0051AW with King 21K large can anglewinder configuration or 0051SW with Shark 25K small can sidewinder configuration.

Last up hot off the press with NSR reference numbers 0046AW or 0046SW is the Aston Martin. As raced at Le Mans 2016.

I hope Santa brings you want you want for Christmas and not more socks. Many thanks to Terry at Gaugemaster for the photographs throughout the year. ■



Promotion's Corner

By Nigel Roberts

I thought I would take this opportunity to open up my column with a brief report on the inaugural International Federation of Slot Car Clubs race meeting at Roger Barker's A1 Slot Racing at Sutton on Trent Nottingham. I must first of all thank Roger and his team for their facilities and excellent hospitality on the day. From an NSCC perspective it turned out to be a very good day with our revered Treasurer Shaun Bennett winning the event, and Andy Smith together with Adrian Norman occupying the next two places. This was my first foray into racing at this level and I was quietly pleased to win my first race and finish in a respectable 10th place overall.

A special mention must be made at this point to young Ciaran Naylor who apart from bringing the average age of the racers down by

some considerable margin, also acquitted himself very well on the track. Overall a good time was had by all.

The swapmeet the following day at Leeds which was another NSCC success was covered by our Chairman last month, and yes there is another Leeds swapmeet planned for next year.

Of course our next Club event is the Milton Keynes swapmeet in February where I shall be present along with the other Committee members and this promises again to be a great event with an event car being available for purchase to members on the day, so I hope to see a number of you there, and if you have any ideas please do come along and tell me!

Finally, I also can bring you news that we now have a selection of NSCC merchandise, which if well received will be increased over the coming year. Currently we have on offer very nice Polo shirts in a similar green to British Racing Green, sporting the NSCC logo on the left side. Sizes available range from small to 4XL and they are priced at £15 each.

Following on from these are baseball caps which again are green and have the NSCC logo on the front. These are available for £10 each. All can be obtained from our stand at any swapmeet. If we do not have your sizes in the T-shirts it is our intention to order additional ones as we have sufficient quantities to make a production run viable (10 No.), that way we minimise our money being tied up in stock unsold.

We hope to bring you soon new NSCC badges and also pens plus a couple of other ideas which are currently being considered, but more on these next year.

So finally I would like to thank everyone for helping me this year settle in to the Promotions role and to wish all members a Merry Christmas and happy New Year. ■



COLLECTOR'S CORNER

BY MARTIN HEAPS



Hello all, well this month I have a few different items to talk about and as usual it is all about what is good to consider collecting.

First up I've got to mention Pioneer! They have released a Christmas car this year and it is totally brilliant. They do a few different options.

The first one is the P037 Santa's Stang, it is a red Ford Mustang 390 GT.



It looks great with the main man, Father Christmas driving the car, which is a real head turner. Again Pioneer has done a great job with the fine detail even down to the number plate!

Just at the time of writing this article, Pioneer released a video about the car. It is well worth a look, go and check it out on Pioneer's Facebook page.

Next in the series is P036 Santa's Stang in Green Type 1, again a Mustang 390 GT, but this car is only limited to only 175 which is lower than the other cars shown below.



Next in the series is P038 Santa's Stang 2017 ➡



Christmas Edition in Gold, again a Mustang 390 GT, and this car is limited to only 192.



The next in the series is the P040 Santa's Stang in Green Type 2, again a Mustang 390 GT, but this car is limited to only 190.

And last up is the rare edition Joyriding Elves, what a fun idea! Great bit of marketing for Christmas Pioneer! Well done.



C8 Lotus Indianapolis

I thought I would talk about a car well worth collecting and is sometimes off peoples radar.

The C8 Lotus Indianapolis is a great car to consider collecting. It comes in four colours, blue, green, red and white.





The blue car is rare and hard to find, so this is the one you should try and get to add to the collection.

All of these cars are on page 151 of Scalextric 8th Edition “The Ultimate Guide” by Adrian Norman and Roger Gillham.

The white car is the next rare car, this is certainly one to look out for as this car is fast becoming harder to find and will be one for the future. I would say this was my top tip car!

Both red and green cars are also getting harder to find too in good condition. Therefore a good thing to keep an eye open for when you are attending swapmeets.

1980's Car and Track

1980's cars and track seem to be top of the list amongst collectors I can certainly understand why. When collecting it is worth considering when will things become collectable.

Well yes everything is considered collectable from when it is first released, but you have to consider when the values start to rise and why?

A lot of the time is down to people's age.

When collecting things like Scalextric you have to look at why people start in the first place and the '80/'90s Scalextric is now prime in my opinion. You might ask why, well it is pretty simple really. It is all down to when you were a child and if you were ten years old in 1988 then you most likely got a Scalextric set.

Now some of these people like to look back on their youth and collect the things maybe they couldn't afford at the time. Really that is why I think this is one of the main reasons '80/'90's Scalextric is going to move in value.

One other big reason is condition. Condition of the boxes and cars from '80/'90's is poor and to find mint boxed examples is fast becoming hard.

Another reason is the fun element towards the track! Loop the Loop and fly over bridges are some of the best pieces and most fun pieces of track ever produced! All of these elements make it a great thing to collect.

Watch out for some of the items shown below, might be an interesting period to collect and a lot of fun!

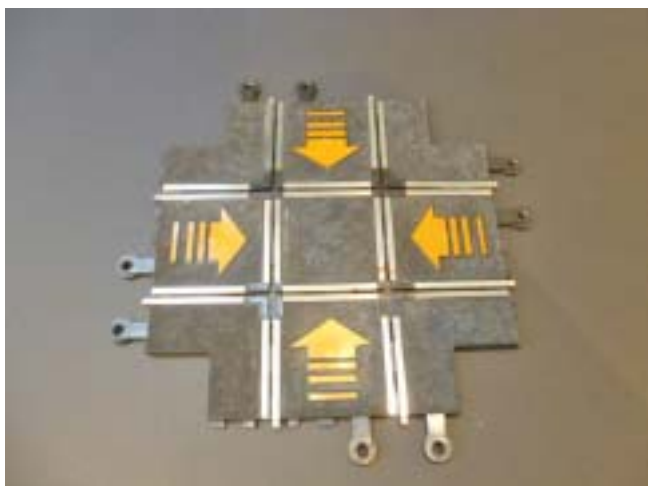
⇒





First up to consider, is the Hazard Chicane, this one is a shop fresh example great to see and has lights!

Another one to consider are the Track Supports for building over roads and bridges



There are other fun piece of track such as the 90 degree cross over, it's no wonder cars from this period didn't last long!



Some of the following cars from the same decade are worth trying to buy mint and unused, I'm sure these will start getting hard to find in that condition.

Well that is it for another month and year! Hope you all enjoyed Collectors Corner this year, and hope to be writing for you again in 2018. ■





Welcome to the December ramblings, so that means that it's very nearly Christmas time again, so I must remember the traditional "many thanks" to all of my regular contributors to these pages in the Journal, and without whom you'd have nothing else to read about other than my many unfinished projects and slotcars, so very many thanks to George, Steve, Gareth, Angelo, David, David and anyone else who I've forgotten off this list before I forget!

Drat, as I did so much last month, it was a bit of a squash for Jeremy to try to fit it all in so



here's a couple of things to tie up the "loose ends" as it were from last month, like the Rothmans GOM Alfa that I did together with some build pictures of that infamous very wide Mini, which has now been joined by this similarly "almost as wide" van derivative that Angelo has very kindly altered one of his existing Mini chassis for me so that it now fits the van perfectly, so now if you want one of either or both even, then there is a ready made, off the shelf chassis available to fit them both now via Angelo.

⇒⇒



I've also managed to paint up a saloon shell in a similar vein to the one that Angelo sent me a picture of at the start, except that mine has actually been "auto-crossing" and is now rather dirty to say the least! Amazing what you can do though with a few tins of model paint and some brown ink wash and muddy earth coloured paint, isn't it?

Best of all it only took me about 10 minutes, as the chequered roof is actually from that roll of Duck Tape that I got from Halfords a few



months ago, and it also came in very handy at the Club where I made the Start and Finish Line from it as well!

Decals were from the "rather large stock" of them that I seem to have, but never get around to using, but don't forget to treat them to the weathering process as well though, as it all helps make it look more realistic (the wheels and tyres will also be done once I've settled on the final ones).



I've also had a session of working on some other cars recently, and I was actually beginning to call them my own "**UFO**" cars (but that's as in "**Unfinished For Over**" 3 months, 6 months, 2 years etc. in my world) so I thought I'd share some of them here with you now also, so I hope you like the following things then that I've been up to for myself and a couple of my friends, but I can't really share all of the photos that I sent to a few friends with the caption of "Hello my name is Graham and I'm a Slotaholic" as



Jeremy simply would not have room for all of the “started but not yet finished” cars that were in them as there over 100 we reckon, but if all goes to plan then hopefully this winter a few of them at least will actually become track ready and actually get to turn a wheel, but just don’t hold me to it please as my world never quite goes to plan most times, like Jeremy giving us until “Turquoise Tuesday” as I’ve decided to call it to finish our Christmas contributions for the Journal. So at least that’s allowed me the chance to show you a few pictures of my Digital friend



Adrian Judge’s brand new routed track that now runs Scorpius rather than SSDC software, and is so smooth to drive on it’s amazing! I was also asked to re-livery a couple of his Slot.it Audis for him as well recently, so two “matt black” cars were transformed into these couple of beauties (as he calls them) with the Martini one particularly looking like it could have come out of the factory like that we thought, but the Red Bull one is a very close second though, and having used some more of my “Patto’s Place” peel and stick Red Bull decals I suddenly realised that there was no room for a racing number, but never mind, the larger disaster was that I almost Superglued⇒⇒

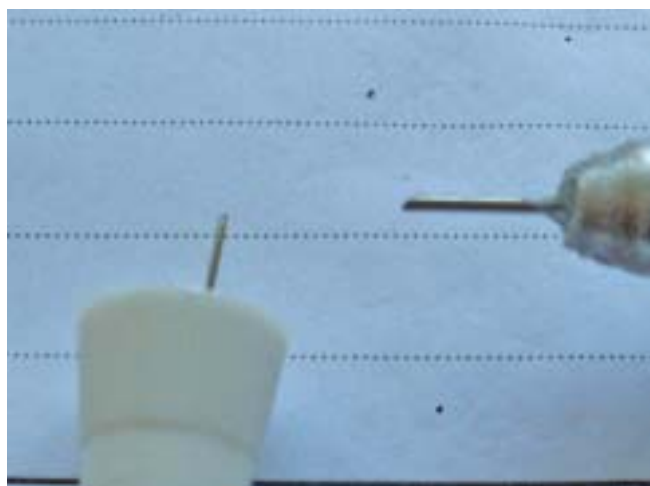


my finger to the fuel filler cap on the one side, but was most fortunately able to let go “just in time” with just a small area of glue marks that I have almost managed to totally hide with a few coats of Johnsons Klear, so you’re not the only one that has “disaster days” then Jeremy, as so do I!

But I can actually top that with the XR3 Estate Banger Racer that I did as the Araldite process for gluing the body posts in went totally wrong and the glue ended up running everywhere including down the car and my hand, but after the initial panic I let it partially set and then it peeled off the tyres etc. and I was able to redo it and in the end all was OK, and with no need to call for Bruce Willis at all, well he’s always around usually whenever there’s a “disaster day” on the TV, isn’t he?



Before I forget, here’s a good one that you will find very useful, as I used this brilliant glue that was recommended on Slotforum recently to



glue all the light lenses and windows back onto the Audi’s as it doesn’t fog like Superglue does, but still sets really quickly and is almost like a liquid form of Glue Gun to me once it’s set, so I applied it very liberally around all the light lenses and windows and we never managed to dislodge any of them on Saturday when we were racing them (Product is called GS HYPO Cement and is available on eBay).

Dave Yerbury/ AA Bodies – HO Le Monstre (It’s Smaller Because It’s The HO One!)



Yep, it’s another one that there wasn’t any room for last month, even though it’s so small! Never mind, here it is now, but it still reminds me of a tank though, sorry David.



Avant Slot News

Coming soon from Avant Slot are these two little beauties of which there are only 250 for the “Andrews Heat For Hire” UK only Limited Edition version whereas there will be 700 of the “Marlboro” version as this one will be available “Worldwide” according to my friend Steve Wright of Staffs Slot Cars.



Mitoos News

And the news here is that there are some more of their superb metal Rally Raid chassis now available in various formats as you can see in these pictures.



George Turner News

OK, the good news is that George has finally got this decals sorted, but the bad news is that it took way longer than we were expecting, but at least he has them now and has therefore been able ➡➡





to make several of his previously “stalled” kits available for sale now, but in the meantime he did also get the Austin A40 to the finished state and as he said previously, it looks like it is “a blooming good A40!”

So good in fact that it’s now on my list of “must haves”, so hopefully I’ll be able to show you mine next month, but most likely still in kit form though, so don’t get too excited just yet, OK?

Hi Graham,

lots of new stuff being released over the next few weeks. The racing Austin A40 is in production and will soon be followed by a very low and widened version, with big arches naturally.

The Ford Pop is out now as both the road going and widened hotrod variants and the Holden Efigy has also finally been released. We have a little bit of a back log of new models but our new decals have arrived which means they will all be ready to go very soon. These new decals seem to be very good so far, very flexible and the colour is much nicer than some of our previous lots.

Next week I am hoping to release two new Lister Jaguars, with one being the green and yellow “Archie Scott

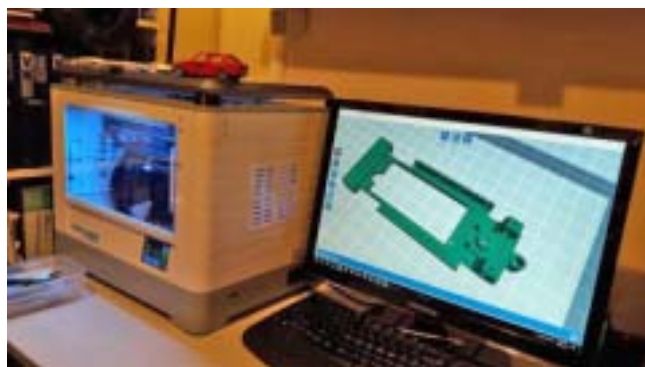


Brown” car and the other being the Sebring” Cunningham” car. There will also be a couple of new trucks ready to go, as well as the Chevy Fire truck and the Texaco Tanker.

Hopefully that should do for this year but one never knows with me, do they?

Regards and Merry Christmas, George

It’s Not A Microwave, It’s Actually A 3d Printer!



Sorry Angelo, it’s just my humour, but you’ll get used to me one day, hopefully? Having raved on about Angelo’s chassis for the last couple of months then we thought that for this month that we’d show you some “behind the scenes” stuff as well, so this is actually the box of tricks that Angelo uses to make his chassis and wheel arches, but at first glance it does *so* remind me of those little “office cookers” that many places had in the days when I used to travel around auditing, sorry, but as Angelo says, “a 3D printer does not normally look like mine, generally they are ‘open’, but having an enclosure is useful for some plastics as they need the heat to be retained while printing (ABS for example) in order to function properly, but yes, I agree, mine does look like a microwave!”

So, having checked my facts with Angelo, then here is a **very** basic outline of how “3D Printing” “works”, so once it’s hooked up to a normal computer that has the appropriate



Digital CAD software then when all is sorted you simply press “print” and sit back and watch it do its stuff with what basically looks like a spool of nylon trimmer line to me. But that “line” is actually a very clever plastic that has to be a consistent thickness and quality throughout the roll, and is then slowly drawn into the machine and through a heating element and exits as a molten plastic through an extruder head/ nozzle. The computer and the printer then work together in order to “print” the part that you want “layer by layer” onto the base plate inside the printer itself, but as these “layers” are actually around 1/20 of a millimetre in thickness then that is why you see tiny “steps” in the finished product, but as the technology improves then in theory these “layers” will become thinner and thinner until we reach the point where they are so thin that will not be able to see the joins between the layers, but as Angelo also said, *“The clever bit I like to think is the actual designing of the components, the printing (when it works well) is simple. But you don’t even need a printer, you could instead use a 3D printing bureau like: www.shapeways.com and they will make it for you. I actually use a 3D CAD program, and being a CAD designer for all my working life helps immensely here as well of course”*.

However, as Angelo further enlightened me,



“it’s not quite as simple as that”, as any part of the item that has an “overhang” for example also needs a bit of a support structure designed into it so that it doesn’t just flop onto the base plate before it has had time to harden, so that also has to be included when it’s being printed but it is then removed with a sharp knife etc. before you can use the item, hence the nice shiny base on the chassis shows you where that part was printed directly onto the base plate of the printer whereas the “rougher” looking parts are where there was a support structure that has subsequently been removed.

However, once again, it’s still not quite as simple as you may further think as not every “print” actually comes out perfectly, for example, if the item doesn’t quite “stick” as well as it should to the base plate for example then it can move around and make it all go wrong and you end up with your chassis being scrapped, so whilst it’s amazing how it all works it is not infallible unfortunately.

So, in a nutshell, when I put it to Angelo directly, “how exactly does he do it all then”, he replied with *“It’s hard to fully explain my process, but generally I have a donor car complete and I begin by dismantling it, I then take a few dimensions and reproduce a ‘virtual’ chassis design in CAD. The Slot.It pod is then electronically ‘grafted’ in and then the body mountings are sorted. It normally takes 2 to 3 prototypes in order to get a chassis the way that I want it, but that can vary based on its complexity”*.

Another way to think of it in real terms is to think that 3D printing is actually the total opposite of what you would do with a milling machine whereby with that process you are actually removing the excess material that is there in order to create the part that you want whereas with 3D printing you are actually only laying down the actual material that you “need” for ➡➡

the item, which is a very good analogy to me that I must thank the internet for rather than me coming up with it I hasten to add, whereas Angelo put it like this *“These printers are called FDM printers (i.e. Fused Deposition Modelling) so think of it as cake icing with a piping bag but done with a fraction of a millimetre precision and you won’t be far off!”*

So, all that you ever wanted to know about 3D printing, but in very few words, so I hope that has told you enough to satisfy your curiosity, interestingly James Noake of Bearwood told me the other day that Aldi are currently selling a 3D printer on-line for just £300 so there’s almost no reason why you can’t get one yourself at this rate, is there?

Slot Track Scenics News

Having caught up again with David and Guy at their latest “Silverstone Day” a few weeks ago then I also ended up racing against them at Ade’s house the other day too, and whilst we were there then David told me the latest news on his “Modular Panels” which are a really good



idea for those of you who want to make a fully scenic, *but that is still fully changeable*, slot car track as easily as possible, which is a really good idea when you think about it, as generally once you’ve built it then that’s it, isn’t it?

“Over the last few months we have designed and produced modular panels for various combinations of Scalextric track pieces. These different panels can be connected together in a variety of ways to create different circuits. They can be purchased just as bare panels or as bare panels that also come with all of the parts that you need to finish them yourself. If you want them completely or part finished by Slot Track Scenics then this may also be possible, but it depends upon the current workload to be honest with you. Starter sets are also available to which other panels can be added later.”





The panels themselves are computer designed and then precision routed from 15 mm moisture resistant MDF. This allows the track pieces to sit flush with the surface of the MDF in order to create a more realistic look. They also have all of the holes pre-drilled for adding the various STS scenic items which can be used with each panel e.g tyre walls, advertising boards, fencing, white line and kerbs, gravel, grass effect flock, etc. To see the full range of panels currently available then please go to: <https://www.slottrackscenics.co.uk/product-category/mtps/>.

We also hope to add more panels to the range over time, so you will not just be limited to those that are currently available now, should you wish to have a bit of a rebuild at some point in the future.”



And Finally

Got to thank Angelo for this little goody as well, as it just proves that you can successfully combine 1/24 slot cars and trains if you try hard enough, so check out this You Tube video and you'll see what I mean: <https://www.youtube.com/watch?v=DBLY9k9XBCk>.

OK, I think that's it then for 2017, so a very "Merry Christmas" to you all from me and all of my "regular contributors" they said to say as well, and hopefully see some of you at the Swindon Swapmeet on Sunday 7th January 2018. ■

W is for Wacker, Wanderer, Warmouth, Warrior, Wartburg, Warwick, Watford, Watling, Waverly, WD, Weinem, Wellington, Westchester Fiberglass, West Coast Cobra, Western Classics, Westfield, Whippet, Wikov, Williams, Willys, Wilro, Wimille, Windsor, Wingfield, Wizard Roadsters, Walter Wolf, Wolseley, Woodill, WSM and Wynes.

Wacker took over racing driver Egon Brutsch's design for a small, streamlined car from 1953. The design looked similar to an early Porsche. Both coupé and cabriolet versions originally had aluminium bodies, but this was replaced by a fibreglass body when Wacker took over, although few were made.



Wanderer workshop owners Johann Winkelhofer and Richard Jaenicke were offered a car design by Ettore Bugatti, but decided their own design looked better (!). The Wanderer W1 was a two-seater with the seats one behind the other. With 44mph top speed, the W1 was made for nearly 15 years. Their cars got bigger over the years, and when Auto Union was founded, Wanderer was responsible for medium priced cars within the Group. The W25 had an engine designed by Dr. Ferdinand Porsche. This had 85bhp and 90mph top speed. Car production ceased when the factory found itself on the Eastern side of the Iron Curtain after World War II.

Warmouth made a 1980's fully finished version in Germany of the Apollo Verona, a Morgan look-alike with tubular chassis and BMW and Jaguar components.

Warrior was a 1964 sports car made in Dallas by an air conditioning manufacturer, with a German Ford V4 engine.

Wartburgs were built in the old BMW factory in East Germany from 1956. Before then the Wartburg name had been used for Decauville cars built under licence from 1898 to 1904, and the Dixi BMW built version of the Austin Seven in 1930.

The Warwick was an improved version of Bernie Rodger's Peerless, while still using Triumph TR3 components from 1960 to 1961.

Watford offered kits from 1959 to 1962, to convert a Ford Ten into a more sporty looking car, with Triumph Herald components.

Watling made fibreglass boats and caravans as well as car body kits from the late 1950s to 1961.

The American Electric Vehicle Company and the Indiana Bicycle Company merged in 1898 to form the Waverly Electric Company. Equipped with a steering rod and electric motor, the Company first made horseless carriages, then a two-seater roadster until 1915.

Wolfgang Denzel (WD) started making cars after World War II based upon war-surplus VW Kubelwagen chassis. This evolved into small⇒⇒





sports cars that were shorter and lighter than Porsches. They remained 'Beetle Specials' however, and production ceased in 1960.

Wienem made a Cobra 427 copy from 1980 with a Chevrolet 5.7 Litre V8 engine.

Wellington was an American firm that made Mercedes-Benz SS look-alikes.

Westchester Fiberglass turned Corvettes into "New York Roadster" Ferrari Daytona Spyder look-alikes in the late 1980's.

West Coast Cobra offered part-complete Cobra kits in the 1980's using Ford components.

Western Classics took over production of the Replicar Ferrari 250LM look-alikes in 1987, later to be revived by Tiger Cars in 1990.



Westfield launched a fibreglass copy of the Lotus Eleven in 1983, and the Seven in 1984.



Legal action by Caterham Cars resulted in the SE version instead, which was sufficiently different to enable production to continue.

Whippet cars were made by Willys-Overland in Ohio from 1927 to 1931. One achieved an average of 56.52mph when driven for 24 hours around the Indianapolis track.

Wikov made some impressive streamlined cars in Czechoslovakia from 1926 to 1937, until concentrating on truck production.



When Frank Williams entered the Formula One arena in 1969 he could not have imagined in his wildest dreams that one day he would be at the helm of a racing team employing over 750 people. This became possible through the growth of Formula One since he joined forces with Patrick Head to form the Williams team in 1977, the successes they have had with seven World Champion drivers, and the sponsorship they have attracted along the way. Alan Jones campaigned the first Williams F1 car in the 1978 season, then Clay Regazzoni won the British Grand Prix for Williams in 1979. Alan Jones claimed the first World Championship for Williams in 1980. In 1982 Keke Rosberg also claimed the World Championship for Williams. In 1985 Keke achieved a record 160mph average speed qualifying lap for the British Grand Prix, which was to remain unbeaten until 2002 when Juan Pablo Montoya beat him, in another Williams. Tragedy struck in 1986 when Frank was injured in a road accident before the season began. Nigel Mansell lost his chance of becoming World Champion due to a tyre blowout in Adelaide, after which Nelson Piquet was brought in for a tyre change to avoid a repeat occurrence. I remember staying up all



night to watch the race on TV, as everyone expected Nigel to win. Nelson won the championship in 1987 for Williams despite Nigel winning more races. Nigel eventually became World Champion in his Red 5 Williams in 1992.

Nelson gave the best description of racing at Monaco though, as “riding a bicycle around your living room”. Alain Prost won the championship for Williams in 1993.

Damon Hill was runner-up for Williams in 1994 and 1995 before winning the World Championship for them in 1996. Jacques Villeneuve beat Ferrari’s Michael Schumacher to the Championship for Williams in 1997.

There is some controversy over who invented the Jeep, but Willys-Overland have made more than 360,000 of them. Ford built 277,896 and Bantam 2,500.

Powell Crosley made small sports cars in the USA called Hot Shots from 1949 to 1952 and a version with doors(!) called Super Sports. One of the first fibreglass car bodies to be sold in America was designed to fit the Crosley chassis, and were called Wilro Skorpions.

Jean-Pierre Wimille was a hero of the French Resistance, and a famous racing driver immediately after the War. Seven of Jean-Pierre’s 1946 aerodynamic coupe’s had been



produced by the time his luck ran out and he was killed in a racing accident in 1949. His cars had several features ahead of their time, including the Venetian blind type rear window design, later to be seen on the Lamborghini Miura.

The Moon Motor Car Company was created in St. Louis in 1905, and created the Windsor in 1929. Despite it’s eight cylinder engine and sporty bodywork, the Company closed down in 1930.



In the 1980’s Ford GT40 restorer Bryan Wingfield started making copies of the Jaguar C and D Types, based upon Jaguar E Type components. By 1990 Wingfield had become Deetype Replicas Ltd., and displayed it’s version of the Jaguar XJ13.



Wizard Roadsters were a long established British VW Beetle specialist, offering a range of fibreglass bodykits, including a version of the 1930’s Willys Coupé.

Jody Scheckter spent three seasons with Tyrrell before joining the new Walter Wolf Racing Team in 1977. Jody had a successful season, coming second in the championship to Ferrari’s Niki Lauda. 1978 was a less successful year, with Jody reaching seventh place in the Wolf.

Frederick York Wolseley’s factory made ➡➡



sheepshearing equipment before making cars from 1896. The first Wolseley car was designed by Herbert Austin, who continued working for Wolseley until 1905. Competition with the Austin Seven led to bankruptcy and sale of the Company to Morris in 1927. Gradually Wolseleys began to look like Morris cars, while Wolseley was the quality marque within the Nuffield Group. Notable was the Wolseley 1500, which was a cross between the Morris Minor and the Morris Oxford. There was also the Wolseley Hornet version of the Austin Mini, that had a larger boot than the standard Mini.



‘Woody’ Woodill was an American kit car manufacturer who claimed one of his cars could be built in 14 hours. The Woodill Wildfire was built from 1952 to 1958. As some were available ready-built, it became the world’s first fibreglass bodied production car, and also appeared in three Hollywood movies.

WSM was founded by Douglas **Wilson-Spratt** and Jim **McManus** in 1961. Their cars were coupes based upon Austin-Healey Sprites and 3000s, an MG1100 and MGB. The total number of cars they made until 1969 is unknown.

Wynes took over production of the McCoy kit car in 1990 that had previously been made by Birchall and was based on the Clan Crusader.

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

1. Scalextric Mansell V Senna Monaco 1992 Twinpack undisclosed offer above £443.11 (152663100092).
2. Strombecker 15 car collection including Wolf HP and Wolf SHP (similar to Polistil cars) £270.06 (112614937051).
3. Du-Bro/Pactra 1/24 1941 Willys Gasser Coupé £221.55 (372113826978).
4. Autoworld HO 12 Willys Gasser cars collection £208.26 (151689249788).
5. Aurora AFX G-Plus HO Williams F1 White & Blue Car £163.98 (253208968371).
6. Scalextric “Custom Made” Leyland Williams Honda Truck £139.99 (122770384174).
7. Scalextric “Custom Made” Leyland Saudia Williams Truck £139.99 (122753664843).
8. Carrera Blue Willys Coupé Digital Undisclosed Best Offer Below £104.90 (152688385500).
9. Japanese Tomy AFX HO Williams FW07 F1 £104.15 (263231721110).
10. Scalextric Williams FW15C #2 Alain Prost 1993 £99.99 (282685047864).

A good showing by Williams then, closely followed by Wolf and Willys. The Strombecker collection looked interesting, until I looked closer and discovered they all appear to be Polistil cars that have been re-branded as Strombeckers.

The Leyland Trucks are interesting too, with somebody having made a good job of making custom built trailers to match different racing teams.

Monthly Worldwide eBay Top Ten

1. Scalextric 6 Lane Layout on unfinished 23’x7’6in Trailer (!) Undisclosed Best Offer over £1,704.22 (232483877166).

2. Aurora HO 27 Car Collection £1,571.67 (382256695666).
3. Jouef 1/43 6 x 6 Car Trade packs: Renault 5, Renault 8 Gordini, Ferrari F1, Matra GT, Renault Alpine, Blue F1 £1,515.00 (182851607616).
4. Aurora HO 87+ Car Collection, Undisclosed Best Offer below £1,515.00 (322863988955).
5. Aurora AFX HO BMW 320i Turbo Red/Blue/White Undisclosed Best Offer above £1,296.00 (232524659245).
6. French Scalextric Aston Martin E5 Yellow £1,296.00 (132376687416).
7. Aurora AFX G-Plus HO Porsche 934 Turbo Yellow £1,024.04 (253242915003).
8. Scalextric Four Car Digital Jadlam SL100 Layout £959.95 (391047311251).
9. Aurora HO Super Modified Roadster Blue £908.92 (152764787190).
10. Scalextric 4 lane Sport Track with approx. 9 cars £908.92 (182642197605).

It looks like the small scale enthusiasts have been out in force this month, followed by the yellow car collectors.

Quest Complete!

Just after finishing last month's eBay Watch article, I reached the end of my quest to discover

the origins of my vintage cardboard control towers and Dunlop bridge. It turns out that the TT on the cardboard start/finish banner didn't stand for Tourist Trophy, but for Trik-Trak. This was a carpet track system, where a battery powered car negotiated the lucky recipient's lounge carpet by being guided by special plastic track corner pieces to negotiate the desired route. Trik-Trak was made by Spot-On, part of Tri-ang based in Northern Ireland. The sets appear to be made under licence from Transogram of the USA. There are indeed, earlier American versions which include cardboard scenic items with a USA theme, such as wooden barns, instead of the motor racing buildings included in the Belfast made versions. I was thrilled to find a set on eBay that still had the cardboard buildings (Control Tower, Start/Finish Banner, Humpback Bridge, Tunnel and Dunlop Bridge) unmade. I felt sure I would win this item, which I couldn't imagine would be very sought-after, only to have what I thought was a substantial maximum bid of £51.01 beaten by a pound – doh ! (311986111888). Then I found another set that had the buildings, but they had already been built up, but that sold for an even higher £74.00 after six bids (142555450625). I think one reason these two



“Crazy Ace” Trik-Trak sets sold for so much money, is that a lot of the other sets listed on eBay have lost their cardboard buildings over the years, and only the plastic track pieces and battery powered cars remain. Presumably there is also the fact they are Spot-On products, and I’m guessing there are a fair number of Spot-On collectors in the Die-Cast world who would like such a set too.

Extra spots

Thanks to keen Bearwood Scalextric Club competitor, and vintage Scalextric Set collector Dave Parish this month, who has spotted some interesting items for us on eBay:

Vintage Scalextric GP1 Set with yellow and green Lotus cars sold for £105.00 (232558105114).

Pink-Kar Blue Bugatti 59 sold for £57.00 (132392847133). Thanks Dave, I think it’s time we had another Pink-Kar eBay Top Ten:

1. Auto Union and Bugatti Twin Set in Gold £279.81 (332378655044).
2. Bugatti in Black £123.97 (172885200311).
3. Auto Union and Bugatti Twin Set in Chrome £119.58 (192318177698).



4. Auto Union in Silver with twin rear wheels £89.95 (391744655728).
5. Volkswagen Beetle in Gulf Livery £75.29 (122790338620).
6. 2017 UK Slot Festival Auto Union in Green, Red nose, £75.00 (263162625400).
7. Bugatti in Yellow Undisclosed Offer above £63.15 (252946624233).
8. Volkswagen Beetle in Multicolour CND Livery Undisclosed Best Offer above £63.15 (222511684584).
9. Auto Union in Silver Undisclosed Offer over £62.01 (272922006298).



10. Bugatti in Blue £57.00 (132392847133).

I can’t believe how low some of these prices are, compared to the original Scalextric versions, so let’s carry on a bit:

11. Auto Union in Yellow with Black Scalextric Powersledge Motor £56.00 (292260990774).
12. Auto Union in White £49.99 (391789283305).
13. Volkswagen Beetle in White Herbie Livery £48.72 (172947467090).
14. Citroen 2CV in Blue £46.06 (222719516036).
15. 2016 UK Slot Festival Austin Healey in Yellow £45.00 (263164782866).





16. Auto Union in Yellow £44.99 (401400018837).
17. Citroen 2CV in Green £44.29 (142497368025).
18. Volkswagen Beetle in White and Maroon £43.32 (272891025463).
19. Ferrari GTO in Red £39.99 (311869143236).
20. Volkswagen Beetle in plain Grey £35.43 (222618156866).

School Quiz

Thanks to writing these articles for you, and the research I need to do on each car manufacturer, I gained an unexpected benefit this month, by noticeably acing the motor racing and automotive questions in our local school PTA quiz. This helped us into fourth place, somewhat

better than the last place we achieved last year. Although the fact we had the Deputy Head on our team this year helped a bit, too!

Pussy Cats

Finally, I was amused to see that you can buy a sticker for £3.01 on eBay from Indiana that says "Traction Magnets are for Pussies" (292233016278), enough said!

So that's it for another year, hope you have enjoyed my articles, and I shall be back in January, so I would just like to say Merry Christmas to all of you and I hope you get something slot related for Christmas! ■

